

## Public Transportation

The Coordinated Human Services Mobility Plan for the NNPDC identified the needs and deficiencies of the region and also formulated strategies and projects to address these needs that are summarized on the presentation boards. VDRPT funded an assessment study for Bay Transit to address the feasibility of reinstating bus service in the Northern Neck and Middle Peninsula areas. It concluded that feeder service operated by the transit agency to connecting points is the most feasible option, and recommended a demonstration project to test demand and operational aspects.

## Bicycle and Pedestrian Facilities

The primary source of recommendations was the individual jurisdictions' bike plans and/or comprehensive plans. The recommendations include a series of Class III bikeways and "Share the Road" signs on several routes in Lancaster County and paved shoulders on VA 3 in Westmoreland County.

## Airports

There are no general aviation airports in the NNPDC region. The NNPDC discussed the feasibility of a General Aviation Airport in the region as a part of its 2006-2007 plan and completed a preliminary feasibility plan.

## Travel Demand Management

In rural areas, low residential densities and dispersed work destinations are generally not conducive to high public transportation use. Some decreases in single-occupant vehicle trips are possible if fixed-route service is expanded in the region including Kilmarnock, Montross and the

southern portion of Richmond County and if the Rideshare program is expanded in the region.

## Goods Movement

The transfer of some goods shipments from roadway to rail has the potential to strengthen rail freight services offered, while also reducing the number of long-haul tractor-trailers trips, and preserving or possibly enhancing roadway capacity. No commercial railroads are present in the area.

## PLAN ADOPTION

The 2035 Regional Long Range Transportation Plan for the Northern Neck region will be adopted by the Planning District Commission in 2011. This Plan will serve as a long term strategy for the transportation network of the region and as a component of the 2035 Surface Transportation Plan. Projects can be prioritized for funding based on the identified recommendations.

## WHAT DO YOU THINK?

We would like to hear your comments on the information you have seen here today, in particular, the proposed recommendations. Please fill out the accompanying comment form and leave it with the study team.

For more information on this and other studies, browse to the following web sites:

[www.vdot.virginia.gov](http://www.vdot.virginia.gov)

[www.vtrans.org](http://www.vtrans.org)

[www.virginiadot.org/projects/2035\\_state\\_highway\\_plan.asp](http://www.virginiadot.org/projects/2035_state_highway_plan.asp)

[www.vdot.virginia.gov/projects](http://www.vdot.virginia.gov/projects)

# NORTHERN NECK PLANNING DISTRICT COMMISSION 2035 REGIONAL LONG RANGE TRANSPORTATION PLAN

## WHAT IS THIS STUDY?

The Transportation and Mobility Planning Division (TMPD) of the Virginia Department of Transportation (VDOT) has worked with other transportation agencies to develop the 2035 Surface Transportation Plan, which is a part of VTrans 2035, the Commonwealth's long range plan for all modes of transportation. The highway element of the 2035 Surface Transportation Plan includes proposed improvements on Virginia's federal functionally classified roadways. The Regional Long Range Transportation Plan that you are looking at today is just one piece of the 2035 Plan. VDOT, Virginia's Planning District Commissions (PDCs), and your local governments are partners in the development of this new initiative to create regional transportation plans in rural areas that complement those in Virginia's metropolitan and small urban areas.

The transportation system in Northern Neck was evaluated, and a range of transportation improvements for all modes have been recommended. This Plan looks at improvements that can be made in the near-term and in the future, as far as the year 2035, in order to assess the effects of population and employment growth upon the transportation system.

Each rural plan was developed as a blueprint, or vision plan, to address all of the needs of the transportation system, regardless of anticipated funding availability. This regional plan can then be used by local, regional, and state agencies to identify transportation funding priorities. The Plan document for this region has more details on all of the analyses and recommendations.

