SHRP2 Interstate 64 Corridor Plan

Shenandoah Piedmont area Collaborative Effort (SPaCE)

Project Introduction and Overview

October 26, 2016
Project Study Area

- I-64 from MM 87 to MM 118
- US-250 from I-81 Interchange to the Cville Bypass
- CSXT/BB from Charlottesville to Staunton
Project Funding

- Grant funding provided by Federal Highway Administration (SHRP2 Program)
- $100,000 in federal funds
- CA–MPO $70,000
- SAW–MPO $30,000
- CA–MPO providing project management and oversight
SHRP2 PlanWorks

- **SHRP2**
  - Strategic Highway Research Program
    - Authorized under SAFETEA–LU
    - Funds innovation research and pilot projects
  
- **PlanWorks**
  - Web based decision support tool
  - Supports and improves collaborative decision making
  - Built around key decision points in the project and LRTP planning process
  - Provides a flexible roadmap for project planning

**Corridor Planning**

- COR-1 Approve Scope of Corridor Planning Process
- COR-2 Approve Problem Statements and Opportunities
- COR-3 Approve Goals for the Corridor
- COR-4 Reach Consensus on Scope of Environmental Review and Analysis
- COR-5 Approve Evaluation Criteria, Methods and Measures
- COR-6 Approve Range of Solution Sets
- COR-7 Adopt Preferred Solution Set
- COR-8 Approve Evaluation Criteria, Methods and Measures for Prioritization of Projects
- COR-9 Adopt Priorities for Implementation
Project Activities

- Multi-agency and jurisdiction working group
- Joint MPO meetings
- Data collection
- Needs assessment
- Draft MOU’s
- Draft Corridor Study
# Working Group Meetings

<table>
<thead>
<tr>
<th>Meeting</th>
<th>Date</th>
<th>Topics</th>
</tr>
</thead>
<tbody>
<tr>
<td>Meeting 1</td>
<td>Nov</td>
<td>Scope and problem statement, Project Goals and process</td>
</tr>
<tr>
<td>Meeting 2</td>
<td>Jan</td>
<td>Goals, Public Safety</td>
</tr>
<tr>
<td>Meeting 3</td>
<td>Mar</td>
<td>Evaluation Criteria, Economic Development/ Accessibility</td>
</tr>
<tr>
<td>Meeting 4</td>
<td>May</td>
<td>Identify Hotspots, Environmental</td>
</tr>
<tr>
<td>Meeting 5</td>
<td>Jul</td>
<td>Congestion and traffic, Review problem areas</td>
</tr>
<tr>
<td>Meeting 6</td>
<td>Aug</td>
<td>Lessons Learned, Recommendation of problem areas &amp; next steps</td>
</tr>
</tbody>
</table>

- Public Open House
- Joint MPO Meeting
Key Regional Link

- Few adequate alternatives exist to provide detour routes if corridor becomes closed or Afton is impassable due to weather or crash.

- Alternative routes within a reasonable vicinity of the corridor include the following (Note all times are between Charlottesville and Staunton I 64 Drive time is 45 minutes):
  - US 250 (1:00 drive time)
  - US 33 (1:48 drive time)
  - Route 56 (1:58 drive time)*
  - Route 60 (2:14 drive time)*

*Routes are not well suited for trucks and other large vehicles.
Preliminary Data

- Highway performance related measures
  - Crashes
  - AADT
  - Truck Traffic
- Demographic
  - Commuting patterns
  - Incomes
Percent Heavy Vehicles (trucks)
Commuting Patterns: Albemarle
Commuting Patterns: Staunton
Commuting Patterns: Charlottesville
## Community Profile: Population Change

<table>
<thead>
<tr>
<th>Geography</th>
<th>2015 Pop</th>
<th>2010–15 Growth Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Virginia</td>
<td>8,382,993</td>
<td>4.8%</td>
</tr>
<tr>
<td>C–A</td>
<td>153,261</td>
<td>7.6%</td>
</tr>
<tr>
<td>Charlottesville</td>
<td>48,210</td>
<td>10.9%</td>
</tr>
<tr>
<td>Albemarle</td>
<td>105,051</td>
<td>6.1%</td>
</tr>
<tr>
<td>SAW</td>
<td>121,218</td>
<td>2.3%</td>
</tr>
<tr>
<td>Staunton</td>
<td>24,542</td>
<td>3.4%</td>
</tr>
<tr>
<td>Augusta</td>
<td>74,881</td>
<td>1.5%</td>
</tr>
<tr>
<td>Waynesboro</td>
<td>21,795</td>
<td>3.8%</td>
</tr>
</tbody>
</table>

![Population Change Graph](image-url)
The income spread is similar in both communities across most income brackets.

Major difference is presence of about 10,000 additional households earning $100,000 or more in Charlottesville/Albemarle.

### Median Household Income

<table>
<thead>
<tr>
<th></th>
<th>Charlottesville Metro Area</th>
<th>Staunton–Wboro Metro Area</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$59,189</td>
<td>$49,262</td>
</tr>
</tbody>
</table>
## Community Profile: Poverty & Employment

### General Economic Indicators

<table>
<thead>
<tr>
<th>Geography</th>
<th>Median Household Income</th>
<th>Poverty Rate</th>
<th>Non–student Poverty Rate</th>
<th>Unemployment Rate (BLS)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Charlottesville Metro Area</td>
<td>$59,189</td>
<td>15.2%</td>
<td>10.2%</td>
<td>3.9%</td>
</tr>
<tr>
<td>Charlottesville</td>
<td>$47,218</td>
<td>27.5%</td>
<td>15.1%</td>
<td>3.7%</td>
</tr>
<tr>
<td>Albemarle</td>
<td>$67,958</td>
<td>9.7%</td>
<td>8.4%</td>
<td>3.9%</td>
</tr>
<tr>
<td>Staunton–Waynesboro Metro Area</td>
<td>$49,262</td>
<td>13.2%</td>
<td>13.2%</td>
<td>4.3%</td>
</tr>
<tr>
<td>Staunton</td>
<td>$39,982</td>
<td>18.2%</td>
<td>17.8%</td>
<td>4.4%</td>
</tr>
<tr>
<td>Augusta</td>
<td>$54,018</td>
<td>9.3%</td>
<td>9.4%</td>
<td>4.1%</td>
</tr>
<tr>
<td>Waynesboro</td>
<td>$45,499</td>
<td>20.7%</td>
<td>20.8%</td>
<td>4.7%</td>
</tr>
</tbody>
</table>
The contrast in educational attainment is more dramatic than the contrast in income.
The dominant form of housing in both regions is single-family detached. Charlottesville has more multi-family.

(Charlottesville–Albemarle)
- Single-family detached: 57%
- Attached or Duplex: 17%
- 3-19 units: 14%
- Multi-family: 9%
- Single-family attached or duplex: 3%

(Staunton–Augusta–Waynesboro)
- Single-family detached: 76%
- Attached or Duplex: 11%
- 3-19 units: 7%
- Multi-family: 4%
- Single-family attached or duplex: 2%

(Percentage of total housing units)