



COMMONWEALTH of VIRGINIA
Office of the
SECRETARY of TRANSPORTATION

VTrans 2040

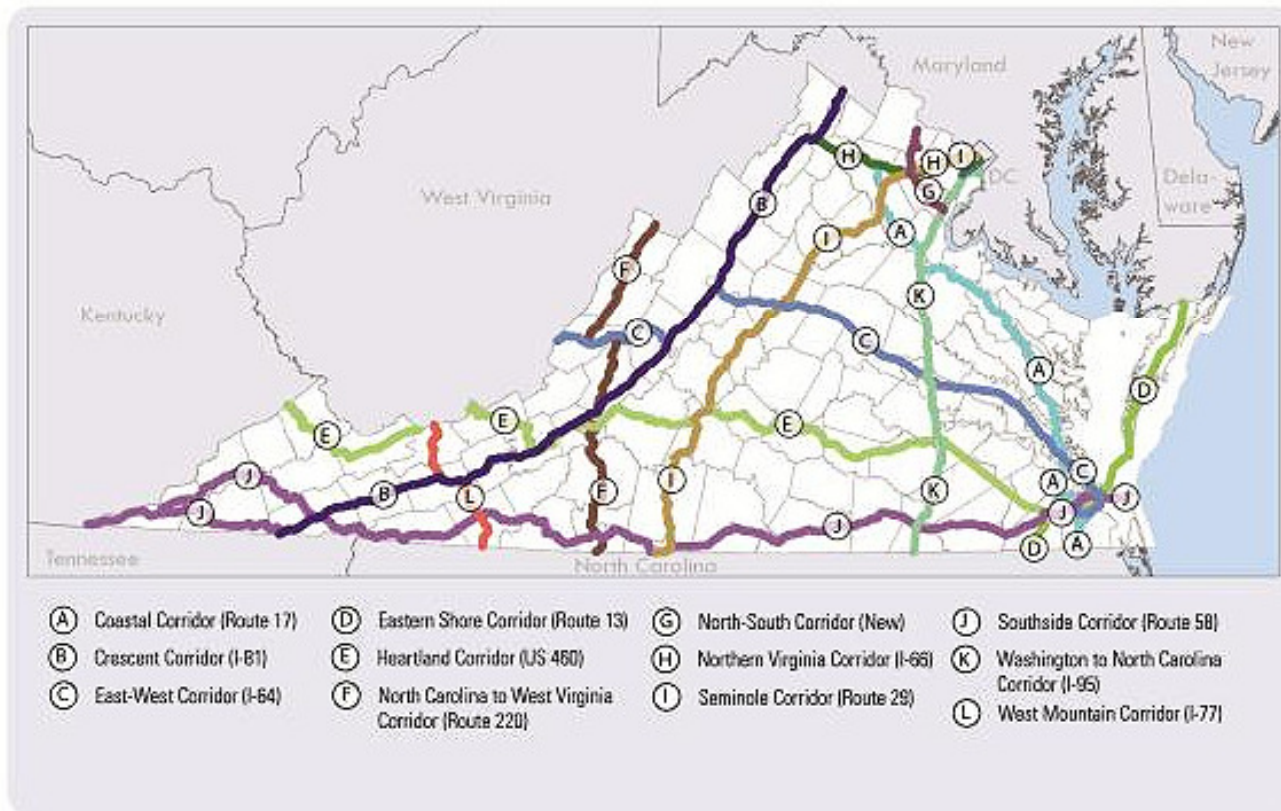
Nick Donohue
Deputy Secretary of Transportation
March 19, 2014



