

# Woodstock

## Introduction

The Woodstock 2020 Transportation Plan was developed in a joint effort with the Virginia Department of Transportation, the Town of Woodstock and Shenandoah County. The study area for this plan includes the Town limits and the urbanizing portions of Shenandoah County immediately surrounding the Town. This plan was developed with extensive involvement from local government officials, as well as input from the general public at key milestones in the development of the plan.

## Purpose and Scope of the Study

Continued growth and development in the Woodstock area will result in increased demands on the area's transportation system. This study was initiated to develop a comprehensive set of transportation solutions that will accommodate projected travel demands to the year 2020. The study has examined roadway, transit, bicycle, and pedestrian transportation needs and addressed the interaction of the roadway system with truck, rail, and air travel.

This transportation plan included the integration of existing and proposed transportation facilities, coordination of and consistency with land use plans adopted by the involved jurisdictions, identification of transportation deficiencies and needs, and recommendations to satisfy these deficiencies and needs. It is hoped that this study will assist local officials in planning for future transportation needs in the Woodstock area and lead to local actions to implement the recommendations included in this study.

## Recommended Roadway Improvements

The existing arterial and collector roadway system in the Woodstock study area does not have sufficient capacity to accommodate area travel demands in the year 2020. A range of potential improvements were developed to address existing and future deficiencies identified for improving the quality and safety of traffic operations that included capacity improvement to existing facilities, the reconstruction of existing facilities, and the construction of new facilities on new location. The roadway improvements recommended for the Woodstock area include:

1. Widening existing facilities;
2. Construction of new facilities; and
3. Modification of geometry and traffic control at key intersections.

The recommended improvements are shown on the map on the reverse side of this document. More detailed information on the recommendations are included in Table 1 and in the technical report.

This study does not project the need for an additional interchange onto Interstate 81 within the 20-year timeframe studied (to year 2020); therefore, no study recommendations have been made at this time. This conclusion was based on a review and planning application of interchange justification criteria as mandated by the Federal Highway Administration.

Consistent with the Town of Woodstock Comprehensive Plan and from feedback received during the citizen participation process, the elimination or peak-period restriction of on-street parking on Main Street (Route 11) through downtown Woodstock was rejected as a potential transportation improvement.

It was the responsibility of this study is to evaluate transportation needs on arterial and collector roadways, as included in VDOT's functional classification system. Local street improvements or extensions have been included in this plan as recommendations only when they are needed to ensure acceptable traffic operations on the arterial and collector street system. While not part of the official recommendations for this study, locally desired roadway improvements to local streets have been identified in Table 2.

**Transit:** The Town of Woodstock currently has no transit service. Relatively low population densities in the study area even by 2020 would not result in economically viable transit service. An informal park and ride exists at the north end of town. Area residents currently make use of formal park and ride facilities in Strasburg and Front Royal. The Lord Fairfax Planning District Commission operates the TRIPS Rideshare program within the Northern Shenandoah Valley region. This is a carpool matching service for trips into Northern Virginia and the Washington D.C. region.

**Bicycle Facilities:** The Town of Woodstock currently has no bicycle paths or trails. The Town code prohibits the use of sidewalks by bicyclists. The development of a Town or area bicycle plan and the development of bicycle-friendly transportation improvements are recommended.

**Pedestrian Facilities:** Sidewalks are provided within downtown Woodstock and on Route 11 (Main Street) between Route 42 and Mill Road. The extension and improvement to this sidewalk network should be considered when local roadway improvements and new local roadway connections are constructed.

**Truck, Rail, and Air Transportation:** The study roadway improvements recommendations will increase access and safety for goods movement by truck on the roadway system and will provide improved access and safety between the roadway system and regional rail, interstate bus, and airport facilities. The study recommendations will not negatively effect the current or future use of the existing rail line. The rail line is utilized infrequently. The future use of this rail line for tourism purposes should be considered.

## Citizen Participation

An Advisory Committee was formed for this study, comprised of town and county officials, representatives from VDOT's Edinburg Residency and Transportation Planning Division offices, and interested citizens. The Advisory Committee was an important mechanism for information exchange and to bring local interests together to reach consensus. Four advisory committee meetings were held at major project milestones and provided the forum for direct citizen input. A public information meeting on the draft plan was held in order to solicit citizen comments.

## Local Government Actions/Plan Adoption

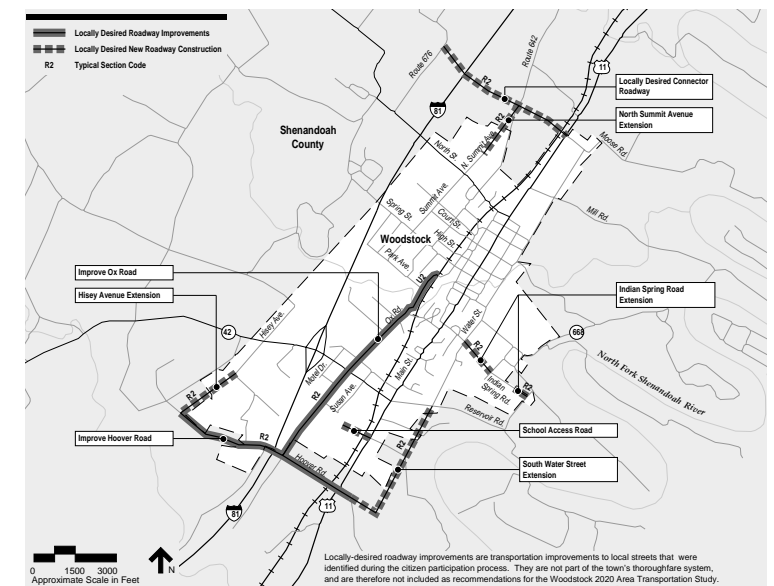
The Woodstock Town Council approved the transportation plan by resolution on February 1, 2000. The Board of Supervisors of Shenandoah County had not finalized their action on this plan by the time it went to press. The Board is expected to pass a resolution endorsing the plan with the following amendments:

