

Chapter 4: Regional Transportation Elements

The following information summarizes the status and pertinent information of elements of the overall transportation for all modes of transportation.

Roadway

For roadways, the focus of the Transportation Plan is MPO region's thoroughfare network. This thoroughfare network consists of primary routes and major secondary routes, as well as other principal streets in the study area. U.S. primary routes through the study area include Route 29 and Business Route 29; Route 221; Route 460 and Business Route 460; and Route 501 and Business Route 501. Virginia Primary Route 130 also passes through the study area. The thoroughfare system also includes numerous Virginia secondary routes as well as principal arterial roads within the City of Lynchburg.

Given the funding constraints, the focus of future road improvement planning will be shifted more towards a transportation system management (TSM) and multimodal approach that optimizes capacity, safety, and multimodal opportunities within the existing system. The only new roadway projects, on new alignment, shown in the overall plan (contained in the unconstrained plan listing) is the Route 29 project which includes both an easterly alignment for inter-regional travel and a westerly alignment for provide north south mobility for intra-regional travel. These improvements are part of the overall strategy to provide for improved mobility along Route 29, which is a roadway of statewide significance.

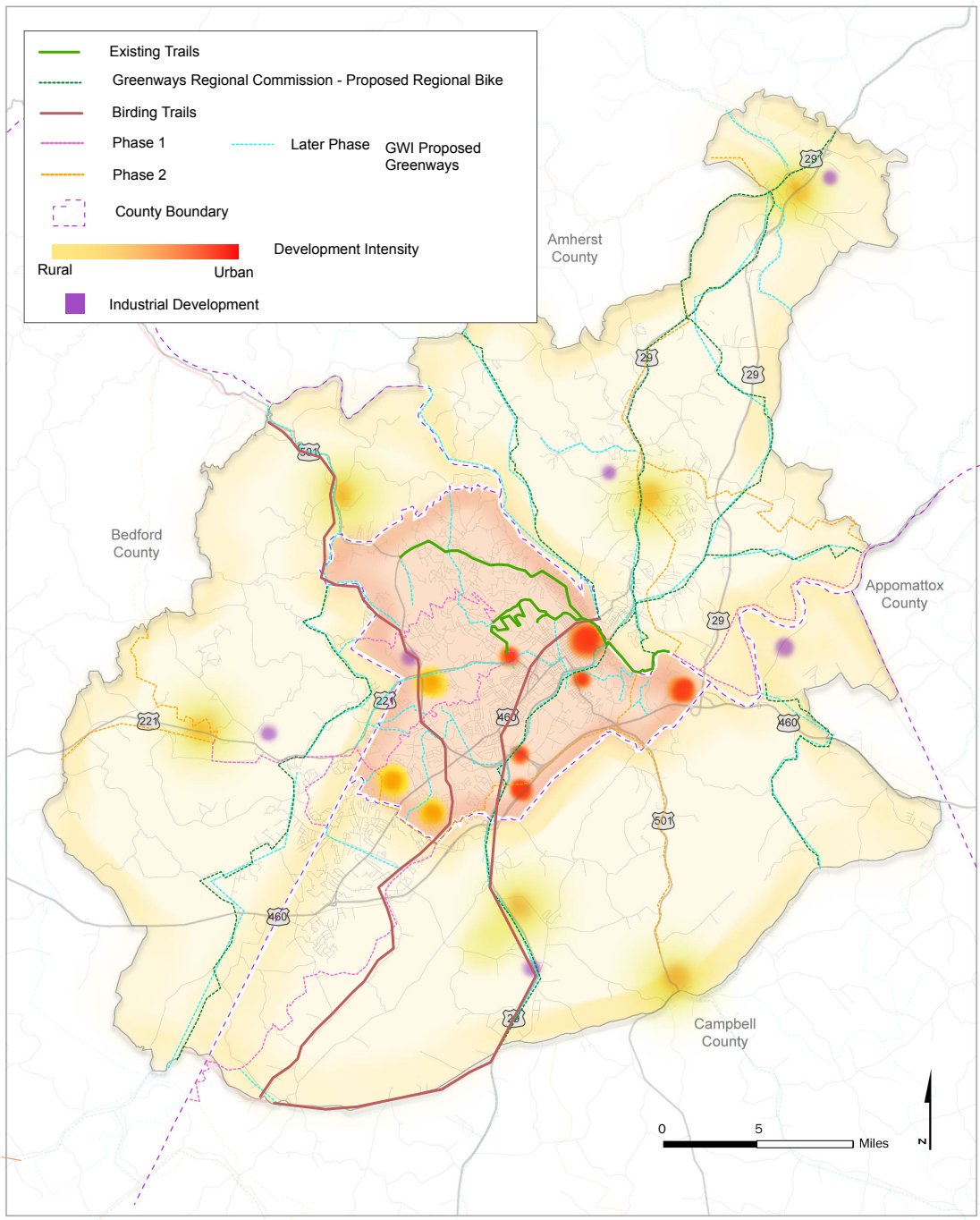
Non-motorized Travel

Biking and walking are efficient, low-impact modes of travel that reduce vehicle miles traveled, do not contribute to air pollution, and can alleviate traffic congestion. The ability to safely bicycle and walk, provide varying levels of accessibility and mobility to everyone, including the young, elderly, physically disabled, low-income and others who may not drive. Well-designed, strategically located bicycle and pedestrian facilities also provide increased and safer access to transit for more people. In more urbanized areas, such as Lynchburg, minimizing conflicts between non-motorized and other users of the transportation system is critically important. Children, in particular, have a need for safe routes to schools. Walking and biking to school can yield significant health benefits and reduce transportation costs for families and school districts. Bicycle and pedestrian trails are important community amenities that can help spur economic development, and promote physical activity and public health.

Currently, pedestrian and bicycle travel is facilitated by sidewalks that are largely located within the Lynchburg downtown, Rustburg, Town of Amherst, Madison Heights, and other commercial and neighborhood areas. Several single use and multi-use regional corridors also exist, although they tend to be at the edges of the region: The Appalachian Trail, the Blue Ridge Parkway, and the James River Heritage Trail system.

