

Section 8: Transportation Data

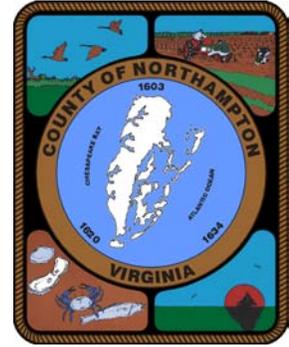
8 Transportation

8.1 Introduction



Transportation planning for Northampton County is a joint effort among the State, the County, and the Accomack-Northampton Planning District Commission, as well as transportation agencies such as the Chesapeake Bay Bridge Tunnel Commission and the Accomack-Northampton Transportation District Commission. While Northampton County's major transportation system is the State Highway System maintained by the Virginia Department of Transportation (VDOT), the Chesapeake Bay Bridge Tunnel (CBBT), the Bay Coast Railroad, and Shore Transit and Rideshare (STAR) also provide essential transportation services. These systems combine with bicycle, pedestrian, marine, and air transportation facilities to form a multi-modal transportation system.

Since the Northampton County Comprehensive Plan was updated in 2009, two major transportation studies and planning efforts have been completed, including the 2035 Regional Long Range Transportation Plan (2011) and the Eastern Shore of Virginia Bicycle Plan.



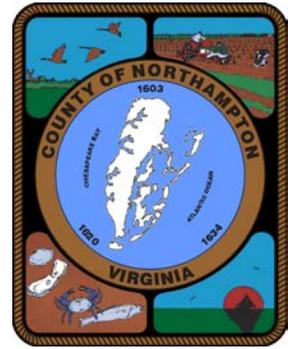
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8.2 Land Use Planning & Transportation

VDOT is responsible for most highway planning, construction, and maintenance in Virginia. VDOT only addresses transportation issues within its right-of-way and does not manage or regulate land use adjacent to state highways. However, VDOT and local governments recognized the growing need to coordinate land use planning and transportation planning. Therefore, effective July 1, 2008, VDOT developed Access Management Regulations (Principal Arterials (24 VA C30 – 72)) that impact land use planning and development by mandating roadway improvements deemed necessary through traffic impact analysis, land use permitting, and secondary street acceptance requirements, which became effective on October 14, 2009.

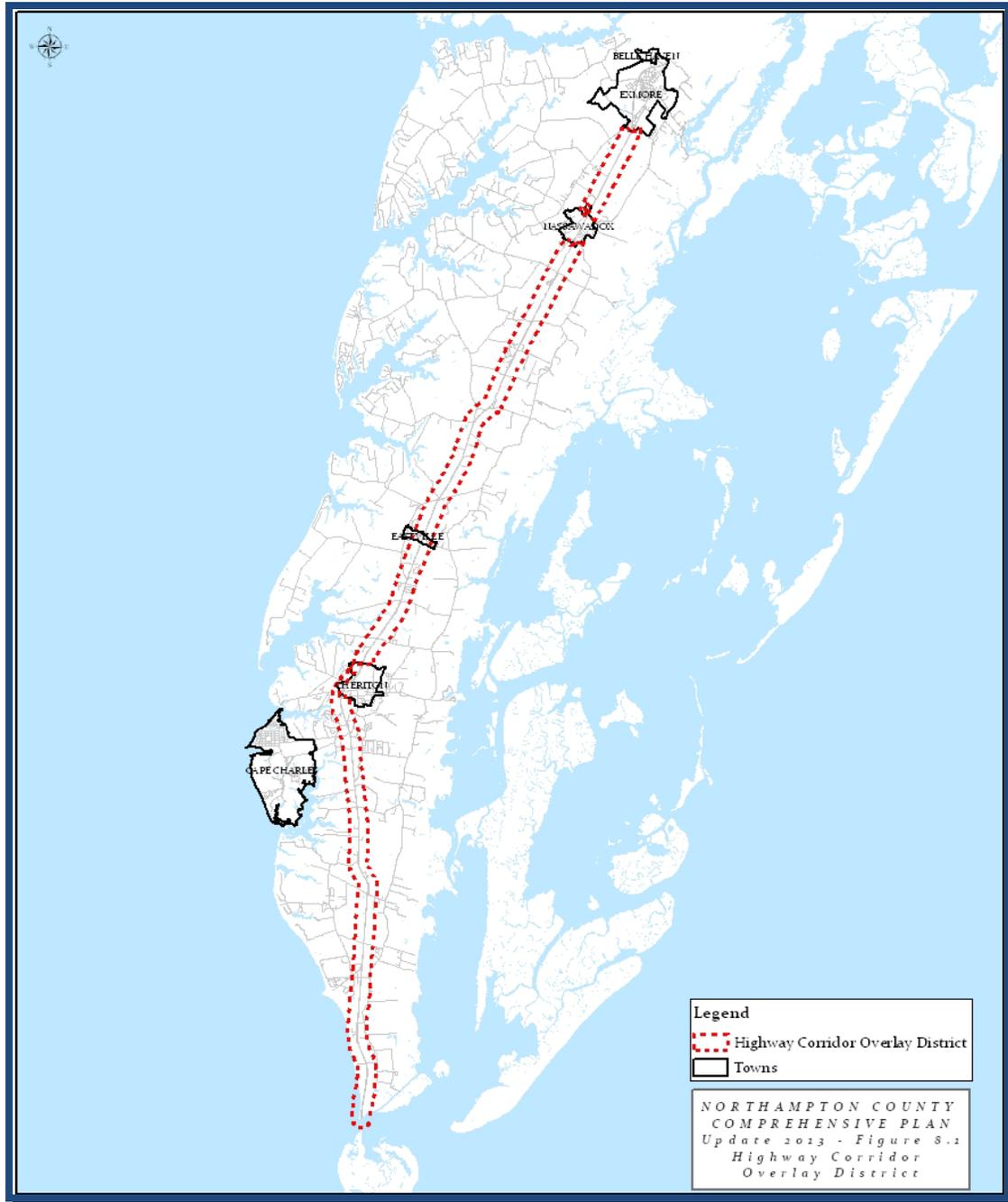
The following sections discuss the relationship between land use planning and transportation, and identify the need for closer cooperation between Northampton County and VDOT.

In June 2002, the County Board of Supervisors approved various recommendations made by VDOT's consultant in the Route 13/Wallops Island Access Management Study, including adoption of access management guidelines and the establishment of a highway corridor overlay district. The County adopted a Highway Corridor Overlay District in 2004. Figure 8.1 shows the location of this in the County.

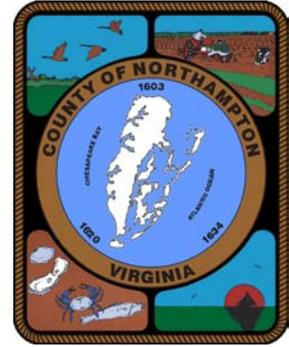


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Figure 8.1 Highway Corridor Overlay District



Source: Northampton County GIS



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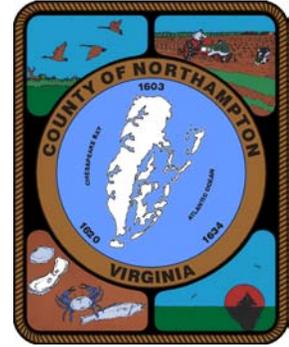
8.2.1 Existing Land Use, Zoning, and Future Development Capacity

Existing land use and future development capacity are major considerations for maintaining and planning the Northampton County road system. U.S. Census data, existing traffic data, and land use data provide points of reference for future decisions about the County's transportation and land use planning and management.

The 2010 U.S. Census reported that Northampton County had a population of 12,389. This is a 5.4% decrease from the 2000 Census. There were a total of 7,298 housing units in 2010, a 10 percent increase over the 6,547 units in 2000. However, only 5,195 of those units were occupied in 2011 versus 5,321 units in 2000 representing a 3 percent drop in occupied units. Vacant housing units went from 1,226 in 2000 to 2,103 units in 2011, a 42 percent increase. Twenty-nine percent (29%) of existing housing is currently vacant. Vacant units are either rentals, for sale, seasonal second homes or possibly abandoned (See Table 5.3 Housing Data Part II). The average number of persons per year-round household was 2.32 in 2011.

Based on gross zoning capacity, without considering other regulatory constraints such as septic capacity, current County zoning allows for an additional 9,757 dwelling units. If the County were to build-out to the maximum allowed zoning capacity, at the same ratio of 3:1 year-round to seasonal homes (see Table 5.3 Housing Data Part II) and 2.32 persons per year-round home, there would be a year-round population of 53,229 (this includes Town build out). This is more than four times Northampton County's 2010 current population. While it is unlikely that Northampton County will grow this much in the near future, the possibility of steady population growth over time would have a major impact on the County's transportation system.