VTrans 2040: What's included

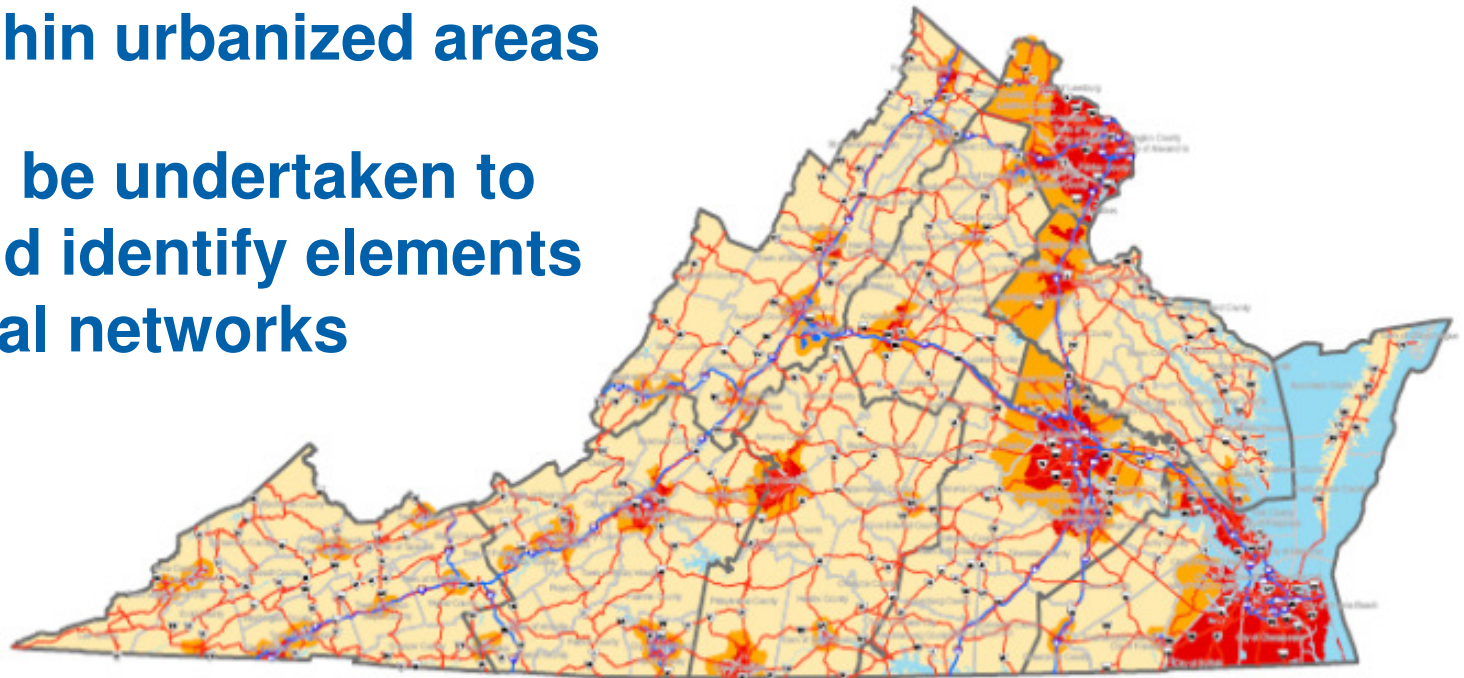
- **Conduct a comprehensive review of statewide transportation needs setting forth an assessment of multimodal capacity needs for**
 - **All corridors of statewide significance**
 - **Regional networks**
 - **Improvements to promote urban development areas**
- **Plan shall promote economic development, intermodal connectivity, environmental quality, accessibility for people and freight, and transportation safety**

Corridors of Statewide Significance



Regional Networks

- Intent is to focus on multimodal network that facilitates intra-regional travel within urbanized areas
- Work will be undertaken to define and identify elements of regional networks



