



City of Covington Transportation Housing Alliance Final Report February 11, 2009



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Funded by a grant from the Virginia Board for People with Disabilities and the Virginia Department of Rehabilitative Services, in association with the Thomas Jefferson Planning District Commission.

Introduction

The Roanoke Valley-Alleghany Regional Commission is assisting the City of Covington, VA with an update to its Comprehensive Plan and has used the Transportation Housing Alliance (THA) Toolkit in the development of the Plan. The purpose of THA process is to assess the current and future transportation and housing needs of people with disabilities, the elderly, and those with limited income or access to public information.

The Regional Commission followed the THA Toolkit data collection and needs assessment process. The toolkit contains a checklist that helps measure the extent to which a region or study area meets the needs of individuals of all abilities and incomes. The checklist includes ratings in the following categories.

- Physical Access
- Land Use
- Transit
- Auto Transportation
- Pedestrians
- Bicycling
- Housing Affordability
- Housing Accessibility
- Housing Diversity

Research and planning using the THA Toolkit was completed during the fall and winter of 2008 and will be integrated into the final Covington Comprehensive Plan. The Regional Commission received granted funding for the implementation of the THA Toolkit from the Virginia Board for People with Disabilities (VBPD) and the Virginia Department of Rehabilitative Services.

The City of Covington is located in the Alleghany Highlands of Virginia approximately 60 miles northwest of Roanoke and 180 miles west of Richmond (Figure 1). The 6 square mile City has the dual importance of being the county seat of Alleghany County and the center for many social and economic activities of a regional nature.



Figure 1: Map of Covington, VA.

Demographics

Covington has an estimated 2007 population of 5,828 people and has experienced significant population decline over the past several decades, mirroring a regional trend in the Alleghany Highlands (Weldon Cooper Center). The most striking aspect of the demographic data available for the Highlands region is the overall downward trend in population from 1990 to 2000 in contrast to the growth at the Commonwealth and national levels. During this period, Covington decreased 12.4%, Clifton Forge decreased 8.3%, and Alleghany County decreased 1.8%, while the population of Virginia increased by 14.4 percent. Furthermore, the Virginia Employment Commission projects population decreases in Alleghany County (-7.1%) and Covington (-8.0%), while Virginia is projected to increase by 21.5 percent.

Population

Table 1 summarizes population characteristics for the City from 1990 to 2000. The overall decrease in population during those years is also reflected in decreases in the number of households and families. These changes would have left vacancies in the housing stock, and subsequently the average household size changed from 2.34 persons per unit in 1990 to 2.22 in 2000. This summary table also shows decreases in the youngest and oldest age groups and an increase in the median age. In 2000, Covington’s median age of 40.5 years was 4.8 years higher than Virginia’s overall median age of 35.7 years.

Table 1
Summary of Population Characteristics
1990-2000

	1990	2000	Percent Change
Total population	7,198	6,303	-12.4
Total households	2,990	2,835	-5.2
Total families	2,015	1,742	-13.5
Persons under age 19	1,509	1,491	-1.2
Persons age 65 and over	1,550	1,274	-17.8
Average household size (persons per household)	2.34	2.22	-5.1
Median age (years)	39.6	40.5	2.3

Source: U.S. Census Bureau

Population by Age

Age distributions for the years 1980 to 2000 are shown in Table 2, while Table 3 compares the 2000 age distribution to 2010 and 2020 projections. The comparison of changes in age groups should be considered in the scope of Covington’s total population. In the year 2020, it is

estimated that 22.8% of Covington’s population will be age 65 and over, while 24.2% will be age 19 and under. This trend of an increasing elderly population is greater in Covington than it is in the State overall.

**Table 2
Population by Age
1980-2000**

Age Group	1980	1990	2000	1980-90 Change	1990-2000 Change
Under 5	493	406	395	- 17.6%	-2.7
5-19	2,038	1,195	1,096	- 41.4%	-8.3
20-44	2,865	2,382	2,030	- 16.9%	-14.8
45-64	2,064	1,466	1,508	- 29.0%	2.9
65+	1,605	1,542	1,274	- 3.9%	-17.4
TOTAL	9,065	7,198	6,306	- 20.6%	-12.4

Source: US Census Bureau

**Table 3
Population by Age
2000-2020**

Age Group	2000 Population	2010 Projection	2020 Projection	2000-2010 Change	2010-2020 Change
Under 5	395	399	406	0.1%	1.8%
5-19	1,096	1,058	1,036	-3.5%	-2.1%
20-44	2,030	1,843	1,746	-9.2%	-5.3%
45-64	1,508	1,545	1,385	2.5%	-10.4%
65+	1,274	1,210	1,361	-5.0%	12.5%
TOTAL	6,303	6,055	5,952	-3.9%	-1.7%

Source: Virginia Employment Commission and US Census Bureau

Disabilities

Based on 2000 US Census estimates, the City of Covington has 1,651 individuals or 26% of the population with a reported disability. Individuals were classified as having a disability if any of the following three conditions was true:

1. They were five years old and over and reported a long-lasting sensory, physical, mental or self-care disability;
2. They were 16 years old and over and reported difficulty going outside the home because of a physical, mental, or emotional condition lasting six months or more; or

- They were 16 to 64 years old and reported difficulty working at a job or business because of a physical, mental, or emotional condition lasting six months or more.

Table 4 shows the percentage of individuals by age group that have a disability.

Table 4
Disability Status of Noninstitutionalized Population
2000

Age Group	Percent with Disability	Percent Employed
5-20	6.9%	N/A
21-64	26.7%	52.7%
65+	49.9%	N/A

Source: US Census Bureau

The Roanoke Valley-Alleghany Region - Coordinated Human Service Mobility Plan developed in 2008 in partnership with the Department of Rail and Public Transportation (DRPT) examined a variety of issues related to disability and transportation, from a regional perspective. The Plan identified that the City of Covington has a medium density of disabled individuals,

The Plan also developed an aggregate measure for transportation need in order to identify census block groups with high concentrations of transit dependent persons. This measure included the number of older adults, persons with disabilities, and persons living below poverty, along with the number of autoless households. As shown in Figure 2, Covington was identified as one of several areas containing the highest concentration of potentially transit dependent persons.

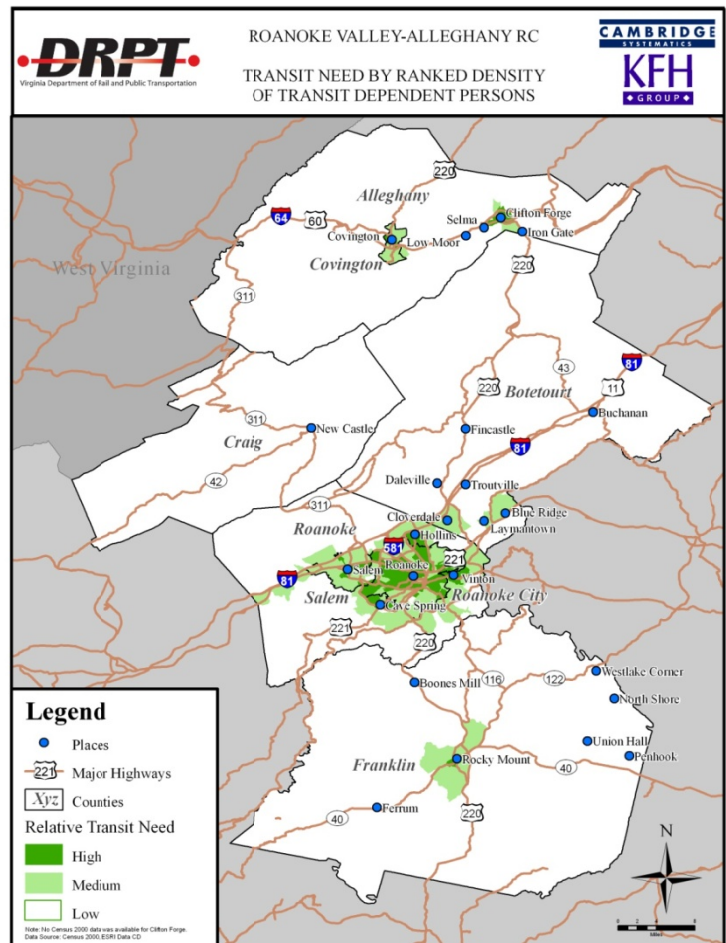


Figure 2: Transit need based on aggregate of indicators.

Educational Attainment

The Covington City School Division serves approximately 900 students who attend three schools. The division includes Edgemont Primary (which serves grade K-3), Jeter-Watson Intermediate (which serves grades 4-7), and Covington High School (which serves grades 8-12). Jackson River Technical Center, operated jointly by Covington City and Allegheny County, provides career and technical education to students of Covington High School and provides occupational training and retraining, special interest classes, and high school opportunities to area adults. Many Career and Technical Education students win numerous state and national awards on a regular basis.

Based on 2000 US Census, 28.6 percent of the residents of Covington did not graduate from High School (see Table 5). As shown on Figure 3, the highest concentration of these residents appears to be in the northern and southeastern areas of the City.

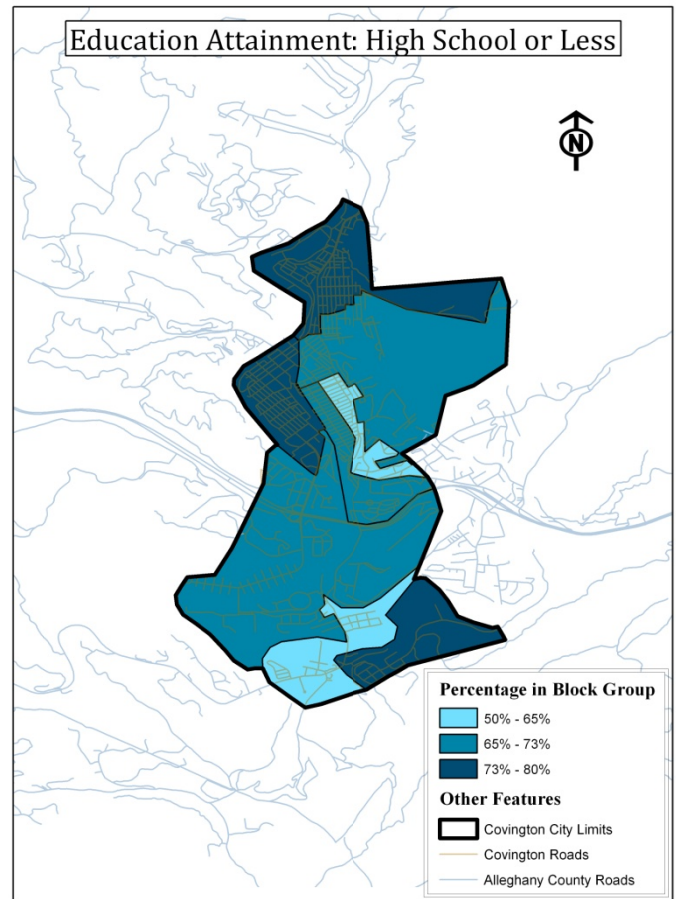


Figure 4: Educational attainment by Census block group.

Table 5
Educational Statistics for Person Age 25 and Older
2000

Attainment Level	Persons	Percent
Less than 9th grade	435	9.7%
9th to 12th grade, no diploma.	849	18.9%
High school graduate (includes equivalency)	1,785	39.8%
Some college, no degree	950	21.2%
Associate degree	180	4.0%
Bachelor's degree	227	5.1%
Graduate or professional degree	59	1.3%
Percent high school graduate or higher	71.4	NA
Percent bachelor's degree or higher	6.4	NA

Source: U.S. Census Bureau

Poverty

The Census Bureau periodically estimates poverty and income data to provide assessments of the state of the economy and income between census counts. The latest estimate that includes figures at the County level was for the year 2005. These figures for Covington, Virginia, and the United States are presented in the Table 6. Figure 4 shows the percentage of families living in Census block groups whose income is below the poverty threshold.