Although traffic planning is partially based on population growth, a unique situation exists on the Eastern Shore of Virginia. U. S. Route 13 is a major route from the northeast to beaches in Virginia and North Carolina.



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8.3 Existing Traffic

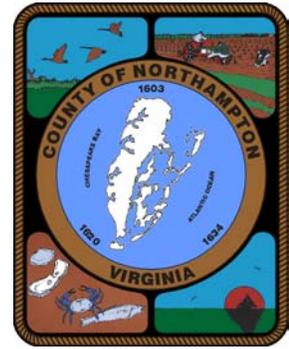
Figure 8.2 shows the latest VDOT annual average daily traffic (AADT) data for Northampton County's state roads. Since VDOT does not do traffic counts on all roads every year, most of these data are from 2010 or earlier. The major factors in traffic generation are population, trips-per-day per housing unit, and through-traffic on U.S. Route 13.

An analysis of the 2010 traffic data and occupied housing unit data showed that Northampton County has an average of 5.66 trips per household per day. This number is lower than the national average of 6.65 vehicle trips per household per day.

According to the 2010 Census, 11% (9.1% national average) of Northampton County's occupied housing units have no vehicle available, 37.6% (33.8% national average) have one vehicle available, 33.6% (37.6% national average) have two vehicles available, and 17.8% (19.9% national average) have 3 or more vehicles available. This is a total of 8,043 vehicles for 5,088 housing units for an average of 1.6 vehicles per household.

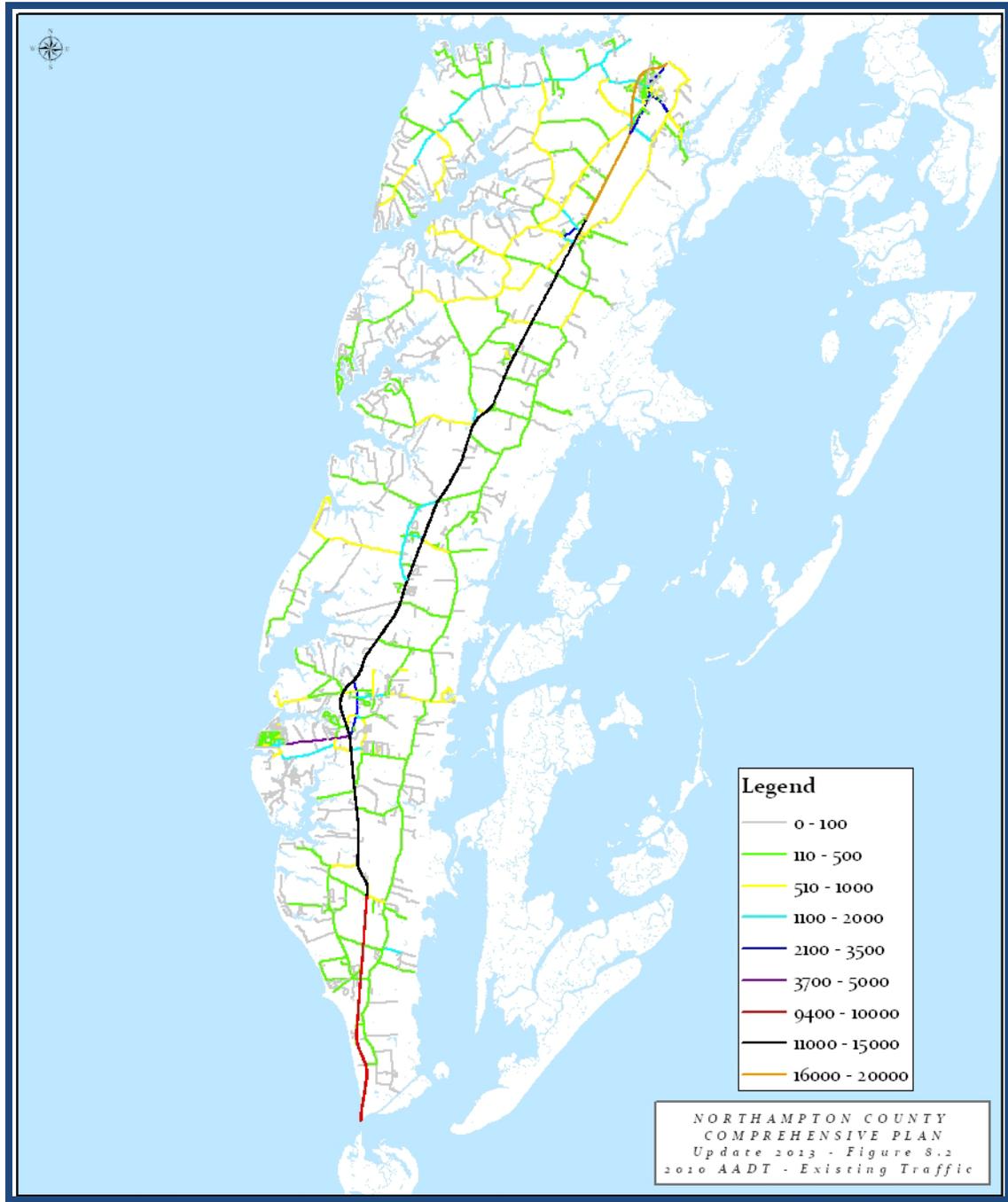
Americans in the lowest 20% income bracket, many of whom live in rural settings, spend about 24% of their total annual income on transportation.

Figure 8.2 shows most roads in Northampton County have less than 1000 AADT. The exceptions are U.S. Route 13, Business Route 13, and Routes 183, 184, 606, 639, and 642. The higher AADT on these roads reflects the denser development and commercial activity near Exmore, Nassawadox, Eastville, Cheriton and Cape Charles.

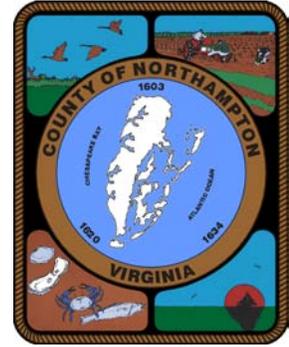


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Figure 8.2 Existing Traffic



Source: VDOT AADT Data; Northampton County GIS



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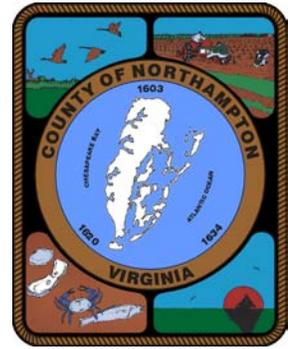
8.4 Estimated Future Traffic

In the long term, traffic growth in Northampton County will depend upon population growth, the location of new development, and through-traffic growth on U.S. Route 13. VDOT estimates regarding future traffic growth are not consistent with our population projections. (See Appendix A for VDOT projections.)

An analysis of the 2002 existing traffic data and occupied housing unit data showed that Northampton County has an average of 5-7 trips per household per day. This is lower than the 10 trips-per-day generally used by VDOT to estimate traffic generated by residential development. The lower number is likely due to Northampton County's large elderly population and large number of seasonal homes. The analysis also showed that housing units closer to towns and commercial centers had more trips-per-day than homes in more remote locations. The difference is likely due to the inconvenience of making more frequent long trips. Residents closer to towns and commercial areas don't seem to mind making frequent short trips. Residents living far from towns and commercial areas seem to prefer making less frequent trips due to the longer distances. These numbers for trips-per-day per household were used to estimate future traffic based on several population scenarios.