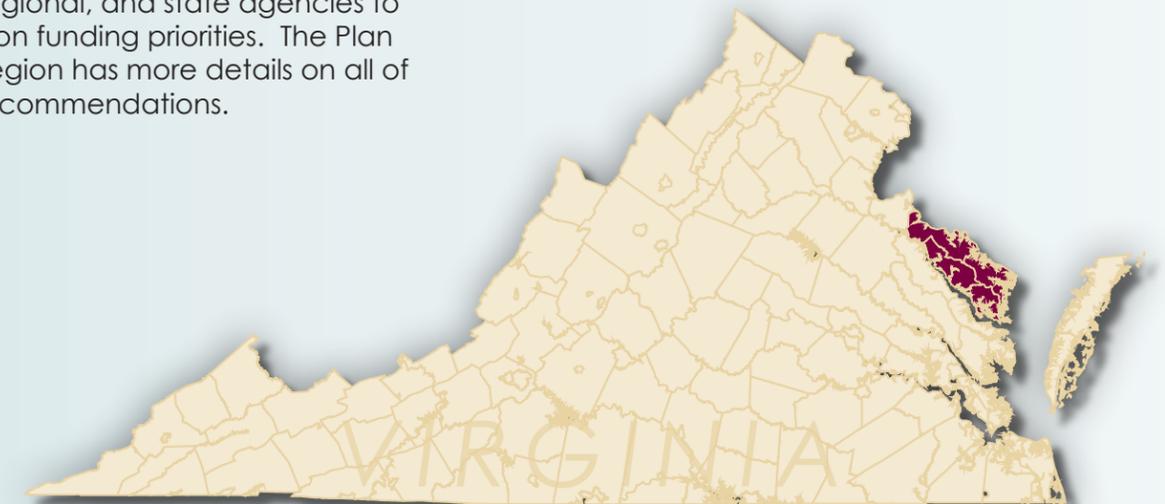
## EXECUTIVE SUMMARY

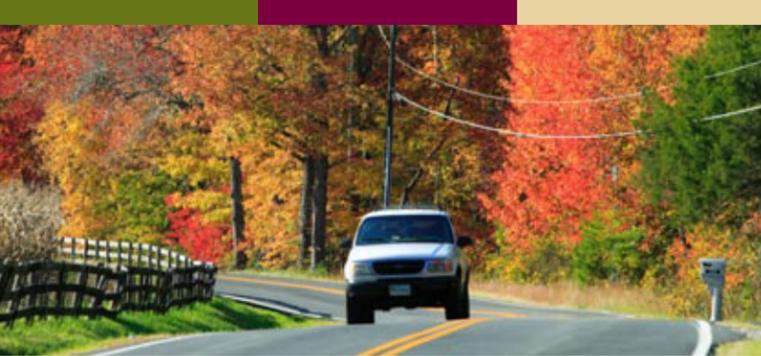
### NORTHERN NECK PLANNING DISTRICT COMMISSION

The Northern Neck Planning District Commission (PDC) serves the northernmost peninsula of the State of Virginia on the western shore of Chesapeake Bay and comprises of the counties of Lancaster, Northumberland, Richmond and Westmoreland, encompassing an area of approximately 747 square miles. It is surrounded by the Chesapeake Bay. The nearest metropolitan areas are Fredericksburg and Washington DC to the north and Richmond to the south. The transportation network is centered around VA 3 and US 360 and access to and from these routes. The population was 50,429 according to the 2010 census. Because there is no metropolitan planning organization within the region, the entire transportation network within the Northern Neck region is analyzed and addressed in this Plan.

## STUDY APPROACH

A standard study approach was developed to formulate the rural regional long range plans for each PDC in the Commonwealth. Each PDC developed transportation goals and objectives that were used to guide the development of the Rural Long Range Transportation Plan for their area (please see the display boards).





These local goals and objectives were a part of the entire plan development process. The study team then reviewed existing transportation inventories and planning documents. The team also identified the needs and deficiencies in the regional transportation network.

The study team then analyzed the entire rural network including the deficiencies that were identified. Recommendations for these deficiencies are presented at this meeting for your review. In addition, the team compiled recommendations from previous studies and projects in order to provide as comprehensive a list as possible.

## RELATIONSHIP OF LAND USE AND DEVELOPMENT TO TRANSPORTATION

Rural counties throughout the Commonwealth are working either to seek new economic growth and diversification or to balance growth - while striving to preserve the rural character of the landscape. Land use and development changes that particularly affect transportation in rural areas include, but are not limited to, school consolidation, loss or gain of a major employer, movement of younger sectors of the population to more urban areas, retirement community development, and growth of bedroom-community type developments for nearby urban areas.