The alternative growth concept as discussed in the Scenario planning section of this document, Chapter 2, recognizes non-motorized transportation as a critical element of the region's greenhouse gas reduction and mobility strategies, and calls for providing more and safer opportunities to walk and bike. While technology has increased travel options and speed, walking still forms the basis of all travel. Every trip, whether it involves travel by car, bus, bike, rail or air, begins and ends with a pedestrian trip.

Figure 4-1: Non-motorized Travel Summary Map



In 2003, Region 2000 developed the Region 2000 Greenways and Blueways Plan as a guide for a regional network of connected trails. The Plan uses a “hubs and spokes” model to articulate a complete greenway and blueway system vision for the region. The vision includes a primary loop trail that connects to each of the major towns and cities in the region and a set of secondary connectors (spokes) that connect local destinations and major regional destinations (hubs) such as Poplar Forest, the D-Day Memorial, and Appomattox Courthouse to the regional system. In 2009, the CVMPO completed a sidewalk inventory as the basis for future planning efforts, and in 2010 the CVMPO is working on an overall Connectivity Plan that will help to enhance overall connectivity within the region.

The Region’s Bicycle and Pedestrian Plan was being updated concurrent with Plan2035. The current draft plan map is shown on the preceding page.

Transit

Public transit plays a vital role in meeting the transportation needs of Central Virginia. Many individuals can be considered transit dependent because they are unable or unwilling to drive. Whether an individual is able to afford personal transportation or lacks the ability or interest drive, public transit may provide the only independent means of mobility. Public transit in the Central Virginia region currently takes the form of bus and van service

As the Central Virginia region continues to add jobs, attract economic development, and welcomes new residents, new opportunities and challenges will emerge that require planning, innovation and, eventually, substantial investment in transportation infrastructure. Without investment in transit, the economic vitality and the quality of life in Central Virginia are in jeopardy.

The Greater Lynchburg Transit Company (GLTC) provides local transit within Lynchburg and Madison Heights. GLTC also operates a van service for the disabled. The GLTC provides fixed route and complimentary paratransit transportation services to the residents and businesses of Lynchburg, Virginia. In addition to the City of Lynchburg, GLTC provides contracted on-campus shuttle service for Liberty University, which serves nearly 12,000 residential students. In all, GLTC provides service within a 72 square mile area to a population of 80,846 residents.