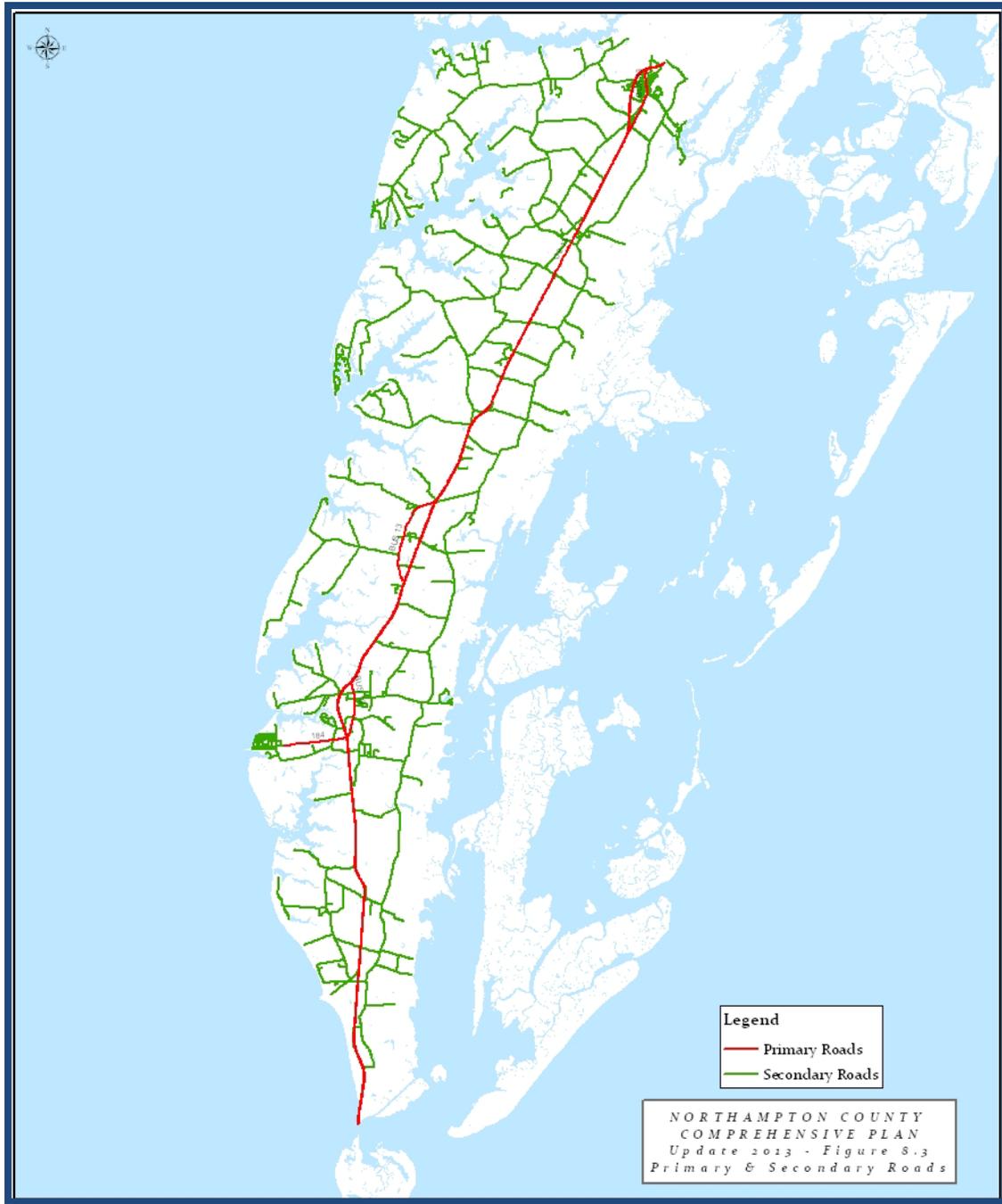
8.5 Existing Highway System

Northampton County's existing highway system consists of Primary and Secondary state roads. Primary roads consist of two-to-six-lane roads that connect cities and town with each other and with interstates. Primary roads are identified with numbers less than "600" and Secondary roads have numbers "600" or higher. U.S. Route 13, Business Route 13, Routes 178, 183, and 184 are the County's Primary state roads. All other state roads are Secondary. In 2010, there were 286.94 miles of state roads in the County, including 47.6 miles of Primary roads and 237.48 miles of Secondary roads. There are 93.27 miles of Secondary Roads in the 600 series (see Table 8.1). All of the County's Primary and Secondary roads are hard-surfaced.

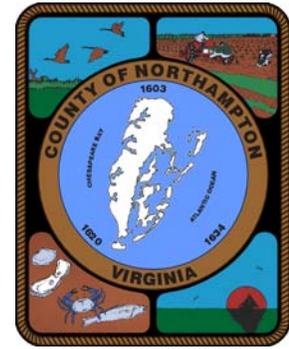


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Figure 8.3 Primary and Secondary Roads



Source: VDOT; Northampton County GIS



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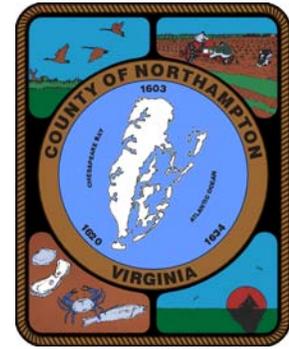
8.5.1 Main Road Network

The Main Road Network, consisting of Primary and Secondary roads, is Northampton County's most essential transportation system, and its capacity must be maintained and improved as needed. Land development proposals impacting the Main Road Network should be carefully reviewed for traffic and safety impacts, as well as impacts on the County's environment and existing communities. Even with 100 percent population growth, most of Northampton County's roads would still be under capacity for two-lane roads.

Table 8.1 Primary and Secondary Roads

	ROUTE #	LOCATIONS	LENGTH	2002 AADT	2010 AADT	% Change	25% GROWTH	50% GROWTH	100% GROWTH
		North to South							
		PRIMARY							
1	13	Maryland State to Accomack County Line	0	19000	19000	0%	23750	28500	38000
2	13	Accomack/Northampton County line	0	17000	18000	6%	22500	27000	36000
3	13	Accomack County Line to SCL Exmore	1.6	16500	17000	3%	21250	25500	34000
4	13	SCL* Exmore to SCL Nassawadox	4.8	15750	15750	0%	19688	23625	31500
5	13	SCL Nassawadox to SCL Eastville	9.4	13600	13400	-1%	16750	20100	26800
6	13	SCL Eastville to SCL Cheriton	4.7	12830	11380	-13%	14225	17070	22760
7	13	SCL Cheriton to CBBT	10.6	11200	11100	-1%	13875	16650	22200
8	13	CBBT to Virginia Beach ** see notes	19.1	9300	8800	-6%	11000	13200	17600
9	Bus 13	Exmore	2.1	2300	2400	4%	3000	3600	4800
10	Bus 13	Eastville	2.6	2000	1550	-29%	1938	2325	3100
11	Bus 13	Cheriton	1.5	2600	2100	-24%	2625	3150	4200
12	184	Route 13 to Fig Street Cape Charles	2	4100	3000	-37%	3750	4500	6000
		Subtotal	58.4						

Source: VDOT *SCL means South Corporate Limit

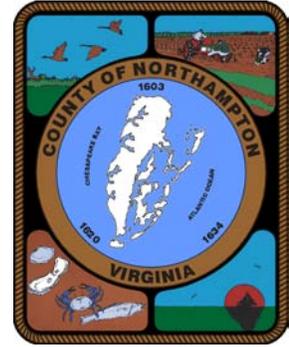


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SECONDARY									
13	600	Seaside Rd. from ESNWR to AC line	32.5	454	416	-9%	520	624	832
14	601	US Route 13 to 600 (County Line Rd.)	0.56	280	930	70%	1163	1395	1860
15	602	AC line to Route 183 (Cemetery Rd.)	1.2	595	1200	50%	1500	1800	2400
16	603	Bus Rt 13 to Willis Wharf	2.4	906	940	4%	1175	1410	1880
17	652	US Rt 13 to Rt 183	1.6	650	790	18%	988	1185	1580
18	604	618 to 600	0.8	985	1533	36%	1916	2300	3066
19	613	Dead end to Rt 183	2.5	227	285	20%	356	428	570
20	618	Rt 13/Bayside/Johnsontown/Hadlock	10.9	556	431	-29%	539	647	862
21	606	183 to 600, Nassawadox	5.49	590	885	33%	1106	1328	1770
22	609	610 to 600 (Franktown Rd.)	0.65	942	1037	9%	1296	1556	2074
23	610	606 (Rogers Dr.) 609 (Franktown Rd.) Short Rd.	0.5	190	340	44%	425	510	680
24	617	618 to 600 (Red Bank/Rt 13 to Bayside)	3.51	290	226	-28%	283	339	452
25	619	Church Neck Rd to Vaucluse (1515)	5.6	442	520	15%	650	780	1040
26	627	Young Street to Machipongo Dr to 600	1.51	280	543	48%	679	815	1086
27	628	Wilsonia Neck Rd./ Route 13 to dead end	4.3	166	356	53%	445	534	712
28	631	Willow Oak /Bus 13 /600/Indiantown Rd.	1.3	1086	800	-36%	1000	1200	1600
29	634	Savage Neck Drive from Bus 13	2.4	850	600	-42%	750	900	1200
30	680	Townfield Dr. from Rt 13 **see notes	1.83	750	750	0%	938	1125	1500
31	639	Bus Rt 13 to Oyster (Sunnyside Rd)	2.84	1129	1215	7%	1519	1823	2430
32	642	Bayshore, Parsons Circle, Seaview Rds.	3.87	886	855	-4%	1069	1283	1710
33	684	Bus 13 to 13 via Bayview/Fairview Rds.	1.99	685	615	-11%	769	923	1230
34	624	Capeville Drive from Arlington to 600	1.3	260	336	23%	420	504	672
35	645	Custis Tomb/Arlington/Rt 13 /Cedar Grove/600	3.72	332	332	0%	415	498	664
		Subtotal	93.27						
		TOTAL MILES	151.67						

Source: VDOT

Note: **These columns represent VDOT's population increase scenarios using Average Annual Daily Traffic (AADT) counts. These projections can be used to measure how busy a section of road may be in the future. Table 8.1 contains the new data for traffic on the County's Main Road Network. The State maintains 287 miles of roads in the county; about one-half of that road mileage is designated as the county's Main Road Network and includes both Primary and Secondary roads. Between 2002 and 2010 annual average daily traffic (AADT) increased on 35 miles of those roads, decreased on



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113 miles, including on most of the 31 miles of U.S. Route 13, and stayed the same on about 10 miles.