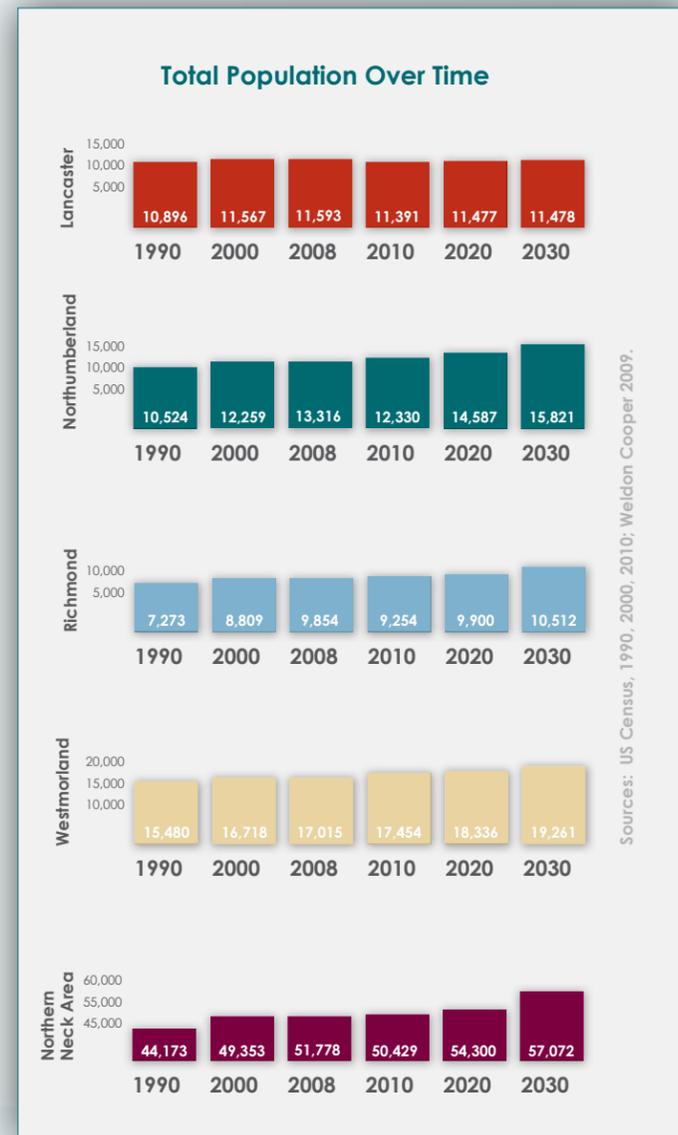
The Northern Neck region is primarily rural but population growth in the Richmond and Fredericksburg areas has affected commuting patterns within the NNPDC.

### Population Trends

Population trends have implications for the transportation network of any geographic area. As the population and traffic increase, mobility and safety can deteriorate.

The Northern Neck has experienced slow population growth, which is projected to continue. Total population was 50,429 in the 2010 Census, slightly more than 2% rise from 2000. This trend is expected to continue and the regional population is projected to grow by an additional 13% by 2030.

### Current and Projected County Population



### Land Use and Future Growth

A review of the jurisdictions' comprehensive plans, zoning, and proposed future land use determined the areas of future growth. These are the locations where the individual jurisdictions wish to direct

future growth in order to best serve the needs of the public. Freight generators, major employers, and other sources of travel demand were also identified to help determine traffic patterns.

## REGIONAL TRANSPORTATION SYSTEM

Each mode of travel – roadways, public transportation, rail, bicycle and pedestrian facilities, and airports – has been independently analyzed for both current and future conditions. Each mode is described briefly below, with additional information presented on the display boards.

For the **roadway network**, all proposed improvements are for federal functionally classified roadways. 73 recommendations have been compiled for the NNPDC including large and small scale projects.

**Public transportation** includes: public transit, specialized services, volunteer transportation, and private providers, including taxi and medical transport companies. The nearest Greyhound stops are in Fredericksburg and Williamsburg. The Fredericksburg and Richmond Amtrak stations are the nearest commuter rail stops from the NNPDC region. Colonial Beach and Kilmarnock have seasonal trolley systems.

**Demand-responsive transit** is also provided by Bay Transit which serves all four counties of the NNPDC region. The Colonial Beach Transit is managed by the Bay Transit and provides demand-responsive service in Colonial Beach, Westmoreland County. The NNPDC coordinates the Northern Neck Rideshare Program which helps commuters find carpools and vanpools.

**Bicycle and pedestrian facilities** are common throughout the region. In addition, due to the type of recreational opportunities in the region, bicycle and pedestrian facilities are essential to the transportation network. The Northern Neck River Ride is an annual event and routes include areas in Irvington, Kilmarnock, Lancaster and Wicomico. The Northern Neck Heritage Trail is a part of the Potomac Heritage National Scenic Trail. Trails are located in recreational facilities like the Belle Isle State Park in Lancaster County and Westmoreland State Park.



For commercial **airport** services, the nearest international airport is the Richmond International Airport located 5 miles east of Richmond and the nearest general aviation airport is Tappahanock-Essex County Airport. The nearest **air freight service** is provided by the Newport News Airport.

**Travel demand management (TDM)** is a technique used by transportation planners to manage or plan for the demand that drivers place on the road network. Strategies to reduce vehicular demand include carpooling and vanpooling programs, expanded peak hour public transit, commuter buses, park and ride lots, as well as better coordination between services to facilitate transfers between modes. TDM measures, with other improvements, have been shown to greatly aid in reducing single-occupant vehicle trips.

The Northern Neck Rideshare program serving all four counties of the NNPDC region, operates as the TDM agency and helps commuters find carpools and vanpools. Commuter Connections, a Washington DC based agency, also helps commuters with assistance programs in the NNPDC region.

## TRANSPORTATION SYSTEM PERFORMANCE AND RECOMMENDATIONS

### Roadways

Roadway analysis focused on safety, geometry and structure, and congestion for the functionally classified roadway network. Recommendations for improvements to roadways are presented on the boards for your review. A more detailed discussion of all deficiencies and recommendations is located in the Plan document.