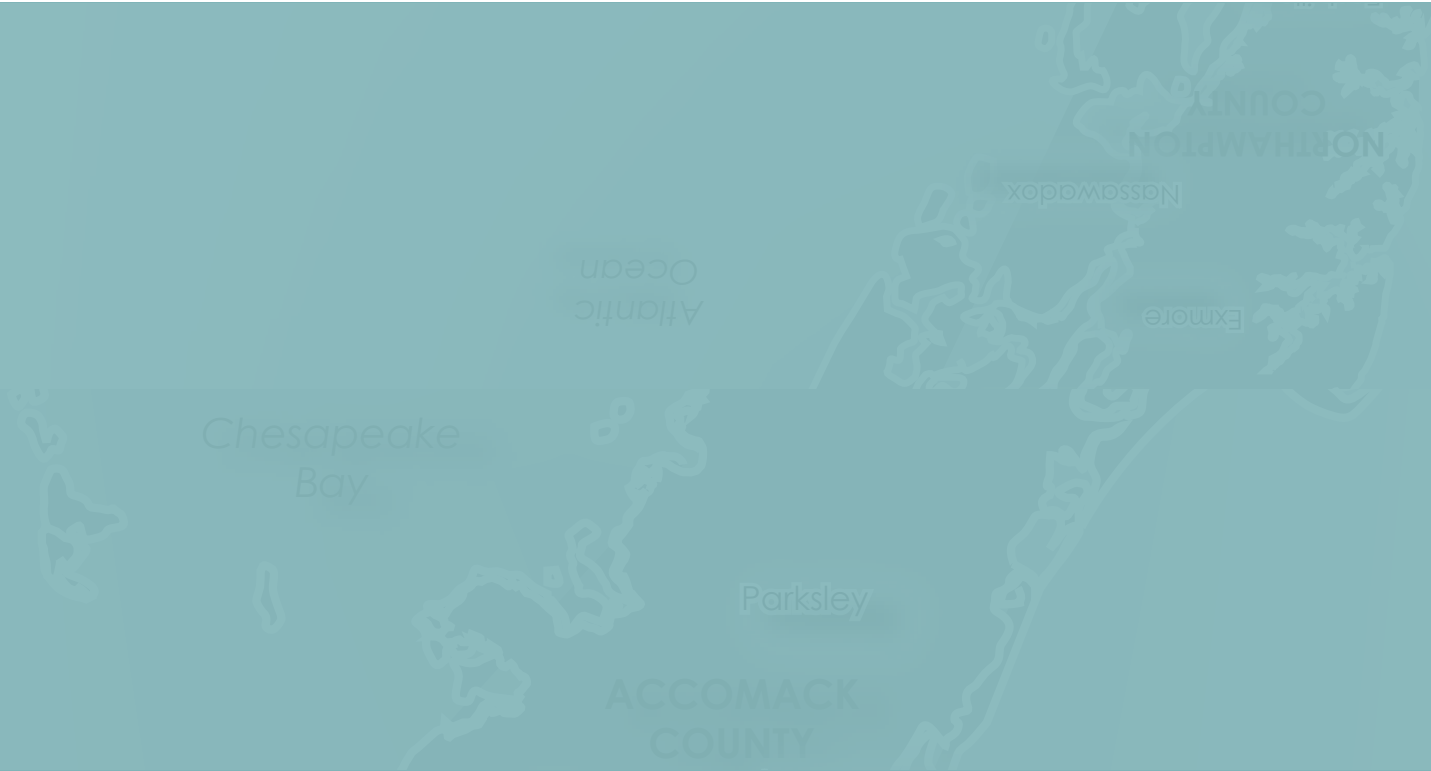




Please visit the VDOT website to find additional information regarding this and other important transportation initiatives in your area.
www.a-npdc.org/PDC.html
www.virginiadot.org



ACCOMACK-NORTHAMPTON PLANNING DISTRICT COMMISSION
 2035 REGIONAL LONG RANGE TRANSPORTATION PLAN



ACCOMACK-NORTHAMPTON PLANNING DISTRICT COMMISSION

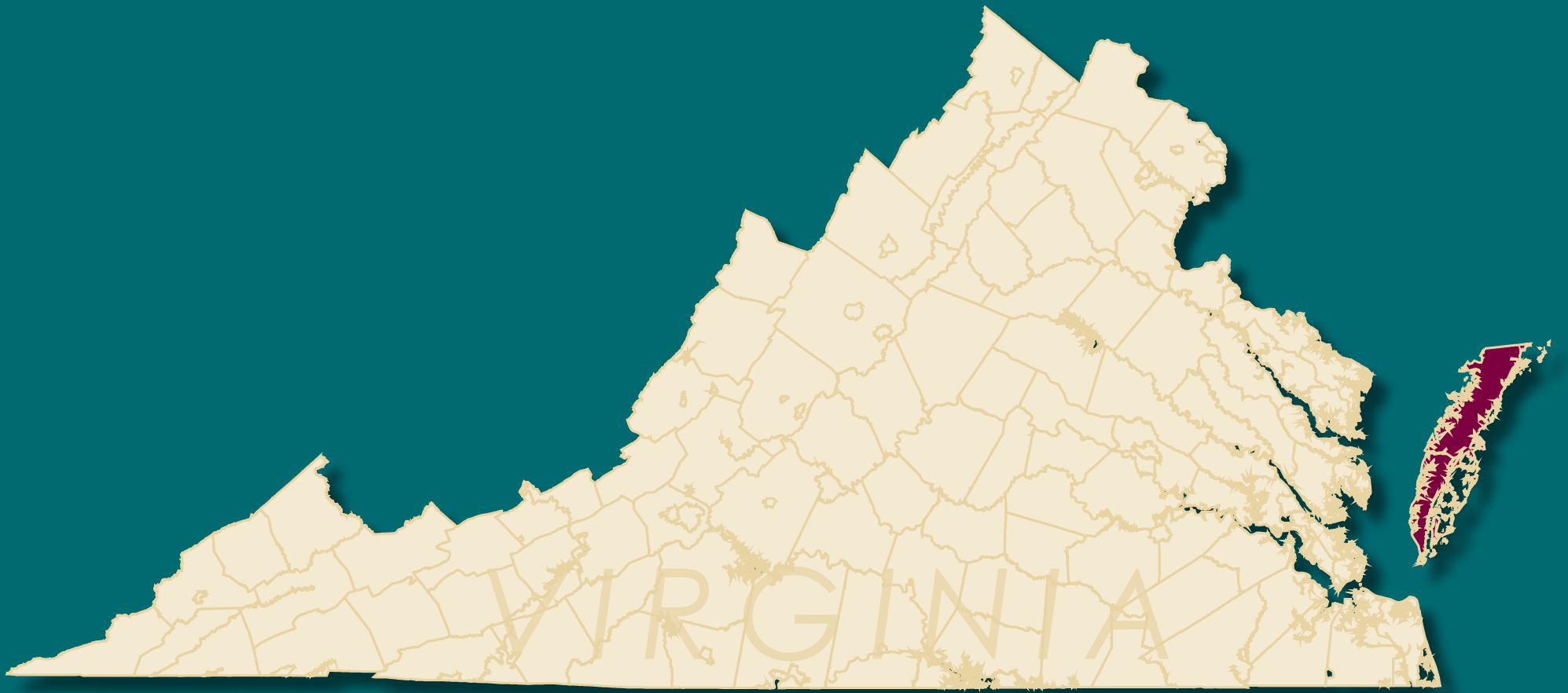


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INTRODUCTION & PURPOSE

The Transportation and Mobility Planning Division (TMPD) of the Virginia Department of Transportation (VDOT) has worked with other modal agencies to develop *VTrans 2035*, the Commonwealth's multimodal long range plan and a more detailed subset report known as the *2035 Surface Transportation Plan*. The highway element of the 2035 Surface Transportation Plan will include proposed improvements on Virginia's federal functionally classified roadways. This *Regional Long Range Transportation Plan* is one piece of the 2035 Plan. VDOT, Virginia's Planning District Commissions (PDCs), and the local governments they represent, are partners in the development of this new initiative to create regional transportation plans in rural areas that complement those in Virginia's metropolitan areas and small urban areas.

The transportation system within the rural areas for each region was evaluated, and a range of transportation improvements - roadway, rail, transit, air, bicycle, and pedestrian - are recommended that can best satisfy existing and future needs. Some of the PDCs contain urbanized areas whose transportation needs are coordinated by a Metropolitan Planning Organization (MPO). In the case of the Eastern Shore, the entire region is rural and therefore the entire transportation network within the Accomack-Northampton Planning District Commission (A-NPDC) was analyzed and is addressed in this report.

Each rural plan was developed as a vision plan, addressing all needs of the transportation system studied regardless of anticipated funding availability.

OVERVIEW OF THE REGION

Description and Function of the Accomack Northampton Planning District Commission

The A-NPDC serves the counties of Accomack and Northampton and the Town of Chincoteague. The region is generally known as the Eastern Shore and is a predominantly rural area. The region is defined by its peninsular shape and its relatively flat topography. US 13 is surrounded by the Chesapeake Bay and the Atlantic Ocean. The nearest metropolitan areas are Salisbury and Ocean City, Maryland to the north, and Hampton Roads to the south. The transportation network is centered around US 13 and access to and from it. The current estimated population in 2008 was 52,222 people (Weldon, 2009).

Summary of Transportation Network

The transportation network for the region is, in general, centered on US 13 and access to and from it. US 13 is the primary north-south corridor in the region; east-west primary corridors include VA 175, VA 180, VA 182, and VA 184. Public transportation services are provided by STAR Transit, the Eastern Shore Area Agency on Aging, and the Eastern Shore Community Services Board. There are currently 20 miles of existing and proposed bicycle and pedestrian facilities on the Eastern Shore. There are three general aviation airports in the region as well as the NASA Wallops Flight Facility.



Each rural regional plan has a horizon year of 2035 and addresses the anticipated impacts of population and employment growth upon the transportation system. This plan will be reviewed and updated as needed. Each rural plan was developed as a vision plan, addressing all needs of the transportation system studied regardless of anticipated funding availability. It is envisioned that each regional plan will be used as the basis to identify transportation funding priorities. Additional details on topics discussed in this plan can be found in the Technical Report.

STUDY APPROACH

- Development of regional transportation goals and objectives,
- Public involvement,
- Data compilation and collection,
- Data analysis,
- Identification of transportation deficiencies and recommendations, and
- Environmental and cost reviews.



The Bay Coast Railroad operates the freight rail line in the region. Travel demand management services are not available in the region. There are no official VDOT maintained park and ride lots within the region. Amtrak passenger rail is not available in the region.

Goals and Objectives

Needs for each regional plan were developed based on regional and statewide goals and objectives. Similar concepts within the goals of the PDCs were identified and used to shape common regional long range plan goals (at right) to address rural transportation planning across the Commonwealth. A basic goal for all transportation programs in Virginia is the provision for the effective, safe, and efficient movement of people and goods. The plan for the Eastern Shore was developed with this primary goal in mind, along with other goals including consideration for environmental issues and local travel desires. Each PDC developed transportation goals and objectives that were used to guide the development of the Regional Long Range Transportation Plan for their area. The Counties, in conjunction with the Transportation Technical Advisory Committee (TTAC) established the following goals:

GOAL 1 Plan, build, and maintain a safe, efficient, and well-drained highway system that preserves the Eastern Shore's natural resources and existing communities by working closely with VDOT to coordinate land use planning and transportation planning.

