

FAMPO ADMINISTRATOR REPORT

April 2021



Overview



USING BIG DATA



FREIGHT UPDATE



BRT & ELECTRIFIED
TRANSIT

Big Data

- ❖ StreetLight Data is an on-demand mobility analytics platform
- ❖ They ingest billions of anonymized data points from smart phones and navigation devices (There may be inaccuracies depending on cellphone availability & connection)
- ❖ Using complex algorithms these data points are transformed into contextualized, normalized, and aggregated travel patterns
- ❖ These patterns can fuel analyses of zones, segments, and origins and destinations among vehicles, trucks, pedestrians, and bicycles
- ❖ Fampo has “free” access via VDOT



STREETLIGHT DATA

Big Data for Mobility

Big Data

Trips from NW Stafford

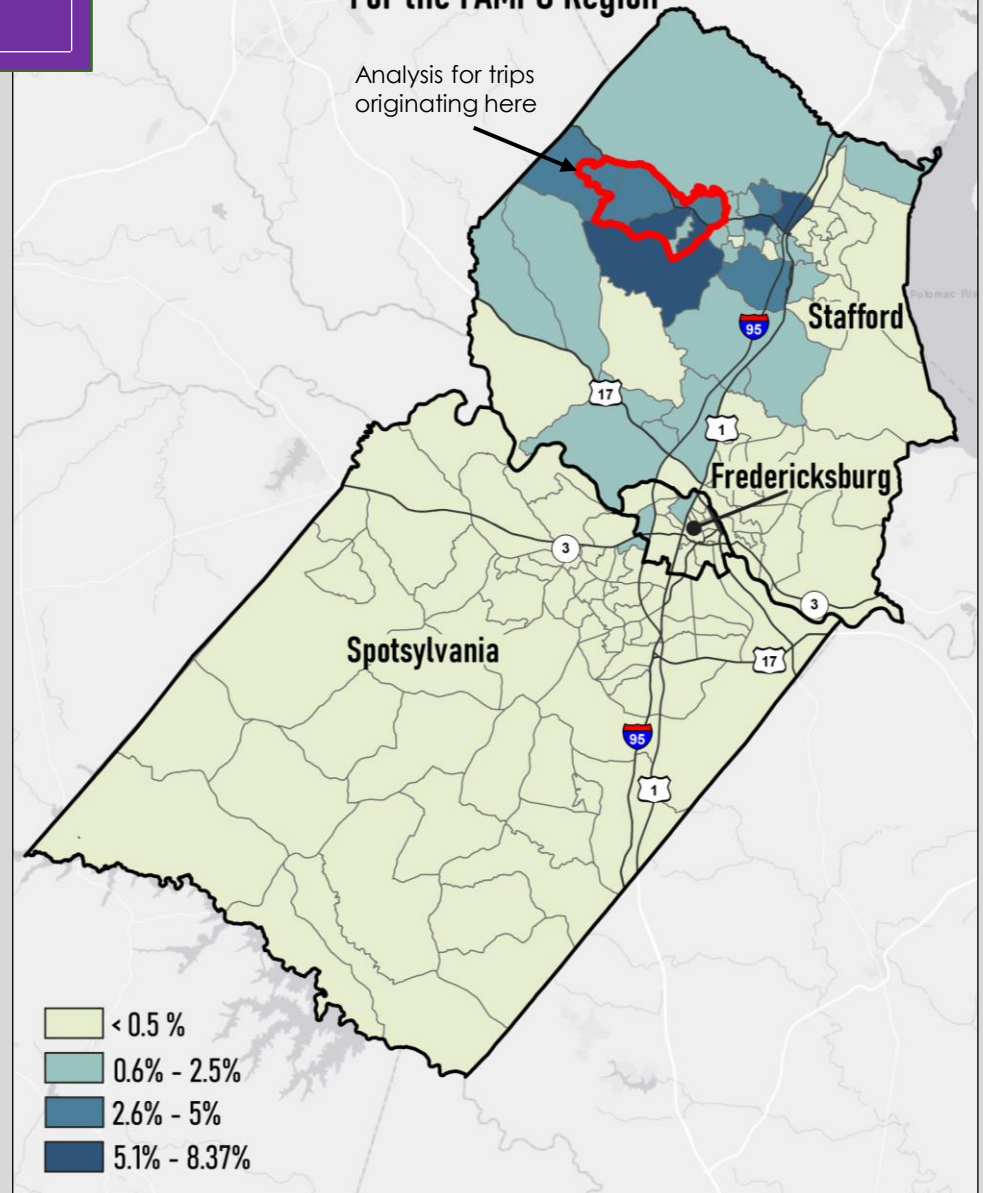
- Total trips generated = 21,771
- 84% of trips leaving the zone stay within the FAMPO Region
- About 16% go outside of the FAMPO Region