Roads with the most significant traffic increase included the ½ mile of County Line Road and the 1 mile of Cemetery Road near Exmore, the 1/2 mile of Rt. 610 near Nassawadox, the 1-1/2 miles of Rt. 627 between Machipongo and Seaside Road and the 4 mile length of Wilsonia Neck Road.

Roads with the most significant decrease in traffic included the 2.6 miles of Bus. Rt. 13 in Eastville, the 2 miles of Rt. 184 into Cape Charles, the 11 miles of Bayside Road from Shadyside to Hadlock , the 3-1/2 miles of Rt. 617 from Bayside Road to Seaside Road, the 1.3 miles of Willow Oak Road/Indiantown Road in Eastville and the 2.4 miles of Savage Neck Road near Eastville. U.S. Route 13 had either a decrease in traffic or stayed the same along its entire length, except for an increase on the 1.6 mile section north from Exmore.

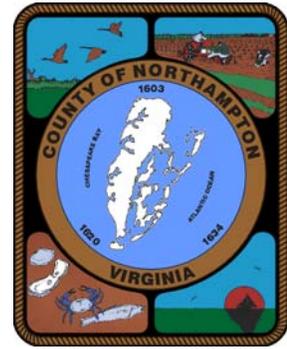
VDOT recommends roads with 2,000 AADT and over should have paved shoulders to improve safety and accommodate bicycles. In addition to paved shoulders, roads with higher traffic may need right and left turn lanes, center turn lanes, and even four lanes in some cases.

8.5.2 Context Sensitive Solutions

Context Sensitive Solutions (CSS) is a Federal Highway Administration initiative to improve transportation facilities while protecting the surrounding communities and environment.

Rather than a one-size-fits-all approach to transportation, CSS allows design flexibility and goes beyond just trying to move cars and trucks faster. With Northampton County's scenic rural landscape and historic towns, CSS offers an opportunity to meet the transportation needs of the population without destroying the assets that make the County unique.

VDOT adopted CSS into its planning process to be initiated no later than the Project Scoping stage (IIM-LD-235 August 23, 2006) ensuring that road planning will include this initiative.



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8.5.3 Accidents

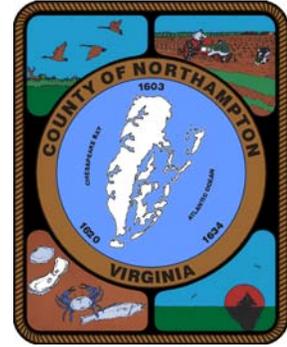
An analysis of the latest Virginia Department of Motor Vehicles (DMV) data, 2007 through 2011, shows that Northampton County had an average of 159 crashes per year. There was an average of 3.6 fatalities per year, with 27 percent of the fatalities alcohol-related. Over the five-year period (2007-2011) Northampton County's death rate per 1000 drivers averaged 0.39, down from 0.56 for the previous five years (2002-2006). The State death rate per 1000 drivers for this time period averaged 0.17. Table 8.2 below shows the details.

The DMV and VDOT have more detailed accident data and a more detailed analysis could provide the County and VDOT with information to further identify accident trends and correct any deficiencies at trouble spots.

Table 8.2 Crash Data

	Year	Total		Alcohol-Related				Licensed Drivers
		Crashes	Fatalities	Injuries	Crashes	Fatalities	Injuries	
	2007	269	5	128	27	1	17	8,683
	2008	268	6	131	24	3	20	8,722
	2009	248	5	128	19	1	8	8,658
	2010	258	1	128	29	0	18	8,655
	2011	231	3	170	13		7	8,662
5 year total	2007-11	798	18	472	112	5	70	43,380
5 year total	2002-06	1,349	24	858	141	15	121	42,797

Source: Virginia DMV



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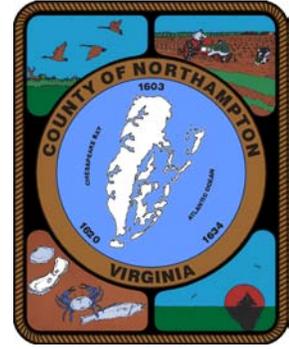
8.5.4 U.S. Route 13

U.S. Route 13 is Northampton County's major transportation facility, and the only four-lane road in the County. On the Eastern Shore of Virginia, U.S. Route 13 extends for 69 miles from the Chesapeake Bay Bridge Tunnel through Northampton County (32 miles) and Accomack County (37 miles) to the Virginia-Maryland state line. U.S. Route 13 links the Eastern Shore of Virginia with Maryland to the north and Hampton Roads to the south. Along with the Chesapeake Bay Bridge Tunnel, U.S. Route 13 also provides an alternative to Interstate 95 for traffic traveling between the Northeast, Tidewater Virginia, coastal North Carolina, and points south. In 2002 VDOT completed the Wallops Island/U.S. Route 13 Access Management Plan, which made recommendations for physical improvements and implementation of local government access management regulations. The following discussion of U.S. Route 13 conditions also includes data for Accomack County in order to provide a regional perspective on the issues.

In May 2012, VDOT presented its analysis of Route 13 accidents in Northampton County covering the years 2008 through 2010. The study area was 30.81 miles from Wise Point Lane intersection at Mile Point 74.90 to the Accomack County line at Mile Point 105.70.

A total of 391 crashes occurred in this stretch of four-lane, divided roadway, resulting in 196 injuries and 11 fatalities including one pedestrian. A hot-spot analysis was performed using a one-mile increment (see Figure 8.4). Only one location exceeded the critical crash density of 24 crashes per mile (the average plus two standard deviations), and one location met the critical crash density. Both of these locations are intersections where rear end and angle crashes are more prevalent. The first segment (MP 99.90 to 100.89) includes the intersection with Rogers Drive (Route 606) in Nassawadox. The second segment (MP 102.90 to 103.89) includes intersections with Broadwater Road (Route 652), Oakland Drive (Route 604), and Main Street (Business 13) in Exmore.

In general, the most common types of crashes, Fixed Object Off Road and Deer and Other Animal crashes are fairly evenly spread along the alignment. Where crash spikes



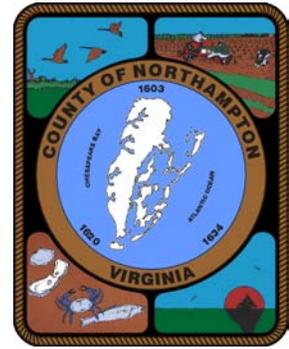
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occur, there are an abundance of rear end and angle crashes. This indicates they are relatively busy intersections.