GOAL 2 Improve safety and maintain traffic capacity on US 13.

GOAL 3 Improve the Eastern Shore's main roadway network by enhancing safety and capacity.

GOAL 4 Improve the Eastern Shore's multimodal transportation system by coordinating planning and supporting funding

for highways, public transit, human services transportation, bicycle and pedestrian facilities, ports, the railroad, and the airports.

GOAL 5 Support economic development and tourism initiatives, such as the 2007 Jamestown Celebration, by improving transportation-related tourism facilities.



Common Rural Long Range Plan Goals

In addition to the regional goals, a number of goals have been developed to address rural transportation planning across the Commonwealth. These were developed using input from each of the 20 PDCs in Virginia that include rural areas within their boundaries. These goals are consistent with those of *VTrans 2035* and are listed below:

GOAL 1 Enhance the connectivity of the existing transportation network within and between regions across all modes for both people and freight.

GOAL 2 Provide a safe and secure transportation system.

GOAL 3 Support and improve the economic vitality of the individual regions by providing access to economic opportunities, such as industrial access or recreational travel and tourism, as well as enhancing intermodal connectivity.

GOAL 4 Ensure continued quality of life during project development and implementation by considering natural, historic, and community environments, including special populations.

GOAL 5 Preserve the existing transportation network and promote efficient system management in order to promote access and mobility for both people and freight.

GOAL 6 Encourage land use and transportation coordination, including but not limited to, development of procedures or mechanisms to incorporate all modes, while engaging the private sector.

DEMOGRAPHIC AND LAND USE TRENDS

Relationship of Land Use and Development to Transportation

Rural counties throughout the Commonwealth and on the Eastern Shore are working either to balance growth or to seek new economic growth and diversification, while striving to preserve the rural character of the landscape. Most of the land in these counties is in agricultural or forested use, with more intensive land use in the towns and village centers, typically at the intersection of two roadways. There is a broad spectrum in the amount of growth and land use changes that is occurring throughout the Commonwealth, based particularly on proximity to urban areas. Many of the rural counties are trying to direct any new growth towards existing towns, village centers, or service districts in order to provide services and to continue to address the needs of residents while maintaining a general agricultural setting. As the population fluctuates, either through in- or out-migration or shifting within the region, the needs of the communities - including education, health care, social services, employment, and transportation - shift and fluctuate as well. 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.

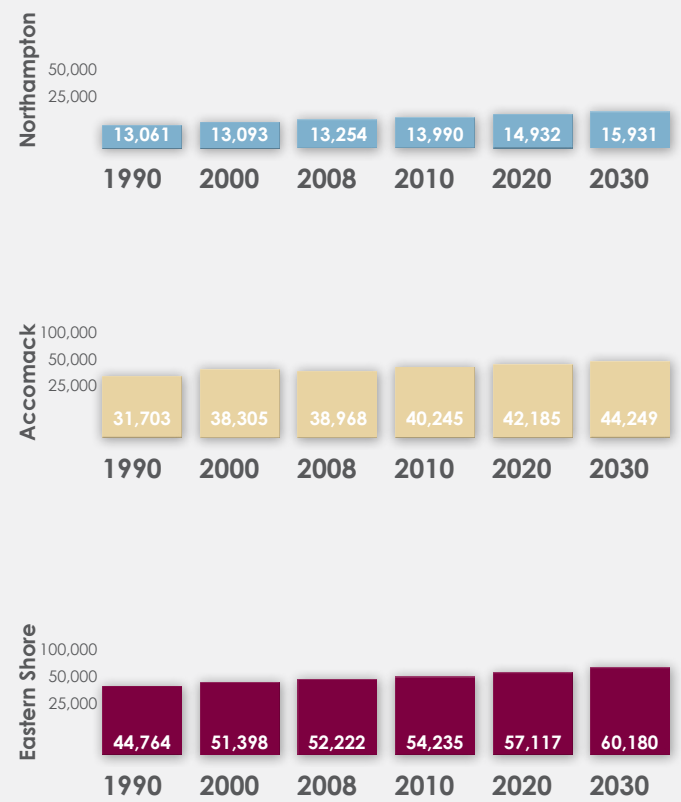
In general, development has been focused in the towns and along US 13, which has affected travel both through and within the region.

The Eastern Shore has experienced continued, but slower growth and development than those rural areas in Virginia that are adjacent to or contain more urban/metropolitan areas. The Hampton Roads region is adjacent to the Eastern Shore but separated by the Chesapeake Bay with a single connection via the Chesapeake Bay Bridge - Tunnel. The tunnel is tolled at \$12 each way with a discount for commuters/day trips. The toll can be a deterrent for travel between the regions. In general, development has been focused in the towns and along US 13, which has characterized travel both through and within the region. Access to and from US 13 and safety along US 13 have been prominent transportation issues and are expected to remain so.

It is an opportune time for improving linkages between land use planning and transportation planning on the Eastern Shore. Tourism continues to grow as a crucial component in the regional economy. Adequate and sensitive access to destinations within the region, such as the Town of Chincoteague and the Assateague Island National Seashore as well as Kiptopeke State Park and the Eastern Shore of Virginia National Wildlife Refuge, is important for destinations to continue to draw tourists. In addition, second home development is also ongoing. However, balancing development with considerations of existing uses, such as the NASA Wallops Flight Facility, natural resources, and the poultry industry, is extremely important.



Current and Projected County Population

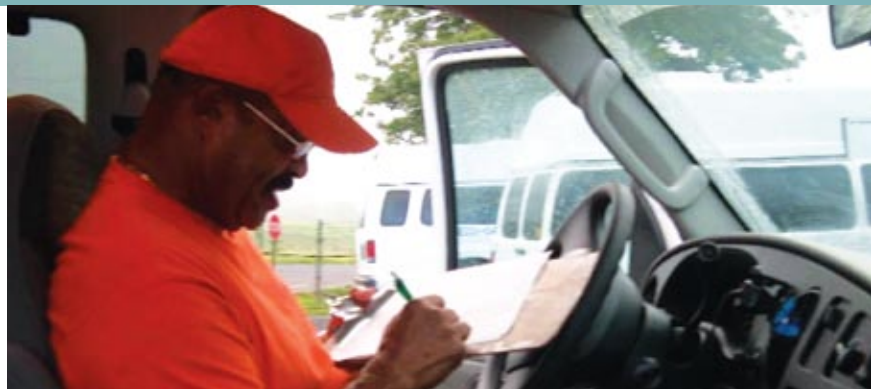


Sources: US Census, 1990, 2000; Weldon, 2009; and VEC, Population, 2009.

Population Trends

Regional population increased by 1.6 percent between 2000 and 2008 (US Census, 2000; Weldon, 2009). Accomack County has traditionally had a higher percentage of the regional population; this trend is expected to continue. The regional population is projected to grow by an additional 15 percent by 2030.

Population trends have implications for the transportation network of any geographic area. Improvements to the network are needed because mobility and safety are affected by increases in population. In the case of the Eastern Shore, increasing pressure on the network has focused primarily on US 13 and VA 175 (to Chincoteague). This has already resulted in changes to the network such as additional capacity demands on the roadways and additional demand for public transportation and travel demand management services. The region has experienced growth in through traffic along US 13, as well as increases in the number of access points along its entire length. Finally, access from the Eastern Shore to more urban areas outside of the region (Salisbury, Maryland and Hampton Roads) is of continuing importance.



Demographic Trends

Disadvantaged population groups were studied in order to determine if there are any gaps or deficiencies in the transportation network which could affect these groups. Disadvantaged groups studied include low-income, minority, elderly, and people with disabilities, as defined by the US Census. In the 2000 US Census, both counties had a minority population percentage higher than that of the state (29.9 percent). They also had low-income populations above the state percentage of 9.6 percent. The portion of the population with disabilities in both counties were above the state percentage of 18.1 percent in 2000. Both jurisdictions also have elderly populations in a higher proportion than the state in 2000 (11.2 percent).

Disadvantaged groups studied include low-income, minority, elderly, and people with disabilities, as defined by the US Census.

demand-responsive transit in rural areas than in urban areas. This is due to the smaller network of fixed transit routes in rural areas when compared to urban areas. The A-NPDC, in conjunction with the Virginia Department of Rail and Public Transportation (DRPT) statewide effort, recently completed a Coordinated Human Service Mobility (CHSM) Plan which assessed the mobility needs of these target populations. Certain needs are being identified throughout the state such as limited demand-responsive transit service, limited fixed-route service, and determination of a single point of contact for providers. Some of these needs were also identified on the Eastern Shore, along with funding constraints. In addition, the town center development concept is being considered as a means of coordinating better access and transit mobility.

Transportation Implications

US Census data from 2000 were reviewed at the block group level in order to provide sufficient detail to assess possible areas of service expansion for fixed-route and demand-responsive transit. Any segment of the population without an available vehicle, which can include elderly, people with disabilities, and low-income groups, is more dependent on fixed-route or

The portion of the population with disabilities in both counties were above the state percentage of 18.1 percent in 2000.