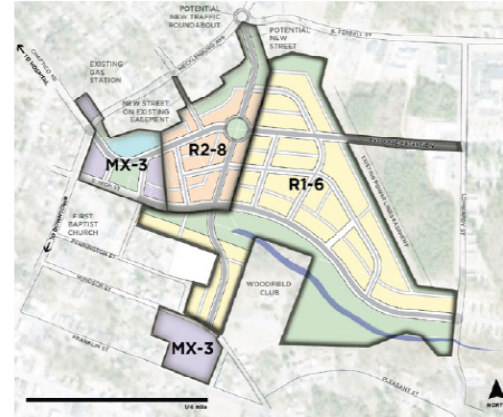
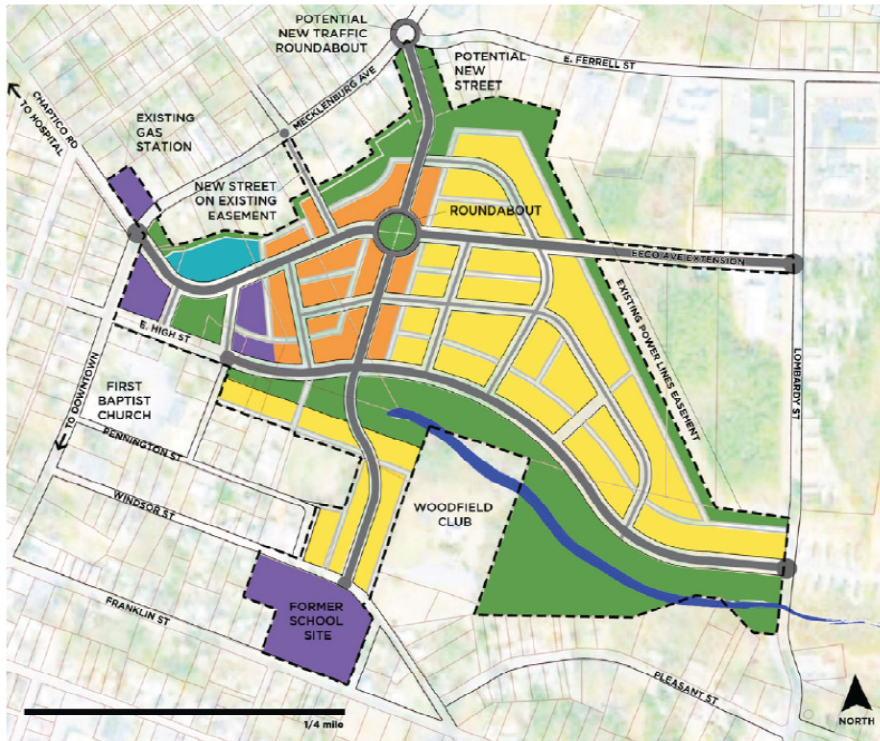
Urban Development Areas

- **Areas voluntarily designated by local governments as priority areas for future economic growth pursuant to 15.2-2222.1**
- **Must contain transportation efficient land use principles, including**
 - **Mixed-use land use**
 - **Interconnected streets**
 - **Moderately compact growth**

Urban Development Areas

- **Currently designated in both rural and urban areas. Examples include:**
 - **Cumberland County**
 - **Dinwiddie County**
 - **Fauquier County**
 - **Gloucester County**
 - **Mecklenburg County**
 - **Stafford County**
 - **City of Martinsburg**
 - **Town of Blacksburg**

Urban Development Areas: Mecklenburg County/Town of South Hill



Neighborhood Street

The Neighborhood Street is a major local street intended for use where the predominant character is residential. This street is used to connect residential neighborhoods.



2'	6'	7'	19'	7'	6'	2'
Utility Placement	Sidewalk	Plant Area	Parking Lane	Travel Lanes	Parking Lane	Plant Area
				11'		
Clear Width						
61'						
Right-of-Way Width						

Urban Development Areas: Fauquier County

Weekend Edition

Fauquier Times-Democrat

Late-breaking news of Fauquier County and the beautiful Virginia Piedmont

4TH YEAR ... No. 43 PHONE (540) 347-4222 FRIDAY, OCTOBER 22, 2010 WORLDWIDE AT WWW.FAUQUIER.COM NEWSSTAND 75¢ HOME DELIVERY 38¢

Marshall 'gateway' plan gets Oct. 28 public hearing

Residents, merchants, landowners support project

By DON DEL ROSSO
Times-Democrat Staff Writer

Fauquier planning commissioner Adrienne Garreau cannot say enough good about a land-use concept for the Winchester Road entrance to Marshall.