Table 8.3 Crash Rates per 100 Million Vehicle Miles Traveled

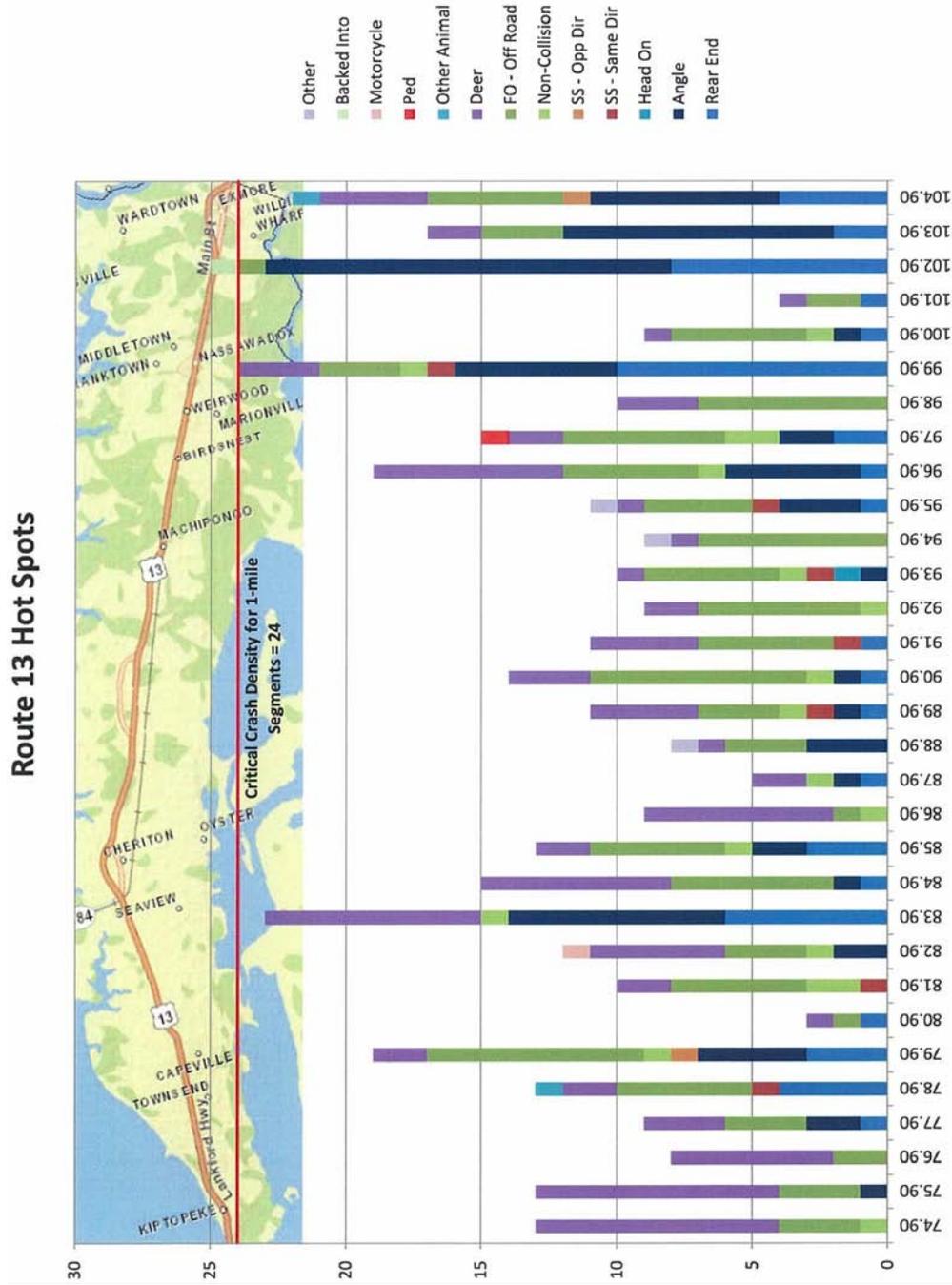
	Overall	Injury	Fatal
Route 13 Study Segment Rate (MP 74.90 to MP 105.70)	99	49.4	2.8
Statewide Average Primary Rate (Four-lane, Divided, Partial Control of Access)	91	54	0.6

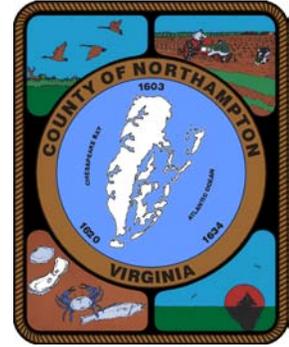
It can be seen from this comparison that overall crash rates are only slightly higher than the statewide average for roads of this type. The injury rate is slightly less, but the fatal crash rate is significantly higher than for roads of this type in the Commonwealth. Further research will be needed to discern why the fatal crash rate is significantly higher here.



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Figure 8.4 Hot Spots (numbers represent mile-post locations)



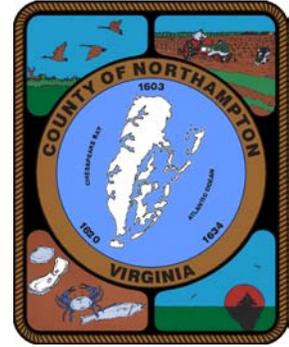


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Adjacent Highway Development. The U.S. Route 13 Access Management Plan includes an inventory of existing roadway access points to assess their impact on safety and traffic capacity. In addition, in July 2008, the Code of Virginia (§33.1-13, 33.1-197, §33.1-198, §33.1-198.1 and §33.1-199) was amended to give VDOT authority to regulate entrances to highways under its Access Management Regulations, 24 VAC 30-72. When the number of driveways on a 55 MPH highway exceeds 10 per mile, or an average of approximately one driveway per 500 feet, a safety problem exists. In 2000, there were a total of 431 in Northampton County. There were 155 driveways along the northbound side of U.S. Route 13 in Northampton County and 276 on the southbound side. With a length of 32 miles, the northbound driveway average is 4.8 per mile and the southbound average is 8.6 per mile. In several areas, such as Treherneville and Birdsnest, the number exceeds 10 driveways per mile. In these areas, VDOT recommended building local access roads to improve safety. In the long run, it is more cost efficient to require driveway consolidation for new development than to retrofit costly access roads at public expense. If additional or increased development areas are contemplated along Rt. 13, the Future Land Use Map (FLUM) should indicate possible secondary road access to developed areas, consolidation of entrance points and/or new frontage roads.

Local vs. Through-Traffic. Roads serving local traffic need to provide safe travel at lower speeds to facilitate access to adjacent residential, commercial, and industrial areas. Roads serving through-traffic need to provide safe travel at the highest possible speed. U.S. Route 13 currently handles both local and through-traffic, creating an inevitable transportation conflict. Farm vehicles and bicycles also use U.S. Route 13. In order for U.S. Route 13 to serve both local and through-traffic functions, VDOT and the County need to work together to better manage access to adjacent land uses.

Highway Aesthetics. Over the past few decades, Northampton County has enjoyed an abundance of scenic open space along U.S. Route 13. The County's well kept farms and forests, and community efforts to landscape the highway with crape myrtle trees, haves added to Northampton County's appeal to residents, visitors, and travelers. However, in the future, these scenic assets cannot be taken for granted. Adequate land use regulations requiring attractive landscaping, signs, structures and lighting are



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needed if the County wants to protect, maintain and improve the highway's scenic image, particularly in support of the tourism industry.

8.5.5 Route 183

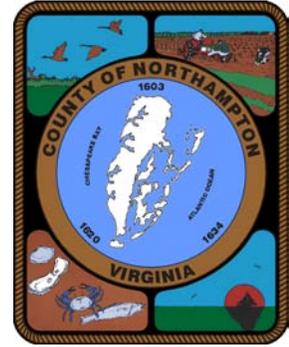
Route 183 is a major two-lane road that runs southwest from Exmore through Occohannock Neck to Silver Beach. Even with increasing residential development on Occohannock Neck, additional part-time or seasonal homes and the YMCA Camp Silver Beach, traffic, including seasonal traffic, on Route 183 declined 12% between 2002 and 2010. The Eastern Shore of Virginia bicycle plan recommends paved shoulders to safely accommodate bicycles along Route 183. Turn lanes may also be needed as traffic grows.

8.5.6 Business Route 13

Northampton County's three sections of Business Route 13 are located in Exmore, Eastville, and Cheriton. These are the old sections of U.S. Route 13 that were bypassed and now provide local access through these towns. The following is a summary of each of these segments.

Exmore. Business Route 13 is completely within the Town of Exmore's jurisdiction. The Eastern Shore of Virginia Bicycle Plan recommends paved shoulders and wide lanes to safely accommodate bicycles along Business Route 13 in Exmore. The Town of Exmore is improving pedestrian access along Business Route 13 in Downtown Exmore.

Eastville. Except for a small section in Downtown Eastville, most of Business Route 13 is within Northampton County's jurisdiction. Since Eastville has experienced a decline in population, traffic from residential expansion is not expected to increase. Safe access to the new Northampton County Administration Complex, Northampton High School, the new county Convenience Center and an undeveloped residential subdivision are important issues for Business Route 13 in Eastville. The town has taken steps to control consistent speeding through the center of the town and VDOT has repeatedly refused to lower the speed limit through Eastville as it has for the other towns. The Eastern Shore of Virginia Bicycle Plan recommends paved shoulders and



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wide lanes to safely accommodate bicycles along Business Route 13 in and outside the Town of Eastville.

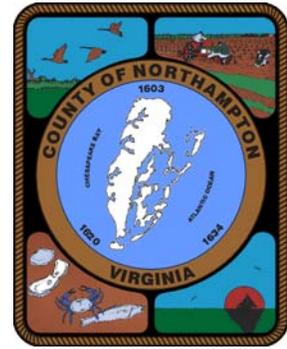
Cheriton. Approximately half of Business Route 13 is within the Town of Cheriton's jurisdiction and half is within Northampton County. Since Cheriton has experienced a decline in population, traffic from residential expansion is not expected to increase. Even if annual traffic increases on Rt. 13, it will likely continue to by-pass Business Route 13 in the town. The Eastern Shore of Virginia Bicycle Plan recommends paved shoulders and wide lanes to safely accommodate bicycles along Business Route 13 in Cheriton, and a shared use path south of Town that follows Route 184 and connects to the Town of Cape Charles.