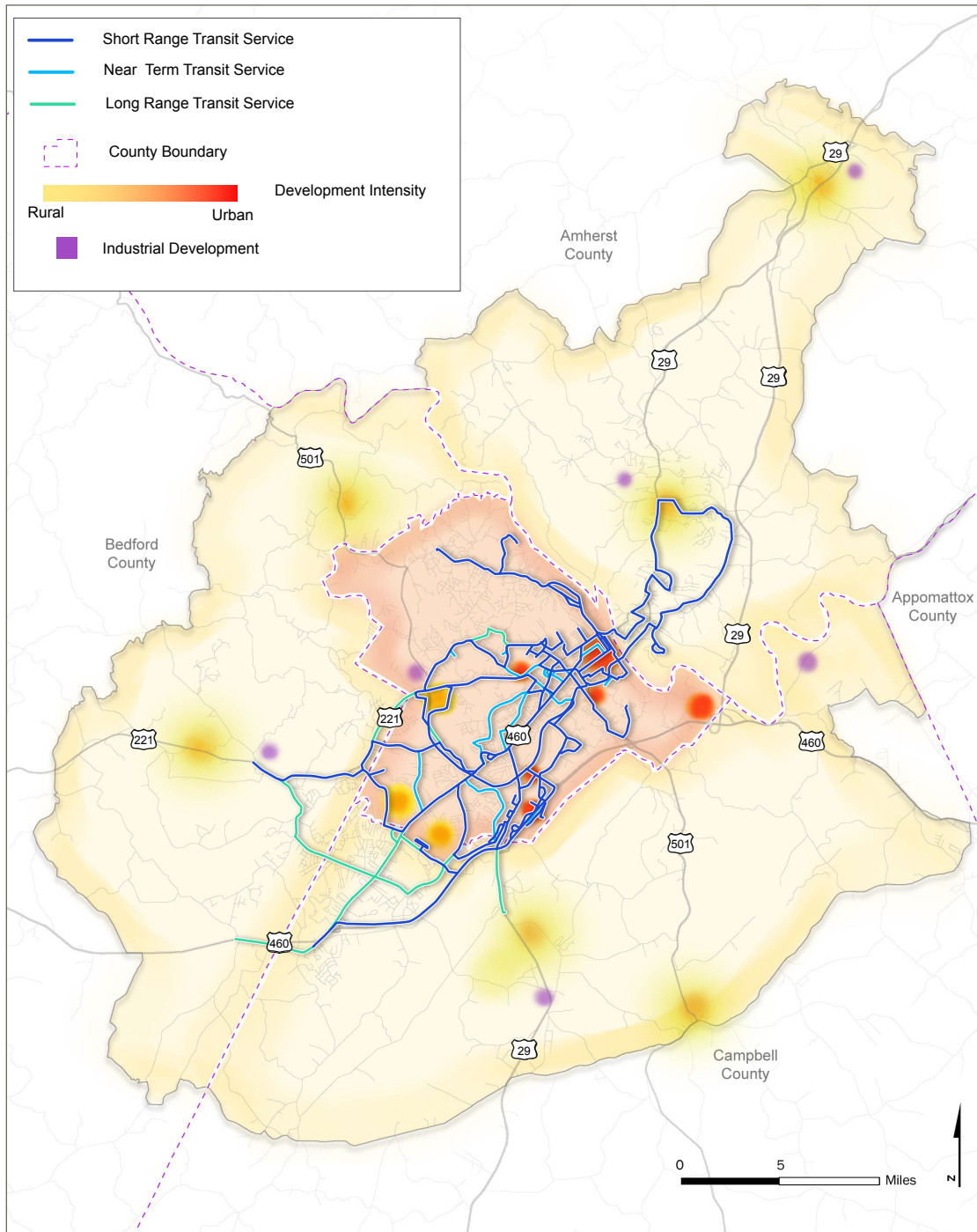
GLTC’s fixed-route transit service operates daily from approximately 5:30 a.m. until 11:00 p.m. and is provided by 15 fixed-routes. Most routes operate hourly (with the exception of Routes 5G and 5H which operate at 120-minute frequency); however, select routes with high ridership demand operate at 30-minute weekday frequency. About half of the routes operate during evening hours. These same routes operate a more limited span of Sunday service.

