

Improving Community Outcomes Related to Active Transportation Through Early Collaborative Planning in Virginia

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SMART SCALE

*Funding the Right
Transportation Projects
in Virginia*

SMART SCALE Factor Areas and Goals

- **Safety** – reduce the number and rate of fatalities and severe injuries
- **Congestion** – reduce person hours of delay and increase person throughput
- **Accessibility** – increase access to jobs and travel options
- **Economic Development** - support economic development and improve goods movement
- **Environmental Quality** – improve air quality and avoid impacts to the natural environment
- **Land Use** – support transportation efficient land development patterns

There are five overarching steps in the SMART SCALE Process:

1. Eligibility/Funding
2. Project Application
3. Project Screening
4. **Evaluation/Scoring**
5. Prioritization/Programming

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The SMART SCALE methodology provides incentives for multimodal projects.

The more modes an application involves, the more opportunities it has to gain points and increase the cost benefit score and the rank in the prioritization score for construction funding.

New in 2017

2017 SMART SCALE Resources

- [Pre-Application Coordination Form](#)
- [Pre-Application Coordination Form Help Guide](#)
- Transit Project Details Forms
 - [Transit Project Detail Form Instructions](#)
 - [Bus Transit Project Detail Form](#)
 - [Rail Transit Project Detail Forms](#)
- [SMART SCALE policy guide – Oct. 24, 2017](#)
- [SMART SCALE technical guide – Revised Feb. 21, 2018](#)
- [SMART SCALE technical guide – Nov. 13, 2017](#)
 - [SMART SCALE technical guide, track changes – Nov. 13, 2017 \(changes from Sept. 8, 2018\)](#)
 - [2017 SMART SCALE technical guide errata – Nov. 13, 2017 \(changes from Sept. 8, 2018\)](#)
 - [SMART SCALE Application Limits – Revised Feb. 21, 2018](#)
- [SMART SCALE Team Responses to Public Comments – Nov. 17, 2017](#)
- [CTB Adoption of revised policy and approval of guide for implementation of SMART SCALE project prioritization process - Oct. 24, 2017](#)
- [CTB Adoption of revised policy and approval of guide for implementation of SMART SCALE project prioritization process, track changes - Oct. 24, 2017](#)
- [SMART SCALE Reevaluation Guide – December 21, 2017](#)

SMART SCALE Presentations

- SMART SCALE Pre-application Training – Feb. 13, 2018
 - [Presentation](#)
 - [Video](#)
- SMART SCALE Pre-Application Refresher and Full Application Training – Feb. 27, 2018
 - [Video](#)
- [SMART SCALE presentation to Commonwealth Transportation Board \(CTB\) – June 2017](#)
- [SMART SCALE presentation to CTB – July 2017](#)
- [SMART SCALE portal WebEx training](#)
- [SMART SCALE fall meeting training](#)

Measure responsibility

VTrans 2040

- [VTrans](#)
- [VTrans master rail plan](#)
- [VTrans multimodal freight plan](#)
- [VTrans accessibility study](#)
- [VTrans statewide freight study](#)
- [Virginia's long-range multimodal transportation plan](#)
- [VTrans multimodal needs assessment](#)

Safety

- Statewide crash data:
 - [VirginiaRoads.org](#)
 - [VDOT crash analysis tool](#)
- [Strategic Highway Safety Plan](#)
- [HB2 planning Level CMFs](#)
- [VDOT Highway Safety Improvement Program](#)

Congestion Mitigation

- [VDOT traffic counts](#)

Accessibility

- [Census transportation planning products](#)
- [U.S. Census longitudinal employer-household dynamics](#)
- [Park and Ride lots](#)

Economic Development

- [Virginia labor market information](#)
- [Virginia Economic Development Partnership](#)

Project Type Information:

- [Detailed project type maps and information](#)
- [Corridors of statewide significance](#)
- [Co88 map \(See page 3 of document\)](#)
- [Regional networks](#)
- [Urban Development Areas Grant Program](#)
- [UDA interactive map](#)

Data Sources

- [Virginia Roads](#)
- [InfoGroup Business Data: Proprietary](#)

Remarks from Secretary of Transportation Aubrey Layne (Video)

House Bill 2 Legislation

An act to amend the Code of Virginia by adding in Article 2 of Chapter 2 of Title 33.2 a section 33.2-214.1 relating to prioritization of projects funded by the CTB.

