

AGENDA

10:00-10:40 am	Plenary Workshop Introduction: Overview of needs assessment process, explanations of methodology, performance measures, and thresholds.
10:40-12:00 pm	<p>Mid-Term Needs Discussion: Breakout groups meet with facilitators to identify mid-term needs and to provide feedback on performance measures and analysis thresholds appropriate for the region.</p> <p style="text-align: center;">Performance Measures</p> <p>1A. Congestion Measure for Interstates and Select Limited Access Facilities- 60% of the speed limit</p> <p>1B. Congestion Measure for Interstates and Select Limited Access Facilities- 75% of the speed limit</p> <p>1C. Congestion Measure for Interstates and Select Limited Access Facilities- 90% of the speed limit</p> <p>2. Congestion Measure for Non-Limited Access COSS and Regional Network</p> <p>3A. Unreliable Demand- Weekday</p> <p>3B. Unreliable Demand- Weekend</p> <p>4. Reliability Measure for Non-Limited Access COSS and Regional Network</p> <p>5A. Amtrak On Time Performance</p> <p>5B. VRE On Time Performance</p> <p>6. Accessibility to Activity Centers</p> <p>7A. Disadvantaged Population Beyond ¼ Mile Access to Fixed-Route Transit Service- 80% Threshold</p> <p>7B. Disadvantaged Population Beyond ¼ Mile Access to Fixed-Route Transit Service- 90% Threshold</p> <p>8. Safety: Crashes by Severity</p>
12:00-1:00 pm	Lunch/ Opportunity to provide comments at UDA “open house” station
1:00-1:20 pm	Breakout groups review & validate main points, prepare for report-out
1:20-1:45 pm	Report Out: Each breakout group provides a brief summary of its key takeaways, 3-5 minutes per group
1:45-2:00 pm	Wrap Up And Next Steps: Plenary presenter invites remaining questions/ comments from full group, offers closing thoughts/ observations, reiterates the process for finalizing mid-term needs.

SUMMARY OF TRANSPORTATION RELATED PLANS/STUDIES

Name of Plan	Agency	Date Published	Vision	Goals	Objectives/Strategies	Performance Measures
Visualize 2045: A Long-Range Transportation Plan for the National Capital Region	NCRTPB	10/17/2018	In the 21st Century, the Washington metropolitan region remains a vibrant world capital, with a transportation system that provides efficient movement of people and goods. This system promotes the region’s economy and environmental quality, and operates in an attractive and safe setting--it is a system that serves everyone. The system is fiscally sustainable, promotes areas of concentrated growth, manages both demand and capacity, employs the best technology, and joins rail, roadway, bus, air, water, pedestrian and bicycle facilities into a fully interconnected network	Bring jobs and housing closer together	Encourage housing and job growth near underused Metro stations and activity centers. Reduce traffic from commuting outside the region by building more housing.	
				Expand express highway network	Expand dynamic pricing of express lanes, exempting carpooling vehicles from tolls. Implement express buses operating in express lanes.	
				Expand bus rapid transit and transitways	Build bus rapid transit systems in suburban Maryland, Northern Virginia, and DC. Streetcar and light rail routes would provide targeted connections within the regionwide system.	
				Move more people on Metrorail	Add more trains, lines, and stations on the Metrorail system, focusing on the downtown core. Run Metrorail trains with eight cars at all times. Addition of second station at Rosslyn to increase frequency of Orange, Blue, and Silver lines. Addition of a new rail line and tunnel under the Potomac to connect Virginia to Georgetown and on to Union station.	
				Provide more telecommuting and other options for commuting	Expand programs to increase the number of people who telework, ride in carpools, or use transit. Increase subsidies for not driving such as parking cash-out. Reduce subsidies for the cost of parking in activity centers.	
				Improve walk and bike access to transit	Create more paths to transit. Remove barriers for walkers and bicyclists.	
				Complete the National Capital Trail	Complete the network of bicycle and pedestrian trails encircling the region’s central jurisdictions.	
National Capital Region Freight Plan	NCRTPB	7/28/2016	Develop, implement, and maintain an interconnected transportation system that enhances quality of life and promotes a strong and growing economy throughout the region, including a healthy regional core and dynamic regional activity centers	Ensure maintenance of roads and bridges		
				Alleviate roadway bottlenecks		
				Concentrate growth in activity centers		
				Enhance circulation within activity centers		
	NCRTPB	1/15/2014		Provide a Comprehensive Range of Transportation Options	Improve access to transit stops and stations	