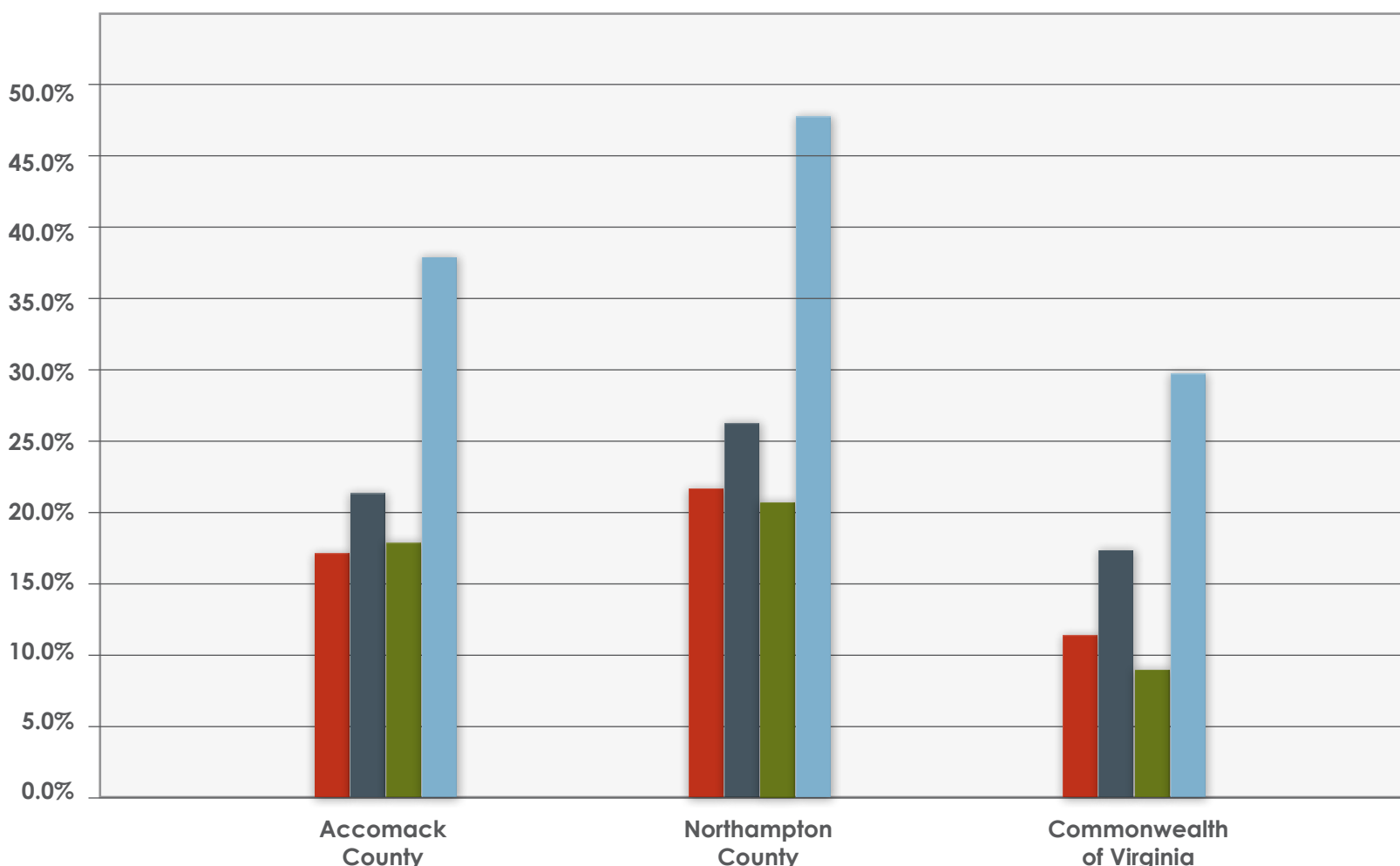
LEGEND

- Elderly
- Disability
- Low-Income
- Minority



Source: US Census, 2000. Note: People with disabilities is based on the population over 5 years of age. Low-income is a percentage of the population for whom poverty is determined.

Elderly, Disability, Low-Income, and Minority Populations on the Eastern Shore



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 forecasted conditions.

Roadways

The nearest interstate is I-64 in Hampton Roads. Other than US 13, the other north-south corridors include VA 178, VA 316, and VA 600. The main east-west corridors are VA 175, VA 180, VA 182, and VA 184. Due to the narrow peninsular shape of the Eastern Shore, the east-west corridors are limited in length and serve primarily as collector roads to the north-south corridors, particularly US 13. The exception is VA 175, the primary access to the NASA Wallops Flight Facility and Chincoteague and Assateague Islands. VA 175 includes a five mile causeway, the single access route to Chincoteague, which houses 10 percent of Accomack County's permanent residents. In summer, it is the route that thousands of tourists use to get to the island. US 13 has been designated as a Corridor of Statewide Significance (these corridors have been identified as multi-modal connections to foster mobility and long-distance travel). US 13 is also the only hurricane evacuation route for the Eastern Shore.



The ferry travels seasonally from Onancock and year round from Reedville in Northumberland County and Crisfield, Maryland.

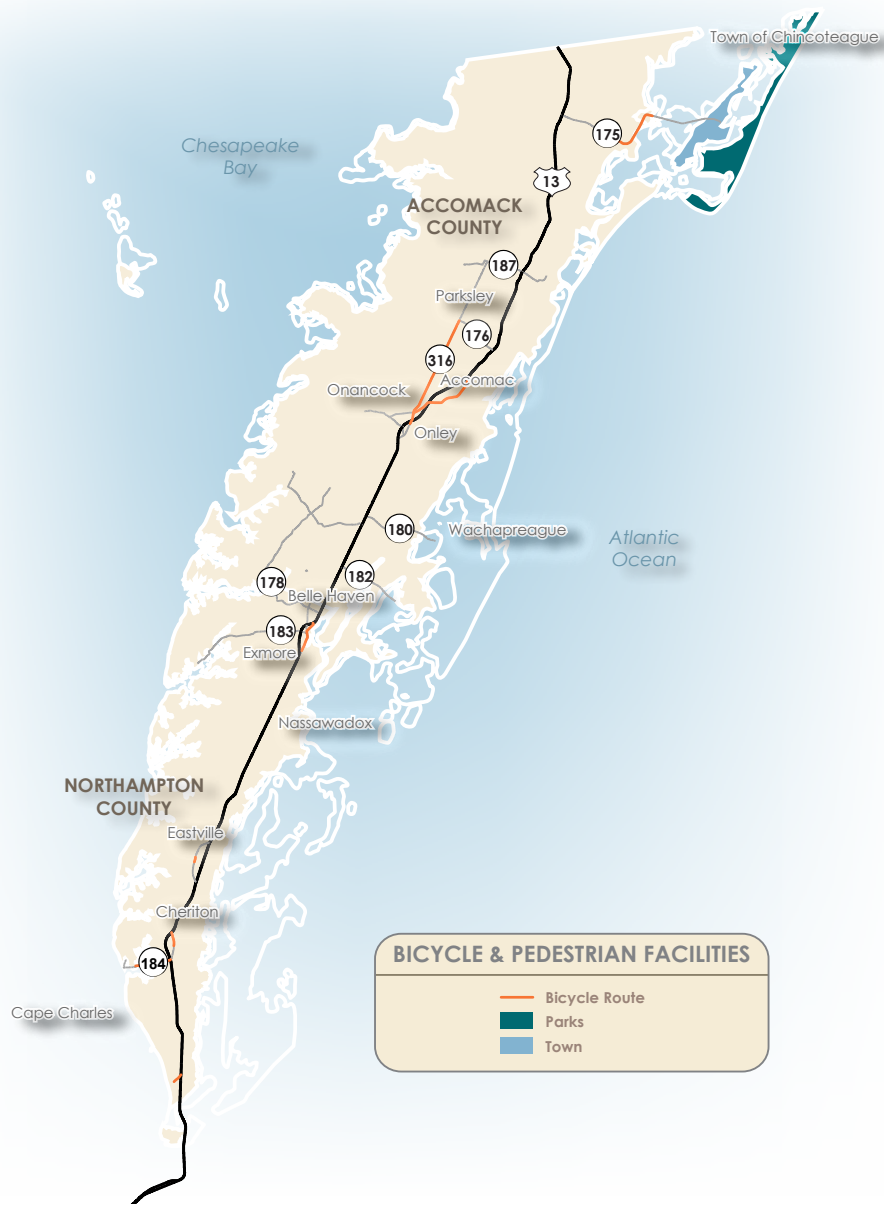
Public Transportation

Public transportation includes public transit, both fixed-route and demand-responsive, as well as volunteer transportation, and private providers. Flexible fixed-route service is available on the Eastern Shore through STAR Transit. The four fixed routes have some fixed stops, with other stop locations that require passengers to flag down the bus or to call in for the bus to stop. Demand-responsive transit is also provided by STAR Transit. The fixed routes serve the entire Eastern Shore, while the demand-responsive service covers only the southern half of Accomack County. Annual ridership in 2003 was over 43,200 (Accomack County, 2008). The Pony Express serves the Town of Chincoteague during the summer and on weekends in late spring and early fall. Two fixed routes circulate to destinations throughout town.

Organizations that do not serve the general public but do serve the transportation needs of specific disadvantaged groups include Eastern Shore Area Agency on Aging and the Eastern Shore Community Services Board, as well as several other social service agencies.

The other segment of the public transportation network on the Eastern Shore is ferries. The Tangier Island Ferry provides the sole access to the island, other than air. The ferry travels seasonally from Onancock and year-round from Reedville in Northumberland County and Crisfield, Maryland. In addition, access to public boat ramps, the waterfronts throughout the region, and the ferries, is of continuing importance to the public.





Bicycle and Pedestrian Facilities

Due to the generally flat terrain throughout the Eastern Shore and the low traffic volumes on parts of the transportation network, bicycle usage is common throughout the area. In addition, due to the type of recreational opportunities in the region, bicycle and pedestrian facilities are essential to the transportation network. The A-NPDC developed the Eastern Shore of Virginia Bicycle Plan in 2003. It was adopted by the PDC and subsequently adopted by both Accomack and Northampton counties. The plan identifies the existing facilities (Chincoteague to Assateague, Eastern Shore National Wildlife Refuge to Kiptopeke State Park, and in Cape Charles), as well as several roadways in both counties which have pavement widths or shoulders that can accommodate bicycles. The plan recommends proposed bicycle facilities to be considered by local governments when developing their bicycle facility plans and during roadway improvements.

The plan identifies the existing facilities, as well as several roadways in both counties which have pavement widths or shoulders that can accommodate bicycles.

Airports

There are no commercial airports in the region. However, Norfolk International Airport is located south of the region through the Chesapeake Bay Bridge - Tunnel and Salisbury-Ocean City Wicomico Regional Airport is located in Maryland. There are three general aviation airports: Accomack County Airport near Melfa, Campbell Field (formerly Kellam Field) in Weirwood, and Tangier Island Airport. There are additional airstrips on the Eastern Shore but none are designated as general aviation airports by the Virginia Department of Aviation.





Movement of Goods

The majority of movement of goods is by truck and utilizes US 13. The prominent role of the poultry industry on the Eastern Shore, including the location of multiple processing plants, contributes to the truck traffic. In addition, US 13 is an alternative to I-95 for freight moving by truck to/from the Hampton Roads region and Delaware, Maryland, and New Jersey.

Freight movement by rail in the region has evolved over time. Rail service by Class I carriers in the region ended in the 1970s. The Eastern Shore Railroad was formed in the 1980s in order to continue the service. The line then became the Bay Coast Railway and operates between Pocomoke City, Maryland and Norfolk. It is still the most direct route between the Northeast and Hampton Roads and one of the few that can accommodate over-height shipments, which is due in part to its unique floating operations. One barge (car float) of 25 railcar capacity is used on the 26-mile water route across the Chesapeake Bay between Cape Charles and Little Creek. This float operation is one of only two remaining in the Eastern United States and is the longest water route in the country. Except for maintenance periods, this particular floating operation has been in continuous service since April, 1885.

One barge (car float)
of 25 railcar capacity
is used on the 26 mile
water route across the
Chesapeake Bay between
Cape Charles and Little Creek.

*The Eastern Shore Railroad was formed in the 1980s
in order to continue the service.*

Travel Demand Management

Travel Demand Management (TDM) holds the potential for enhancing many elements of the transportation network, and with other improvements, has been shown to greatly aid in reducing single-occupant vehicle trips. TDM measures include carpooling and vanpooling programs, expanded peak hour public transit, commuter buses, park and ride lots, as well as better coordination between modes to facilitate intermodal transfers. While low population densities in rural areas are not always conducive to major shifts to mass transit, some gains can sometimes be realized. In the A-NPDC, there is not a high percentage of commuters traveling outside their county of residence: 21 percent in Accomack County and 22 percent in Northampton County (US Census, 2000). Also according to the Census, there are two commuter destinations, Hampton Roads and Maryland. Therefore, sizeable decreases in single-occupant vehicle use are not expected to be achieved.

Public transportation, a key component of commuter transportation, is discussed above. Even though there is no formal ridesharing program administered by the A-NPDC, carpooling is widely used in the region. Of those workers not working from home, 14.7 percent carpool in Accomack County and 16.9 percent carpool in Northampton County (US Census, 2000).