Table 6
Percent of Persons in Poverty

	2000	2007
Covington	13.0	14.5
Virginia	8.9	9.9
United States	11.3	13.0

Source: US Census Bureau, 2008.

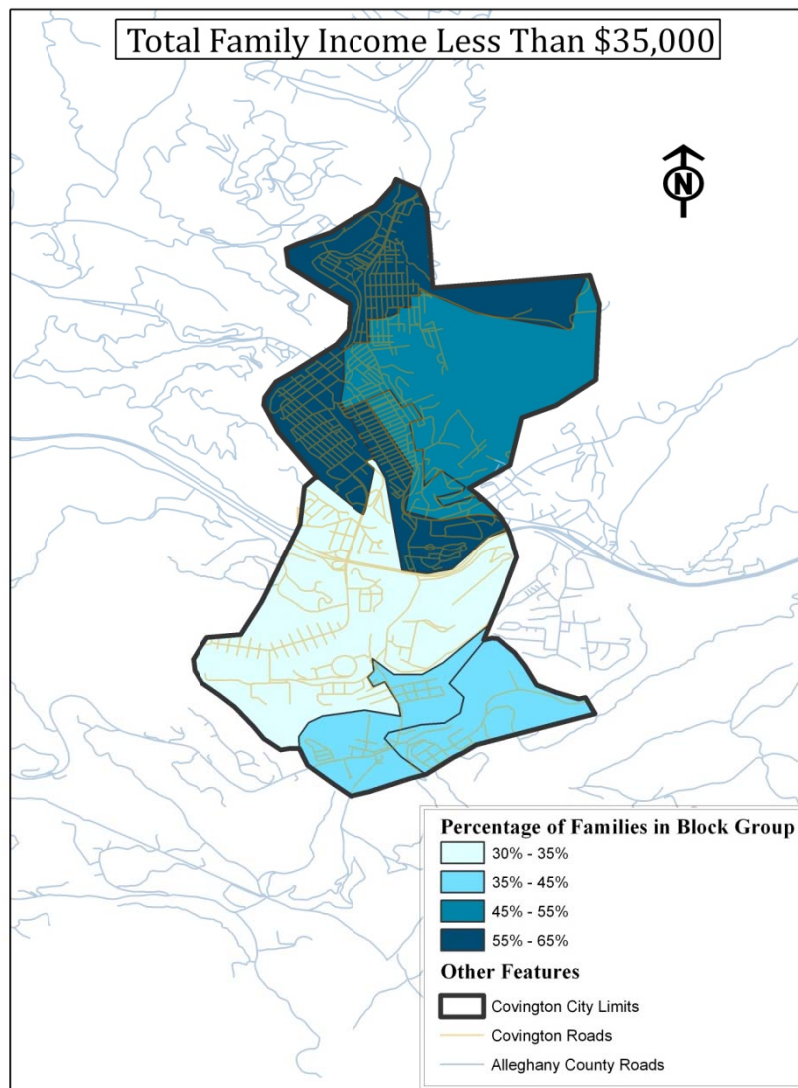


Figure 5: Percentage of families with wages below the poverty threshold.

Workforce and Employment

Economy

The economy of the City of Covington cannot be isolated from that of Alleghany County nor of this part of Virginia. History and geography have led to Covington's role in the area in the past. Covington's previous comprehensive plan pointed out: "The importance of the Jackson River and other streams; the forest resources of Alleghany County, nearby West Virginia and the surrounding counties; the transportation routes and modes of transport available; and the untapped and under-utilized water and mineral resources of the region indicate that there is economic potential at hand for the future." More importantly in today's economy, Covington is able to provide a quality workforce for potential employers, offers an excellent quality of life to employees who will move to the area, and is governed by a council and manager ready to work with potential employers.

The manufacturing sector in Covington revolves around MeadWestvaco and several smaller industries. Looking at these industries from a regional point of view, it is evident that Westvaco benefits from its proximity to the forestland and timber products. The availability of and access to rail lines and interstate highway routes ease the movement of both raw materials and finished products to and from these industries.

Westvaco relies on and encourages private woodcutters to deliver cut wood (of specific dimensions) to the plant in Covington. Additionally, a number of small businesses exist primarily to provide services and products to MeadWestvaco. The economics of such operations are beneficial to the City as a whole as this money will filter into the local retail and service markets.



Regarding the non-manufacturing sector of the economy, the location of Covington in the Alleghany region and the range and choice of goods and services has enhanced the economic life of the City. However, these benefits are secondary to and dependent upon the wages and salaries paid by the local industries to local people. Both manufacturing and non-manufacturing sectors are tied closely together.

Labor Market Area

The availability of labor remains a perceived issue in the short term as business prospects may not feel assured of sufficient labor supply when considering locating in the Alleghany Highlands region, as unemployment is low in the Highlands area and in much of the surrounding area. Determining the larger labor market outside of the city is necessary when conducting planning exercises related to economic development.

A map was created using drive times of 30 minutes and 60 minutes to calculate the labor market data for City. The results of this exercise indicate that approximately 626,958 people live within 50 miles of Covington, Virginia. While the labor force living in the region itself is comparatively low, the region could draw upon the nearly 412,935 people with ages between 18 and 64 within 50 miles of Covington. The City has a workforce aged population (ages 18-64) of 36,141 within 30 minute drive and 264,028 within an hour drive.

Table 7
Labor Market
Drive Time from Covington, VA

	30 Minutes	60 minutes
2000 Population	59,271	423,337
Male (2000)	28,856	205,891
Female (2000)	30,415	217,446
Age 18-64	36,141	264,028

Source: US Census Bureau, 2000.

Labor Force

Table 8 shows Covington’s labor force statistics for the years 2000 to 2007. It shows that between those years, the civilian labor force decreased by 164 persons, the total employment decreased by 209 persons, and the number of unemployed persons increased by 45.

Table 8
Labor Force

Year	Civilian Labor Force	Employment	Unemployment	Unemployment Rate
2000	2,882	2,769	113	3.9%
2001	2,983	2,843	140	4.7%
2002	3,077	2,888	189	6.1%
2003	3,100	2,932	168	5.4%
2004	2,898	2,739	159	5.5%
2005	2,904	2,745	159	5.5%
2006	2,799	2,601	198	7.1%
2007	2,718	2,560	158	5.8%

Source: Virginia Employment Commission and Bureau of Labor Statistics, 2008.

Major Employers

Table 9 and Figure 6 show major employers for Alleghany County in 2008 based on data provided by the Virginia Employment Commission. Major employment categories were healthcare, manufacturing, wood products, and educational services.

Table 9
Major Employers

Rank	Company Name	Size
1	Westvaco	1,000 and Over
2	Wall Mart	250 to 499
3	Covington City School Board	100 to 249
4	City of Covington	100 to 249
5	A.E.T. Packaging Films *	100 to 249
6	Manpower International	50 to 99
7	Alleghany Highland Mental Health Services	50 to 99
8	Waco Construction	50 to 99
9	Cucci Pizzeria	50 to 99
10	East Coast Labor Solutions, LLC	50 to 99
11	YMCA	50 to 99
12	Healthcare of Virginia	50 to 99
13	Wendy's	20 to 49
14	Food Lion	20 to 49
15	Stop In Food Stores	20 to 49
16	Virginian Review	20 to 49
17	Alleghany Motor Corporation	20 to 49
18	H & M Electric	20 to 49
19	Applebee's Neighborhood Grill	20 to 49
20	Ntelos Telephone Dip Inc	20 to 49
21	Postal Service	20 to 49
22	Kentucky Fried Chicken	20 to 49
23	D.D. Kerns Construction Company	20 to 49
24	Virginia Employment Commission	20 to 49
25	Hardee's	20 to 49
26	Covington Ford Inc *	20 to 49
27	Highlands Home Health	20 to 49

Source: Virginia Employment Commission, Quarterly Census of Employment and Wages (QCEW), 1st Quarter (January, February, March) 2008.

* Company closed in 2008.

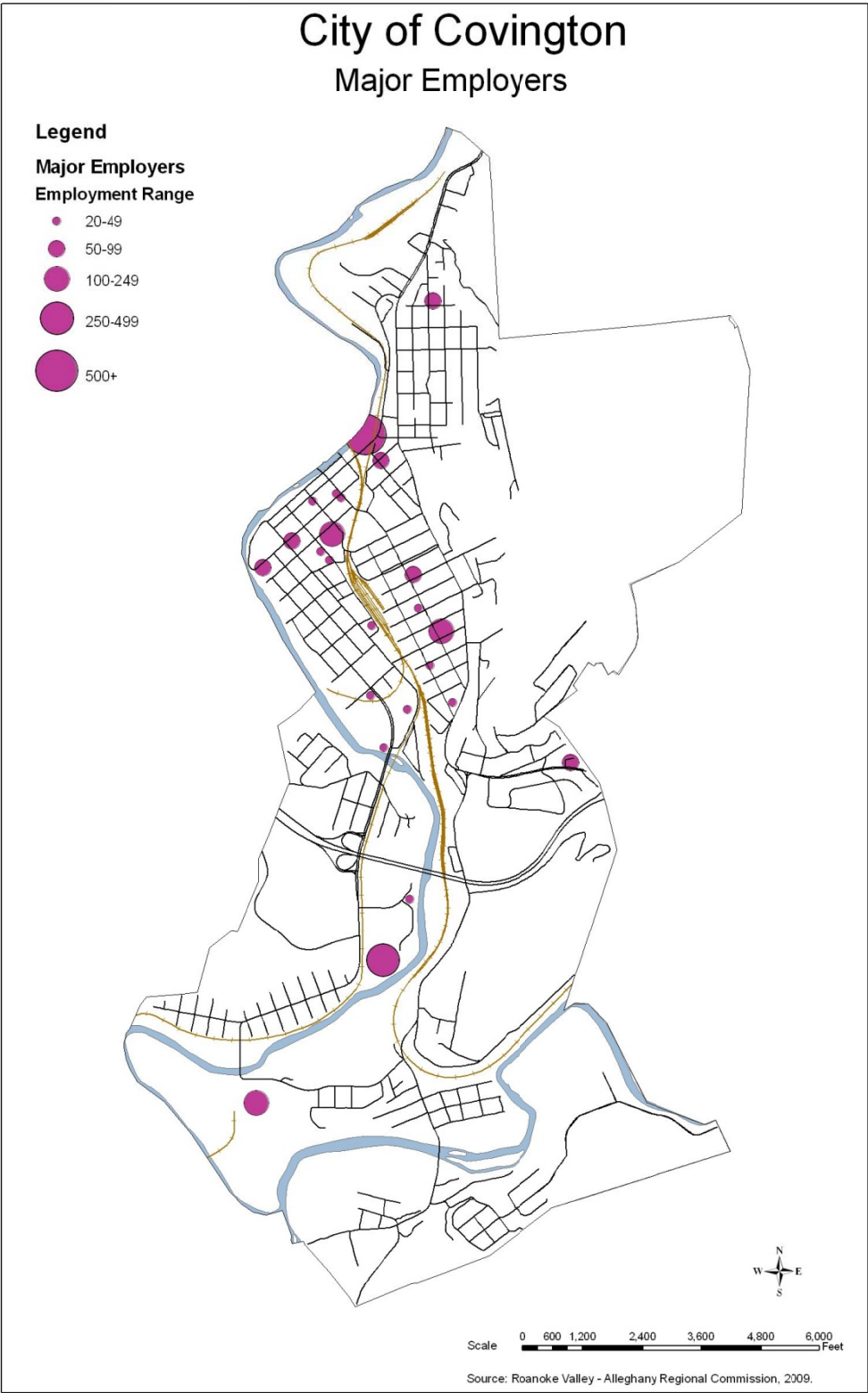


Figure 6: Map of major employers

Income

Table 10 shows median and per capita income figures. The 1990 Census showed a 1989 median family income of \$26,091 in Covington. The 2000 Census indicated that this increased to \$36,640 in 1999, representing a 40.4% increase. Median household income increased by 45% and per capita income increased by 55% during this time period.