The contracted Liberty University service operates on a much more diverse schedule with routes and frequencies varying by time of day as well as specific day of the week. These variations are designed to contain costs while providing appropriate levels of service throughout the student day.

Besides fixed route service, GLTC also provides paratransit service for eligible passengers with disabilities whose origin and destination fall within the city limits of Lynchburg as well as portions of Madison Heights.

Prior to using the service, passengers must submit a two-part application that includes certification of the disability by a medical professional. Once certified, riders may schedule a trip with GLTC's reservations center between one and fourteen days in advance to ensure timely pickup. Every effort is made to accommodate all trips within one hour of their requested pick-up/drop-off time. A companion is also permitted to ride with the eligible passenger if advised at the time of reservation. However, the companion is also required to pay the full paratransit fare unless medically certified as a personal attendant.

Figure 4-2: Transit Service Summary Map



The transit routing map shown on the preceding page includes both the current routing, and phased route expansions as currently envisioned in GLTC's Transit Development Plan. As shown, the system is expected to expand to better serve new growth.

GLTC is in the process of updating the current Transit Development Plan. As part of this update, GLTC has adopted the following strategic objectives that will help to guide future system planning and policies.

Greater Lynchburg Transit Company Strategic Objectives:

- To seek adequate funding alternatives to offset Federal and State subsidy reductions over the next five (5) years;
- To develop a policy to establish and update service and fare standards consistent with new funding realities and mindful of GLTC's mission;
- To continually evaluate personal mobility needs in the region and how GLTC might best meet those needs;
- To become the lead organization in the community promoting personal mobility solutions;
- To maintain a customer-focused organization through continual dialogue and resultant recognized quality improvement and innovation;
- To provide a workplace where employee involvement and participation are integral to the organization and its success; and
- To continually seek ways to fully utilize capital assets which are consistent with GLTC's mission and, where possible, enhance revenue.

Coordinated Human Services Mobility Plan

The region's Coordinated Human Services Mobility Plan (CHSMP) is provided in the appendix of this document and is incorporated by reference in this plan.

The Coordinated Human Services Mobility Plan (CHSMP) was prepared in response to the coordinated planning requirements of SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users, P.L. 190-059), set forth in three sections of the Act: Section 5316-Job Access and Reverse Commute (JARC), Section 5317-New Freedom Program and Section 5310-Elderly Individuals and Individuals with Disabilities Program. The coordinated plan establishes the construct for a unified comprehensive strategy for transportation service delivery in the Region 2000 PDC (PDC 11) region that is focused on unmet transportation needs of seniors, persons with disabilities, and individuals of low income. This CHSM Plan details the coordinated transportation planning process for PDC 11, and includes the following four required elements:

1. An assessment of available services identifying current providers (public and private). Information on available transportation services and resources in PDC 11 is included in Section VI.
2. An assessment of transportation needs for individuals with disabilities, older adults, and people with low incomes – this assessment can be based on the experiences and perceptions of the planning partners or on data collection efforts and gaps in service. For PDC 11, analysis of demographic

and potential destinations is included in Section V, and assessment of unmet transportation needs and gaps is contained in Section VII.

3. Strategies and/or activities and/or projects to address the identified gaps between current services and needs, as well as opportunities to improve efficiencies in service delivery. The 12 strategies identified during the planning process are located in Section VIII of the CHSM plan and are provided below within this document.
4. Priorities for implementation based on resources (from multiple program sources), time, and feasibility for implementing specific strategies and/or activities identified.

Prioritized Strategies

Coupled with the need to identify service gaps is the need to identify corresponding strategies intended to address service deficiencies. Based on the assessment of demographics and potential destinations, and especially the unmet transportation needs obtained from key local stakeholders in the region, a preliminary list of strategies was generated. These “strategies” differ from specific projects in that they may not be fully defined – projects would require an agency sponsor, specific expenditures, etc. The strategies were then presented at the second workshop for input and ownership. The workshop participants generated an additional strategy and determined that all of the proposed strategies were important to the region, therefore no proposed strategy was eliminated. Ultimately, 12 strategies listed below were endorsed by the workshop participants.