There are no VDOT maintained park and ride lots in the region. Amtrak passenger rail service is an additional link in travel demand management but is not available on the Eastern Shore. Excursion dinner trains are offered by Bay Creek Railway on Fridays and Saturdays from Cape Charles to Eastville.

Land Use

The land use on the Eastern Shore is primarily agricultural, forested, and parkland/recreational with residential and commercial uses centered around the existing towns. The Accomack County Comprehensive Plan (2008) noted that, while these land use patterns have been pervasive until now, a more dispersed pattern of residential development is starting to occur throughout the county. The Northampton County Comprehensive Plan (2009) includes a detailed break down of land uses as well as design and facilities guidance for each land use.

TRANSPORTATION SYSTEM PERFORMANCE & RECOMMENDATIONS

Roadways

Roadway analysis focused on safety, geometry and structure, and congestion. The A-NPDC, in conjunction with member local jurisdictions, prepared a list of roadway priority study locations and safety assessment locations based on reviews of available data sources, input at public meetings, and information provided by local and regional officials. The priority study location list is based on roadway performance measures, safety considerations, or a combination of the two. Within the region, safety assessment locations were

Within the region, safety assessment locations were identified as the highest priority.

identified as the highest priority. Some priority locations had current improvement recommendations from recent studies and required no further analysis. Other priority locations required a new or updated analysis. During the safety assessment process, two of the safety locations were also considered for a more detailed roadway performance analysis, including new traffic counts. Twenty priority safety locations were analyzed; recommendations for these locations follow.



1. Safety

The roadway safety assessments identified deficiencies such as sight distance and visibility, access management, and inadequate signage. Recommendations were developed for both intersections and segments throughout the region. The recommendations are identified by jurisdiction. More detailed deficiency data appear in the Technical Report.

2. Operations and Maintenance

a. Geometric Weaknesses

Roadways and intersections with geometric deficiencies such as substandard lane width, shoulder width, or horizontal and vertical curvature, were identified from the VDOT Statewide Planning System (SPS) database. Higher priorities were given to those roadways with potential geometric concerns that also carried higher levels of traffic. Recommendations to address these needs are

identified by jurisdiction. More detailed deficiency data appear in the Technical Report.

b. Bridge Condition

Current bridge sufficiency ratings were reviewed and those structures with a rating of less than 50 were considered deficient and in need of structural upgrade or replacement. These appear in a separate table by jurisdiction.

3. Capacity

Level of service analyses were performed on all functionally classified roadways on the Eastern Shore to assess current and projected year 2035 operations. In addition, analyses were conducted for intersections identified by the A-NPDC and local governments as priority study locations. The recommendations to address the deficient locations are identified as congestion or safety, by jurisdiction. Short-term, mid-term, and long-term recommendations were combined in the tables and maps.

Deficiencies in the forecast year were noted for the functionally classified roadway network. Forecasted deficiencies are applicable only to anticipated mobility performance measures, since it is not possible to forecast safety issues or geometric and structural deficiencies.

Higher priorities were given to those roadways with potential geometric concerns that also carried higher levels of traffic.

Bridge Deficiency Summary

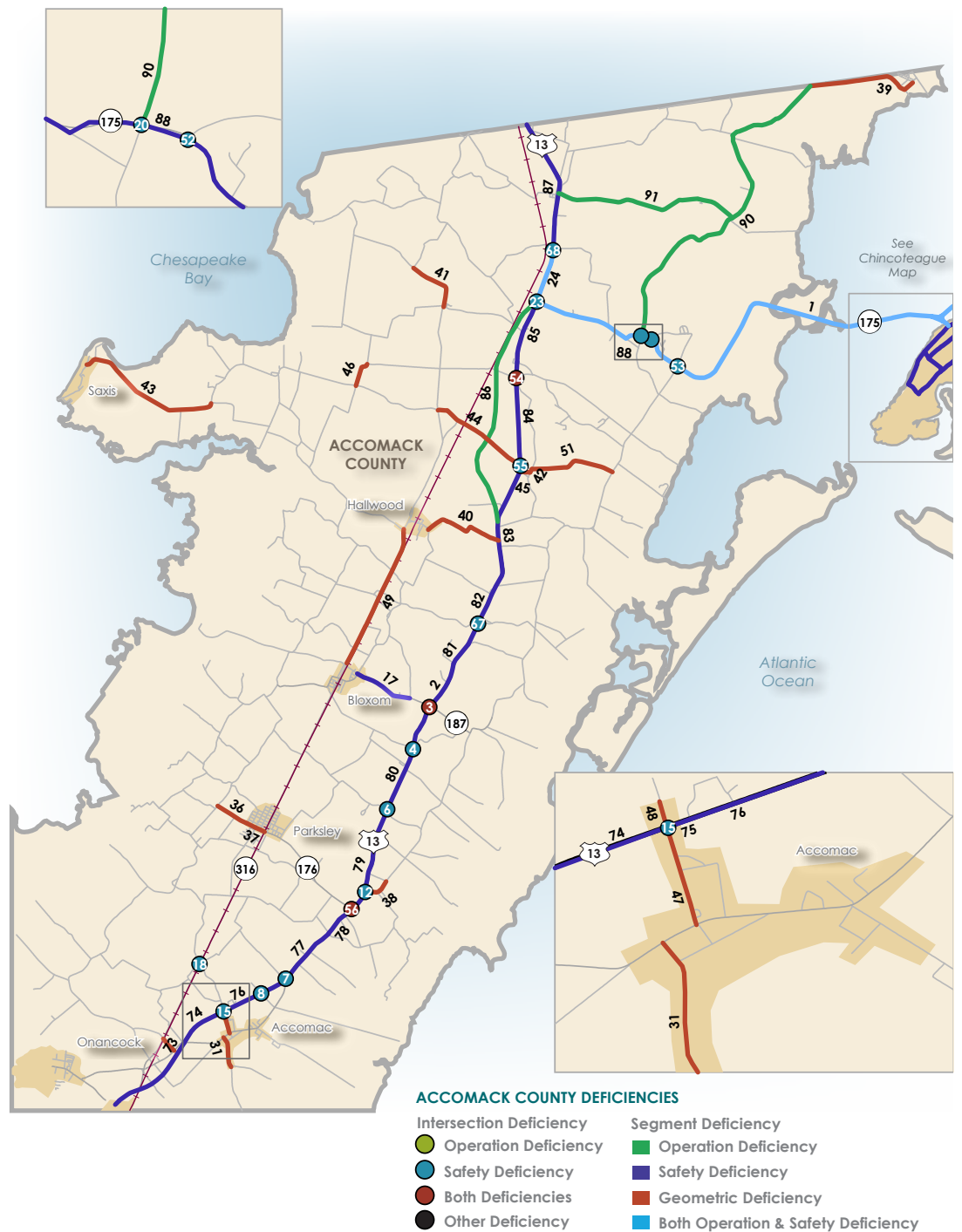
Bridge Sufficiency Rating	Functionally Obsolete			Structural Deficiency		
	REPLACE	UPGRADE/REPAIR		REPLACE	UPGRADE/REPAIR	
	0-50	51-80	80+	0-50	51-80	80+
Accomack	0	9	0	5	0	0
Northampton	0	6	0	0	0	0
Eastern Shore Total	0	15	0	5	0	0