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Regional Transportation Priorities Plan				Promote a Strong Regional Economy, Including a Healthy Regional Core and Dynamic Activity Centers	Alleviate roadway bottlenecks	
				Ensure Adequate System Maintenance, Preservation, and Safety	Support and promote electric vehicles	
				Maximize Operational Effectiveness and Safety of the Transportation System	Promote commute alternatives	
				Enhance Environmental Quality, and Protect Natural and Cultural Resources	Expand pedestrian infrastructure	
				Support Inter-Regional and International Travel and Commerce	Expand bicycle infrastructure	
Project Management Plan for Enhanced Mobility of Seniors and Individuals with Disabilities	MWCOG	3/4/2016		Coordinate transportation services and programs for seniors and individuals with disabilities. Improve the accessibility and reliability of existing services.	Determine applicant and project eligibility for FTA Section 5310 program funds. Approve projects for inclusion in the TIP and Program of Projects for FTA.	
2018 Congestion Management Process Technical Report	NCRTPB/MWCOG	9/7/2018		Implement Demand Management Strategies	Commuter Connections Program, Public Transportation Improvements, Pedestrian and Bicycle Transportation Enhancements, Car Sharing, Land Use Strategies.	
				Implement Operational Management Strategies	HOV Facilities, Variably-Priced Lanes, Incident Management, Regional Transportation Operations Coordination, Intelligent Transportation Systems.	
				Implement Multimodal/Integrated Strategies	Integrated Corridor Management, Advanced Traveler Information Systems, I-270 Innovative Congestion Management Project.	
Bicycle and Pedestrian Plan for the National Capital Region	NCRTPB	1/21/2015	A strong urban core and a set of regional activity centers, which will provide for mixed uses in a walkable environment and reduced reliance on the automobile.	Transportation Goals: 1. A broad range of public and private transportation choices for our region which maximizes accessibility and affordability to everyone and minimizes reliance upon single occupancy use of the automobile. 2. A transportation system that maximizes community connectivity and walkability, and minimizes ecological harm to the region and the world beyond.	A. Incorporate bicycle and pedestrian elements in all jurisdictional planning and design policies. Adopt "Complete Streets" policies.	
					B. Develop and adhere to consistent bicycle and pedestrian facility design and construction standards in each jurisdiction.	
					C. Minimize roadway width, curb radii, and crossing distance.	
				Land Use Goals: 1. Enhancement of established neighborhoods of differing densities with compact, walkable infill development, rehabilitation and retention of historic sites and districts, and preservation of open space, farmland and environmental resource land in rural areas.	D. Set target vehicle speeds appropriate to surrounding land use.	
					E. Improve bicycle and pedestrian circulation within and between regional activity centers and the urban core.	
					F. Integrate bicycling and walking into the public transportation system.	

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				2. Transit-oriented and mixed-use communities emerging in regional activity centers that will capture new employment and household growth.	G. Provide adequate bicycle support facilities. H. Expand the Regional Bike Share Program	
				Energy & Environment Goals: 1. Significant decrease in greenhouse gas emissions, with substantial reductions in the built environment and transportation sector. 2. Protect and enhance region’s environmental resources by meeting and exceeding standards for our air, water, and land.	I. Develop pedestrian and bicycle safety education and enforcement programs in all jurisdictions. J. Encourage walking and bicycling	
				Public Safety & Health Goals: 1. Safe communities for residents and visitors. 2. protect the public health, safety, welfare, and preserve the lives, property, and economic well-being of the region and its residents. 3. Healthy communities with ...a focus on wellness and prevention	K. Each jurisdiction should develop a high visibility bicycle or pedestrian project to demonstrate the effectiveness of bicycling and walking as a short distance transportation mode.	
				Other Goal: Establish a circumferential bicycle route or routes around the Washington region.	L. Each agency should designate a bicycle coordinator and a pedestrian coordinator to oversee bicycle and pedestrian programs.	
TransAction 2040: Northern Virginia Transportation Plan	NVTA	11/1/2012	In the 21st century, Northern Virginia will develop and sustain a multimodal transportation system that supports our economy and quality of life. It will be fiscally sustainable, promote areas of concentrated growth, manage both demand and capacity, and employ the best technology, joining rail, roadway, bus, air, water, pedestrian, and bicycle facilities into an interconnected network.	Enhance Northern Virginia relationships among jurisdictions, agencies, the public, and the business community.		Person Miles of Travel
				Provide responsive transportation service to customers		Vehicle Miles of Travel
				Provide an integrated, multimodal transportation system		Work Trip Mode Share
				Maximize community connectivity by addressing transportation and land use together		Job Accessibility
				Incorporate the benefits of technology		
				Identify funding and legislative initiatives needed to implement the Plan		
				Enhance Northern Virginia relationships among jurisdictions, agencies, the public, and the business community.		
Route 7 Corridor Improvement Study	VDOT	Ongoing				
Liberia Avenue (Route 4361)	VDOT	Ongoing				
Fairfax County Parkway Study	VDOT	Ongoing				
I-95 Corridor Improvement Plan	VDOT	Ongoing				