Prepared during a two-day public workshop, the proposed design calls for mixed uses (retail, office, industrial and some residential) on a grid street pattern with plenty of pedestrian access, especially along Winchester Road to Main Street.

More than 60 people — many of them Marshall merchants, landowners and residents — contributed ideas during the Oct. 1 and 2 workshop at the Marshall Community Center.

Design consultants Renaissance Planning Group of Charlottesville and Herd Planning & Design Ltd. Inc. of Leesburg led the workshop and prepared a map depicting the proposed pattern and uses for the village's southern 'gateway.'

"I think it's a great concept," said Garreau, who attended the two-day workshop.

See GATEWAY, Page A5

“

I think it's a great concept. I think they figured out some sticky elements we couldn't. And I think they figured them out elegantly.

Adrienne Garreau
County planning commissioner

”



Graphic by Thom Kaye



VISUAL PREFERENCE SURVEY

MIXED USE DEVELOPMENT

3 4 0	4 1 0	2 22 6	2 11 1
10 0 0	5 6 1	1 11 0	3 15 1

IMAGINING THE SOUTHERN GATEWAY AREA 20-30 YEARS IN THE FUTURE, WHAT KIND OF STREETScape DEVELOPMENT CHARACTER IS APPROPRIATE?

Please use the colored dots to indicate your reactions as follows:
 Red Dots (up to 10 per person) — Images of development that are NOT appropriate for the Southern Gateway
 Green Dots (up to 10 per person) — Images of development that ARE appropriate for the Southern Gateway
 Blue Dots (Only 1 per person) — Favorite image of development appropriate for the Southern Gateway

