

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.

Public Transportation

The Coordinated Human Services Mobility Plan for the MPPDC identified the needs and deficiencies of the region and also formulated strategies and projects to address these needs, which are summarized on the presentation boards. Addition of fixed-route or flexible fixed-route transit service along the principal arterials within the PDC would provide better mobility and access for the population.

Bicycle and Pedestrian Facilities

The primary source of recommendations was the *Middle Peninsula Regional Bicycle Facility Plan*. In the Middle Peninsula, the relatively flat terrain and current use of roads by bicyclists allowed the bike plan focus group to recommend facilities that will be successfully accepted and utilized. The recommendations from the regional plan are for shared road designations and primarily require routing and signage.

Airports

The *Virginia Air Transportation System Plan Update* (2003) contains future forecasts (2020)

of operations and aircraft based at the airports ranging from 0.3% annual growth at Hummel Field, to 1.0% at Tappahannock/Essex County Airport, and to 1.4% at Middle Peninsula Regional Airport.

Travel Demand Management

Some decreases in single-occupant vehicle trips are possible through the continued use of the MidPen RideShare program. Further reductions would be possible if fixed-route service is established in the region. In addition, a commuter bus that would link to existing transit in Richmond, Fredericksburg, or Hampton Roads could reduce reliance on single-occupant vehicle travel. Finally, park and ride lots in the region are expected to maintain their importance to the commuting population.

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. Key truck freight corridors will continue to include the major arterials and collectors in the region, US 17, US 360, VA 3, VA 14, VA 30, and VA 33 due to their access to I-64.

PLAN ADOPTION

The 2035 Regional Long Range Transportation Plan for the MPPDC 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

MIDDLE PENINSULA 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 on the Middle Peninsula was evaluated, and a range of transportation improvements for all modes are 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

MIDDLE PENINSULA PLANNING DISTRICT COMMISSION

The Middle Peninsula Planning District Commission (MPPDC) serves the Counties of Essex, Gloucester, King and Queen, King William, Mathews, and Middlesex, and the Towns of Tappahannock, Urbana, and West Point. The Middle Peninsula is a predominantly rural area with denser development occurring in the southeast portion of the region in Gloucester County. The geography of the MPPDC is primarily influenced by waterways including the Rappahannock, Mattaponi, Pamunkey, and York rivers, and the Chesapeake Bay. The region lies on the edge of three larger metropolitan areas, Fredericksburg, Richmond, and Hampton Roads. The transportation network is influenced by the waterways, that generally travel northwest to southeast; many of the primary arterials also run in this direction. The majority of the MPPDC is rural, however, part of Gloucester County lies within the Hampton Roads Transportation Planning Organization (HRTPO) area. For the Plan's purposes, Gloucester County demographics and land use are included in their entirety, but the road network within the HRTPO was not analyzed.

STUDY APPROACH

A standard study approach was developed to

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

www.vtrans.org

www.virginiadot.org/projects/2035_state_highway_plan.asp

www.vdot.virginia.gov/projects





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. A previous public meeting was held to present these deficiencies for review and to have the public identify any additional issues or concerns in the 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 and existing traffic impact analyses from private developers in order to provide as comprehensive a list as possible.