Covington's median family income was 67.6% of the State median in 1999. For median household income, the City was 65% of the State's 1999 figure. The per capita income was 70% of the State's 1999 per capita.

Table 10
Income Statistics

	1989	1999	Change 1989-99	Virginia 1999
Median Family Income	\$26,091	\$36,640	40.4%	\$54,169
Median Household Income	\$20,913	\$30,325	45.0%	\$46,677
Per Capita	\$10,814	\$16,758	55.0%	\$23,975

Source: U.S. Census Bureau

Housing

Housing Characteristics

The predominate housing type in Covington is single family residential. This is consistent with 2000 Census data, which shows single family homes as comprising 78.7% of the housing stock. A new residential area has been developed south of Michigan Avenue in the southeastern section of Covington on land gained by the City in a 1991 boundary adjustment. Table 11 summarizes some of Covington's significant housing characteristics. The total number of dwelling units in Covington decreased between 1980 and 2000. The most significant decrease was between 1980 and 1990, due largely to the demolition of 322 units to allow for an expansion at Westvaco. The number of persons per household has declined each decade since 1960. There were 360 vacant houses in 2000.

**Table 11
Housing Characteristics
1980-2000**

	1980	1990	2000
Total Dwelling Units (including vacant)	3,732	3,269	3,195
Renter-Occupied Dwelling Units	1,140	923	858
Owner-Occupied Dwelling Units	2,371	2,075	1,977
Persons per Household	2.58	2.34	2.22
Median Value/Owner-Occupied Units	\$27,000	\$38,700	\$52,500
Median Monthly Rent	\$96	\$197	\$404

Sources: U.S. Census Bureau.

Table 12 provides more detail on the changes in Covington's housing stock from 1980 to 2000. In 1980, single-family homes comprised 77.5% of the dwelling units; that percentage increased to 82.7% in 2000. The period from 1990 to 2000 showed decreasing numbers in each housing type except single family which increased by 70 units.

**Table 12
Housing Type
1980-2000**

	1980 Number	1980 Percent	1990 Number	1990 Percent	2000 Number	2000 Percent
Single Family	2,885	77.5%	2,573	78.7%	2,643	82.7
Multiple Family	680	18.3%	513	15.7%	396	12.4
Mobile Home	156	4.2%	183	5.6%	156	4.9
Total	3,721	100%	3,269	100%	3,195	-

Sources: U.S. Census Bureau.

Multifamily Housing

Multi-Family homes (15.7% of the housing stock, as noted in the 1990 Census) can be found scattered throughout the City. An example of the City's multi-family units is the Parklin Terrace Apartment Complex on West Riverside Drive near the I-64 interchange.

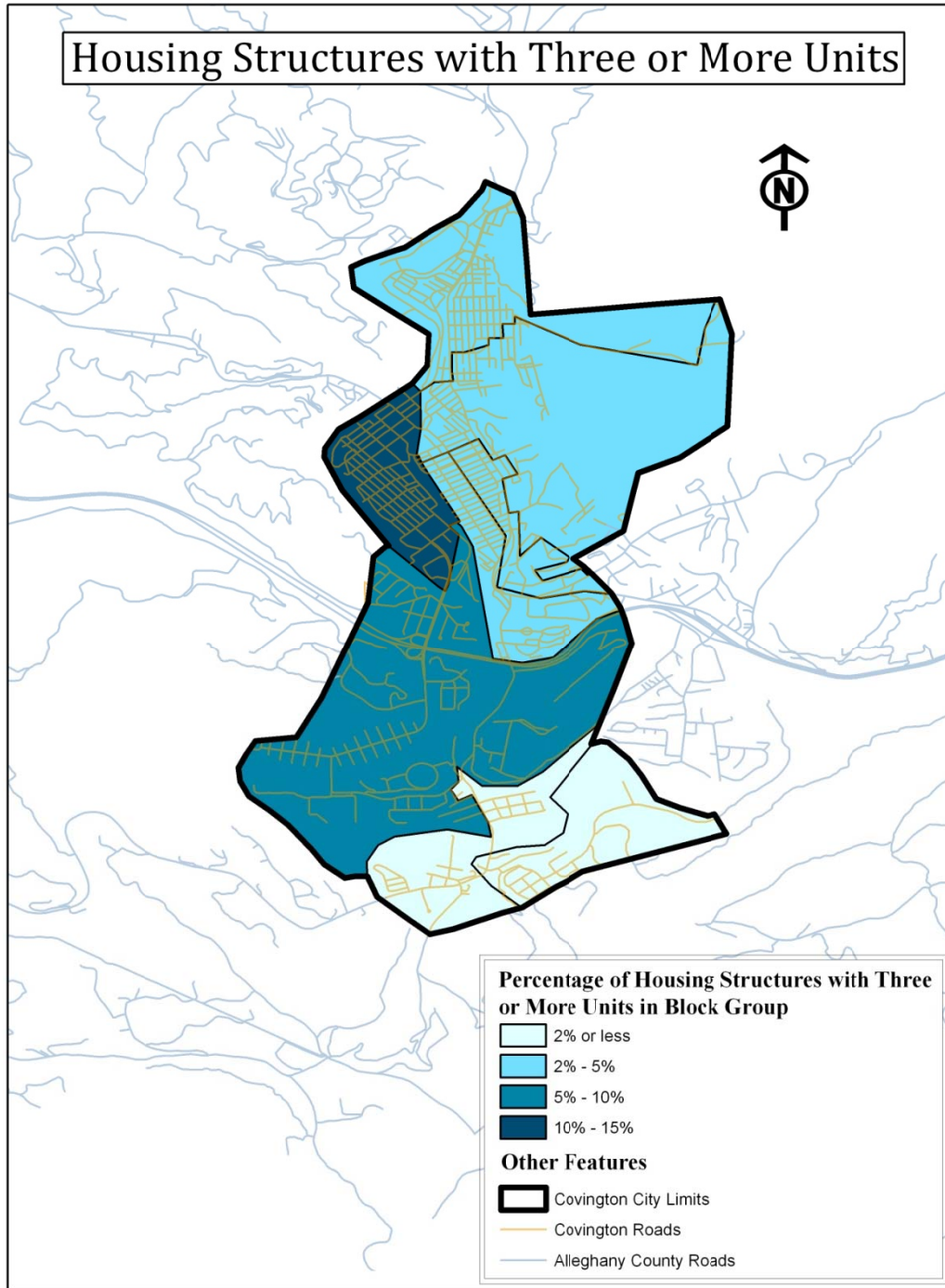


Figure 7: Concentration of multifamily structures by Census Block Group

Mobile Home Structures

According to the 2000 Census, mobile homes comprised 5% of the City's housing units. The majority of these mobile homes are located in High Acres Village, a mobile home park in northeastern Covington.

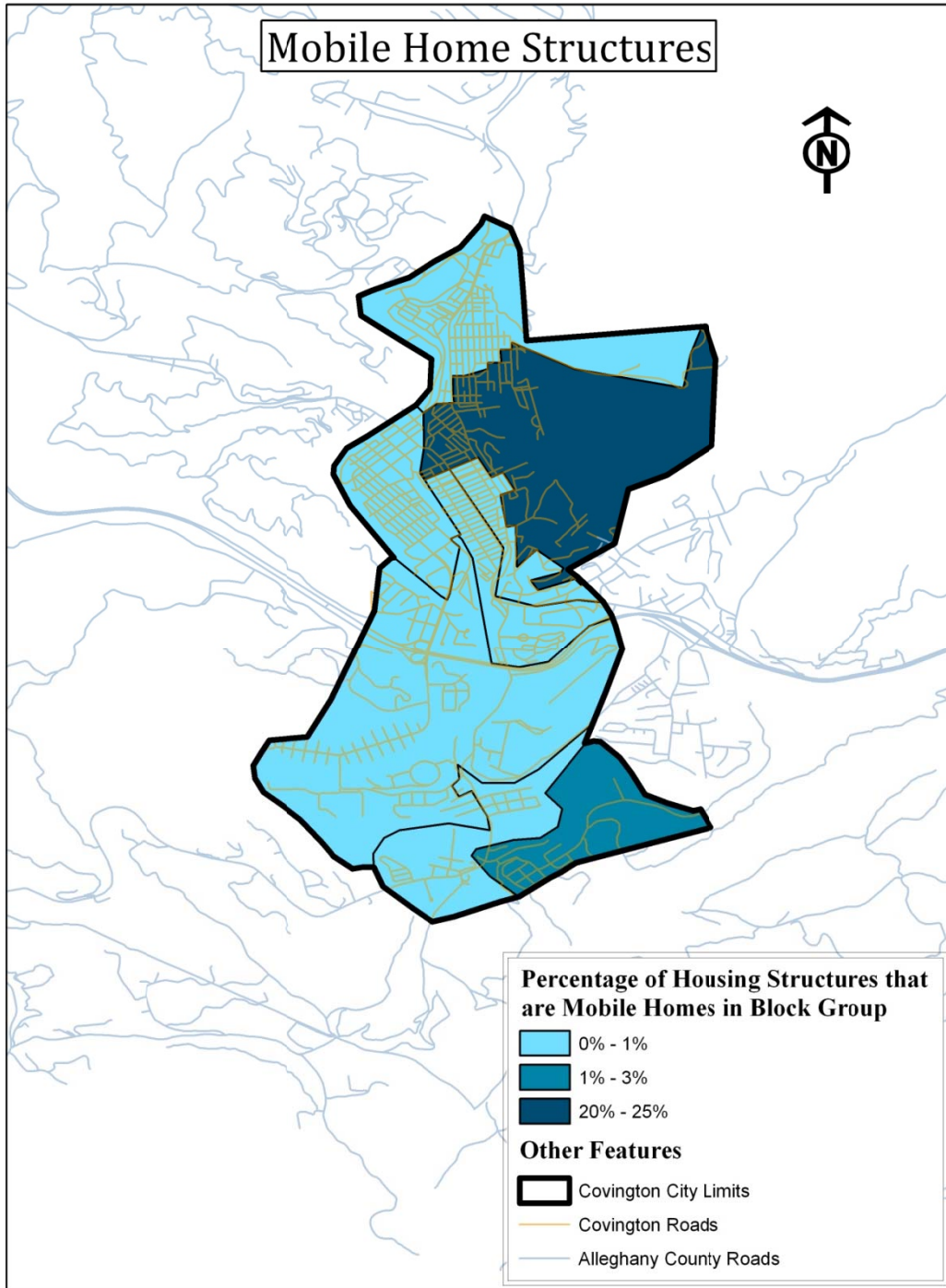


Figure 8: Concentration of Mobile Home by Census Block Group.

Affordable Housing

Local governments should monitor housing affordability and housing authorities to ensure that all citizens are capable of meeting this basic need. Addressing affordable housing in the locality's comprehensive plan is required by the Code of Virginia.