1. Continue to support and maintain capital needs of coordinated human service/public transportation providers.
2. Expand availability of demand-response and specialized transportation services to provide additional trips for older adults, people with disabilities, and people with lower incomes.
3. Build coordination among existing public transportation and human service transportation providers.
4. Provide targeted shuttle services to access employment opportunities.
5. Establish a ride-sharing program for long-distance medical transportation.
6. Implement new public transportation services or operate existing public transit services on more frequent basis.
7. Expand outreach and information on available transportation options in the region, including establishment of a centralized point of access.
8. Provide flexible transportation options and more specialized or one-to one services through expanded use of volunteers.
9. Establish or expand programs that train customers, human service agency staff, medical facility personnel, and others in the use and availability of transportation services.
10. Expand access to taxi services and other private transportation operators.
11. Bring new funding partners to public transit/human service transportation.
12. Provide transportation services that enable people to become more self-sufficient.

Passenger Rail and Bus

The region is fortunate to have long distance passenger trains and intercity buses running through the region. The Lynchburg-Kemper Street Station serves as a multimodal hub for passenger rail, intercity and local bus service. It is currently serviced by four Amtrak trains daily. The Crescent route stops at the Kemper Street Station in downtown Lynchburg twice daily en route to New York and New Orleans. Annual Amtrak ridership at the Kemper Street Station was 18,366 in year 2007, and 23,641 in year 2009. With the recent expansion of passenger rail service frequency from Lynchburg to Washington DC and points north along the northeast corridor, monthly passengers (sum of boardings and alightings) have increased to approximately 4,955 as of May of 2010, which represents a 140% increase over the previous year month of May, which was 2,061.

Virginia is committed to a high-quality intercity passenger rail service which offers an alternative to automobile and air travel that can help reduce congestion, energy use, and environmental impacts of highways. As previously noted, Amtrak recently expanded service to include daily roundtrip train service aboard the Northeast Regional between Lynchburg, Washington, D.C. and points north along the Northeast Corridor. The Northeast Regional service extension to Lynchburg is a pilot program with funding allocated through 2012. The status of the Northeast Regional extension will depend upon the identification of a dedicated funding source. Intercity passenger rail is also recognized as a means to address 21st century public policy goals: reducing the nation's dependency on foreign sources of energy, reducing greenhouse gas emissions that contribute to climate change, increasing public safety, and strengthening transportation system redundancies in the wake of natural and man-made disasters.

Lynchburg-Kemper Street Station will be a transfer hub for the TransDominion Express if plans for the proposed passenger rail project in Virginia come to fruition. TransDominion Express, or TDX, would link Lynchburg and Bedford to areas like Bristol and Roanoke in the west of the state with areas in the east like Richmond, as well as Charlottesville and Washington, D.C. to the north. The plan has been under consideration for more than a decade.

The Greater Lynchburg Transit Company has selected the immediate area of Kemper Street Station as its top choice of sites upon which to build the new transfer center for their network of public buses. Specifically, they are interested in a property directly across Kemper Street from the station, which would provide the greatest ease of intermodal connections between GLTC buses and Amtrak or Greyhound services. The project is awaiting final government approval and funding, and is expected to be completed around 2013.

Greyhound Lines provides inter-city transit throughout Central Virginia with connections throughout the United States. Eleven Greyhound buses per day currently serve Lynchburg.

Aviation

Air transportation is an important element of the regional transportation system. It is critical to the regional and statewide economy. Tourists, business professionals, air cargo shippers, and many other people depend on airports for their livelihood and quality of life. Each of the airports in the region is directly served by intraregional corridors or regionally accessible roadways.

The existing public airports will serve the region in the future. No additional airports are formally proposed. The region's 2035 airport system is composed of one air carrier and one general aviation airport.

Regional air service is provided at the Lynchburg Regional Airport, located in Campbell County, just south of the Lynchburg city limits. Delta Connection and US Airways Express operate 14 daily arriving and departing flights. These commercial airline services provide connecting flights to national hubs at Atlanta and Charlotte.

Lynchburg Regional Airport is playing a key role in the region's growth, serving as a convenient global gateway for the area's international corporations, manufacturing plants, research and development firms, colleges, and university. The airport is strategically located for easy access to the region's major interstate highways, making it ideal for air freight needs.

Charter flight service is provided at Falwell Airport, located east of the interchange of Routes 460 and 501 in Lynchburg. This airport serves Virginia Aviation, which provides landing and fuel services at the airport.