8.5.7 Route 184

Route 184 runs west from U.S. Route 13 to Cape Charles. Due to potential land development and seasonal activity in and around Cape Charles, traffic on Route 184 could increase. Route 184 is one of only two roads in and out of Cape Charles. The other road is Route 642. The development capacity estimate shows that the Town of Cape Charles has 609 existing residential units and is zoned for 2,579 additional units. The town's year-round population decreased 11% between 2000 and 2010. The Eastern Shore of Virginia Bicycle Plan recommends a shared use path along the Route 184 corridor from Cape Charles to Cheriton. Route 184 should also have paved shoulders and turn lanes to accommodate future traffic.

8.5.8 Chesapeake Bay Bridge Tunnel

The Chesapeake Bay Bridge Tunnel (CBBT) is a 20 mile long bridge and tunnel complex that links the Eastern Shore of Virginia with the Hampton Roads region to the south. The CBBT is overseen by an 11-member commission appointed by the Governor of Virginia. The CBBT is a toll facility with a \$12.00 one-way toll for cars and a \$17.00, 24-hour round trip toll. Since opening on April 15, 1964, the CBBT has attracted an increasing number of vehicles. Traffic has more than tripled from 1,113,463 vehicles in 1965 to 3,517,190 as of June 30, 2012. Due to increasing traffic and accidents, the CBBT constructed parallel trestles which opened on April 19, 1999. The entire facility is now four lanes, except for the two mile-long, two-lane tunnels. Table 8.4 illustrates the seasonal fluctuation in average daily traffic counts on the CBBT.



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Table 8.4 CBBT Traffic

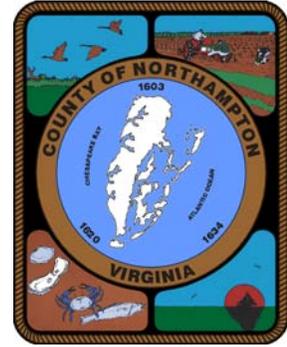
YEARLY COUNT		2002	2010		25% Growth	50% Growth	100% Growth
CBBT 2002 Total Vehicles = 3,413,147 /365 days =		9,351			11,688	14,027	18,702
CBBT 2010 Total Vehicles = 3,560,899 /365 days =			9,755	4% Growth	12,194	14,633	19,510
Changed to same # as 2002 because actual count was done in November after tourist season.							
ACTUAL COUNTS (NOT AADT)							
CBBT Vehicle counts - not AADT	Jul-10	Jul-11		Feb-11	Feb-12		
Totals	461,987	449,957	-12,030	192,181	198,135	5,954	
Vehicle Daily Average	14,903	14,515	-388	6,864	6,832	-32	

Source: VODT

In fiscal year 2011, there were 3,561,676 vehicles that crossed the bridge and in fiscal year 2012 there were 3,517,190 vehicles, which is a decrease of 44,486 from FY11. The average annual daily traffic volume increased 4% from 2002 to 2010. For its fiscal year ending June 30, 2012, CBBT reported 321,510 heavy trucks crossed the bridge tunnel, which constituted 9.1% of its traffic. In addition, 14,671 busses crossed the CBBT which constituted 0.4% of its traffic.

In March 2004, a feasibility study was completed that called for constructing parallel tunnels by 2020. The feasibility study is based on a projected growth of 51,000 vehicles per year. The tunnels are needed for long-term maintenance, safety, and future traffic capacity. The CBBT Commission has approved construction of the new tunnels. The design phase will start in 2016 and the construction will begin in 2020.

The CBBT Commission recently approved a new \$5 commuter rate for users who make 30 one-way trips across the bay within 30 days and that use the EZPass system. The Commission anticipates an additional 900 trips per month or 10,800 per year and 30



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additional customers. When this new toll is enacted, an EZPass will be required for the 24-hour discount rate.

8.5.9 Highway System Maintenance and Improvements

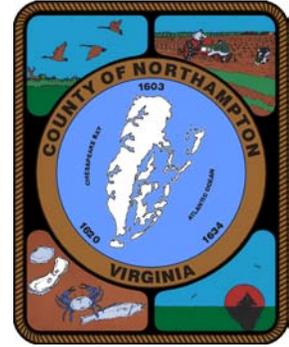
The most notable recent improvements in the Northampton County highway system have been associated with the major thoroughfares, such as installation of mileposts and raised reflective pavement markers on U.S. Route 13. In addition, two turn lanes were closed and others recommended for closure, rumble strips and lane reflectors have been installed on parts of Rt. 13 as per recommendations from the Wallops Island/Route 13 Access Management Study.

Highway improvement priorities are continually being reviewed as the Northampton County Secondary System Six-Year Plan is updated on an annual basis. This plan should be referred to as the official local highway improvement and maintenance plan. The plan is on file in the Northampton County Administration Office in Eastville. VDOT has greatly reduced funding state-wide for localities' Six Year Plans. The 2013 transportation legislation has directed VDOT funding towards Hampton Roads and Northern Virginia.

8.5.10 Rural Addition Program & Revenue Sharing

The Code of Virginia authorizes counties to recommend roads to VDOT to be taken into the Secondary Highway System as rural additions. Streets added to the State system shall be constructed to VDOT's standards for the traffic served. Part of a local government's Secondary road allocation goes to this purpose. In addition, the State and County are allowed to provide 50 percent matching funds for upgrade or construction of roads or streets that qualify. This program is referred to by many as revenue sharing. Northampton County has not participated in this program in the past.

Northampton County also has an opportunity to add new roads to the VDOT system by mapping new roads on an Official County Map and requiring construction of the new roads to VDOT standards as development occurs. Standards for road construction are located in VDOT's *Subdivision Street Requirements*, which has been recently revised to allow more flexibility. If additional or increased development areas are contemplated along Rt. 13, then the Future Land Use Map should indicate secondary road access to developed areas, consolidation of entrance points and/or new frontage roads.



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8.5.11 Access Roads

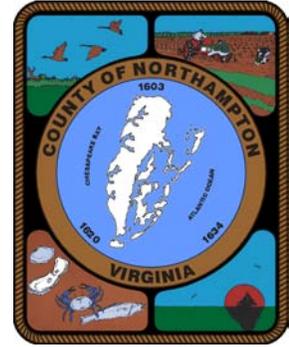
The VDOT Access Roads programs provide for the construction, improvement, or maintenance of roads serving new or expanding airports, economic development sites, and recreational sites. (See <http://www.virginiadot.org/business/local-assistance-access-programs.asp>)

In the past, Northampton County has utilized VDOT funding for construction of access roads to industrial facilities. This is a valuable tool that provides incentives for economic and industrial development. VDOT also has funds available for road access to recreational facilities.

8.5.12 Drainage

Due to the relatively flat topography and high seasonal water table in Northampton County, drainage is an important issue. The State Highway System provides the most comprehensive and well-maintained drainage system in the County. However, VDOT is limited to constructing and maintaining drainage ditches that are within the state right-of-way and ditches that are within easements owned by the state. The County needs to work closely with VDOT to coordinate drainage ditch construction and maintenance to ensure long-term viability and legal access for construction and maintenance.

A number of locations in the county have been identified in the 2011 Hazard Mitigation Plan update as areas that experience recurrent storm water flooding. These areas are: Willis Wharf, Hare Valley, Battle Point and Silver Beach on Occohannock Neck, Weirwood, Treherneville, Machipongo vicinity, Pat Town, Oyster, Cheapside, and Townsend. Flood water control and drainage management should already be in place if any of these areas are designated for any further development. The Hazard Mitigation Plan (Chapter 25) identifies as a potential mitigation project conducting “a drainage survey of countywide drainage issues.” See Figures 6.1, 6.2 and 6.3 in Part II, Section 6 Environment for Potential Flooding Zones.



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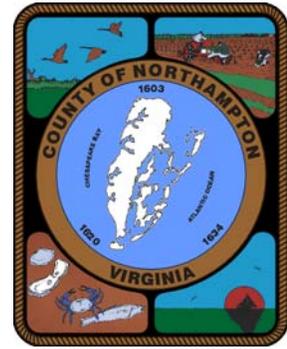
8.5.13 Flooding of Roadways

A Report submitted to the Virginia General Assembly in January 2013 titled “RECURRENT FLOODING STUDY FOR TIDEWATER VIRGINIA”, noted that 44 miles of roadways in Northampton County are flood prone because of tidal surges, lack of storm water management or insufficient drainage. The report further notes that the county is ahead of many other flood prone areas of Tidewater in identifying the problem areas and beginning to plan for ways to address the problems. The report states: “In more rural areas, the initial step might be to regulate new development to keep it away from floodplains.”

8.6 Air Transportation

There is no scheduled or chartered air service available in Northampton County. The nearest domestic and international air service is Norfolk International Airport located in Norfolk, Virginia. There is domestic service available at Ocean City/Salisbury Airport in Wicomico County, Maryland as well. Charter services are available at Accomack County Airport in Melfa.