Section 15.2-2223.8 of the Code of Virginia,

“The (comprehensive) plan shall include: the designation of areas and implementation of measures for the construction, rehabilitation and maintenance of affordable housing, which is sufficient to meet the current and future needs of residents of all levels of income in the locality while considering the current and future needs of the planning district within which the locality is situated.”

Table 13 illustrates median value of occupied housing units in the City of Covington in 2000. The median value of owner-occupied homes in Covington was \$38,700 in 1990. The median value had increased to \$52,500 by 2000. Median housing values for Block Groups also are shown below. Block Group 2 in Census Tract 601 had the lowest median housing value in the City. Block Group 4 in Census Tract 601 had the highest median housing value, followed closely by Block Group 3 in Census Tract 601.

Table 13
Median Value of Owner-Occupied Units
2000

Census Area	Median Value
Block Group 1, Tract 601	\$42,600
Block Group 2, Tract 601	\$44,100
Block Group 3, Tract 601	\$65,800
Block Group 4, Tract 601	\$72,100
Block Group 1, Tract 602	\$48,000
Block Group 2, Tract 602	\$54,700
Block Group 3, Tract 602	\$57,400
Block Group 4, Tract 602	\$47,300
City Median	\$52,500

Source: U.S. Census Bureau

Fair Market Rents (FMRs) are primarily used to determine standard payment amounts for the HUD housing program rents and to serve as a rent ceiling. The U.S. Department of Housing and Urban Development (HUD) calculates the FMR annually. FMRs are gross rent estimates (see Table 14). They include the shelter rent plus the cost of all tenant-paid utilities, except telephones, cable or satellite television service, and internet service. HUD sets FMRs to assure that a sufficient supply of rental housing is available to program participants. To accomplish this

objective, FMRs must be both high enough to permit a selection of units and neighborhoods and low enough to serve as many low-income families as possible.

Table 14
Fair Market Rent 2008

Size	2008
1 bedroom	\$446
2 bedroom	\$535
3 bedroom	\$650
4 bedroom	\$678

Source: US Department of Housing and Urban Development, 2008.

The Comprehensive Housing Affordability Strategy (CHAS) data file is a detailed tabulation of the Decennial Census sponsored by HUD. It includes extensive data on a variety of physical and financial housing characteristics and needs categorized by HUD-defined income limits (30, 50, and 80 percent of area median income) and HUD-specified household types. As with the long form in the Decennial Census, CHAS indicators are estimates based on a sample of households. These “special tabulation” data are used by local governments for housing planning as part of the Consolidated Planning process and by HUD for various allocation formulas to distribute funds to localities.

Table 15 provides a summary of the CHAS data for households in the City of Covington with income 0 to 80% of the HUD Area Median Family Income. "Cost Burden" is defined as paying more than 30% of the household's income on housing costs. "Severe Cost Burden" is defined as paying more than 50% of the household's income on housing costs. Overcrowded units are generally defined as those with more than 1.0 occupant per room. A unit has complete kitchen facilities when it has all of the following: (1) a sink with piped water; (2) a range, or cook top and oven; and (3) a refrigerator. All kitchen facilities must be located in the house, apartment, or mobile home, but they need not be in the same room. Complete plumbing facilities include: (1) hot and cold piped water, (2) a flush toilet, and (3) a bathtub or shower. All three facilities must be located inside the house, apartment, or mobile home, but not necessarily in the same room. Housing units are classified as lacking complete plumbing facilities when any of the three facilities is not present.

Table 15
Covington Households with a Housing Cost Hardship

Classification	Percent
Income 80% or less of area median with housing cost burden	40.3%
Income 80% or less of area median with severe housing cost burden	16.6%
Housing units that are overcrowded	1.3%
Housing units without complete kitchen facilities	2.1%
Occupied housing units without complete plumbing facilities	0.5%

Source: Comprehensive Housing Affordability Strategy special tabulation, U.S. Census Bureau, 2000.

Special tabulation data from the 2000 Census showing housing problems and the availability of affordable housing are available through the Comprehensive Housing Affordability Strategy (CHAS) report. The data compares classifications of Median Family Income (MFI) with housing costs from the 2000 Census. These data cannot exactly match worst case housing needs because Census data do not capture data for all physical housing problems. However, a reasonable estimate for housing needs can be demonstrated using the percent of very low-income renter households (less than 50% of median income) paying more than 50% of their income for housing (severe cost burden).

The classification “with any housing problems” is defined as a unit with cost burden greater than 30% of income and/or overcrowding and/or without complete kitchen or plumbing facilities. “Cost burden” is the fraction of a household's total gross income spent on housing costs. For renters, housing costs include rent paid by the tenant plus utilities. For owners, housing costs include mortgage payment, taxes, insurance, and utilities.

Table 16
CHAS Housing Affordability

	Renters	Owners	Total
Household Income <=30% MFI	165	166	331
% with any housing problems	70.9	62.7	66.8
% Cost Burden >30%	70.9	62.7	66.8
% Cost Burden >50%	60.0	33.7	46.8
Household Income >30% to <=50% MFI	175	189	364
% with any housing problems	65.7	28.6	46.4
% Cost Burden >30%	63.4	26.5	44.2
% Cost Burden >50%	10.9	14.8	12.9
Household Income >50 to <=80% MFI	213	306	519
% with any housing problems	23.0	20.3	21.4
% Cost Burden >30%	23.0	19.0	20.6
% Cost Burden >50%	0	0	0
Household Income >80% MFI	272	1,275	1,547
% with any housing problems	2.9	6.0	5.4
% Cost Burden >30%	1.5	5.6	4.9
% Cost Burden >50%	1.5	0.6	0.8
Total Households	825	1,936	2,761
% with any housing problems	35.0	15.3	21.2
% Cost Burden >30	34.1	14.7	20.5
% Cost Burden >50	14.8	4.8	7.8

Source: Comprehensive Housing Affordability Strategy, U.S. Department of Housing and Urban Development, 2000.

The number of households with median income less than 50% of MHI paying more than 50% of their income for housing is: 118 renters and 84 owners. A total of approximately 585 households are classified as having a “housing problem” by the CHAS report.

Transportation

Transportation Network

The automobile and truck are the primary mode of transportation utilized in Covington. Access into the city is provided by U.S. Routes 60 and 220, State Route 18, Interstate I-64, and several state secondary routes. Streets are generally forty to fifty feet in width and adequately maintained. There are some smaller streets ranging from 25 to 32 feet in width. For safety purposes, most speed limits on these smaller roads are set at 25 mph. Less than half the city streets have full curbs and gutters. The areas that do not have curb and gutter are generally newer streets where cost constraints limited the installation of curb and gutter. Street improvements, such as resurfacing, have been identified as a priority by the local government. The City of Covington maintains its own street network with funds passed through from VDOT

Off street parking is augmented by a number of public and private lots in the downtown area. On-street parking is allowed and common due to limited space for driveways on older residential lots. Pedestrian movement is prevalent in the downtown or central business district where there are sidewalks.

The City of Covington has a total of 39.27 classified highway miles divided into 1.40 interstate miles and 37.87 urban miles (1998 totals). In 1997 the City of Covington had 4,792 licensed drivers and had 6,000 total registered vehicles, 5,275 of which were registered as passenger vehicles. Of the 100 Crashes that occurred in Covington in 1997, none were fatal and 40 resulted in injuries. (Virginia Statistical Abstract, 2000 Edition)

Bicycle and Pedestrian Network

The City of Covington provides sidewalks in most of its neighborhoods and commercial areas. Crosswalks and amenities such as benches are only found in the central business district. The City has undertaken efforts to provide pedestrian connections to commercial area via sidewalks and is currently planning a greenway along the Jackson River which would connect residential, commercial, school and recreation properties. The City of Covington does not have any bike lanes at this time.

Bus Service

RADAR, which has its headquarters in Roanoke, currently operates the “Mountain Express” bus service (Figure 9). The Mountain Express is a public bus service in and between Covington, Clifton Forge and Iron Gate. Service operates between 8 a.m. and 5 p.m., Monday through Friday. The Mountain Express offers a deviated fixed route service. A fare of fifty cents per trip is charged and must be paid when boarding the van. Exact change is required. Children under the age of six years old ride at no charge. Individuals who are ADA certified may request the van to deviate off its route to make pick-ups and drop offs. This distance may not exceed 3/4 of a mile off the route.



City of Covington Transit Service

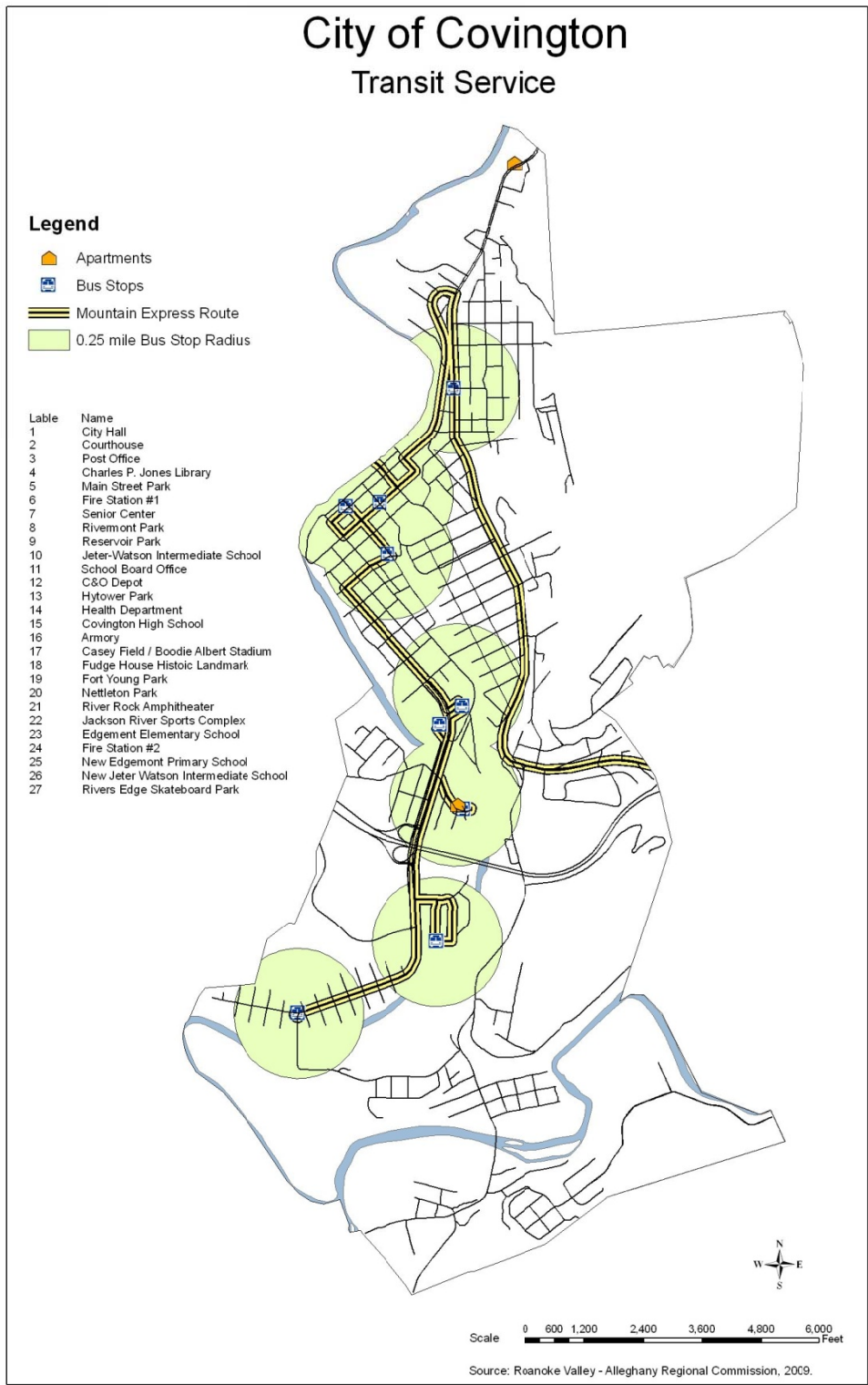


Figure 9: Mountain Express route and major employers in Covington.