Freight

The efficient movement of freight, goods, and packages is extremely important to the both the state and region's economy. These items are moved by railcars, trucks, vans, airplanes, and pipelines. They move to, from, and within points in the region or pass through without a delivery or pick-up. Major intermodal terminals transfer large amounts of cargo between the various travel modes and trucks. Most freight facilities and terminals are concentrated near the intraregional corridors and statewide connectors. The majority of local deliveries and pick-ups to and from businesses in the area depend on the reliability of the regional accessibility principal arterials and local roadway systems.

Two rail lines, Norfolk Southern and CSX, use Lynchburg as a freight interchange and junction point. The rail lines pass through downtown Lynchburg and follow through northern and northeastern Lynchburg into Amherst and Appomattox Counties. CSX operates between Newport News, Louisville, Cincinnati, Columbus and Chicago, while the Norfolk Southern Piedmont line extends from Alexandria through Charlottesville, Lynchburg, and Danville and on to Atlanta and points south; Both the Norfolk Southern and CSX primary Virginia east-west mainlines extend from Hampton Roads to West Virginia. Norfolk Southern's and CSX's Virginia east-west mainlines are bottlenecks east of Lynchburg.

The Heartland Corridor, a public-private partnership between the Norfolk Southern Railway (NS) and the Federal Highway Administration, is an effort to improve railroad freight operations between the Ports of Virginia and markets in the Midwest along the Route 460 and I-81 corridors. One of the goals of the Heartland Corridor is to increase usage of double-stack freight cars, using intermodal cargo containers. This is expected to increase capacity of rail lines and reduce tractor-trailer traffic. The \$150 million plan is projected to facilitate more efficient travel on NS rail lines between the Norfolk, Virginia port region and Chicago, Illinois. New shipping terminals for intermodal connections are also planned for key locations. Construction on the project began in 2007 and is expected to be complete in 2010.

Distribution Centers

Virginia has experienced marked growth in large-scale warehousing development often associated with high-volume, or “big box” importers. These importers’ supply chains are highly dependent upon the uninterrupted flow of cargo – primarily containerized – through Virginia’s ports, and subsequently through its highways and rail connections.

The following improvements planned for the roadway system will directly benefit the movement of freight by trucks by decreasing congestion and improving travel time reliability:

- Route 29 Southern Bypass Study and Design
- Route 29 Access and Safety Improvements
- Route 501 Interchange Improvements at Odd Fellows Road
- Route 501 Capacity Improvements (221/Lakeside to Wiggington Road)

Passenger Rail and Bus

The region is fortunate to have long distance passenger trains and intercity buses running through the region. The Lynchburg-Kemper Street Station serves as a multimodal hub for passenger rail, intercity and local bus service. It is currently serviced by four Amtrak trains daily. The Crescent route stops at the Kemper Street Station in downtown Lynchburg twice daily en route to New York and New Orleans. Annual Amtrak ridership at the Kemper Street Station was 18,366 in year 2007, and 23,641 in year 2009. With the recent expansion of passenger rail service frequency from Lynchburg to Washington DC and points north along the northeast corridor, monthly passengers (sum of boardings and alightings) have increased to approximately 4,955 as of May of 2010, which represents a 140% increase over the previous year month of May, which was 2,061.

Virginia is committed to a high-quality intercity passenger rail service which offers an alternative to automobile and air travel that can help reduce congestion, energy use, and environmental impacts of highways. As previously noted, Amtrak recently expanded service to include daily roundtrip train service aboard the Northeast Regional between Lynchburg, Washington, D.C. and points north along the Northeast Corridor. The Northeast Regional service extension to Lynchburg is a pilot program with funding allocated through 2012. The status of the Northeast Regional extension will depend upon the identification of a dedicated funding source. Intercity passenger rail is also recognized as a means to address 21st century public policy goals: reducing the nation's dependency on foreign sources of energy, reducing greenhouse gas emissions that contribute to climate change, increasing public safety, and strengthening transportation system redundancies in the wake of natural and man-made disasters.

Lynchburg-Kemper Street Station will be a transfer hub for the TransDominion Express if plans for the proposed passenger rail project in Virginia come to fruition. TransDominion Express, or TDX, would link Lynchburg and Bedford to areas like Bristol and Roanoke in the west of the state with areas in the east like Richmond, as well as Charlottesville and Washington, D.C. to the north. The plan has been under consideration for more than a decade.