ACCOMACK COUNTY RECOMMENDATIONS

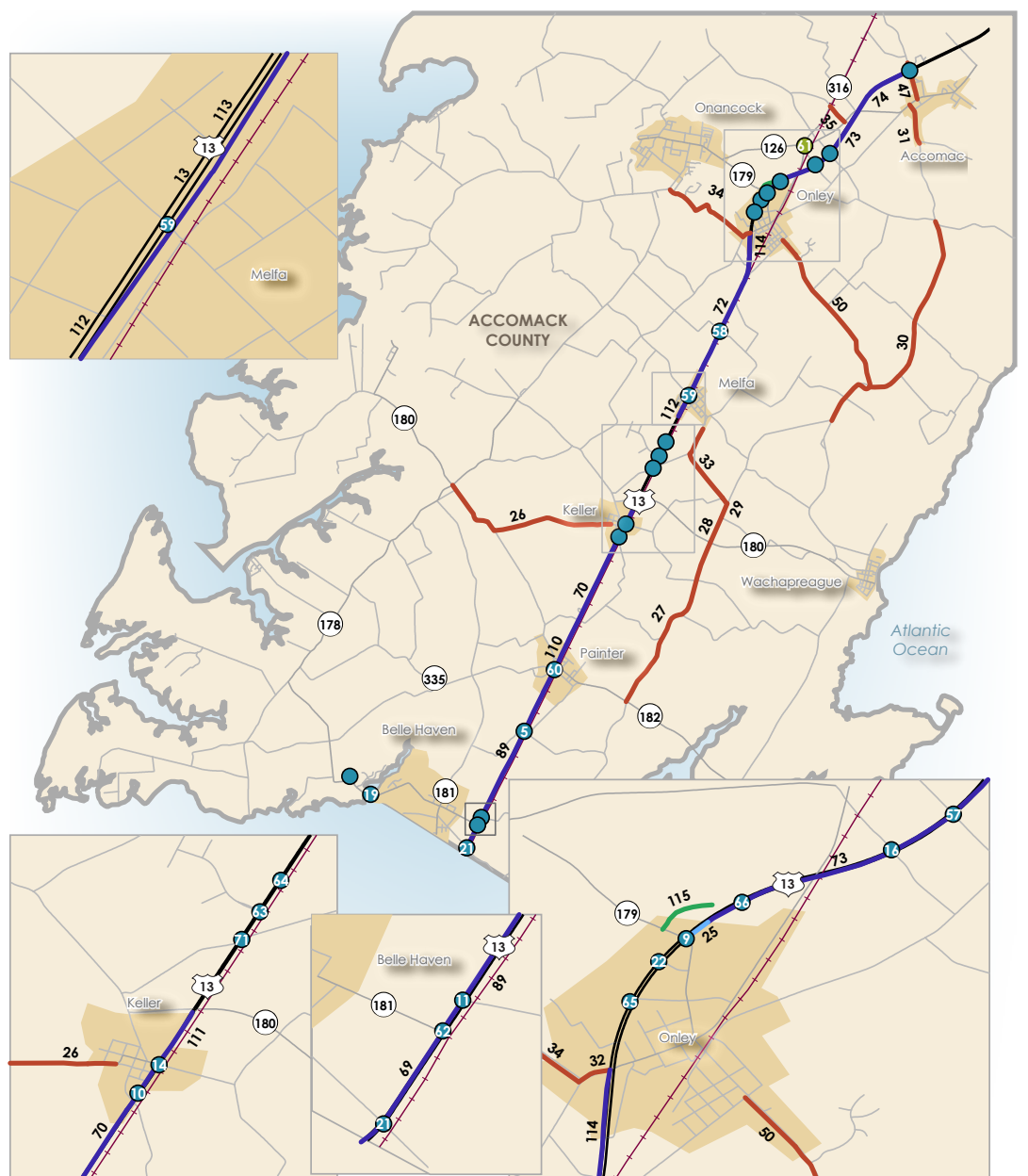
- 1 VA 175 from Cackle Creek to Main St.**
Mid-term consider providing pull-off areas for tourists; Long-term reconstruct roadway to standards and include bike lanes.
- 2 US 13 from VA 681 (E.) to VA 729**
Short-term eliminate deficient median crossovers, reduce speed limit, and widen two-way left turn lane; Mid-term widen shoulders, construct raised median, and provide crossovers and left turns at intersections as needed; Long-term construct US 13 Bypass.
- 3 US 13 VA 187 (Nelsonia Road)**
Short-term improve pavement and markings, signage, and signal operations; Mid-term apply access management and add southbound right turn bay.
- 4 US 13 at VA 681 (Littleton Road and Mason Road)**
Short-term improve signage and add "Intersection Ahead" warning; Mid-term realign VA 681 to improve geometry.
- 5 US 13/VA 607 (Coal Kiln Rd.)**
Mid-term apply access management and lengthen all turn bays.
- 6 US 13 at VA 676 (Dennis Drive and Muttonhunk Road)**
Short-term add stop bars to minor approaches; Mid-term apply access management and add northbound right turn bay; Long-term realign intersection.
- 7 US 13/US 13 BUS**
Mid-term close channelized lane and add right turn bay under stop control.
- 8 US 13/VA 662 (Baylys Neck Rd./Perdue Plant)**
Short-term refresh pavement markings; Mid-term extend southbound right turn bay and increase turn radius, add street lighting, and change signal phasing for side streets.
- 9 US 13/VA 179 (W. Main St.)**
Short-term maintenance and improve pavement markings and signage; Mid-term apply access management and add "Stop Here on Red" sign for southbound approach; Long-term upgrade signal to mast arm and install closed drainage system in northeast quadrant. (Onley)
- 10 US 13/Frogstool Branch crossing (S. of SCL of Keller)**
Short-term repair erosion and add lane delineators; Mid-term add drop inlets; Long-term reconstruct headwalls and increase size of piping.
- 11 US 13/VA 603 (Savagetown Rd.)**
Short-term refresh pavement markings; Mid-term widen and lengthen left-turn bay, extend paved shoulder along southbound US 13, or delineate the end of paved shoulders with object markers.
- 12 US 13/VA 679 (Metompkin Rd.)**
Short-term maintenance to improve sight distance; Mid-term improve southbound left turn bay, realign VA 679 to improve geometry, add lighting, and change signal phasing for side streets; Long-term reconstruct northbound lanes and add right turn bay.
- 13 US 13 from VA 626 (Main St.) to VA 1108 (Council St.)**
Short-term maintenance to improve sight distance; Mid-term improve southbound left turn bay, realign VA 679 to improve geometry, and add lighting; Long-term reconstruct northbound lanes and add right turn bay.
- 14 US 13/VA 696 (NR N. St.)/VA 180**
Short-term replace existing signs for VA 180; Mid-term apply access management and restripe roadway to three 11-foot lanes. (Keller)
- 15 US 13/VA 764**
Short-term refresh pavement markings; Mid-term change signal control to split phasing for minor approaches, lengthen all turn bays, add intersection lighting, and widen eastbound approach to 12-foot lanes.
- 16 US 13/VA 650 (Taylor Rd.)**
Short-term add signs indicating stop ahead, add center lines to minor approaches, and refresh stop bars; Mid-term lengthen all turn bays and add intersection lighting.
- 17 VA 187 (Nelsonia Rd.) from VA 687 to US 13**
Short-term refresh pavement markings; Long-term widen roadway to standards.
- 18 VA 316 (Greenbush Road) at VA 763 (Adams Road)/VA 764 (Accomac Road)/VA 659 (Sawyers Road/Parsons Road)**
Short-term improve pavement markings and signage; Mid-term add northbound and southbound left turn lanes on VA 316, consider signalization, add "Watch for Bicycles" warning signage and continue to monitor for bicycle safety; Long-term relocate intersections to increase spacing.
- 19 VA 178 at Occohannock Creek**
Short-term add curve warning signs to the east and west of bridge; Long-term reconstruct bridge to standards.
- 20 VA 175 at VA 679 (Fleming Road)**
Mid-term improve location as per Route 13 Study.
- 21 US 13 at VA 601 (Merry Cat Lane and County Line Road)**
Mid-term improve location as per Route 13 Study (partial improvements have been completed).
- 22 US 13 at T-1617 (Bank Street)**
Mid-term improve location as per Route 13 Study.
- 23 US 13 at T-1617 (Bank Street)**
Short-term improve pavement markings and signage; Mid-term extend northbound left and right turn lanes and install curb and gutter; Long-term add street lighting.
- 24 US 13 from VA 175 (Chincoteague Rd.) to VA 704**
Short-term eliminate deficient median crossover locations; Mid-term improve remaining median crossover/intersection locations.
- 25 US 13 from VA 179 to NCL of Onley**
Long-term apply access management.
- 26 VA 180 (Pungoteague Rd.) from VA 178 N. to Jefferson Ave.**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 27 VA 600 (Seaside Rd.) from VA 182 to VA 180**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes); include paved shoulders for bicycles.
- 28 VA 600 (Seaside Road) from VA 180 (Wachapreague Road) to VA 736 (Bradford Road)**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes); include paved shoulders for bicycles.
- 29 VA 600 (Seaside Road) from VA 736 (Bradford Road) to VA 626 (Racetrack Road)**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes); include paved shoulders for bicycles.
- 30 VA 605 (Drummondtown Road) from VA 600 to VA 648 North**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 31 VA 605 (Drummondtown Road) from VA 600 to VA 648**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes); include paved shoulders for bicycles.
- 32 T-609 (Pennsylvania Ave.) from T-638 to US 13**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).



ACCOMACK COUNTY RECOMMENDATIONS (continued)

- 33 VA 626 (Racetrack Rd.) from SCL of Melfa to VA 600**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 34 VA 638 (Badger Lane) from VA 718 east (Cashville Road) to VA 609 (Brickhouse Drive)**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 35 VA 657 (Edgar Thomas Road) from VA 316 to US 13 Business**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 36 VA 673 (Airport Road) from VA 658 North (Big Road) to Western Corporate Limits of Parksley**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 37 VA T-673 (Bennett Street) from Western Corporate Limits of Parksley to VA 316**
Long-term reconstruct to urban two-lane standards.
- 38 VA 679 (Metompkin Road) from US 13 to VA 738**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 39 VA 679 from VA 12/ Maryland State Line to VA 3002**
Long-term reconstruct road to address geometric deficiencies (12-foot lanes) including bikeway.
- 40 T-692 from T-687 to US 13 S.**
Long-term reconstruct road to address geometric deficiencies (12-foot lanes); include paved shoulders for bicycles
- 41 VA 693 (Neal Parker Road) from VA 703 to VA 706**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes); include paved shoulders for bicycles.
- 42 VA 694 (Sand St.) from VA 695 N. to VA 695 S.**
Long-term reconstruct road to address geometric deficiencies (12-foot lanes); include paved shoulders for bicycles.
- 43 VA 695 from VA 814 to VA 692**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 44 VA 695 (Saxis Road) from VA 693 (Neal Parker Road) to US 13**
Long-term reconstruct road to address geometric deficiencies (12-foot lanes); include paved shoulders for bicycles.
- 45 VA 695 (Temperanceville Road) from US 13 to VA 694 (Jerusalem Road)**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 46 VA 701 (Jenkins Bridge Rd.) from VA 695 to VA 702**
Long-term reconstruct road to address geometric deficiencies (12-foot lanes); include paved shoulders for bicycles.
- 47 T-764 (Courthouse Avenue) from US 13 Business to US 13 Bypass**
Long-term reconstruct road to address geometric deficiencies (12-foot lanes); include paved shoulders for bicycles.
- 48 VA 764 from US 13 to Northern Corporate Limits of Accomac**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 49 VA 779 (Mears Station Rd.) from NCL of Bloxom to VA 692**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 50 T-789 (Main Street Onley) from VA 605 (Drummondtown Road) to T-731 (Forest Street)**
Long-term reconstruct road to address geometric deficiencies (12-foot lanes); include paved shoulders for bicycles.
- 51 VA 695 (Temperanceville Road) from VA 694 to VA 679 south**
Long-term reconstruct road to address geometric deficiencies (12-foot lanes); include paved shoulders for bicycles.
- 52 VA 175 at VA 798 (Mill Dam Road)**
Long-term reconfigure to T-intersection configuration; incorporate bike lanes into design.
- 53 VA 175/VA 798 (E.) (Atlantic Rd.)**
Short-term install street name signs on mast arms; Long-term install northbound right-turn lane and consolidate entrances to the sub shop.
- 54 US 13/VA 702**
Short-term refresh pavement markings, improve signage, and establish school zone; Mid-term realign VA 702 approaches with US 13, improve grade within median, provide advanced controller actuated beacons, and reinstall detector loops.
- 55 US 13/VA 695**
Short-term improve pavements markings and signage and add additional chevrons to curve in both directions; Mid-term apply access management.

- 56 US 13/VA 176**
Short-term add flexible post delineators on northwest corner and restripe eastbound approach to include a right turn lane; Mid-term replace drainage system in northwest corner; Long-term upgrade signal to mast arms with street lighting.
- 57 US 13/VA 648**
Short-term replace stop bars and improve stop control indicators on minor approaches, add southbound warning signs with flashers, and delineate median noses.
- 58 US 13/VA 639**
Short-term add "Intersection Ahead" warning signage in northbound direction and delineate median noses.
- 59 US 13/VA 626**
Short-term improve pavement markings and signage; Mid-term add northbound and southbound controller actuated beacons.
- 60 US 13/VA 182/VA 614**
Short-term improve signage and install vehicle detector loops on both sides of railroad tracks; Mid-term repave east and west legs and add controller actuated beacons on signal ahead sign.
- 61 VA 316/VA 126, US 13 BUS**
Short-term construct new intersection with roundabout design.
- 62 US 13/VA 181**
Mid-term improve location as per Route 13 Study.
- 63 US 13/Industrial Park Access Rd.**
Mid-term improve turn lanes and realign VA 734 to intersect with US 13 and Industrial Access Road.
- 64 US 13/entrance to Eastern Shore Community College**
Mid-term construct directional median access at Eastern Shore Community College.
- 65 US 13/VA 1615**
Mid-term improve location as per Route 13 Study. (Onley)
- 66 US 13/grocery store entrance 0.28 Mi. N. of VA 179**
Mid-term add northbound and southbound left and right turn lanes and construct new roadway to tie into VA 179.
- 67 US 13/VA 689**
Mid-term realign VA 689 intersection with US 13.