Commuting

Regionally, Covington draws from a labor market that is both within and outside its corporate limits. A total of, 2037 residents worked outside the City. This represents more than three-quarters of the entire Covington work force. The majority of out-commuters worked in Alleghany County and Clifton Forge, at 1,566 and 159, respectively. In 1990, the total number of out-commuters was 923.

The greatest number of in-commuters to Covington was from Alleghany County, which had 896 residents working in the City. The total number of in-commuters to Covington was 997 (unchanged since the 1990 Census). Net Flow of workers was -1,040 (out commuters) compared to a positive net flow (in commuters) in 1990 of 74.

Rail Service

The CSX Corporation provides rail service to the area's industries. Travel is restricted to one east-west track with several spur lanes connecting to Westvaco, AET, Inc., and a number of oil and coal companies (at S. Craig and Locust). There are several grade crossings of the spur lines but the main tracks have been raised on viaducts or are spanned by bridges. Several pedestrian tunnels provide underground access between areas where bridges are spaced too far apart. Passenger service is available from nearby Clifton Forge where Amtrak has a station.



Findings

Public Involvement

The City of Covington Planning Commission is guiding the development of the update to the City's 2002 Comprehensive Plan with the assistance of the Roanoke Valley-Alleghany Regional Commission. The Planning Commission was informed on several occasions regarding the integration of the Transportation Housing Alliance (THA) Toolkit into the Plan update. The Regional Commission also held two focus group meetings and a public meeting on January 12, 2009 to gather input specifically for the THA process.

Twenty -eight individuals, representing 14 different organizations were invited to attend the focus group meetings and a legal advertisement was placed in the Virginian Review Newspaper notifying citizens regarding the public meeting. Unfortunately attendance at these meetings was sparse; however those that came provided very detailed comments, as summarized below.



- Jackson River Enterprises needs service by Mountain Express – most of JRE employees do not have their own personal transportation.
- Need more sidewalks in south Covington especially near new schools.
- Need pedestrian access bridge to connect south Covington to Wal-Mart and Jackson River Sports Complex. Bridge crossing Jackson River for pedestrians.
- Lack of nursing home and assisted living centers in the City.
- Need transit signs and shelters. Existing bus route does not have signs identifying the route or the stops. Bus route does not have any bus shelters or benches for users.
- Need for senior housing (condo, townhouse, apt) with full handicap accessibility. Elderly that want to downsize or do not want to maintain a full size house any longer.
- Park n Ride lot at Mallow Mall. Many residents that commute out of the city. Location should be near interstate. Should be a lot maintained by VDOT. Commercial property owners do not want the liability of having people leave their cars parked on the property.
- Need to address services for an aging population – transportation and housing needs must be addressed.

- Need for additional multi-family housing in the city. Voucher program has a waiting list and HUD budget will not fund all of the current demand for vouchers.
- Possible reuse of schools for housing (Edgemont).
- Higher unemployment rate makes it more difficult for disabled to find jobs (more competition for all job openings). Many businesses that used to employ disabled are not hiring now.
- Alleghany to Roanoke transit service is needed – jobs, shopping, healthcare.
- Need program to help with home accessibility for elderly and disabled. Most older homes do not meet ADA guidelines (ramps, door width, bathrooms, fixtures, stairs).

THA Checklist

Using demographics data, mapping, and fieldwork, the Regional Commission completed the THA Checklist in order to measure the extent to which Covington meets the needs of all abilities and incomes. The checklist contains two options: one to evaluate regions and one for study areas. The regional checklist contains broad questions, while the study area list contains more questions focusing on programs or services and the conditions of physical assets or infrastructure. We completed the study area checklist, which includes ratings questions in the following categories.

- Physical Access
- Land Use
- Transit
- Auto Transportation
- Pedestrians
- Bicycling
- Housing Affordability
- Housing Accessibility
- Housing Diversity

The full checklist and scoring is located in the appendix. Descriptions and charts showing the scoring totals by category are on the following pages.

REGION PHYSICAL ACCESS	R-PA01	IMPORTANCE: 3	
	For people with disabilities in your study area, how would you rate the accessibility of museums, libraries, parks and recreation facilities?	Resources: Fieldwork THA Accessibility Guidelines	Score:
	0=non-existent 1=poor 2=fair 3=good 4=excellent	enter your rating here <input type="text"/>	
LAND USE	R-PA02	IMPORTANCE: 4	
	How would you rate the availability of affordable health, support and social services in your region?	Resources: Fieldwork THA Accessibility Guidelines	Score:
	0=non-existent 1=poor 2=fair 3=good 4=excellent	enter your rating here <input type="text"/>	
LAND USE	R-LU01	IMPORTANCE: 4	
	Where is the location of newly constructed (within 2 years) or approved residential development in your region?	Resources: GIS Planning Department Comprehensive Plan Zoning Ordinance	Score:
	0=outside growth area / don't have a growth area 1=1%-25% within growth area 2=26%-50% within growth area 3=51%-75% within growth area 4=76%-100% within growth area	enter your rating here <input type="text"/>	
LAND USE	R-LU02	IMPORTANCE: 1	
	Does the zoning ordinance in your locality allow mixed-use development?	Resources: Planning Department Comprehensive Plan Zoning Ordinance	Score:
	0=not allowed 1=requires comp plan amendment 2=requires zoning amendment 3=requires SUP / PLUD 4=allowed by right	enter your rating here <input type="text"/>	

Physical Access

Covington was established as a Town in 1818 and has a rich and abundant history. The age of the City, coupled with stagnant economic development since the 1980's, means that a majority of its structures were constructed before 1960. Most of these older structures present physical access challenges to individuals with disabilities. However, the buildings constructed since 1980, especially suburban shopping and employment centers, have better physical accommodations.

Land Use

Based on the 2000 US Census, 12.4% of Covington's housing is multifamily. Much of the multifamily housing is older large homes that have been converted into apartments. Many of these structures are located near downtown and in close proximity to the Mountain Express transit line and stop locations. However, the few newer multifamily structures tend to be more suburban and not near transit stops.

Transit

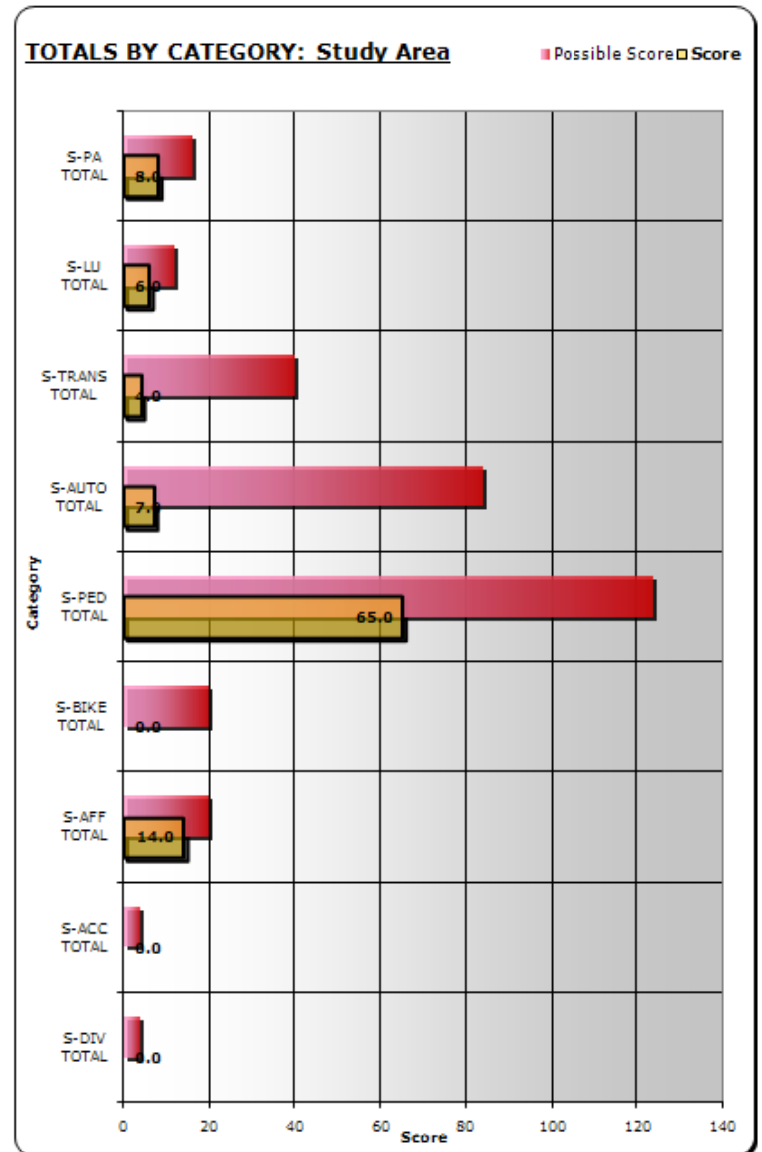
The City of Covington is served by a deviated fixed route transit service called the Mountain Express. The transit route and service frequency was expanded in 2008 and now serves even more locations in Covington, Clifton Forge, and Iron Gate. Unfortunately, the service did not score very well on the THA checklist due to a lack of signed transit stops, transit shelters, and route signage.

Auto Transportation

Many of the auto transportation ratings criteria relate to park-n-ride facilities and Covington does not have any formally recognized or maintained facilities. The street grid density within certain parts of Covington did garner some recognition in the ratings.

Pedestrian

Due to its fairly extensive sidewalk network Covington had one of its highest rating in the pedestrian transportation category, although there were many areas in need of improvement. One of the most positive field observations was that there were very few physical obstacles



found in the sidewalk network. Areas in need of improvement include pedestrian safety, addition of benches, and upgraded crosswalks.



Bicycling

The City of Covington does not have striped bike lanes and therefore did not receive any points in the bicycling category of the assessment.

Housing Affordability

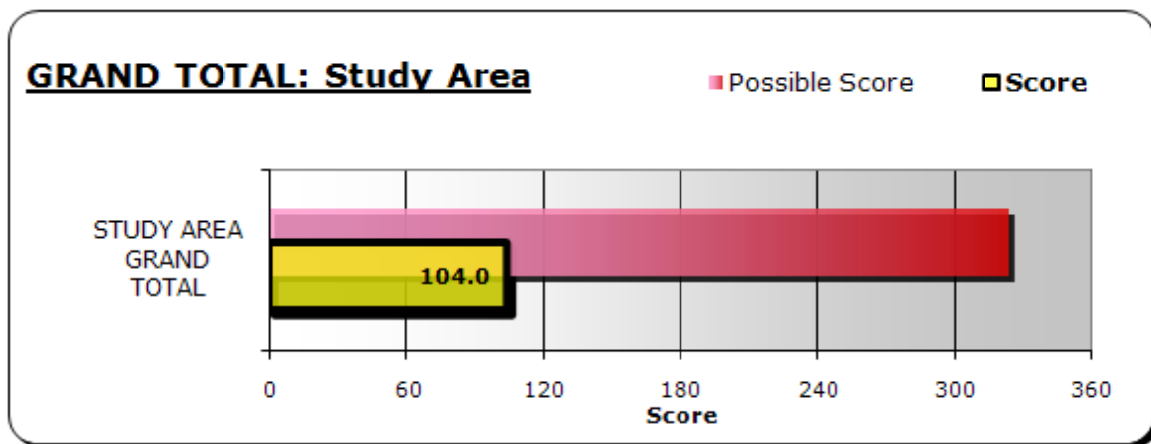
Housing affordability was another area where Covington did well. Its strengths were related to aspects of its Housing Choice Voucher program, which is administered by the Waynesboro Redevelopment and Housing Authority.