1. That the northern I-81 Interchange, which is included in both the Town and County Comprehensive Plans, be incorporated into the Woodstock Area Transportation Plan; and

2. That the other items listed as "Locally-Desired Improvements" in the draft plan be incorporated into the final Plan. The actual resolution will be included in the technical report.

## Additional Information

More details on the development of the Woodstock 2020 Area Transportation Study and the study recommendations are included in the Woodstock Area Transportation Study Technical Report. This document is available in local government offices. It is also available in the Virginia Department of Transportation's Edinburg Residency and the Transportation Planning Division in Richmond, Virginia.



Locally-Desired Roadway Improvements

Table 1  
Recommended Improvements

Route Name	Description	Limits	Length (Miles)	Year 2020 ADT	Proposed Typical Section*	Proposed ROW Width (feet)	Remarks	
42	Reservoir Road	Improve and widen Route 42	WCL Woodstock to Susan Avenue	0.81	21,350	U4D	110	Improve safety and access management
42	Reservoir Road	Install new traffic signal	at intersection with Motel Drive	-	-	-	-	Subject to signal warrant study
	Hisey Avenue	Extension of Hisey Avenue	Hisey Avenue to North Street	1.3	-	R2	60	New access/connector roadway for developments on west side of I-81
	Susan Avenue	Construct island to prohibit Northbound left-turns and thru movements	at intersection with Route 42	-	-	-	-	Improve safety and traffic operations during school hours
11	Main Street	Consider trial closure of traffic signal	at intersection with High Street	-	-	-	-	Trial phase before removal of traffic signal
11	Main Street	Add Southbound thru-lane and Westbound left and right-turn lanes	at intersection with Reservoir Road	-	-	-	-	
	Ox Road	Add a Northbound left-turn lane	at intersection with Route 42	-	-	-	-	Improve traffic operations during school hours
	Ox Road	Add a Westbound right-turn lane, a Northbound right-turn lane, and a Southbound left-turn lane	at intersection with Falcon Drive	-	-	-	-	Improve traffic operations during school hours

\*R2 - Rural two-lane roadway with standard shoulders and ditches.  
 U2 - Urban two-lane roadway with curb and gutter, potentially with sidewalks on one or both sides of the street.  
 U4D - Urban four-lane divided highway with raised median, curb and gutter, sidewalks and protected left turns at selected intersections

Table 2  
Locally Desired Roadway Connections/Improvements

Route Name	Description	Limits	Length (Miles)	Year 2020 ADT	Proposed Typical Section*	Proposed ROW Width (feet)	Remarks	
	New Interchange on I-81	New I-81 Interchange	North Side of Woodstock					
	Hoover Road	Roadway improvements	Water Street Extension to Hisey Avenue Extension	1.5	-	R2	60	
	Hisey Avenue	South Extension of Hisey Avenue	Hisey Avenue to Hoover Road	0.45	-	R2	60	
	Ox Road	Widen or Repave	Commerce Street to Hoover Road	1.75	5,000	U2	60	An alternate roadway to Downtown from Route 42
	Locally Desired Connector Roadway	Potential Future Extension	Route 676 to Main Street Crossing over I-81	1.1	-	R2	60	Improve operations at North Street and Main Street intersection by diverting traffic onto new roadway
	N. Summit Avenue	Extension of N. Summit Avenue	N. Summit Avenue to Route 642	0.38	-	R2	60	
	Indian Spring Road	West Extension of Indian Spring Road	Eagle Street to Water Street	0.16	-	R2	60	
	Indian Spring Road	East Extension of Indian Spring Road	Jackson Street to Hollingsworth Road	0.22	-	R2	60	
	S. Water Street	Extension of Water Street	Reservoir Road to Hoover Road	0.9	-	R2	60	
	Proposed School Access Road	New Road Connecting School Complex with Main Street	School Complex to Main Street	0.3	-	U2	60	Additional study needed

\*R2 - Rural two-lane roadway with standard shoulders and ditches.  
 U2 - Urban two-lane roadway with curb and gutter, potentially with sidewalks on one or both sides of the street.

This report is prepared in cooperation with the U.S. Department of Transportation, Federal Highway Administration, and the Virginia Department of Transportation. The contents of this report reflect the views of the consultant who is responsible for the facts and the accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the Federal Highway Administration or the Virginia Department of Transportation. This report does not constitute a standard, specification or regulation.