Urban Development Area Needs Assessment- 2019 Responses

Jurisdiction	UDAs or DGAs (#)	VDOT District	Area sq. mi.	Year Designated	Improvement Urgency	Highest Rated Overall Need	Internal UDA Specific Multimodal Transportation Needs (Highest Identified Need)	In Regional Network
Arlington County	Countywide (7)	Northern Virginia	8.2	2011	Within 5 years	Transit enhancements	Transit frequency, transit operations, transit capacity and access, transit facilities, bicycle infrastructure, pedestrian infrastructure,	Yes
City of Fairfax	City of Fairfax Activity Centers (5)	Northern Virginia	0.4	2015	Within 5 years	Safety for All Users	Transit frequency, transit facilities, street grid, bicycle infrastructure, pedestrian infrastructure, complete streets improvements, safety features, improvements to the natural environment, sidewalks	Yes
Fairfax County	Tysons Urban Center	Northern Virginia	3.4	2013	Within 5 years	Safety for All Users	Roadway capacity and infrastructure, roadway operations, transit frequency, transit operations, transit capacity and access, transit facilities, street grid, bicycle infrastructure, pedestrian infrastructure, complete streets improvements, safety features, signage/wayfinding, improvements to the natural environment, sidewalks,	Yes
Loudoun County	Suburban Policy Area	Northern Virginia	93.4	2011		<i>Safety for all users; Access to transportation networks beyond the UDA</i>	<i>Roadway Capacity Improvements; Street Grid; Bicycle Infrastructure; Pedestrian Infrastructure</i>	Yes
Manassas	City of Manassas	Northern Virginia	9.9	2013		<i>Safety for all users; Friendly pedestrian and bicycle environment</i>	<i>Roadway Capacity/Infrastructure Improvements; Bicycle Infrastructure; Pedestrian Infrastructure; Complete Streets; Off-Street Parking Capacity; Intersection Design; Signage/Wayfinding; Improvements to the Natural Environment</i>	Yes
Town of Herndon	Town of Herndon	Northern Virginia		2008	Within 5 years	Safety for All Users	Roadway capacity and infrastructure, roadway operations, street grid, bicycle infrastructure, pedestrian infrastructure, complete streets improvements, safety features, on-street parking, intersection design, signage/wayfinding, traffic calming, improvements to the natural environment, sidewalks,	Yes
	Herndon Metrorail Station Area	Northern Virginia	4.3	2008	Within 5 years	Transit Enhancements	Roadway capacity and infrastructure, roadway operations, transit capacity and access, transit facilities, street grid, bicycle infrastructure, pedestrian infrastructure, complete streets improvements, safety features, intersection design, improvements to the natural environment, sidewalks, access management	Yes