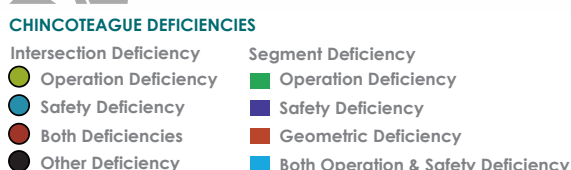
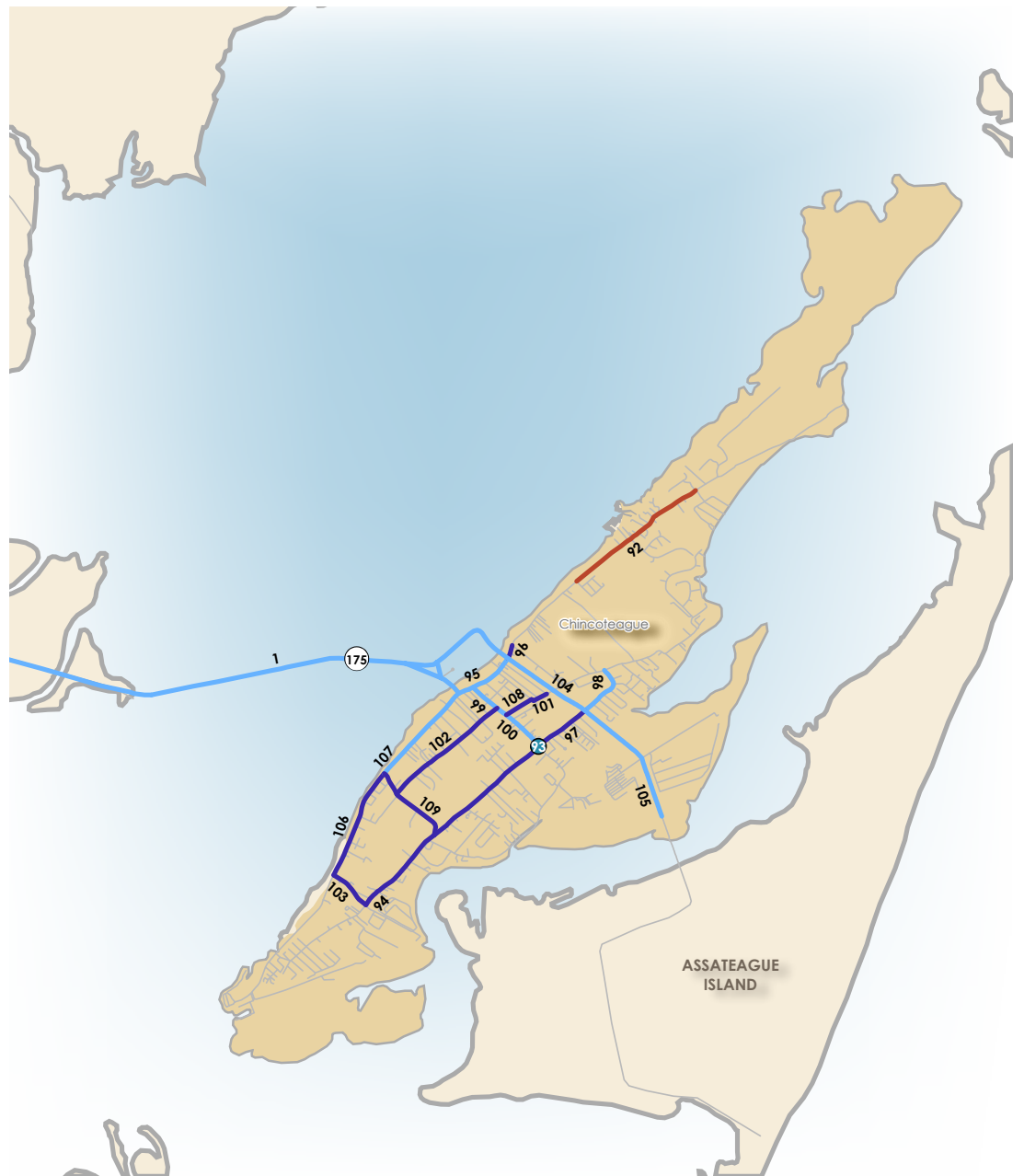


ACCOMACK COUNTY NORTH DEFICIENCIES

● Intersection Deficiency	● Operation Deficiency
● Safety Deficiency	● Operation Deficiency
● Both Deficiencies	● Geometric Deficiency
● Other Deficiency	● Both Operation & Safety Deficiency

ACCOMACK COUNTY RECOMMENDATIONS (continued)

- 68 US 13 /VA 704 (E.)**
Mid-term realign VA 704 intersection with US 13 and eliminate median crossover on US 13.
- 69 US 13 (Lankford Hwy.) from Northampton Co. Corporate Limits to VA 603 (Savagetown Rd.)**
Short-term eliminate deficient median crossover locations; Mid-term widen shoulders.
- 70 US 13 from NCL of Painter to SCL of Keller**
Mid-term widen median and improve median crossover/intersection locations.
- 71 US 13/VA 734**
Short-term eliminate deficient median crossover locations.
- 72 US 13 from NCL of Melfa to SCL of Onley**
Short-term eliminate deficient median crossover locations; Mid-term improve southbound shoulder, widen median, construct frontage road, and improve remaining median crossover locations.
- 73 US 13 from NCL of Onley to US 13 BUS**
Short-term eliminate deficient median crossover locations.
- 74 US 13 from US 13 BUS to SCL of Accomac (VA 764)**
Short-term clear vegetation and eliminate deficient median crossover locations.
- 75 US 13 from Southern Corporate Limits of Accomac (VA 764) to Northern Corporate Limits of Accomac (VA 1532)**
Short-term clear vegetation. (Accomac)
- 76 US 13 from NCL of Accomac (VA 1532) to US 13 BUS/VA 823**
Short-term clear vegetation, eliminate deficient median crossover locations, realign northbound lanes with a widened median, and shift southbound traffic to existing northbound lanes; Mid-term improve remaining median crossover/intersection locations.
- 77 US 13 from US 13 BUS to VA 661**
Mid-term shift and straighten alignment and add turn lanes at intersection locations.
- 78 US 13 from VA 661 to VA 176**
Short-term eliminate deficient median crossover locations.
- 79 US 13 from VA 176 to VA 676**
Short-term eliminate deficient median crossover locations; Mid-term construct frontage road off northbound lanes, widen median, and improve remaining median crossover/intersection locations.
- 80 US 13 from VA 676 to VA 681 (E.)**
Short-term eliminate deficient median crossover locations; Mid-term widen median and improve remaining median crossover/intersection locations.
- 81 US 13 from VA 729 to VA 769**
Short-term eliminate deficient median crossover locations; Mid-term widen median and shoulders and improve remaining median crossover/intersection locations.
- 82 US 13 from VA 769 to VA 691 (W.)**
Mid-term reconstruct roadway with widened median and shoulders through Mappsville and improve median crossover/intersection locations.
- 83 US 13 from VA 691 (W.) to VA 695**
Short-term clear vegetation and eliminate deficient median crossover locations; Mid-term reconstruct roadway with widened median and shoulders through Mappsville and improve remaining median crossover/intersection locations.
- 84 US 13 from VA 695 to VA 703 (Paige Fisher Rd.)**
Short-term eliminate deficient median crossover locations.
- 85 US 13 from VA 703 (Paige Fisher Rd.) to US 13 Bypass/VA 175 (Chincoteague Rd.)**
Short-term eliminate deficient median crossover locations.
- 86 US 13 Bypass from VA 692 to US 13/VA 175 (Chincoteague Rd.)**
Long-term construct new four-lane divided roadway to standards on new alignment.
- 87 US 13 from VA 704 (E.) to Maryland State Line**
Short-term clear vegetation and eliminate deficient median crossover locations; Mid-term improve remaining median crossover/intersection locations.
- 88 VA 175 from US 13 to E. Entrance of Wallops Island**
Mid-term widen shoulders and improve median crossover/intersection locations; Long-term widen to rural four-lane roadway with median as needed, based on anticipated development. Include paved shoulders for bicycle travel.
- 89 US 13 (Lankford Hwy.) from VA 603 (Savagetown Rd.) to Southern Corporate Limits of Painter**
Short-term eliminate deficient median crossover locations; Mid-term widen median and improve remaining median crossover/intersection locations.
- 90 VA 679 from VA 175 (Chincoteague Rd.) to Maryland State Line**
Long-term reconstruct road to address geometric deficiencies (12-foot lanes); include paved shoulders for bicycles.
- 91 VA 709 from US 13 to VA 679**
Long-term reconstruct road to address geometric deficiencies (12-foot lanes); include paved shoulders for bicycles.
- 92 VA 1623 (N. Main St.) from Misty Meadows Dr. to Richardson St.**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 93 Ridge Rd./Chicken City Rd./Church St.**
Long-term reconstruct existing two intersections into one, improve road surface, straighten alignment, add curb and gutter, sidewalk, bikeway, and lighting. (Chincoteague)
- 94 Ridge Rd. from Beebe Rd. to Church St.**
Long-term widen existing pavement to include bikeway and pedestrian facilities.
- 95 N. Main St. from VA 175 (Chincoteague Rd.) to Maddox Blvd.**
Short-term add bicycle lanes and pedestrian facilities. (Chincoteague)
- 96 N. Main St. from Maddox Blvd. to Taylor St.**
Short-term add signage to indicate no parking zones and stripe for bikeway. (Chincoteague)
- 97 Chicken City Rd. from Maddox Blvd. to Deep Hole Rd.**
Long-term widen existing pavement to include bikeway and pedestrian facilities.
- 98 Chicken City Rd. from Church St. to Maddox Blvd.**
Long-term widen existing pavement to include bikeway and pedestrian facilities.
- 99 Church St. from N. Main St. to Willow St.**
Short-term add signage to indicate no parking zones and stripe for bikeway; Long-term monitor for need of additional capacity improvements. (Chincoteague)
- 100 Church St. from Willow St. to Ridge Rd./Chicken City Rd.**
Long-term widen existing pavement to include bikeway and pedestrian facilities.