Mixed Use



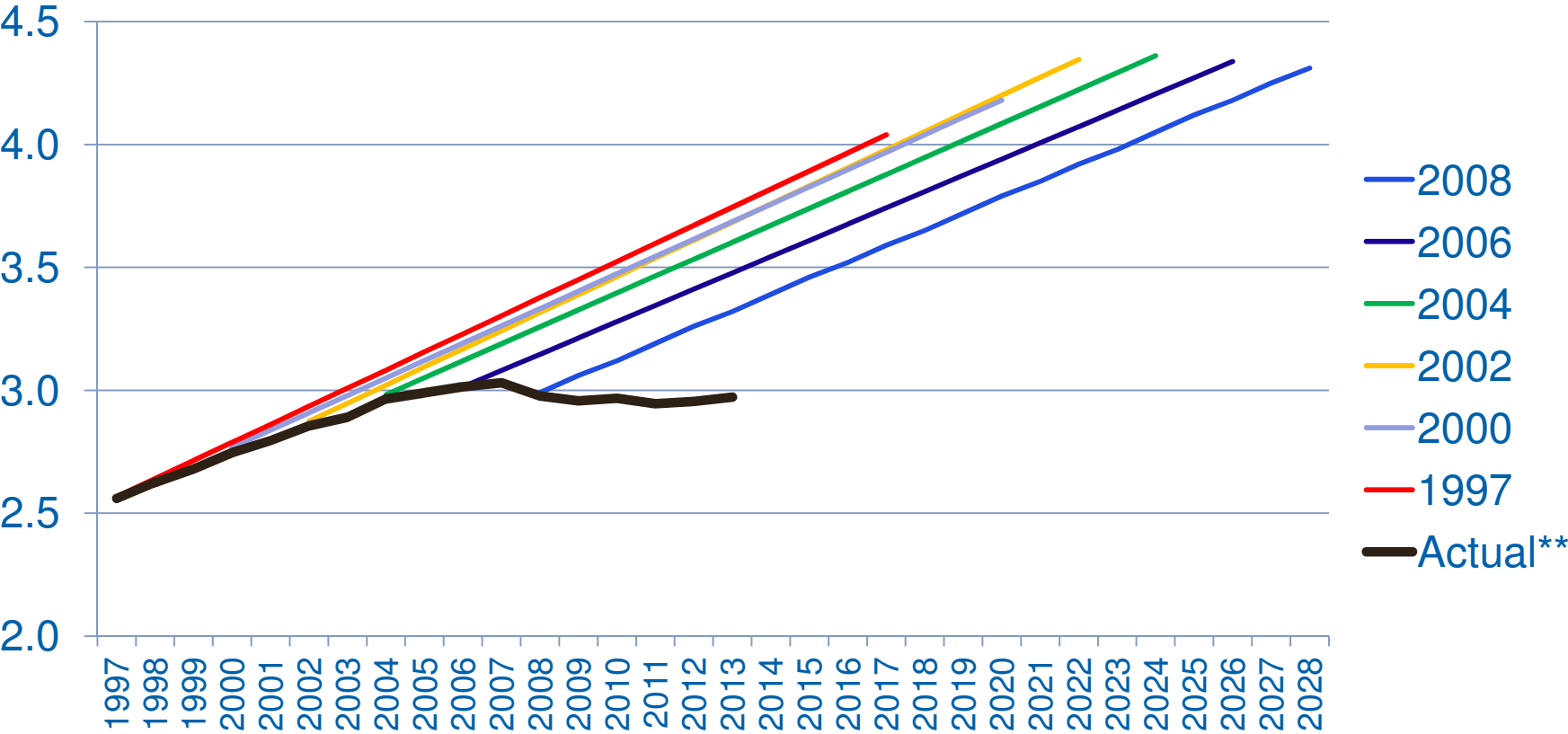
VTrans 2040 Vision

- **Serves as the policy document that will guide project selection in the VTrans Multimodal Transportation Plan**
- **Steps include**
 - Trends analysis
 - Vision and Goals
 - Guiding Principles
- **Target completion date of early 2015**