RELATIONSHIP OF LAND USE AND DEVELOPMENT TO TRANSPORTATION

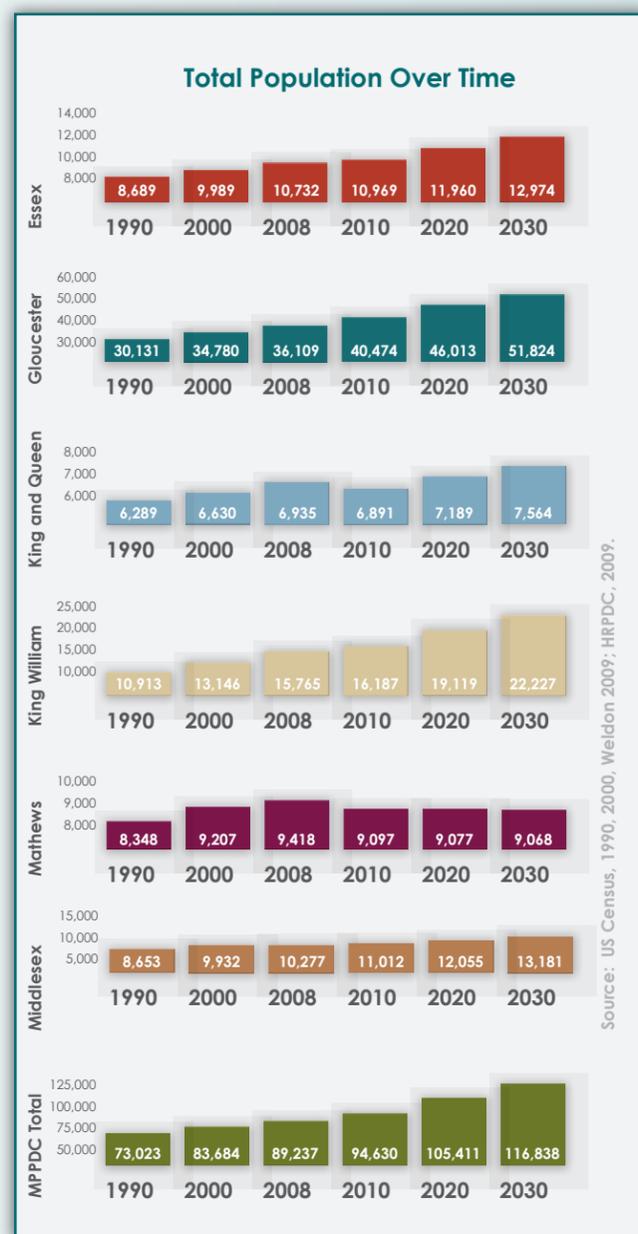
Rural counties throughout the Commonwealth are working either to seek new economic growth and diversification or to balance growth - while striving to preserve the rural character of the landscape. Land use and development changes that particularly affect transportation in rural areas include, but are 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 Middle Peninsula's proximity to Fredericksburg, Richmond, and the Hampton Roads region

has affected the land use, development, and population and employment growth in parts of the region. The counties that lie on the urban boundaries, Gloucester and King William, have experienced the most population growth and the associated development and land use changes.

Population Trends

The Middle Peninsula region has experienced steady population growth, and this trend is expected to continue. Total population was estimated in 2008 at just over 89,000. Beginning in the 1970s, Gloucester County population began to grow more rapidly than the other counties, rising from 30% of the region's population to just over 40% by 2008. This trend is expected to continue. All of the counties



experienced growth in population between 2000 and 2008. By 2030, only Mathews County is expected to have minimal population growth. Gloucester and King William Counties are expected to have the most population growth.

Population trends have implications for the transportation network of any geographic area.

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. 156 recommendations have been compiled for the MPPDC including large and small scale projects.

Public transportation includes: public transit, specialized services, volunteer transportation, and private providers, including taxi and medical transport companies. Fixed-route service is not available on the Middle Peninsula.

Demand-responsive transit is provided by Bay Aging, a non-profit organization, through Bay Transit. Bay Transit serves the entire PDC as well as three counties in the Northern Neck and two in the Richmond Regional PDC. Other organizations do not serve the general public but do serve the transportation needs of specific disadvantaged groups.

Due to the generally flat terrain, there are existing **bicycle routes and pedestrian facilities** in the region. The MPPDC, through a focus group, developed the *Middle Peninsula Regional Bicycle*



Facility Plan in 2004. The plan represents a realistic look at existing roadway facilities and future improvements to enhance bicycling to the extent possible in a rural environment. Mathews County has several Class III or shared road facilities. In addition, there are several roadways that are a part of rides designated by bike groups. The Bike Plan Focus Group recommended routes that had been proven to be good cycling facilities.

Norfolk Southern owns the **freight rail** branch that crosses into King William County from New Kent County and terminates in the Town of West Point. The line is heavily used by the paper mill in town, Smurfit-Stone.

There are three **general aviation airports** located on the Middle Peninsula.

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 MPPDC operates a ridesharing program - MidPenRideShare - that offers alternative transportation information and assistance throughout the region. It provides commuter matching for traditional carpools and vanpools, as well as school pools for parents of school-age children to coordinate pick up and drop off at individual schools. There is a guaranteed ride home program, with some restrictions, for those registered in the system. In addition, there are ten VDOT maintained park and ride lots in the region.