Northampton County has nine airstrips and two private heliports offering safe landing and take-off facilities for business and recreational visitors and emergencies. They are registered with the Aircraft Owners and Pilots Association and are shown on the State and Federal flight charts covering the area. While they are available mainly for private planes and aerial applicators, the airstrips also offer tie-down facilities for sportsmen flying to Northampton County for hunting and fishing. Table 8.5 lists them and their location.



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Table 8.5 Northampton County Airstrips/Heliports

NAME	LOCATION
Campbell Field	Rt 617, Weirwood
Eagle's Nest	Chesapeake
Page Scott Farm	US Route 13, Dalby's
John Bull Farm	Route 600, Townsend
Cherrystone Airstrip	Cherrystone
Mears Field	Eastville
Starbase	Dalby's
Machipongo	Machipongo
Point Farm Heliport	Cape Charles
Airduce Heliport	Cheriton

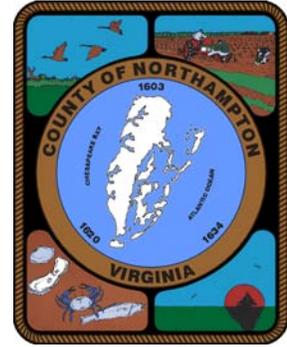
www.airport-finder.com



Campbell Field Airport, Weirwood

8.7 Rail Transportation

Rail service in Northampton County began in 1884 with completion of the New York, Philadelphia, and Norfolk Railroad (NYP&N) main line from Wilmington, DE to Cape Charles. Major terminals were built at Cape Charles to transport passengers and freight to and from Norfolk via steamboat. The NYP&N merged with the Pennsylvania Railroad in the 1920's. The arrival of the railroad in Northampton County brought economic development with new towns, businesses, industries, people, and prosperity. The railroad enabled Northampton County's farming and seafood industries to greatly expand their markets. Cape Charles became the headquarters of the Pennsylvania Railroad's Delmarva division, as well as Northampton County's center of commerce.



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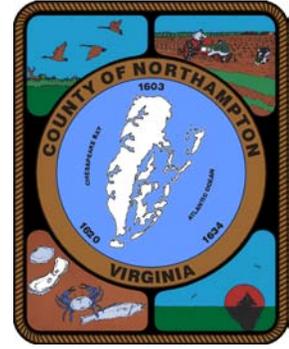
After World War II, the nationwide decline of rail service due to growing automobile use and truck freight transportation impacted Northampton County. The Pennsylvania Railroad and the New York Central Railroad merged in 1971, forming the Penn Central Railroad. In 1973 Penn Central declared bankruptcy, and the Eastern Shore's rail service was almost terminated. However, due to the foresight and efforts of local, state, and federal officials, rail service was maintained.

In 1981 the Eastern Shore Railroad (ESHR) was formed as a private rail carrier to continue the movement of freight to and from Norfolk and throughout the Delmarva Peninsula and the Northeast. In 2006, ESHR was leased to Bay Coast Railroad which is operated under the authority of the Accomack-Northampton Transportation District Commission. The rail line, under the management of Cassatt Management, LLC since January 2006, has been continuously upgrading its track and marine facilities (see Section 8.10.1) to provide its shippers with efficient and economical service. Due to these efforts more customers are now using the rail service. The railroad has seen an increase of 20% carloads in Fiscal Year 2013.

Currently, the Cape Charles Division (Cape Charles to Pocomoke City, Md.) has 13 on-line customers and ships freight products such as grain, LP gas, chemicals, cement, stone and fertilizers. Little Creek Division (Virginia Beach and Norfolk) have 5 on-line customers and ships paper, plastic pellets, grit, scrap steel and stone. The railroad reports that it handles between 1,500 - 2,000 carloads per year which is equivalent to 6,000-8,000 trucks per year that are kept off the highway system.

8.8 Motor Freight Service & Parcel Service

Motor freight service is provided by numerous interstate carriers. Several local growers and seafood producers ship their own products and carry products for other farmers on a limited basis. Parcel delivery service is provided by Airborne Express, Federal Express and United Parcel Service.



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8.9 Public Transit

Public transit in Northampton County is provided by STAR Transit, Greyhound, and private taxi companies. Greyhound offers interstate bus service which stops in Exmore. Several human services agencies also provide transportation services for their clients. The primary agencies offering transportation services are the Eastern Shore Area Agency on Aging/Community Action Agency which transport clients to the senior centers and the Eastern Shore Community Services Board which transport clients to therapy sessions and medication management appointments.

STAR Transit

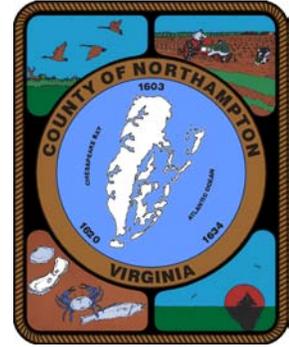
STAR Transit is operated under the authority of the Accomack-Northampton Transportation District Commission. STAR Transit is supported by Federal grants through the Virginia Department of Rail and Public Transportation, as well as passenger fares, local government contributions, and private donations.



STAR Transit Headquarters, Tasley

STAR Transit operates four routes on the Eastern Shore of Virginia. In 2003 STAR Transit carried 43,269 riders. This number increased by 49% in 2011 to 64,810 riders and in 2012 it increased an additional 15% to 74,452 riders. Four color-coded routes operate in Northampton County with morning, mid-day, and late afternoon departure times:

- *Red Northbound:* Cape Charles to Onley (Wal-Mart)
- Gold Loop Southbound: Bloxom Corner Mart to Onley (Wal-Mart)
- Purple Southbound: Onancock to Cape Charles



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- Blue Loop Northbound: Onley (Wal-Mart) to Bloxom Corner Mart to Parksley

While STAR Transit provides basic public transit, it does not offer a demand-response service in Northampton County as it does in Accomack County. STAR Transit is considering a demand-response service from Nassawadox to Painter when feasible. An experimental commuter bus service across the Chesapeake Bay Bridge Tunnel to Virginia Beach and Norfolk was not successful due to the lack of riders going to work. However, there was strong interest in this route for shopping and other personal transportation.

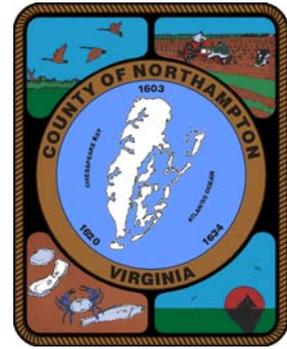
8.10 Marine Transportation & Harbors

Northampton County's economy has historically depended on marine transportation. Today, the primary marine transportation uses are barge transport, seafood harvesting and recreational boating. These transportation activities are centered at the harbors of Cape Charles, Oyster, Willis Wharf, and at several marinas and boat ramps. Figure 8.2 shows public boat ramps and water access trails in Northampton County.