FAMPO Region	84.34%
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Alexandria city	0.31%
Arlington County	0.81%
Caroline County	0.38%
Culpeper County	0.15%
Fairfax city	0.09%
Fairfax County	3.33%
Falls Church city	0.06%
Fauquier County	1.24%
Hanover County	0.18%
Henrico County	0.24%
King George County	0.37%
Louisa County	0.06%
Manassas city	0.34%
Manassas Park city	0.05%
Orange County	0.32%
Prince William County	7.53%
Richmond city	0.21%

Percentages for the 84% of trips within the FAMPO Region →

Destinations of trips starting in NW Stafford For the FAMPO Region



Trips To Central Park

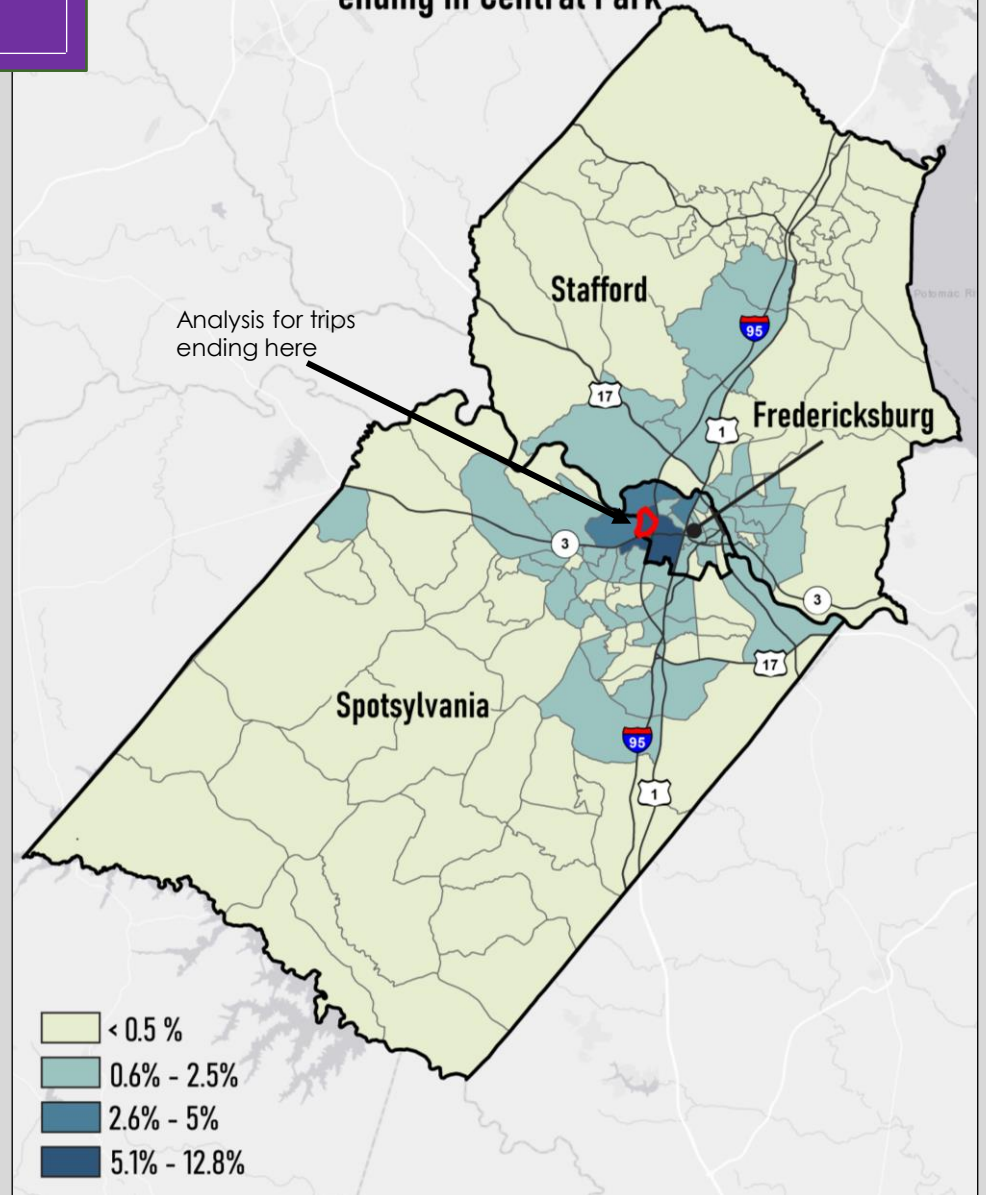
- Total trips generated = 32,055
- 83% of trips visiting Central Park come from the FAMPO Region
- About 17% come from outside of the FAMPO Region