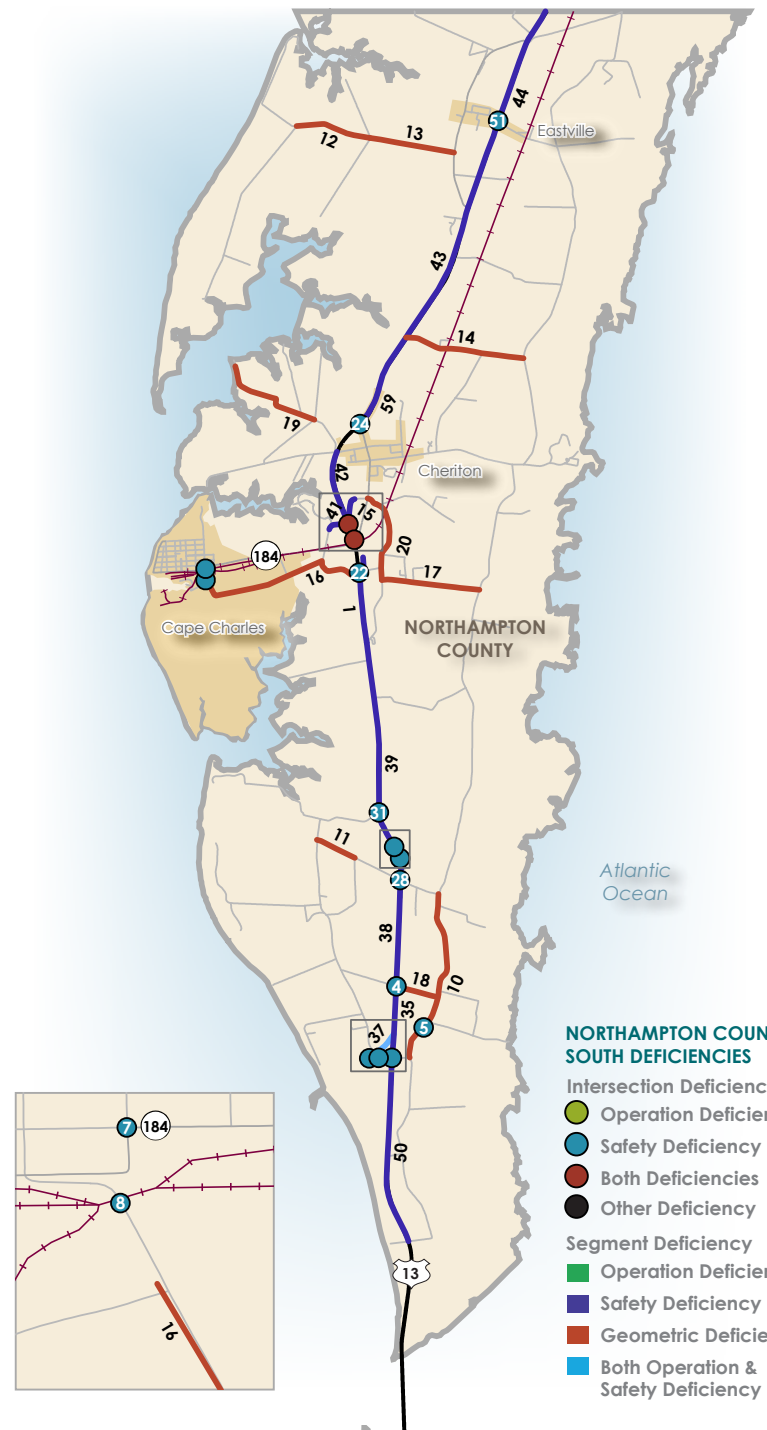
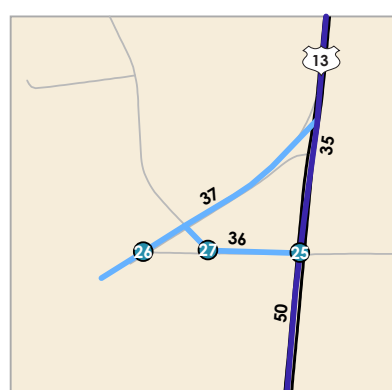
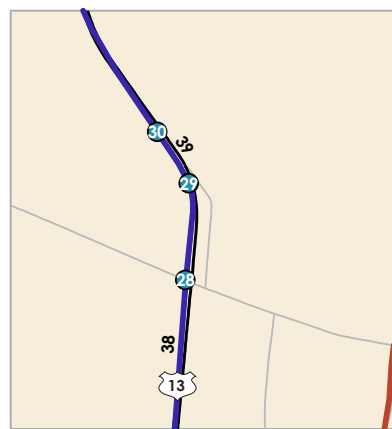
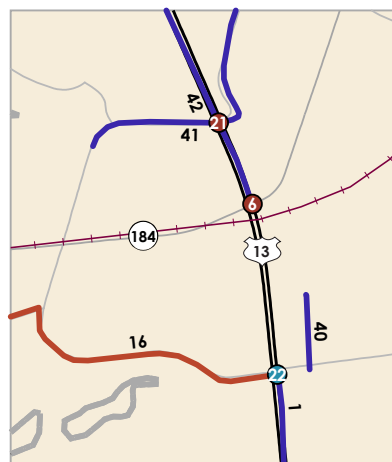


ACCOMACK COUNTY RECOMMENDATIONS (continued)

- 101 Deep Hole Rd. from Pension St. to Ocean Blvd.**
Long-term widen existing pavement to include bikeway and pedestrian facilities.
- 102 Willow St. from Bunting Rd. to Church St.**
Long-term widen existing pavement to include bikeway and pedestrian facilities.
- 103 Beebe Rd. from Main St. to Ridge Rd.**
Long-term widen existing pavement to include bikeway and pedestrian facilities.
- 104 Maddox Blvd. from N. Main St. to Chicken City Rd.**
Short-term add signage to indicate no parking zones and stripe for bikeway; Mid-term perform study to identify long term needs for corridor; Long-term implement improvements identified. (Chincoteague)
- 105 Maddox Blvd. from Chicken City Rd. to Sheepshead Creek/Entrance to Assateague Island**
Mid-term perform study to identify long term needs for this corridor to promote this roadway as the gateway to Chincoteague National Wildlife Refuge. Long term implement improvements identified in study. Potential improvements should include additional lanes, dedicated bike lanes and sidewalks.
- 106 S. Main St. from Beebe Rd. to Bunting Rd.**
Short-term add signage to indicate no parking zones and stripe for bikeway. (Chincoteague)
- 107 S. Main St. from Bunting Rd. to VA 175**
Short-term add signage to indicate no parking zones and stripe for bikeway; Long-term monitor for need of additional capacity improvements. (Chincoteague)
- 108 Pension St. from Church St. to Deep Hole Rd.**
Long-term widen existing pavement to include bikeway and pedestrian facilities.
- 109 Bunting Rd. from Main St. to Ridge Rd.**
Long-term widen existing pavement to include bikeway and pedestrian facilities.
- 110 US 13 (Lankford Hwy.) from SCL of Painter to NCL of Painter**
Mid-term construct 16-foot wide median on US 13 through Painter and 12-foot wide shoulders on southbound lanes. (Painter)
- 111 US 13 from Southern Town Limits of Keller to Northern Town Limits of Keller**
Mid-term construct 16-foot wide median and 12-foot wide shoulders on southbound lanes. (Keller)
- 112 US 13 from Southern Town Limits of Melfa to VA 626 (Main St.)**
Mid-term widen median and improve median crossover/intersection locations. (Melfa)
- 113 US 13 from VA 1108 (Council St.) to Northern Town Limits of Melfa**
Mid-term widen median. (Melfa)
- 114 US 13 from SCL of Onley to US 13 BUS/VA 609**
Short-term eliminate deficient median crossover locations; Mid-term improve remaining median crossover/intersection locations. (Onley)
- 115 New Access Rd./Chesapeake Square Shopping Center to VA 179**
Mid-term construct access road between VA 179 and Chesapeake Square Shopping Center. (Onley)