Bicycle and Pedestrian Accommodations

SMART SCALE projects receive points for bicycle and pedestrian accommodations under both the congestion and the accessibility measures.

Congestion is split up into two pieces, throughput and delay reduction.

New bicycle and pedestrian facilities receive points under the throughput measure as new sidewalks and bicycle facilities add capacity to a corridor.

(The number of bicyclist and pedestrians in the peak hour are estimated using the number of trips in a corridor, the National House Travel Survey trip data and population density.)

Accessibility also provides points

If a new connection is made
a walking speed is assigned
based on conditions
(speed, volume, etc.)
and results in additional points.

SMART SCALE is a STATE approach . . .

Let's switch gears . . .

A local approach,

something that is, or was, an opportunity,

partners coming together for a common goal,

something that could possible even be repeated

A Unique Twist to Implement a Local County Comprehensive Plan

What happens when you have . . .

Fairfax County Comprehensive Plan

County Bicycle Network Plan

Bike Routes (O, D) Identified

Suggested Types of Bicycle Facilities

Virginiaroads website (www.virginiaroads.org)

Pavement Conditions On Line

Paving Schedule (at the District/Residency)

Cooperative Professionals

Recognize an Opportunity to Collaborate

30 miles of bike facilities

In this case, you get 30 miles of bike facilities implemented, improved safety conditions, plus a host of other improvements at either no additional cost or a very minimal cost.

County Comprehensive Plan

Improve traffic safety and provide transportation options to people around the county.

Routes can be added to connect destinations/origins to the bike network.

Bicycle Network Plan establishes key bike route network and suggests type of bicycle facility.

Types of bicycle facilities in Fairfax County:

- * Shared lane markings (sharrow)**
- * Standard bike lane**
- * Buffered bike lane**
- * Separated bike lane**

Safer/more comfortable facility type can be implemented if space allows.

Implementation options (if not widening road):

- * Capital projects (\$\$\$)**
- * Through paving & restriping process (\$)**

****Only implemented on roads with low to medium traffic volumes (current and projected) and excess capacity.***

Improved road safety for people driving, walking and biking

Crash Reduction

Resulted in reduced crashes by 50% (injury) crashes and greater than 90% (property damage) crashes. (Before and After studies)

Speeding Reduction

Decrease in Top-End Speeders:

Lawyers Rd., Reston, VA, Speed 5+ MPH, decreased 90%

Additional benefits of bicycle infrastructure:

- **Increase the comfort and safety of people cycling.**
- **Minimize pedestrians' exposure to traffic.**
- **Add a buffer between pedestrians and moving traffic, making it more comfortable and safer to walk.**
- **Help reduce traffic noise levels and speeding through neighborhoods.**
- **Improve visibility in travel lanes, making it safer to exit driveways or side streets.**

in closing . . . I want to invite everyone to

**Check out VDOT's
“Bicycling in Virginia –
Featured Places to Bike”
interactive online map.**

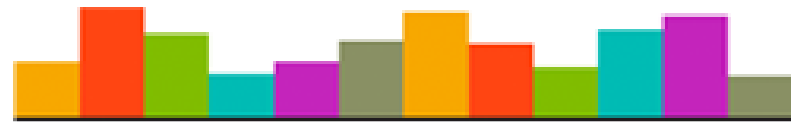
**Or order a brand-new, old-fashioned, paper
map to be mailed to you through the USPO!**

**It's all on VDOT's Website – under
Bicycle and Walking in Virginia!**

For more information on SMART SCALE:

<http://vasmartscale.org/resources/default.asp>

Commonwealth Transportation Board Presentations, Demonstrations, Training Recordings, WebEx Recordings, Fact Sheets, Policy Guides, Technical Guides, and MORE!



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