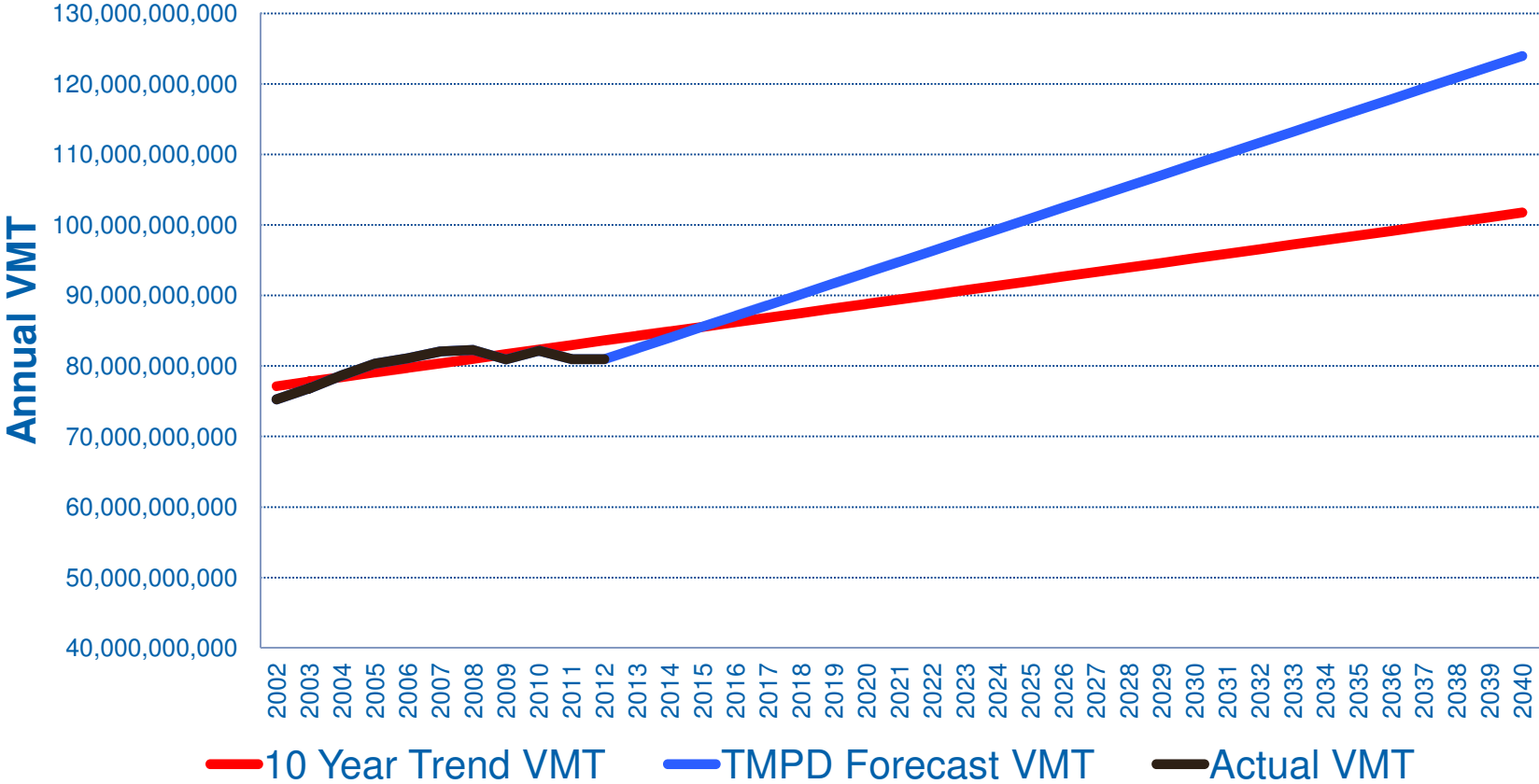
VTrans 2040 Vision

- **Trends analysis will examine the following trends:**
 - **Demographics, including type and location of communities**
 - **Travel preferences**
 - **Transportation demands of major economic generators**
 - **Goods movement patterns**
 - **Technological innovations**
 - **Environmental quality**