The Greater Lynchburg Transit Company has selected the immediate area of Kemper Street Station as its top choice of sites upon which to build the new transfer center for their network of public buses. Specifically, they are interested in a property directly across Kemper Street from the station, which would provide the greatest ease of intermodal connections between GLTC buses and Amtrak or Greyhound services. The project is awaiting final government approval and funding, and is expected to be completed around 2013.

Greyhound Lines provides inter-city transit throughout Central Virginia with connections throughout the United States. Eleven Greyhound buses per day currently serve Lynchburg.

Aviation

Air transportation is an important element of the regional transportation system. It is critical to the regional and statewide economy. Tourists, business professionals, air cargo shippers, and many other people depend on airports for their livelihood and quality of life. Each of the airports in the region is directly served by intraregional corridors or regionally accessible roadways.

The existing public airports will serve the region in the future. No additional airports are formally proposed. The region's 2035 airport system is composed of one air carrier and one general aviation airport.

Regional air service is provided at the Lynchburg Regional Airport, located in Campbell County, just south of the Lynchburg city limits. Delta Connection and US Airways Express operate 14 daily arriving and departing flights. These commercial airline services provide connecting flights to national hubs at Atlanta and Charlotte.

Lynchburg Regional Airport is playing a key role in the region's growth, serving as a convenient global gateway for the area's international corporations, manufacturing plants, research and development firms, colleges, and university. The airport is strategically located for easy access to the region's major interstate highways, making it ideal for air freight needs.

Charter flight service is provided at Falwell Airport, located east of the interchange of Routes 460 and 501 in Lynchburg. This airport serves Virginia Aviation, which provides landing and fuel services at the airport.

Freight

The efficient movement of freight, goods, and packages is extremely important to the both the state and region's economy. These items are moved by railcars, trucks, vans, airplanes, and pipelines. They move to, from, and within points in the region or pass through without a delivery or pick-up. Major intermodal terminals transfer large amounts of cargo between the various travel modes and trucks. Most freight facilities and terminals are concentrated near the intraregional corridors and statewide connectors. The majority of local deliveries and pick-ups to and from businesses in the area depend on the reliability of the regional accessibility principal arterials and local roadway systems.

Two rail lines, Norfolk Southern and CSX, use Lynchburg as a freight interchange and junction point. The rail lines pass through downtown Lynchburg and follow through northern and northeastern Lynchburg into Amherst and Appomattox Counties. CSX operates between Newport News, Louisville, Cincinnati, Columbus and Chicago, while the Norfolk Southern Piedmont line extends from Alexandria through Charlottesville, Lynchburg, and Danville and on to Atlanta and points south; Both the Norfolk Southern and CSX primary Virginia east-west mainlines extend from Hampton Roads to West Virginia. Norfolk Southern's and CSX's Virginia east-west mainlines are bottlenecks east of Lynchburg.

The Heartland Corridor, a public-private partnership between the Norfolk Southern Railway (NS) and the Federal Highway Administration, is an effort to improve railroad freight operations between the Ports of Virginia and markets in the Midwest along the Route 460 and I-81 corridors. One of the goals of the Heartland Corridor is to increase usage of double-stack freight cars, using intermodal cargo containers. This is expected to increase capacity of rail lines and reduce tractor-trailer traffic. The \$150 million plan is projected to facilitate more efficient travel on NS rail lines between the Norfolk, Virginia port region and Chicago, Illinois. New shipping terminals for intermodal connections are also planned for key locations. Construction on the project began in 2007 and is expected to be complete in 2010.

Distribution Centers

Virginia has experienced marked growth in large-scale warehousing development often associated with high-volume, or “big box” importers. These importers’ supply chains are highly dependent upon the uninterrupted flow of cargo – primarily containerized – through Virginia’s ports, and subsequently through its highways and rail connections.

The following improvements planned for the roadway system will directly benefit the movement of freight by trucks by decreasing congestion and improving travel time reliability:

- Route 29 Southern Bypass Study and Design
- Route 29 Access and Safety Improvements
- Route 501 Interchange Improvements at Odd Fellows Road
- Route 501 Capacity Improvements (221/Lakeside to Wiggington Road)