FAMPO Region	82.65%
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Alexandria city	0.20%
Arlington County	0.23%
Caroline County	4.18%
Culpeper County	0.90%
Fairfax city	0.04%
Fairfax County	1.45%
Falls Church city	0.00%
Fauquier County	0.35%
Hanover County	0.23%
Henrico County	0.90%
King George County	3.28%
Louisa County	0.27%
Manassas city	0.16%
Manassas Park city	0.04%
Orange County	3.05%
Prince William County	1.88%
Richmond city	0.20%

Percentages for the 83% of trips within the FAMPO Region →

Origins of trips starting in the FAMPO Region and ending in Central Park



Big Data

Commuter trips north outside of FAMPO in AM peak hours		
Type of Trip	# of people	% of people
Vehicle (StreetLight)	9,057	57.25%
OmniRide	62	0.39%
VRE	4,962	31.36%
VanPool	1,740	11.00%
Total (North)	15,821	

Commuter trips east outside of FAMPO in AM peak hours		
Type of Trip	# of people	% of people
Vehicle (StreetLight)	964	87.46%
VanPool	138	12.54%
Total (East)	1,102	

Commuter trips south outside of FAMPO in AM peak hours		
Type of Trip	# of people	% of people
Vehicle (StreetLight)	1,411	97.82%
VanPool	31	2.18%
Total (South)	1,443	

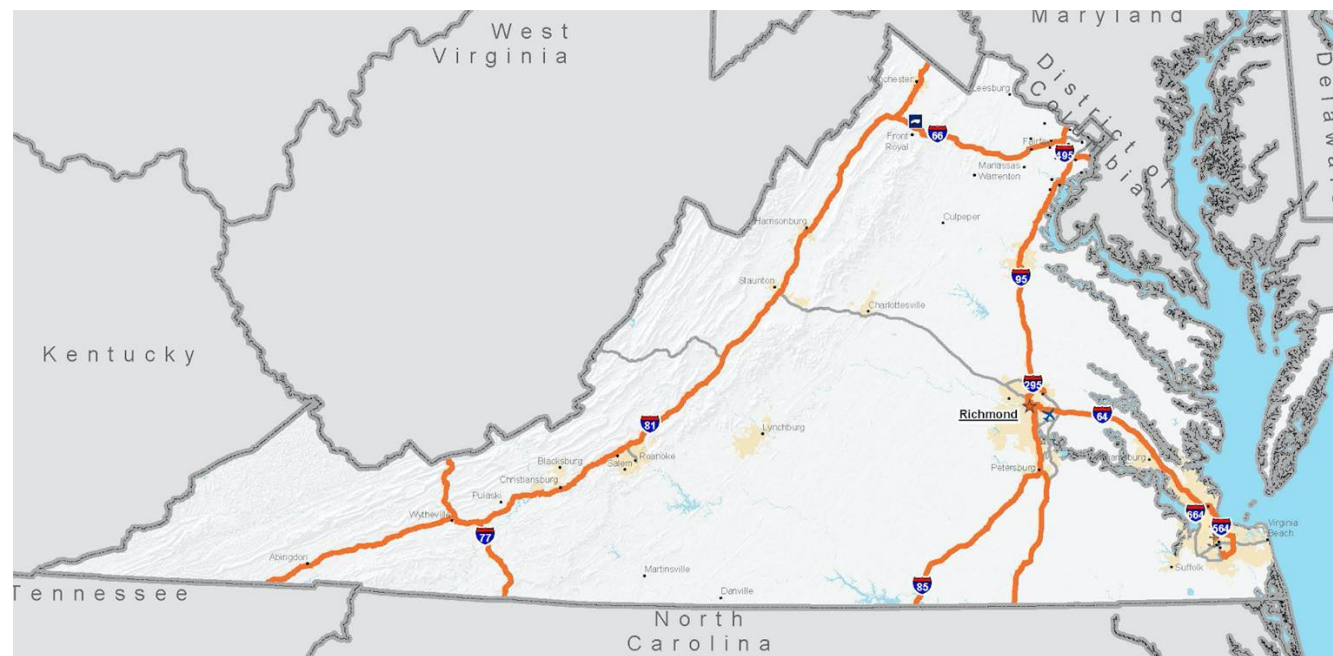
(All numbers are for trips starting in one of FAMPO's three localities)