Housing Accessibility

Due to the stagnant economy in Covington and the greater Allegheny Highlands, there have been no multifamily dwelling units constructed in Covington in the past 5 years.

Housing Diversity

Based on the 2000 US Census, 82.7% of Covington's housing is single family dwellings, which caused it to score low on the housing diversity measure.



Recommendations

Housing

- Develop additional multi-family and elderly housing in the City. Much of the existing multi-family housing is in former single family houses that are difficult to make ADA compliant and maintain.
- Develop senior housing with full handicap accessibility. The elderly housing should be of a style and size that is easily maintained such as condos, townhomes and apartments. Elderly housing should be located along the transit route to facilitate the resident's continued independence.
- The City's Housing Voucher program has a waiting list (30 families at the time of this report) and the existing HUD budget will not fund all of the demand for vouchers. Expansion of the voucher program is recommended however without additional funds from HUD this will not be possible.
- Need to develop a program to help with home accessibility for elderly and disabled. Many older homes do not meet ADA guidelines (ramps, door width, bathrooms, fixtures, and stairs).
- Need to develop a program that will assist people with down payment and closing costs for home purchases in the City. Similar programs exist in other localities utilizing funding from VHDA.
- The City should consider developing new affordable infill housing on vacant lots. This program could be in cooperation with a private sector developer or a public sector non-profit group such as TAP or Habitat for Humanity.

Transit

- The Mountain Express route needs to be signed and regular stops need to be identified.
- Bus shelters and/or benches should be placed at the regular stops along the Mountain Express route.
- The Mountain Express needs better outreach to disabled, low income and city residents in general. Many people do not know about the transit service.
- Jackson River Enterprises in the southern section of the City, needs service by Mountain Express. Most of JRE employees are handicapped and do not have their own personal transportation.

- The Mountain Express route should be expanded to serve the southern portion of the city.
- A study should be undertaken to determine the market for an Alleghany to Roanoke transit service. This service would provide a transportation option for residents that wish to travel to the Roanoke area for employment, shopping, and healthcare.

Auto Transportation

The study area needs official park n ride lots. Many residents commute out of the city for employment and could benefit from carpooling if park-n-ride lots were made available. Informal lots exist at a few locations however they are not maintained by the property owners and there are liability issues at these sites. Commercial property owners do not want the liability of having people leave their cars parked on the property.

- A park-n-ride lot at Mallow Mall (Interstate 64 Exit 16) just outside the eastern City limit and another lot near Interstate 64 Exit 14 would meet the needs of most commuters. The lots should be owned and maintained by VDOT.
- The City, in cooperation with VDOT, should explore options for eliminating the liability of private property owners that will agree to allow park n ride lot on their property.

Pedestrian

Sidewalks

- The City should adopt a standard design specifying the width and material of all new and replacement sidewalks.
- All new and replacement sidewalks should meet ADA requirements for curb cuts, slopes and surfacing.
- The city has an ongoing maintenance program for sidewalks that should be continued and supported through an annual funding allocation.
- The City should address the need for more sidewalks in south Covington especially near the new schools that will open in Fall 2009.
- Consider push to walk signals in the central business district.
- Maintain clear travel way on sidewalks and avoid placing signs, lamp posts and other structures on the sidewalks.

Bicycling

According to the Rural Bikeway Plan, many areas of the City of Covington have significant potential for cost effective improvements in bicycling conditions through the provision of ancillary facilities, such as bike racks, signage and pavements markings. Potential locations for bike racks include city hall, library, commercial destinations, area schools, and locations throughout the downtown and central business district.

The *Rural Bikeway Plan* covers the rural portions of the Regional Commission’s service area and provides information and guidance on the planning and provision of bicycle accommodations. Recommendations from the Plan for the City of Covington are;

- Apply, by default, the VDOT *Policy for Integrating Bicycle and Pedestrian Accommodations* to all corridors in the transportation network Utilize cost-effective techniques, where applicable and practicable, to better accommodate bicyclists.
- Improve ancillary bicycle accommodations, signage, and support facilities
- Encourage bicycling through education, awareness, and advocacy

The list of roadways in the Rural Bikeway Plan for bicycle accommodation was developed based on review of demographic and spatial data, fieldwork, and local staff and citizen input (Table 17). Accessibility and connectivity between activity centers and tourism/outdoor recreation opportunities were also considered in developing these tables. A proposed Bikeway Plan map for the City can be found <http://www.rvarc.org/bike/rural/>.

Table 17
City of Covington
Corridors for Bicycle Accommodation

Roadway	From	To
Route 18 (Carpenter Drive Drive)	Route 60 / 220 (Madison Street)	Route 18 (West Indian Valley)
Route 18 (West Indian Valley Drive)	Route 18 (Carpenter Drive)	Alleghany County CL
Route 60 / 220 (Madison Street)	I-64 (Exit 16)	Alleghany County CL / Route
1101 (Valley Ridge Road)		
Route 60 / 220 (Madison Street)	I-64 (Exit 16)	Route 60 (Monroe Avenue)
Route 60 (Monroe Avenue)	US 60 / 220 (Alleghany Drive)	Alleghany County CL
Route 154 (Craig Street)	Riverside Street	Durant Street
Route 220 (Alleghany Drive)	Route 60 (Monroe Avenue)	Alleghany County CL
Locust Street	Route 60 (Monroe Avenue)	Route 154 (Craig Street)
Durant Street	Craig Street	Jackson Street
Jackson Street	Durant Street	Rayon Drive
Rayon Drive	Jackson Street	Edgemont Drive
Edgemont Street	Rayon Drive	Carpenter Drive

Source: Rural Bikeway Plan, Roanoke Valley Alleghany Regional Commission, 2006.

Performance Measures

As a requirement of the VBPD grant that funded this report, the Regional Commission and the City of Covington commit will track the following indicators for inclusion in the next update of the City's Comprehensive Plan:

1. The number of people with disabilities who have transportation services for work, school, medical, and personal needs.
2. The number of people with disabilities who have homes of their choice.

Performance measure #1 will be tracked based on data collected by the Blue Ridge Independent Living Center (BRILC) and RADAR, which operates the Mountain Express transit service. The BRILC assists people with disabilities to live independently and compiles basic information on each individual that receives their assistance, including housing and transportation needs or goals. RADAR tracks ridership statistics that will be needed to assess measure #1.

Performance measure #2 will be tracked based on data collected by the Waynesboro Redevelopment and Housing Authority (WRHA) for its Housing Choice Voucher and Supportive Housing Programs. The WRHA manages the Section 8 housing vouchers for the City of Covington. It presently has 58 vouchers allocated for the City (although funding for only 48) and 30 families on the waiting list. Additional housing data will be provided by the BRILC, which tracks the number of nursing home residents that would like live more independently.

Lessons Learned

It appears that the THA Toolkit is structured to assess the transportation/housing needs in a metropolitan statistical area, rather than a micropolitan or rural community. We found that several of the “study area” questions were not very relevant to small urban areas outside of MSA’s. Such as the transit questions, which assume a fixed route public transportation system, while most small urban areas only have demand response. The auto transportation questions assumed that communities had much more baseline infrastructure than many have in reality. The inconsistency between the scope of the questions and the size of the community meant that Covington scored very low on certain ratings. This is not to say that the City of Covington should not strive to accomplish more, however the THA survey should make more allowances for rural areas that are unlikely to need some of the infrastructure or programs contained in the ratings system.

Appendix

REGION

HOUSING ACCESSIBILITY

R-AC04	IMPORTANCE: 1
<p>What form of training in ADA and Fair Housing requirement approvals is required of plan reviewers and inspectors in your region?</p> <p>0=no training 1=one-time basic certification 2=basic certification and 5 year renewals 3=advanced one-time certification 4=advanced certification and 5 year renewals</p>	<p><u>Resources:</u> Zoning Department Planning Department Housing Authority Housing Non-Profit Organizations</p>
<p>enter your rating here</p> <div style="border: 1px solid black; width: 30px; height: 30px; margin: auto;"></div>	<p>Score:</p>

STUDY AREA

PHYSICAL ACCESS

S-PA01	IMPORTANCE: 4
<p>How would you rate the physical accessibility of shopping and employment centers in your study area?</p> <p>0=non-existent 1=poor 2=fair 3=good 4=excellent</p>	<p><u>Resources:</u> Fieldwork Comprehensive Plan Existing Land Use THA Accessibility Guidelines</p>
<p>enter your rating here</p> <div style="border: 1px solid black; width: 30px; height: 30px; margin: auto; text-align: center;">2</div>	<p>Score: 8 out of 16</p> <div style="background-color: yellow; text-align: center; padding: 5px;">50%</div> <p style="text-align: center; font-size: 24px;">C</p>

LAND USE

S-LU01	IMPORTANCE: 3
<p>Within your study area, what percentage of Multi-Family housing units are located within 1/4 mile of bus stops?</p> <p>0=none 1=1% to 25% 2=26% to 50% 3=51% to 75% 4=76% to 100%</p>	<p><u>Resources:</u> GIS Fieldwork</p>
<p>enter your rating here</p> <div style="border: 1px solid black; width: 30px; height: 30px; margin: auto; text-align: center;">2</div>	<p>Score: 6 out of 12</p> <div style="background-color: yellow; text-align: center; padding: 5px;">50%</div> <p style="text-align: center; font-size: 24px;">C</p>

TRANSIT

S-T01	IMPORTANCE: 2
<p>Within your study area, what percentage of Multi-Family housing units are located within 1/4 mile of bus stops?</p> <p>Refer to images and descriptions on the Toolkit guidance document "Transit Stops"</p>	<p><u>Resources:</u> Transit Provider Fieldwork</p>
<p>enter your rating here</p> <div style="border: 1px solid black; width: 30px; height: 30px; margin: auto; text-align: center;">2</div>	<p>Score: 4 out of 8</p> <div style="background-color: yellow; text-align: center; padding: 5px;">50%</div> <p style="text-align: center; font-size: 24px;">C</p>

S-T02	IMPORTANCE: 2	
<p>Are people at transit stops protected from inclement weather?</p> <p>0=no shelter 1=overhead awning 2=two-sided shelter 3=three-sided shelter 4=fully enclosed shelter</p> <div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 10px auto;"> <p style="font-size: 8px; text-align: center;">enter your rating here</p> <div style="border: 1px solid black; width: 30px; height: 30px; margin: 0 auto; display: flex; align-items: center; justify-content: center;"> 0 </div> </div>	<p><u>Resources:</u> Transit Provider Fieldwork</p>	<p>Score: 0 out of 8</p> <div style="background-color: #f08080; padding: 5px; text-align: center; font-size: 24px; font-weight: bold;">0%</div> <div style="text-align: center; font-size: 36px; font-weight: bold; margin-top: 10px;">F</div>