National Vehicle Miles Traveled: Actual versus Projections



Projected Vehicle Miles Traveled in Virginia



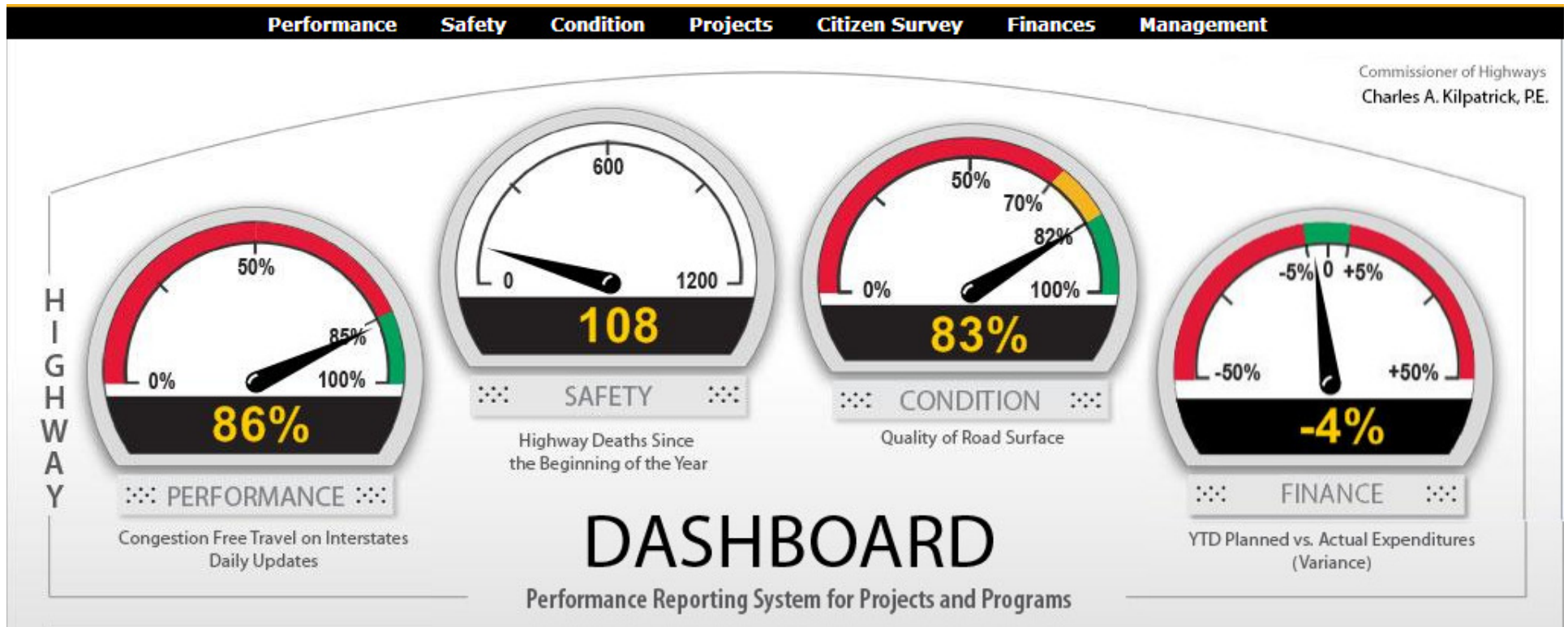
Other Recent Trends

- **Percent of people aged 20 to 34 without licenses has increased by 50%**
- **Multifamily housing represented 25% of all housing completed last year**
- **Majority of respondents surveyed by National Association of Realtors indicated preferences for walkable communities with mixed-uses**
- **Analysis of housing values by National Association of Realtors and APTA found that the sales price of residential properties near transit outperformed other housing by 41% over last five years**

VTrans Multimodal Surface Transportation Plan

- Will be developed after the VTrans 2040 Vision plan is completed
- Plan contains specific projects based on the policies adopted in the VTrans 2040 Vision
- Target completion date is early 2016
- Will be the first statewide plan to fully incorporate performance-based planning

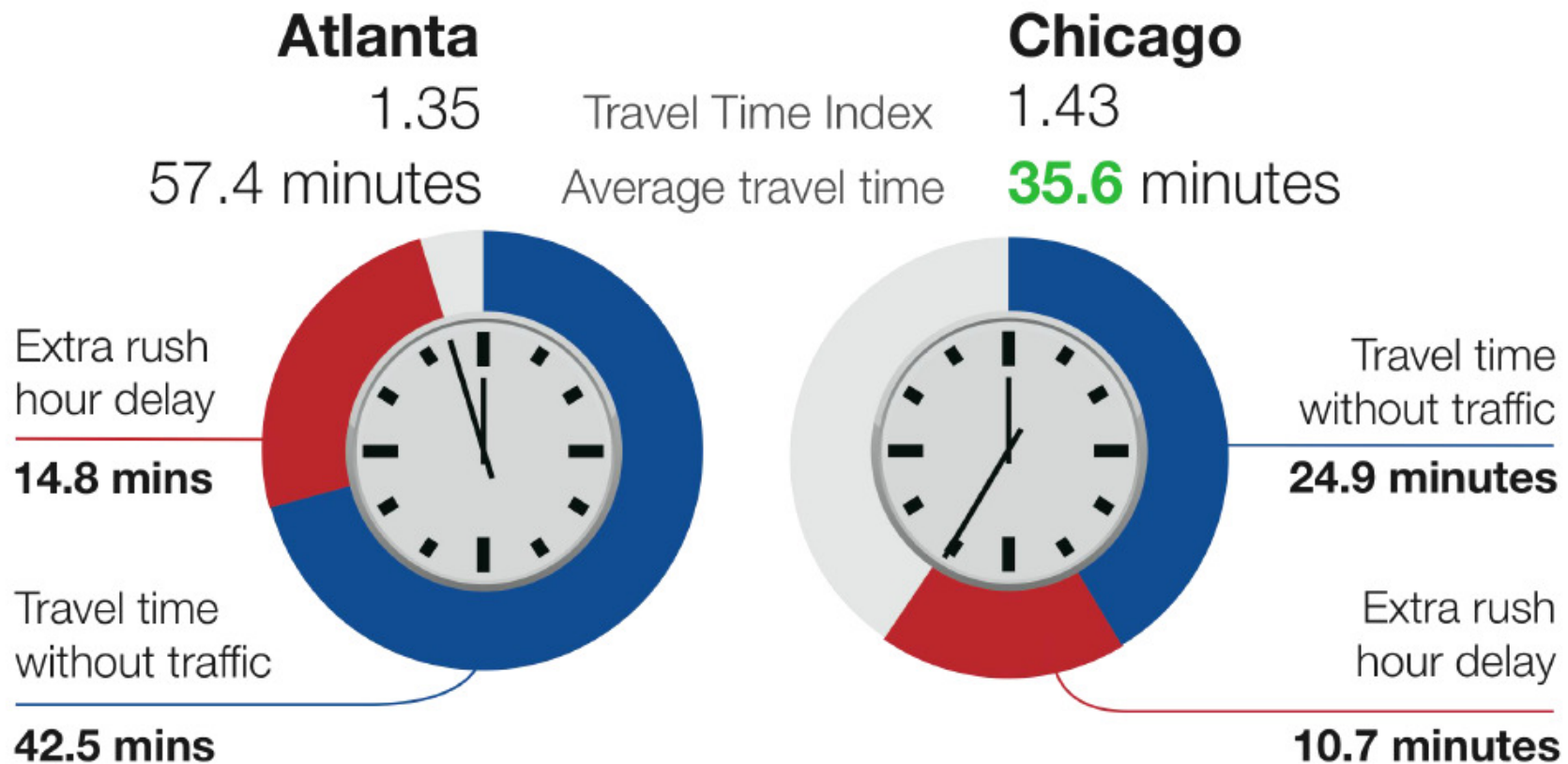
What is Performance-Based Planning?



