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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.

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 overview.

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. It 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. It 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 and the NASA Wallops Flight Facility.

The Bay Coast Railroad owns 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 found 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 of the amount of growth and land use changes 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 as well as maintain 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 adjacent to or containing 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, however the toll can still be a deterrent for travel between the regions. In general, development has been focused in the towns and along US 13, which has affected travel both through and within the region. Access to and from US 13 and safety along US 13 have been continual issues and are expected to remain so.

The linking of land use planning to transportation planning is at an opportune time 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.

Population Trends

Regional population increased by 1.6% 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% 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 and additional access points along its entire length in the region. 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%). They also had low-income populations above the state percentage of 9.6%. The portion of the population with disabilities in both counties were above the state percentage of 18.1% in 2000. Both jurisdictions also have elderly populations in a higher proportion than the state in 2000 (11.2%).

Transportation Implications
US Census data from 2000 were reviewed at the block group level in order to provide enough detail to assess possible areas of service expansion for fixed-route and demand-responsive transit. Any segment of the population without a vehicle available, which can include elderly, people with disabilities, and low-income groups, are more dependent on fixed-route or demand-responsive transit in a rural area 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. The need for additional transit services or in some cases, determining a single point of contact for multiple providers, is a need that is being identified throughout the Commonwealth. On the Eastern Shore, the town-center development concept is being considered as a means of coordinating better access and mobility to transit.

The portion of the population with disabilities in both counties were above the state percentage of 18.1% in 2000.
The ferry travels seasonally from Onancock and year round from Reedville in Northumberland County and Crisfield, Maryland.

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 distance and not as important as 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% 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.

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 stops on 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, 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 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.
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 until recently this was true, however, a more dispersed pattern of residential development is starting to occur throughout the county. The Northampton County Comprehensive Plan (2009) includes a detailed breakdown of land uses as well as design and facilities guidance for each land use.

Goods Movement
The majority of goods movement is by truck and utilizes US 13. The predominance 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 Hampton Roads freight trucking to access Delaware, Maryland, and New Jersey.

Freight movement by rail in the region has evolved over time. Rail service by Class I carriers 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 overheight shipments, which is due in part to its unique floating operations. Two barges (car floats) of 25 and 15 car capacity are 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.

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% in Accomack County and 22% 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% carpool in Accomack County and 16.9% 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. Several excursion trains are offered by Bay Creek Railway on Saturdays from Cape Charles to Eastville.
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 identified as the highest priority. Higher priorities were given to those roadways with potential geometric concerns that also carried higher levels of traffic.

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

Bridge Deficiency Summary

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<td>Eastern Shore Total</td>
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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. Current Day, 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.
ROADWAY SYSTEM DEFICIENCIES

Segment Deficiency
- Operation Deficiency
- Safety Deficiency
- Both Operation and Safety Deficiency
- Geometric Deficiency

Intersection Deficiency
- Operation Deficiency
- Safety Deficiency
- Both Deficiencies
- Other Deficiencies

Chesapeake Bay
Atlantic Ocean
Accomack County
Northampton County
ACCOMACK COUNTY RECOMMENDATIONS

1. **VA 175 from Cockle Creek to Main St.**
   Short-term realign VA 175 by constructing new bridge and replace existing bridge with a new bridge to Marsh Island; 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.**
   Short-term improve pavement and markings, signage, and signal operations; Mid-term apply access management and add southbound right turn bay.

4. **US 13/VA 681.**
   Short-term improve signage and add “Intersection Ahead” warning; Mid-term realign VA 681 to improve geometry.

5. **US 13/VA 607 (Coal Klin Rd.).**
   Mid-term apply access management and lengthen all turn bays.

6. **US 13/VA 676.**
   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 (Baily’s 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.).**
   Mid-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 relocate left turn stop bars at VA 626; Mid-term change signal control to split phasing for minor approaches at VA 626 and restripe roadway to three 11-foot lanes. (Melfa)

14. **US 13/VA 696 (NR N. St.)/VA 180.**
    Short-term replace exiting 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 Rd.)/VA 765 (Adams Rd.)/VA 764 (Accomack Rd.)/VA 697 (Sowers Rd./Parsons Rd.).**
    Short-term improve pavement markings and signage; Mid-term add northbound and southbound left turn lanes on VA 316 and consider signalization; Long-term relocate intersections to increase spacing.