Average daily commute trips by final destination from Streetlight Data (Data for 2019 during AM peak hours)

Destination	# of people	% of people
North of FAMPO	15,821	27.90%
South of FAMPO	1,443	2.54%
East of FAMPO	1,102	1.94%
West of FAMPO	1,362	2.40%
Inside of FAMPO	36,986	65.22%
Total	56,714	

Freight

Federally
Identified Critical
Freight Corridors



Freight

On 24 March OIPI announced additional draft critical freight corridors identified by the state.

No critical rural or urban freight corridors have been identified in the FAMPO/GWRC region

Under consideration mileage for CUFC and CRFC

	Rural	Urban	Total
Culpeper	99.8	15.2	114.9
Hampton Roads	1.5	48.4	49.9
Lynchburg	2.8		2.8
Northern Virginia	0.8	9.1	9.9
Richmond	47.4	23.5	70.9
Staunton	129.9	23.9	153.7
Total	282.1	119.9	402.1
Available	333.4	130.0	463.4

Please note that:

- These mileage are in addition to Primary Highway Freight System (PHFS) designated by FHWA.
- Under consideration mileage within the TPB, RRTPO, Tri-Cities TPO, and HRTPO areas is shown for reference only and is used as a set-aside. State does not have a role in the designation of CUFCs within those three. Urbanized areas.

Staff have submitted questions to OIPI as to why none of the heavy freight corridors in our region are not considered critical

BRT

What is BRT?

Bus Rapid Transit System

A bus system that behaves like a train system:

- ❖ A dedicated right of way (Lane).
 - ❖ Off-board Fare collection
 - ❖ Bus priority at key intersections
 - ❖ Platform-Level boarding (No stairs)
 - ❖ Buses kept away from parking or idling cars
- ❖ It's fast & convenient and moves more people than regular buses

BRT

The Pulse in Richmond is a good example of a BRT system



East West Study

Official Title: **Intraregional Multimodal East-West Mobility Study**

Project will be divided into two phases:

- ❖ **Phase I** To identify Multimodal Transit, TDM & related improvements to improve intraregional East-West mobility.
- ❖ **Phase II** To identify further roadway & bike/pedestrian improvements to improve East-West mobility.

East West Study

Phase I

- ❖ Start date 1 July subject to funding approval by DRPT/CTB
- ❖ 1st Stakeholder meeting around 1 August 2021

- ❖ Initially all suggestions for items to include in either phase will be welcome

Way Forward

- ❖ CMAQ RSTP Budgets have been reduced and we are working on making the projects whole – see item in pack
- ❖ Census Policy Change presentation in your pack
- ❖ RFP in Pack – Want to go out for a call for interested parties on 3 May
- ❖ We are working with VDOT to source funding for phase II (Roadways) of our East West Mobility Study
- ❖ We have begun work on a **broad Mobility and Accessibility Survey** - travel/transportation survey - understanding attitudes toward transportation choices
- ❖ We are searching for funding of **a freight movement study** – improving freight transportation in and through the region
- ❖ Work with Spotsylvania and Fredericksburg on salvaging as much as we can of the VCR right of way – rails & trails



TRANSIT ELECTRIFICATION VIDEO

[HTTPS://WWW.ALSTOM.COM/OUR-SOLUTIONS/ROLLING-STOCK/CITADIS-
ECOPACK-AUTONOMOUSLY-POWERED-TRAMS](https://www.alstom.com/our-solutions/rolling-stock/citadis-ecopack-autonomously-powered-trams)