Performance-Based Planning

- **Performance-based planning involves**
 - **Determining goals for the future**
 - **Setting targets for performance measures**
 - **Examining how different policy and investment decisions could impact the ability to achieve the targets**
 - **Adopting policies that best help the Commonwealth achieve these targets**
 - **Track whether investments resulted in expected outcome**

Performance-Based Planning



Though Atlanta has a much lower (better) Travel Time Index (TTI), Chicago commuters spend 20 minutes less per peak period trip.

Performance-Based Planning

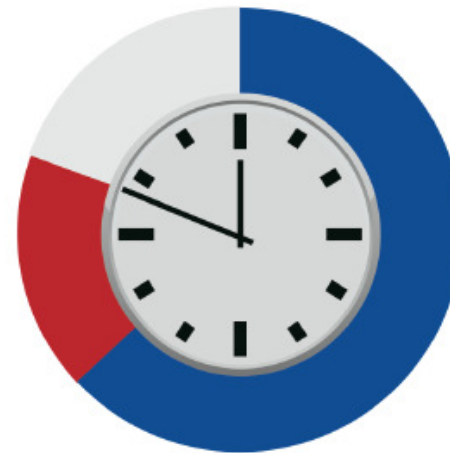
Denver 1982

1.09
50.6 minutes
46.4 mins
4.2 mins

Travel Time Index
Average travel time
Travel time without traffic
Extra rush hour delay

Denver 2007

1.31
49.6 minutes
37.9 minutes
11.7 minutes



Implications for House Bill 2

- **House bill 2 establishes screening process for projects before prioritization**
- **Projects must demonstrate that they meet a capacity need identified in the statewide long-range plan for one of the following:**
 - **Corridor of statewide significance**
 - **Regional networks**
 - **Improvements to promote urban development areas**

VTrans 2040: Moving Forward

- **CTB will receive regular updates on progress and will be asked for input at key decision points**
- **Office of Intermodal Planning and Investment will be working with key stakeholders and hosting public meetings to increase awareness of this process and solicit input**