19. **VA 178/Occohannock Creek.**
    Short-term add curve warning signs to the east and west of bridge; Long-term reconstruct bridge to standards.

20. **VA 175/VA 679.**
    Mid-term improve location as per Route 13 Study.

21. **US 13/VA 601.**
    Mid-term improve location as per Route 13 Study.
ACCOMACK COUNTY RECOMMENDATIONS (continued)

34 VA 638 from VA 718 E. to VA 609
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

35 VA 657 from VA 316 to US 13 BUS
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).

36 VA 673 from VA 658 N. to WCL of Parksley
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

37 T-673 (Bennett Sl.) from WCL of Parksley to VA 316
Long-term reconstruct to urban two-lane standards.

38 VA 679 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 (including full-width lanes and shoulders).

40 T-692 from T-687 to US 13 S.
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

41 VA 693 (Neal Parker Rd.) from VA 703 to VA 706
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).

42 VA 694 (Sand Sl.) from VA 695 N. to VA 695 S.
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

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 from VA 693 to US 13
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

45 VA 695 from US 13 to VA 694
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 (including full-width lanes and shoulders).

47 T-764 from US 13 BUS to US 13 Bypass
Long-term reconstruct to urban two-lane standards.

48 VA 764 from US 13 to NCL of Accomack
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 from VA 605 to T-731
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

51 VA 695 from VA 694 to VA 679 S.
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

52 VA 175/VA 798 (W.) (Mill Dam Rd.)
Long-term reconfigure to T-intersection configuration.

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 pavement 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.

68 US 13/VA 704 (E.)

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.

ACCOMACK-ORTHAMPTON PLANNING DISTRICT COMMISSION
ACCOMACK COUNTY RECOMMENDATIONS (continued)

| US 13 from NCL of Painter to SCL of Keller | Mid-term widen median and improve median crossover/intersection locations. |
| US 13/VA 734 | Short-term eliminate deficient median crossover locations. |
| US 13 from NCL of Melia 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. |
| US 13 from NCL of Onley to US 13 BUS | Short-term eliminate deficient median crossover locations. |
| US 13 from US 13 BUS to SCL of Accomac (VA 764) | Short-term clear vegetation and eliminate deficient median crossover locations. |
| US 13 from SCL of Accomac (VA 764) to NCL of Accomac (VA 1532) | Short-term clear vegetation. (Accomac) |
| 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. |
| US 13 from US 13 BUS to VA 661 | Mid-term shift and straighten alignment and add turn lanes at intersection locations. |
| US 13 from VA 661 to VA 176 | Short-term eliminate deficient median crossover locations. |
| 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. |
| 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. |
| 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. |
| 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. |
| 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. |
| US 13 from VA 695 to VA 703 (Paige Fisher Rd.) | Short-term eliminate deficient median crossover locations. |
| US 13 from VA 703 (Paige Fisher Rd.) to US 13 Bypass/VA 175 (Chincoteague Rd.) | Short-term eliminate deficient median crossover locations. |
| US 13 Bypass from VA 692 to US 13/VA 175 (Chincoteague Rd.) | Long-term construct new four-lane divided roadway to standardize on new alignment. |
| 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. |
| 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. |
| 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. |
| VA 679 from VA 175 (Chincoteague Rd.) to Maryland State Line | Long-term monitor roadway for potential improvements to address capacity needs. |
| VA 709 from US 13 to VA 679 | Long-term monitor roadway for potential improvements to address capacity needs. |

**Chincoteague Deficiencies**

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ACCOMACK COUNTY RECOMMENDATIONS (continued)

Beebe Rd. from Main St. to Ridge Rd.
Long-term widen existing pavement and provide curb and gutter and sidewalk facilities. (Chincoteague)

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)

Maddox Blvd. from Chicken City Rd. to Sheephead Creek/Entrance to Assateague Island
Mid-term perform study to identify long term needs for corridor; Long-term implement improvements identified. (Chincoteague)

S. Main St. from Beebe Rd. to Bunting Rd.
Short-term add signage to indicate no parking zones and stripe for bikeway. (Chincoteague)

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)

Pension St. from Church St. to Deep Hole Rd.
Long-term widen existing pavement and provide curb and gutter and sidewalk facilities. (Chincoteague)

Bunting Rd. from Main St. to Ridge Rd.
Long-term widen existing pavement and provide curb and gutter and sidewalk facilities. (Chincoteague)

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)

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)

US 13 from Southern Town Limits of Melfa to VA 626 (Main St.)
Mid-term widen median and improve median crossover/intersection locations. (Melfa)

US 13 from VA 1108 (Council St.) to Northern Town Limits of Melfa
Mid-term widen median. (Melfa)

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)

New Access Rd./Chesapeake Square Shopping Center to VA 179
Mid-term construct access road between VA 179 and Chesapeake Square Shopping Center. (Onley)
ACCOMACK-NORTHAMPTON PLANNING DISTRICT COMMISSION

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. VA 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 (Magolth Rd.))
   Short-term add guardrail; Long-term reconstruct roadway segment to standards.