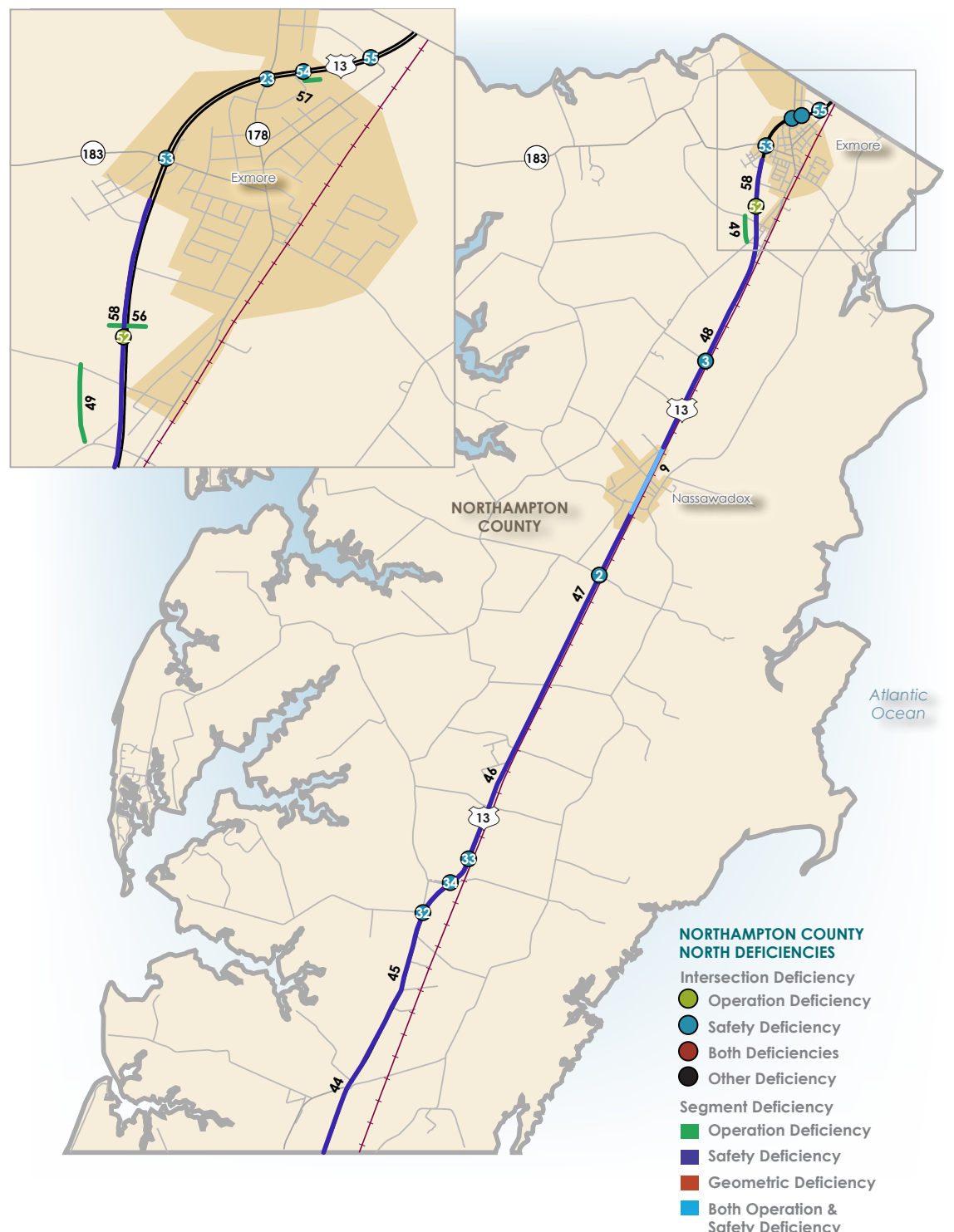
NORTHAMPTON COUNTY RECOMMENDATIONS

- 1 US 13 from VA 684 to VA 642**
Short-term eliminate deficient median crossover locations; Mid-term improve remaining median crossover/intersection locations.
- 2 US 13/VA 617 (Bayford Rd./Red Bank Rd.)**
Short-term add signage on minor approaches to indicate stop ahead; Mid-term add lighting and apply access management.
- 3 US 13/VA 605 (Brickhouse Rd.)**
Short-term add signage on minor approaches to indicate stop ahead; Mid-term add 12-foot wide southbound right-turn bay, widen minor approaches to 12-foot lanes, add centerline, and add lighting.
- 4 US 13/VA 646 (Townsend Dr.)**
Mid-term apply access management, improve left turn bays, and widen VA 647 approach to 12-foot lanes.
- 5 VA 600 (Seaside Rd.)/approximately 230 Ft. S. of VA 655 (Magotha Rd.)**
Short-term add guardrail; Long-term reconstruct roadway segment to standards, include bikeway.
- 6 US 13/VA 184/US 13 BUS**
Mid-term replace with new half-cloverleaf design interchange with acceleration and deceleration and turn lanes as appropriate and construct elevated structures over railway tracks and VA 184.
- 7 VA 184 (Randolph Road) at Fig Street**
Perform study to assess need and operations for roundabout. (Cape Charles)
- 8 Fig Street across railroad tracks**
Perform study to assess benefits and costs of creating at-grade crossing over the railroad (retain bridge for use in emergencies). (Cape Charles)
- 9 US 13 from SCL of Nassawadox to NCL of Nassawadox**
Long-term reconstruct to four-lane urban standards with wider median and 12-foot wide shoulders. (Nassawadox)
- 10 VA 600 (Seaside Rd.) from VA 645 to VA 683**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and paved shoulders for bicycles).
- 11 VA 624 (Capeville Dr.) from VA 645 to VA 650**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 12 VA 634 (Savage Neck Dr.) from VA 666 to VA 665**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and paved shoulders for bicycles).
- 13 VA 634 (Savage Neck Dr.) from VA 665 to US 13 BUS**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and paved shoulders for bicycles).
- 14 VA 636 (Mount Hebron Rd.) from US 13 to VA 600**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 15 VA 641 from US 13 BUS to VA 684**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 16 VA 642 (Old Cape Charles Rd.) from VA 1108 to US 13**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 17 VA 642 (Seaview Dr.) from VA 684 S. to VA 600**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 18 VA 646 (Townsend Dr.) from US 13 to VA 600 S.**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 19 VA 663 (Cherrystone Rd.) from VA 640 to Dead End**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 20 VA 684 from VA 642 S. to VA 641**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 21 US 13/VA 641 (Parsons Circle N.)**
Mid-term construct new signalized intersection with proposed local roadway; Long-term extend southbound left turn lane.
- 22 US 13/VA 642 (Parsons Circle S.)**
Short-term repair post delineators; Long-term add northbound right turn lane when needed and improve geometrics for safety.
- 23 US 13/VA 178**
Short-term replace street name sign and move back the left turn stop bar on westbound approach. (Exmore)
- 24 US 13/US 13 BUS in Cheriton**
Short-term add oversized stop sign and add advanced warning signage to the north indicating intersection ahead.
- 25 US 13/VA 645/VA 703**
Mid-term lengthen left turn lanes and add right turn lane on northbound US 13.
- 26 VA 704/VA 703**
Mid-term realign and improve intersection.
- 27 VA 645/VA 703**
Mid-term realign and improve intersection.
- 28 US 13/VA 624**
Mid-term construct left and right turn lanes at intersection.
- 29 US 13/VA 683 (Siding Rd.)**
Mid-term reconfigure intersection to improve geometry and provide access to a new frontage road.
- 30 US 13/Sawmill Lane (0.50 Mi. S. of VA 644)**
Mid-term provide left and right turn lanes on all approaches.
- 31 US 13/VA 644**
Short-term provide left and right turn lanes by lengthening existing or constructing new lanes.
- 32 US 13/VA 628 (W.)/VA 618**
Mid-term realign VA 618 to the west of current alignment and provide access to VA 618 via VA 628.
- 33 US 13/0.28 Mi. N. of VA 626**
Mid-term construct left turn lanes for both directions of US 13.
- 34 US 13/VA 626/VA 627**
Mid-term realign VA 626 and VA 627 to create a traditional four-legged intersection and lengthen left and right turn lanes on US 13.
- 35 US 13 from VA 645/VA 703 to VA 646**
Short-term eliminate deficient median crossover locations; Mid-term close access to VA 704 and move access for Kiptopeke Park to VA 645, reconstruct and widen median, and improve remaining median crossover/intersection locations.



NORTHAMPTON COUNTY RECOMMENDATIONS (continued)

- 36 VA 645 from US 13 to VA 704**
Mid-term provide right turn lanes at intersections with VA 703 and US 13, widen roadway at intersection with US 13, and construct access road improvements to facilitate changing access to Kiptopeke Park from VA 704 to VA 645.
- 37 VA 704 from Park Entrance to US 13**
Mid-term change primary access for Kiptopeke Park to VA 645 and replace intersection at US 13 with cul-de-sac, remove northbound lane pavement, and convert southbound lanes to two-way travel for local traffic.
- 38 US 13 from VA 646 to VA 624**
Short-term eliminate deficient median crossover locations and clear vegetation; Mid-term widen shoulders on southbound lanes and improve remaining median crossover/intersection locations.
- 39 US 13 from VA 624 to VA 684**
Short-term eliminate deficient median crossover locations; Mid-term widen median, construct frontage roads at various locations, provide turn lanes for frontage road at VA 683, and improve remaining median crossover/intersection locations.
- 40 New Access Rd. from Food Lion Shopping Center to VA 642**
Mid-term construct new access road parallel to US 13.
- 41 Parsons Circle/Bayview Circle from 0.27 Mi. N. of VA 184 to 0.40 Mi. E. of US 13 BUS**
Mid-term construct new alignment of Parsons Circle/Bayview Circle.
- 42 US 13 from VA 184/US 13 BUS to VA 680**
Short-term eliminate deficient median crossover locations; Mid-term improve remaining median crossover/intersection locations.
- 43 US 13 from NCL of Cheriton to SCL of Eastville**
Short-term eliminate deficient median crossover locations; Mid-term improve remaining median crossover/intersection locations.
- 44 US 13 from NCL of Eastville to US 13 BUS (N.)**
Short-term eliminate deficient median crossover locations; Mid-term widen median.
- 45 US 13 from US 13 BUS (N.) to VA 626**
Short-term eliminate deficient median crossover location and clear vegetation and consider installation of rumble strips; Mid-term construct frontage roads, widen median, realign travel lanes, and improve remaining median crossover/intersection locations.
- 46 US 13 from VA 626 to VA 620**
Short-term eliminate deficient median crossover location and consider installation of rumble strips; Mid-term widen shoulders, construct frontage road improvements, and improve remaining median crossover/intersection locations.
- 47 US 13 from VA 620 to SCL of Nassawadox**
Short-term eliminate deficient median crossover location and clear vegetation; Mid-term construct frontage road off of southbound lanes and improve remaining median crossover/intersection locations.
- 48 US 13 from 0.07 Mi. N. of VA 688 (Hare Valley Dr.) to 0.09 Mi. N. of VA 605 (Brickhouse Rd.)**
Mid-term construct 12-foot wide shoulder along southbound lane and improve median crossover/intersection locations.
- 49 New Local Rd. Connection from VA 618 to VA 652**
Mid-term construct new access road parallel and to the west of US 13.
- 50 US 13 from VA 600 to VA 645**
Mid-term improve intersections along segment.
- 51 US 13/VA 631**
Mid-term improve intersection as per Route 13 Study. (Eastville)
- 52 US 13/0.20 Mi. N. of VA 652**
Mid-term relocate signal to new access road and close existing median access on US 13. (Exmore)
- 53 US 13/VA 183**
Mid-term improve intersection as per Route 13 Study. (Exmore)
- 54 US 13 at Fresh Pride and Sage Diner**
Mid-term close median at current crossover and realign and improve crossover to meet new proposed access road. (Exmore)
- 55 US 13/US 13 BUS (N.)**
Mid-term improve intersection as per Route 13 Study. (Exmore)
- 56 New Access Rd. from Shore Plaza to Rite Aid**
Mid-term relocate access road to intersect US 13 north of VA 652, close existing driveways, and construct new driveways from access road to Shore Plaza and Rite Aid. (Exmore)
- 57 New Access Road from US 13 to Fresh Pride and Sage Diner**
Mid-term construct new access road to Food City Plaza and Trawler Restaurant and close existing access point on US 13. (Exmore)
- 58 US 13 from .15 Mi. S. VA 1043 to VA 1043**
Short-term eliminate deficient median crossover locations; Mid-term improve remaining median crossover/intersection locations. (Exmore)
- 59 US 13 from US 13 BUS (N.) to NCL of Cheriton**
Short-term eliminate deficient median crossover locations. (Town of Cheriton)



The recommendations from the regional plan include primarily shared road designations, along existing roadways.



Public Transportation

Fixed-route public transportation service to Hampton Roads from the A-NPDC region, offered in the past, is no longer available because ridership and funding grants were not able to defer the costs of the service. This service remains a priority for the region and reinstatement of the Hampton Roads transit service is recommended. In addition, implementation of wider demand-responsive transit service is recommended for the region.

The A-NPDC recently studied other modes of transportation in the *Eastern Shore Alternative Transportation Mode Study for Disabled, Elderly, Low-Income, and Youth Populations* (A-NPDC, 2006). The study analyzed the demographics on the Eastern Shore and identified needs within the transportation network. These were primarily public transportation needs, including adding bus shelters, expanding demand-responsive transit throughout Accomack County and into Northampton County, improving the coordination of bus schedules, increasing service hours during the week, adding weekend service, and implementing adjusted fixed routes. The study also included land-use related recommendations, including concentrating employment, government services, and schools in existing towns in order to cluster destinations.



Aircraft based at Accomack County Airport are expected to continue to grow at 1.1 percent annually and at Campbell Field by 0.2 percent (DOAV, 2003).

Airports

The *Virginia Air Transportation System Plan Update* forecasted average annual growth rates of based aircraft through 2020 for the three general aviation airports (DOAV, 2003). Aircraft based at Accomack County Airport are expected to continue to grow at 1.1 percent annually and at Campbell Field by 0.2 percent (DOAV, 2003). Because Tangier Island had no known aircraft based at the field in 2003, forecasts were not made for future growth in based aircraft. Since the Plan Update was completed, Accomack County airport has added Jet A Fuel as an available fuel option as well as 24-hour self-service fuel. This could lead to a potential increase in jet traffic that has not been factored into the forecasts.



Movement of Goods

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 levels of service. Key truck freight corridors will continue to include US 13 on long hauls through the area. In the most recent DRPT Virginia Statewide draft six-year Rail Plan, \$1.1 million of improvements are proposed for the rail system on the Eastern Shore. In 2010, repairs to the rail ferry from Cape Charles in Northampton County to Little Creek were made, continuing operations that began in 1885.



Bicycle and Pedestrian Facilities

The primary source of bicycle and pedestrian facility recommendations is the *Eastern Shore of Virginia Bicycle Plan*. The majority of recommendations from this regional plan include shared road designations along existing roadways. In addition, the Bicycle Plan also formulated facility development recommendations for the region including: the development and adoption of County and Town bicycle facility plans and policies.

The Accomack County Comprehensive Plan has five key strategic objectives within the planning framework to manage future growth within the county.

Land Use and Future Growth

Both counties have similar visions for future land use and growth. The Accomack County Comprehensive Plan has five key strategic objectives within the planning framework to manage future growth in the county. These objectives include promoting economic development and job growth while conserving natural resources and preserving the county's small town feel and rural character. The Northampton County Comprehensive Plan also highlights maintaining rural character in both residential and economic development. New commercial/industrial development is being directed towards areas in and around existing towns. Land use policies and decisions should be based on settlement types identified by the county that can accommodate growth, maintain community character, and preserve natural resources.



Travel Demand Management

In rural areas, low residential densities and dispersed work destinations are generally not conducive to high public transportation use. This is particularly true on the Eastern Shore. Some decreases in single-occupant vehicle trips are possible if fixed-route service is expanded in the region and if a ridesharing service was established in the region. In addition, a commuter bus that would link to existing transit in Hampton Roads or Salisbury could reduce reliance on single-occupant vehicle travel.



PLAN ADOPTION

The 2035 *Regional Long-Range Transportation Plan* for the Eastern Shore was adopted by the Regional Commission on October 17, 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 recommendations that have been identified. Further information on this Plan and the 2035 *Surface Transportation Plan* and *VTrans 2035* can be found at www.vdot.virginia.gov.

Projects can be prioritized for funding based on the recommendations that have been identified.



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