S-T03	IMPORTANCE: 2	
<p>What percentage of transit stops in your study area have benches for waiting passengers?</p> <p>0=none 1=1% to 25% 2=26% to 50% 3=51% to 75% 4=76% to 100%</p> <div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 10px auto;"> <p style="font-size: 8px; text-align: center;">enter your rating here</p> <div style="border: 1px solid black; width: 30px; height: 30px; margin: 0 auto; display: flex; align-items: center; justify-content: center;"> 0 </div> </div>	<p><u>Resources:</u> Transit Provider Fieldwork</p>	<p>Score: 0 out of 8</p> <div style="background-color: #f08080; padding: 5px; text-align: center; font-size: 24px; font-weight: bold;">0%</div> <div style="text-align: center; font-size: 36px; font-weight: bold; margin-top: 10px;">F</div>

S-T04	IMPORTANCE: 2	
<p>What percentage of transit stops in your study area have posted visible and legible signage?</p> <p>0=none 1=1% to 25% 2=26% to 50% 3=51% to 75% 4=76% to 100%</p> <div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 10px auto;"> <p style="font-size: 8px; text-align: center;">enter your rating here</p> <div style="border: 1px solid black; width: 30px; height: 30px; margin: 0 auto; display: flex; align-items: center; justify-content: center;"> 0 </div> </div>	<p><u>Resources:</u> Transit Provider Fieldwork</p>	<p>Score: 0 out of 8</p> <div style="background-color: #f08080; padding: 5px; text-align: center; font-size: 24px; font-weight: bold;">0%</div> <div style="text-align: center; font-size: 36px; font-weight: bold; margin-top: 10px;">F</div>

S-T05	IMPORTANCE: 2	
<p>How well is route schedule signage maintained at bus stops and on buses in your study area?</p> <p>0=no signage 1=faded at 76% to 100% of stops 2=faded at 51% to 75% of stops 3=faded at 26% to 50% of stops 4=faded at 0% to 25% of stops</p> <div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 10px auto;"> <p style="font-size: 8px; text-align: center;">enter your rating here</p> <div style="border: 1px solid black; width: 30px; height: 30px; margin: 0 auto; display: flex; align-items: center; justify-content: center;"> 0 </div> </div>	<p><u>Resources:</u> Transit Provider Fieldwork</p>	<p>Score: 0 out of 8</p> <div style="background-color: #f08080; padding: 5px; text-align: center; font-size: 24px; font-weight: bold;">0%</div> <div style="text-align: center; font-size: 36px; font-weight: bold; margin-top: 10px;">F</div>

S-A01	IMPORTANCE: 4	
<p>In your study area, is there a complete parallel road network adjacent to primary travel corridors?</p> <p>0=none 1=intermittent only 2=substantially complete in most congested areas 3=complete network on 50% of corridors 4=complete on all corridors</p>	<p><i>enter your rating here</i></p> <div style="border: 1px solid black; padding: 5px; width: 40px; margin: 0 auto; text-align: center;">0</div>	<p><u>Resources:</u> Department of Transportation (VDOT) Planning Department Planning District Commission</p> <p>Score: 0 out of 16</p> <div style="background-color: #ffcccc; padding: 5px; text-align: center; font-weight: bold;">0%</div> <div style="text-align: center; font-size: 2em; font-weight: bold; margin-top: 10px;">F</div>

S-A02	IMPORTANCE: 4	
<p>What is the street grid density (street centerline miles per square mile) of your study area?</p> <p>0=1-9 centerline miles per square mile 1=10-19 centerline miles per square mile 2=20-29 centerline miles per square mile 3=30-39 centerline miles per square mile 4=40 or more centerline miles per square mile</p>	<p><i>enter your rating here</i></p> <div style="border: 1px solid black; padding: 5px; width: 40px; margin: 0 auto; text-align: center;">1</div>	<p><u>Resources:</u> GIS Street Centerline Data Department of Transportation (VDOT) Planning Department Planning District Commission</p> <p>Score: 4 out of 16</p> <div style="background-color: #ffcccc; padding: 5px; text-align: center; font-weight: bold;">25%</div> <div style="text-align: center; font-size: 2em; font-weight: bold; margin-top: 10px;">D</div>

S-A03	IMPORTANCE: 3	
<p>What types of control options are installed or available on traffic lights in your study area?</p> <p>0=none 1=magnetic strip 2=synchronized timer 3=cameras 4=cameras, magnetic strips and timers</p>	<p><i>enter your rating here</i></p> <div style="border: 1px solid black; padding: 5px; width: 40px; margin: 0 auto; text-align: center;">1</div>	<p><u>Resources:</u> Department of Transportation (VDOT) Planning Department Planning District Commission</p> <p>Score: 3 out of 12</p> <div style="background-color: #ffcccc; padding: 5px; text-align: center; font-weight: bold;">25%</div> <div style="text-align: center; font-size: 2em; font-weight: bold; margin-top: 10px;">D</div>

S-A04	IMPORTANCE: 1	
<p>What percent of metropolitan average VMT (Vehicle Miles Traveled) per capita is exhibited within the TAZ (Traffic Analysis Zone) that most closely overlaps your study area?</p> <p>0=greater than 119% 1=between 100-119% 2=between 80-99% 3=between 60-79% 4=less than 60%</p>	<p><i>enter your rating here</i></p> <div style="border: 1px solid black; padding: 5px; width: 40px; margin: 0 auto; text-align: center;">□</div>	<p><u>Resources:</u> Department of Transportation (VDOT) Planning Department Planning District Commission</p> <p>Score:</p>

S-A05	IMPORTANCE: 2	
<p>What percentage of Park and Ride lots in your study area are located at major intersections?</p> <p>0=none 1=1% to 25% 2=26% to 50% 3=51% to 75% 4=76% to 100%</p>	<p><i>enter your rating here</i></p> <div style="border: 1px solid black; padding: 5px; display: inline-block;">0</div>	<p><u>Resources:</u> Commuter-Matching Service Department of Transportation (VDOT) Fieldwork Planning District Commission</p> <p>Score: 0 out of 8</p> <div style="background-color: #f44336; padding: 5px; text-align: center; font-weight: bold;">0%</div> <p style="text-align: center; font-size: 2em; font-weight: bold;">F</p>

S-A06	IMPORTANCE: 1	
<p>What amenities are available at Park and Ride lots in your study area?</p> <p>0=none 1=phone 2=phone, benches 3=phone, shelter with benches 4=phone, shelter with benches, bike racks</p>	<p><i>enter your rating here</i></p> <div style="border: 1px solid black; padding: 5px; display: inline-block;">0</div>	<p><u>Resources:</u> Commuter-Matching Service Department of Transportation (VDOT) Fieldwork Planning District Commission</p> <p>Score: 0 out of 4</p> <div style="background-color: #f44336; padding: 5px; text-align: center; font-weight: bold;">0%</div> <p style="text-align: center; font-size: 2em; font-weight: bold;">F</p>

S-A07	IMPORTANCE: 4	
<p>What percentage of Park and Ride Lots in your study area have accessible parking for people with disabilities?</p> <p>0=none 1=1% to 25% 2=26% to 50% 3=51% to 75% 4=76% to 100%</p>	<p><i>enter your rating here</i></p> <div style="border: 1px solid black; padding: 5px; display: inline-block;">0</div>	<p><u>Resources:</u> Commuter-Matching Service Department of Transportation (VDOT) Fieldwork Planning District Commission</p> <p>Score: 0 out of 16</p> <div style="background-color: #f44336; padding: 5px; text-align: center; font-weight: bold;">0%</div> <p style="text-align: center; font-size: 2em; font-weight: bold;">F</p>

S-A08	IMPORTANCE: 1	
<p>What is the scope of maintenance of Park and Ride Lots in your study area?</p> <p>0=none 1=minor repairs annually 2=moderate repairs annually 3=major repairs annually 4=all repairs annually</p>	<p><i>enter your rating here</i></p> <div style="border: 1px solid black; padding: 5px; display: inline-block;">0</div>	<p><u>Resources:</u> Commuter-Matching Service Department of Transportation (VDOT) Fieldwork Planning District Commission</p> <p>Score: 0 out of 4</p> <div style="background-color: #f44336; padding: 5px; text-align: center; font-weight: bold;">0%</div> <p style="text-align: center; font-size: 2em; font-weight: bold;">F</p>

STUDY AREA

AUTO TRANSPORTATION

S-A09	IMPORTANCE: 2	
<p>What is the ratio of Park and Ride Lots to miles of public roads in your study area?</p> <p>0=no lots 1=1:400 2=1:300 3=1:200 4=1:100</p> <div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 10px auto;"> <p style="font-size: small;">enter your rating here</p> <p style="font-size: large; text-align: center;">0</p> </div>	<p><u>Resources:</u> GIS Commuter-Matching Service Department of Transportation (VDOT) Fieldwork Planning District Commission</p>	<p>Score: 0 out of 8</p> <div style="background-color: #ffcccc; padding: 5px; text-align: center; font-size: large;">0%</div> <p style="font-size: x-large; text-align: center;">F</p>

PEDESTRIAN

S-P01	IMPORTANCE: 4	
<p>What percentage of your study area is covered by a complete and connected sidewalk network?</p> <p>0=none 1=1% to 25% 2=26% to 50% 3=51% to 75% 4=76% to 100%</p> <div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 10px auto;"> <p style="font-size: small;">enter your rating here</p> <p style="font-size: large; text-align: center;">2</p> </div>	<p><u>Resources:</u> GIS Transit Provider Fieldwork</p>	<p>Score: 8 out of 16</p> <div style="background-color: #ffffcc; padding: 5px; text-align: center; font-size: large;">50%</div> <p style="font-size: x-large; text-align: center;">C</p>

S-P02	IMPORTANCE: 3	
<p>In your study area, what percentage of sidewalks are the following widths?</p> <p>0=no sidewalks 1=50% of sidewalks are at least 3 feet wide 2=100% of sidewalks are at least 3 feet wide 3=50% of sidewalks are at least 6 feet wide 4=100% of sidewalks are at least 6 feet wide</p> <div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 10px auto;"> <p style="font-size: small;">enter your rating here</p> <p style="font-size: large; text-align: center;">2</p> </div>	<p><u>Resources:</u> Fieldwork Belmont Map</p>	<p>Score: 6 out of 12</p> <div style="background-color: #ffffcc; padding: 5px; text-align: center; font-size: large;">50%</div> <p style="font-size: x-large; text-align: center;">C</p>

S-P03	IMPORTANCE: 2	
<p>To what extent are pedestrians on sidewalks protected from automobiles in your study area?</p> <p>Please refer to images and description in the Toolkit guide document "Sidewalks"</p> <div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 10px auto;"> <p style="font-size: small;">enter your rating here</p> <p style="font-size: large; text-align: center;">1</p> </div>	<p><u>Resources:</u> Fieldwork</p>	<p>Score: 2 out of 8</p> <div style="background-color: #ffcccc; padding: 5px; text-align: center; font-size: large;">25%</div> <p style="font-size: x-large; text-align: center;">D</p>

S-P04	IMPORTANCE: 3	
<p>What is the condition of the sidewalk network in your study area?</p> <p>0=no sidewalks 1=Poor 2=Fair 3=Good 4=Excellent</p>	<p><i>enter your rating here</i></p> <div style="border: 1px solid black; padding: 2px; display: inline-block;">2</div>	<p><u>Resources:</u> Fieldwork Belmont Map Department of Public Works Department of Transportation (VDOT)</p> <p>Score: 6 out of 12</p> <div style="background-color: #ffffcc; padding: 5px; text-align: center;">50%</div> <p style="text-align: center; font-size: 24pt;">C</p>