6. US 13/VA 184/US 13 BUS
   Mid-term replace with new half-cloverleaf design interchange with acceleration and deceleration turn lanes as appropriate and construct elevated structures over railway tracks and VA 184.

7. US 13/VA 680
   Mid-term improve location as per Route 13 Study.

8. US 13/VA 652
   Mid-term improve location as per Route 13 Study.

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 shoulders).

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 shoulders).

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 shoulders).

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 644 (Townsend Dr.) from US 13 to VA 600 S.
    Long-term reconstruct road to address geometric deficiencies (11-foot lanes).

19. VA 663 (Cheneystone 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 repave post delineators; Long-term add northbound right turn lane when needed and narrow median to allow truck U-turns.

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 (Slidng 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 reconstruct 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.
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.

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.

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.

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.

New Access Rd. from Food Lion Shopping Center to VA 642
Mid-term construct new access road parallel to US 13.

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.

US 18 from VA 184/US 13 BUS to VA 680
Short-term eliminate deficient median crossover locations; Mid-term improve remaining median crossover/intersection locations.

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.

US 13 from NCL of Eastville to US 13 BUS (N.)
Short-term eliminate deficient median crossover locations; Mid-term widen median.

US 13 from US 13 BUS (N.) to VA 626
Short-term eliminate deficient median crossover location and clear vegetation; Mid-term construct frontage roads, widen median, realign travel lanes, and improve remaining median crossover/intersection locations.

US 13 from VA 626 to VA 620
Short-term eliminate deficient median crossover location; Mid-term widen shoulders, construct frontage road improvements, and improve remaining median crossover/intersection locations.

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.

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.

New Local Rd. Connection from VA 618 to VA 652
Mid-term construct new access road parallel to and to the west of US 13.

US 13 from VA 600 to VA 645
Mid-term improve intersections along segment.

US 13/VA 631
Mid-term improve intersection as per Route 13 Study. (Eastville)

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)

US 13/VA 183
Mid-term improve intersection as per Route 13 Study. (Exmore)

US 13/Food Corporate plaza and Trawler Restaurant
Mid-term close median at current crossover and realign and improve crossover to meet new proposed access road. (Exmore)

US 13/US 13 BUS (N.)
Mid-term improve intersection as per Route 13 Study. (Exmore)

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)

New Access Rd. from US 13 to Food Corporate Plaza/Trawler Restaurant
Mid-term construct new access road to Food City Plaza and Trawler Restaurant and close existing access point on US 13. (Exmore)

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)

US 13 from US 13 BUS (N.) to NCL of Cheriton
Short-term eliminate deficient median crossover locations. (Town of Cheriton)
Public Transportation

One set of deficiencies and recommendations (base year and forecast year) was developed. STAR Transit has previously offered a fixed route to Hampton Roads. Ridership and funding grants could not support the costs of the route. It is still considered a priority for the region, in addition to adding a wider demand-responsive service area in 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, better coordinating of bus schedules, increasing service hours during the week, adding weekend service, and implementing adjusted fixed routes. In addition, there were recommendations that did not necessarily all apply to specific service recommendations including concentrating employment, government services, and schools in existing towns in order to cluster destinations.

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% annually and at Campbell Field by 0.2% (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.

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 Level-of-Service (LOS). Key truck freight corridors will continue to primarily include US 13 on long hauls through the area. In the most recent DRPT Virginia Statewide draft Rail Plan, there are no known improvements to the rail system proposed for 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 recommendations was the Eastern Shore of Virginia Bicycle Plan. The recommendations from the regional plan include primarily shared road designations, along existing roadways. In addition, the Bicycle Plan also formulated facility development recommendations for the region including: develop and adopt County and Town bicycle facility plans and policies and consider facilities recommended in all future bicycle plan development.

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 within the county. Combined in regards to land use, 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 XX, 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

**REFERENCES**