Previous responses italicized

UDA VARIABLES

UDA Name	Governing Bodies	Area	Year Designated	Centerline Miles	Population and Density (Persons per Acre) ¹	Employment and Density (Persons per Acre) ²	UDA Transit	Modal Information
Arlington County	PDC: Northern Virginia Regional Commission MPO: National Capital Region Transportation Planning Board District: Northern Virginia Jurisdiction: Arlington County	Sq. miles: 8.23 Acres: 5,264.45	2011	209.82	UDA Population: 117,724 UDA Population Density: 22.36	UDA employment: 121,124 Total UDA employment in freight related industries: 12,233 Total UDA employment in local serving industries: 59,611 Total UDA employment in knowledge-based industries: 49,280 UDA Employment density: 23.01	Percent of UDA population served by transit (within 1/4 mile of transit stop): 87% Percent of UDA employment served by transit (within 1/4 mile of transit stop): 87%	Number of bus stops: 1,557 Miles of bus routes: 411.20 Number of ferry stops: 0 Miles of ferry routes: 0 Number of rail stops: 11 Miles of rail: 13.51
Fairfax City	PDC: Northern Virginia Regional Commission MPO: National Capital Region Transportation Planning Board District: Northern Virginia Jurisdiction: Fairfax City	Sq. miles: 0.36 Acres: 227.74	2015	1.85	UDA Population: 1,435 UDA Population Density: 6.30	UDA employment: 3,709 Total UDA employment in freight related industries: 272 Total UDA employment in local serving industries: 2,244 Total UDA employment in knowledge-based industries: 1,193 UDA Employment density: 16.29	Percent of UDA population served by transit (within 1/4 mile of transit stop): 100% Percent of UDA employment served by transit (within 1/4 mile of transit stop): 100%	Number of bus stops: 207 Miles of bus routes: 1.43 Number of ferry stops: 0 Miles of ferry routes: 0 Number of rail stops: 0 Miles of rail: 0
Fairfax County-Tysons Corner Urban Center	PDC: Northern Virginia Regional Commission MPO: National Capital Region Transportation Planning Board District: Northern Virginia Jurisdiction: Fairfax County	Sq. miles: 3.36 Acres: 2,150.92	2013	96.72	UDA Population: 17,557 UDA Population Density: 8.16	UDA employment: 90,616 Total UDA employment in freight related industries: 2,658 Total UDA employment in local serving industries: 33,695 Total UDA employment in knowledge-based industries: 54,264 UDA Employment density: 42.13	Percent of UDA population served by transit (within 1/4 mile of transit stop): 90% Percent of UDA employment served by transit (within 1/4 mile of transit stop): 90%	Number of bus stops: 220 Miles of bus routes: 391.11 Number of ferry stops: 0 Miles of ferry routes: 0 Number of rail stops: 4 Miles of rail: 3.12
Falls Church - City of Falls Church	PDC: Northern Virginia Regional Commission MPO: National Capital Region Transportation Planning Board District: Northern Virginia Jurisdiction: Falls Church City	Sq. miles: 2.05 Acres: 1,314.37	2016	40.82	UDA Population: 13,888 UDA Population Density: 10.57	UDA employment: 10,116 Total UDA employment in freight related industries: 646 Total UDA employment in local serving industries: 6,957 Total UDA employment in knowledge-based industries: 2,513 UDA Employment density: 7.70	Percent of UDA population served by transit (within 1/4 mile of transit stop): 78% Percent of UDA employment served by transit (within 1/4 mile of transit stop): 78%	Number of bus stops: 177 Miles of bus routes: 14.69 Number of ferry stops: 0 Miles of ferry routes: 0 Number of rail stops: 2 Miles of rail: 0.23
Herndon Town-Herndon Metrorail Station	PDC: Northern Virginia Regional Commission MPO: National Capital Region Transportation Planning Board District: Northern Virginia Jurisdiction: Fairfax County	Sq. miles: 4.30 Acres: 2,748.77	2008	82.61	UDA Population: 24,190 UDA Population Density: 8.80	UDA employment: 18,392 Total UDA employment in freight related industries: 2,098 Total UDA employment in local serving industries: 7,742 Total UDA employment in knowledge-based industries: 8,552 UDA Employment density: 6.69	Percent of UDA population served by transit (within 1/4 mile of transit stop): 90% Percent of UDA employment served by transit (within 1/4 mile of transit stop): 90%	Number of bus stops: 224 Miles of bus routes: 33.62 Number of ferry stops: 0 Miles of ferry routes: 0 Number of rail stops: 0 Miles of rail: 0
Loudoun County-Suburban Policy Area	PDC: Northern Virginia Regional Commission MPO: National Capital Region Transportation Planning Board District: Northern Virginia Jurisdiction: Loudoun County	Sq. miles: 93.41 Acres: 59,780.08	2011	1,284.04	UDA Population: 238,379 UDA Population Density: 3.99	UDA employment: 115,321 Total UDA employment in freight related industries: 31,775 Total UDA employment in local serving industries: 50,473 Total UDA employment in knowledge-based industries: 33,073 UDA Employment density: 1.93	Percent of UDA population served by transit (within 1/4 mile of transit stop): 19% Percent of UDA employment served by transit (within 1/4 mile of transit stop): 19%	Number of bus stops: 250 Miles of bus routes: 1,414.64 Number of ferry stops: 0 Miles of ferry routes: 0 Number of rail stops: 0 Miles of rail: 0

UDA Name	Governing Bodies	Area	Year Designated	Centerline Miles	Population and Density (Persons per Acre) ¹	Employment and Density (Persons per Acre) ²	UDA Transit	Modal Information
Manassas City-Downtown	PDC: Northern Virginia Regional Commission MPO: National Capital Region Transportation Planning Board District: Northern Virginia Jurisdiction: Manassas City	Sq. miles: 10.01 Acres: 6,408.86	2013	170.52	UDA Population: 41,620 UDA Population Density: 6.49	UDA employment: 22,122 Total UDA employment in freight related industries: 3,958 Total UDA employment in local serving industries: 12,157 Total UDA employment in knowledge-based industries: 6,007 UDA Employment density: 3.45	Percent of UDA population served by transit (within 1/4 mile of transit stop): 33% Percent of UDA employment served by transit (within 1/4 mile of transit stop): 33%	Number of bus stops: 77 Miles of bus routes: 25.01 Number of ferry stops: 0 Miles of ferry routes: 0 Number of rail stops: 0 Miles of rail: 4.87

¹ Source: United States Census Bureau, American Community Survey 2013-2017

² Source: United States Census Bureau, Longitudinal Employer-Household Dynamics 2015