S-P05	IMPORTANCE: 4	
<p>In your study area, to what extent are ramps and curb cuts connected to sidewalks?</p> <p>0=none 1=1% to 25% 2=26% to 50% 3=51% to 75% 4=76% to 100%</p>	<p><i>enter your rating here</i></p> <div style="border: 1px solid black; padding: 2px; display: inline-block;">2</div>	<p><u>Resources:</u> Fieldwork Belmont Map Department of Public Works Department of Transportation (VDOT)</p> <p>Score: 8 out of 16</p> <div style="background-color: #ffffcc; padding: 5px; text-align: center;">50%</div> <p style="text-align: center; font-size: 24pt;">C</p>

S-P06	IMPORTANCE: 4	
<p>In your study area, to what extent are curb-cuts and ramps accessible to people with disabilities?</p> <p>Please refer to images and description in the Toolkit guide document "Curb-Cuts"</p>	<p><i>enter your rating here</i></p> <div style="border: 1px solid black; padding: 2px; display: inline-block;">2</div>	<p><u>Resources:</u> Fieldwork Belmont Map Department of Public Works Department of Transportation (VDOT)</p> <p>Score: 8 out of 16</p> <div style="background-color: #ffffcc; padding: 5px; text-align: center;">50%</div> <p style="text-align: center; font-size: 24pt;">C</p>

S-P07	IMPORTANCE: 2	
<p>What is the frequency of bench locations along the sidewalk network in your study area?</p> <p>0=none 1=one per mile 2=one per each 3/4 mile 3=one per each 1/2 mile 4=one per each 1/4 mile</p>	<p><i>enter your rating here</i></p> <div style="border: 1px solid black; padding: 2px; display: inline-block;">1</div>	<p><u>Resources:</u> Fieldwork Belmont Map Department of Transportation (VDOT)</p> <p>Score: 2 out of 8</p> <div style="background-color: #ffcccc; padding: 5px; text-align: center;">25%</div> <p style="text-align: center; font-size: 24pt;">D</p>

S-P08	IMPORTANCE: 4
<p>In your study area, to what extent are intersection crosswalks accessible to people with disabilities?</p> <p>Please refer to images and description in the Toolkit guide document "Crosswalks"</p> <div style="border: 1px solid black; padding: 5px; display: inline-block;"> <p style="font-size: small;">enter your rating here</p> <p style="font-size: large; text-align: center;">2</p> </div>	<p><u>Resources:</u> Fieldwork Belmont Map Department of Transportation (VDOT)</p> <p>Score: 8 out of 16</p> <div style="background-color: #ffff00; padding: 5px; text-align: center; font-size: large;">50%</div> <p style="font-size: x-large; text-align: center; margin-top: 10px;">C</p>

S-P09	IMPORTANCE: 3
<p>What percentage of the sidewalk network in your study area is free of obstacles such as road signs, utility poles, mailboxes?</p> <p>0=none 1=1% to 25% 2=26% to 50% 3=51% to 75% 4=76% to 100%</p> <div style="border: 1px solid black; padding: 5px; display: inline-block;"> <p style="font-size: small;">enter your rating here</p> <p style="font-size: large; text-align: center;">4</p> </div>	<p><u>Resources:</u> Fieldwork Belmont Map Department of Transportation (VDOT)</p> <p>Score: 12 out of 12</p> <div style="background-color: #c8e6c9; padding: 5px; text-align: center; font-size: large;">100%</div> <p style="font-size: x-large; text-align: center; margin-top: 10px;">A</p>

S-P10	IMPORTANCE: 1
<p>What type of crosswalk amenities are available at traffic-light intersection in your study area?</p> <p>0=none 1=stripped crosswalk 2=standard walk/don't walk signals 3=extended time walk/don't walk signals 4=count-down clock or audible timer signals</p> <div style="border: 1px solid black; padding: 5px; display: inline-block;"> <p style="font-size: small;">enter your rating here</p> <p style="font-size: large; text-align: center;">1</p> </div>	<p><u>Resources:</u> Fieldwork Department of Public Works Department of Transportation (VDOT)</p> <p>Score: 1 out of 4</p> <div style="background-color: #f44336; padding: 5px; text-align: center; font-size: large;">25%</div> <p style="font-size: x-large; text-align: center; margin-top: 10px;">D</p>

S-P11	IMPORTANCE: 1
<p>Within your study area, what best describes the urban streetscape?</p> <p>0=80% of all bldgs less than 26 feet from front property line 1=50% of all bldgs less than 19 feet from front property line 2=50% of mixed use and non-resid bldgs at property line 3=All non-resid. bldg facades 33% transparent at ground level 4=No blank walls of longer than 50 feet occur along sidewalks</p> <div style="border: 1px solid black; padding: 5px; display: inline-block;"> <p style="font-size: small;">enter your rating here</p> <p style="font-size: large; text-align: center;">4</p> </div>	<p><u>Resources:</u> Fieldwork Department of Public Works Department of Transportation (VDOT)</p> <p>Score: 4 out of 4</p> <div style="background-color: #c8e6c9; padding: 5px; text-align: center; font-size: large;">100%</div> <p style="font-size: x-large; text-align: center; margin-top: 10px;">A</p>

STUDY AREA

BICYCLING

S-B01	IMPORTANCE: 3
<p>To what extent is your study area covered by a complete and connected bike lane network?</p> <p>0=no bike lanes 1=intermittent on major roads – none on minor rds 2=intermittent on most roads 3=complete on major roads–intermittent on minor rds 4=complete on all roads</p>	<p><i>enter your rating here</i></p> <div style="border: 1px solid black; padding: 5px; display: inline-block;">0</div>
<p><u>Resources:</u> Fieldwork Bicycling Advocacy Groups Department of Transportation (VDOT)</p>	<p>Score: 0 out of 12</p> <div style="background-color: #f44336; padding: 5px; text-align: center; font-weight: bold;">0%</div> <p style="text-align: center; font-size: 2em; font-weight: bold;">F</p>

BICYCLING

S-B02	IMPORTANCE: 2
<p>To what extent are the bike lanes in your study area free of obstacles such as road signs, grates, manhole covers?</p> <p>0=no bike lanes 1=many obstacles, snow and debris not cleared 2=few obstacles, snow and debris not cleared 3=few obstacles, snow and debris cleared 4=grade-separated lanes, snow and debris cleared</p>	<p><i>enter your rating here</i></p> <div style="border: 1px solid black; padding: 5px; display: inline-block;">0</div>
<p><u>Resources:</u> Fieldwork Bicycling Advocacy Groups Department of Transportation (VDOT)</p>	<p>Score: 0 out of 8</p> <div style="background-color: #f44336; padding: 5px; text-align: center; font-weight: bold;">0%</div> <p style="text-align: center; font-size: 2em; font-weight: bold;">F</p>

HOUSING AFFORDABILITY

S-AF01	IMPORTANCE: 1
<p>How adequate are resources to assist people with down payment and closing costs for home purchase in your study area?</p> <p>0=no programs 1=insufficient to meet needs 2=turn away 50% of applicants 3=turn away 25% of applicants 4=can serve all that apply</p>	<p><i>enter your rating here</i></p> <div style="border: 1px solid black; padding: 5px; display: inline-block;">0</div>
<p><u>Resources:</u> Housing Authority Housing Non-Profit Organizations</p>	<p>Score: 0 out of 4</p> <div style="background-color: #f44336; padding: 5px; text-align: center; font-weight: bold;">0%</div> <p style="text-align: center; font-size: 2em; font-weight: bold;">F</p>

S-AF02	IMPORTANCE: 1
<p>What is the ratio of mainstream vouchers to people with disabilities in the study area?</p> <p>0=none 1=1:100 2=1:75 3=1:50 4=1:25 or better</p>	<p><i>enter your rating here</i></p> <div style="border: 1px solid black; padding: 5px; display: inline-block;">4</div>
<p><u>Resources:</u> Housing Authority Housing Non-Profit Organizations THA Accessibility Guidelines</p>	<p>Score: 4 out of 4</p> <div style="background-color: #c8e6c9; padding: 5px; text-align: center; font-weight: bold;">100%</div> <p style="text-align: center; font-size: 2em; font-weight: bold;">A</p>

S-AF03	IMPORTANCE: 1	
<p>How many people in your study area are currently on the Housing Choice Voucher waiting list?</p> <p>0=waiting list is closed 1=0 to 25 2=26 to 50 3=51 to 75 4=76 or more</p> <div style="border: 1px solid black; padding: 5px; display: inline-block;"> enter your rating here <div style="border: 1px solid black; padding: 2px; display: inline-block; width: 20px; text-align: center;">2</div> </div>	<p><u>Resources:</u> Housing Authority Housing Non-Profit Organizations</p>	<p>Score: 2 out of 4</p> <p style="background-color: yellow; text-align: center; font-weight: bold;">50%</p> <p style="text-align: center; font-size: 2em; font-weight: bold;">C</p>

S-AF04	IMPORTANCE: 1	
<p>How often is the Housing Choice Voucher waiting list open to people in your study area?</p> <p>0=waiting list is closed 1=open as new properties open 2=open annual 3=open quarterly 4=always open</p> <div style="border: 1px solid black; padding: 5px; display: inline-block;"> enter your rating here <div style="border: 1px solid black; padding: 2px; display: inline-block; width: 20px; text-align: center;">4</div> </div>	<p><u>Resources:</u> Housing Authority Housing Non-Profit Organizations</p>	<p>Score: 4 out of 4</p> <p style="background-color: #c8e6c9; text-align: center; font-weight: bold;">100%</p> <p style="text-align: center; font-size: 2em; font-weight: bold;">A</p>

S-AF05	IMPORTANCE: 1	
<p>What percentage of applicants received a Housing Choice Voucher (in the last 5 years OR over the lifetime of the program) ?</p> <p>0=none 1=1% to 5% 2=6% to 10% 3=11% to 15% 4=16% or greater</p> <div style="border: 1px solid black; padding: 5px; display: inline-block;"> enter your rating here <div style="border: 1px solid black; padding: 2px; display: inline-block; width: 20px; text-align: center;">4</div> </div>	<p><u>Resources:</u> Housing Authority Housing Non-Profit Organizations</p>	<p>Score: 4 out of 4</p> <p style="background-color: #c8e6c9; text-align: center; font-weight: bold;">100%</p> <p style="text-align: center; font-size: 2em; font-weight: bold;">A</p>

S-AC01	IMPORTANCE: 1	
<p>Within your study area, what percentage of dwelling units within multi-family housing built in the last 5 years are accessible to people with disabilities?</p> <p>0=none 1=1% to 25% 2=26% to 50% 3=51% to 75% 4=76% to 100%</p> <div style="border: 1px solid black; padding: 5px; display: inline-block;"> enter your rating here <div style="border: 1px solid black; padding: 2px; display: inline-block; width: 20px; text-align: center;">0</div> </div>	<p><u>Resources:</u> Housing Authority Housing Non-Profit Organizations Fieldwork</p>	<p>Score: 0 out of 4</p> <p style="background-color: #f44336; text-align: center; font-weight: bold;">0%</p> <p style="text-align: center; font-size: 2em; font-weight: bold;">F</p>

S-D01

IMPORTANCE: 1

What is the score of your study area, using the Simpson Diversity Index $(1-(n/N)^2)$ where n = total dwellings in a single category, and N = total # dwellings in ALL categories.

0=0.39 or less
1=0.4-0.49
2=0.5-0.59
3=0.6-0.69
4=0.7 or above

enter your
rating here

0

Resources:

Housing Authority
Housing Category Guidelines

Score:

0 out of 4

0%

F