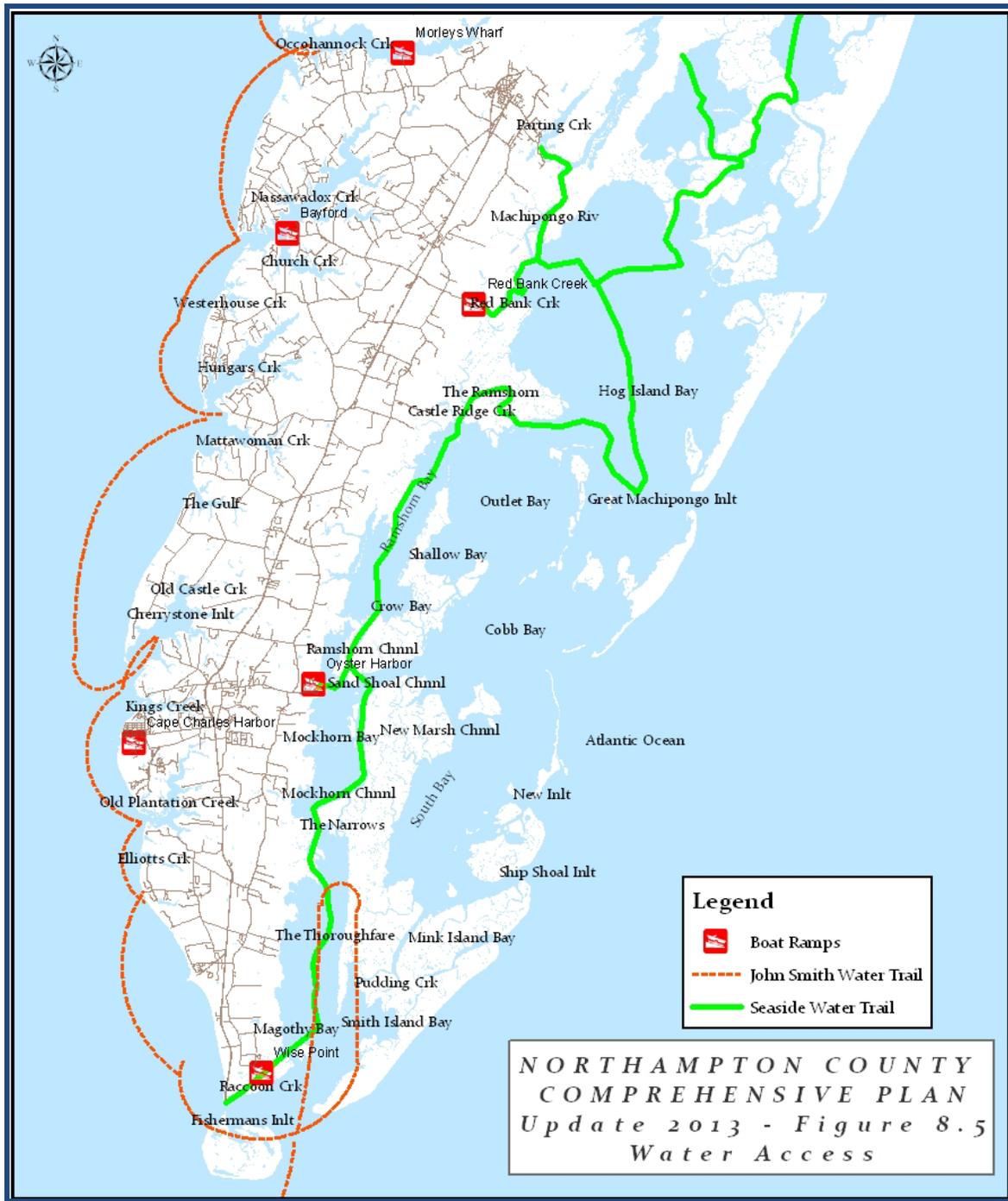
BAYSIDE

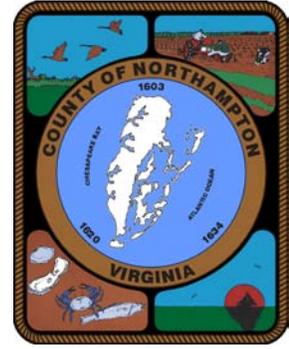
8.10.1 John Smith Water Trail

In December of 2006, Congress designated the historic routes of John Smith's explorations as the first historic national water trail. The trail includes parts of the Chesapeake Bay in Virginia, Maryland, Delaware and the District of Columbia and is approximately 3,000 miles long. A portion of the trail runs along the part of the Seaside in Magothy Bay and then along the entire Bayside of Northampton County. The John Smith Water Trail is shown on Figure 8.5.



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Figure 8.5 Water Access





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8.10.2 Cape Charles Harbor

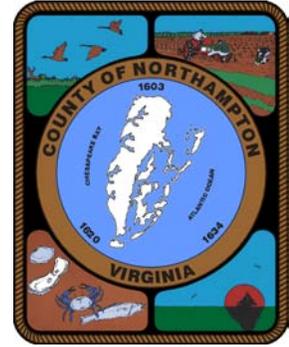
Cape Charles Harbor is the primary marine transportation facility in Northampton County. The harbor is accessed by the Cape Charles Harbor Federal Project Channel. As the southern terminus of the Bay Coast Railroad, Cape Charles Harbor is where the railroad cars are transported via car float to the Little Creek, Virginia for delivery to the Norfolk Southern Railway and the Norfolk and Portsmouth Beltline Railroad in Norfolk. Bayshore Concrete, Inc., receives barges of sand, gravel and cement, and ships out prefabricated concrete road and bridge components. Local concrete companies are now using Cape Charles harbor to receive bulk shipments of construction aggregates.

The Town of Cape Charles operates a newly refurbished marina with 96 full time and transient slips in Cape Charles Harbor, and installed new bulkheading, restrooms, and a bath house. The harbor can accommodate a vessel up to 180 feet in length with a draft larger than 7 feet or a vessel up to 400 feet if the draft is less than 7 feet. The channel depth is expected to be maintained at 18 feet. In addition, there is approximately 1,000 feet of seawall tie-up. Services include gasoline and diesel fuel, water, ice, and electricity. A seasonal waterfront restaurant opened in 2012. Two double boat ramps owned by the Town have been renovated by the Virginia Department of Game and Inland Fisheries.



Cape Charles Town Harbor

The harbor is also a commercial fishing port and home to a U.S. Coast Guard Station. A portion of the harbor is maintained as an emergency ferry landing which can be used to transport vehicles if the Chesapeake Bay Bridge Tunnel is damaged and has to be closed for repairs.



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8.10.3 Kings Creek Marina

Access to Kings Creek Marina from the Chesapeake Bay is via Cherrystone Inlet. Kings Creek Marina has recently been rebuilt and expanded into a luxury marina with 224 slips, commercial space and a restaurant.

8.10.4 Kiptopeke State Park Boat Ramp

Kiptopeke State Park on the Chesapeake Bay has a fishing pier and a boat ramp and parking for 70 boat trailers. There are restrooms and showers available as well.

8.10.5 Nassawadox Creek

Nassawadox Creek serves commercial fishing and recreational vessels with a boat ramp at Bayford. The Army Corps of Engineers was consulted about dredging because the mouth of the creek continued to silt up making entrance possible at low tide for only extremely shallow draft vessels. However, a citizen group decided to employ private funding to dredge it themselves. A dredging permit was obtained and the creek has been dredged and maintained to a 3 foot depth at mean low water.

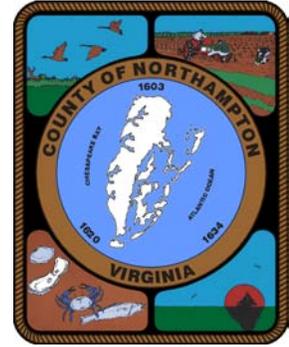
8.10.6 Occohannock Creek

Occohannock Creek is accessed via the Occohannock Creek Federal Project Channel. The channel and creek serve commercial fishing and recreational vessels. Northampton County owns and maintains the Morley's Wharf Boat Ramp and Fishing Pier on Occohannock Creek.

SEASIDE

8.10.7 Oyster Harbor

Oyster Harbor is located east of Cheriton in the unincorporated village of Oyster. The harbor is approximately eight acres in size, is 1,100 feet long, and has a 5-foot deep turning basin. Oyster Harbor is part of the Oyster Federal Project Channel. Access from the Atlantic Ocean is via the 7-mile Sand Shoal Channel which has a minimum depth of 24 feet and a width varying from 200 to 1,500 feet. Dredging frequency is approximately five years.



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Small commercial fishing, research and recreational vessels use this harbor extensively. Northampton County owns and maintains the boat ramp at Oyster.

8.10.8 Red Bank Boat Ramp

Owned by the Virginia Department of Game and Inland Fisheries, Red Bank offers two boat ramps located between “L” shaped end docks with a straight dock center and parking lot.

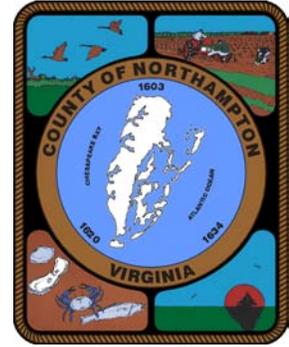
8.10.9 Willis Wharf Harbor

Willis Wharf Harbor is located east of Exmore in the unincorporated village of Willis Wharf. Access to Willis Wharf Harbor is from the Atlantic Ocean via the Great Machipongo Federal Project Channel. Willis Wharf Harbor is six feet deep at mean low water and has 51 boat slips, fishing charters, a kayak launch, parking lot and a public boat ramp. Northampton County built the harbor in 1985 and continues to own and maintain. Willis Wharf is the home of several clam aquaculture and shellfish harvesting businesses.

8.10.10 Waterway Coast of Virginia

The Waterway Coast of Virginia (WCV) runs 95 miles from Chincoteague Island south through the Eastern Shore Seaside to the Chesapeake Bay. Also referred to as the Virginia Inside Passage, the WCV is a marked channel that winds its way through the bays and marshes of the Seaside. In Northampton County, the WCV begins near Hog Island and ends at Fisherman Island. The shallowest section of the WCV is maintained at a width of 60 feet and a minimum 4-foot depth at mean low water which limits its use to shallow draft vessels.

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8.10.11 Wise Point Boat Ramp, Waterway Coast of Virginia

Located on the Virginia Inside Passage, the Wise Point Boat Ramp provides access to the Atlantic Ocean and Chesapeake Bay for fishing, hunting, wildlife observation and photography. Ramp amenities include 21 vehicle only parking spaces, twin 16-foot wide boat ramps, floating courtesy pier and restrooms. A separate kayak launch has additional parking.



Wise Point Boat Ramp

8.10.12 Seaside Water Trail

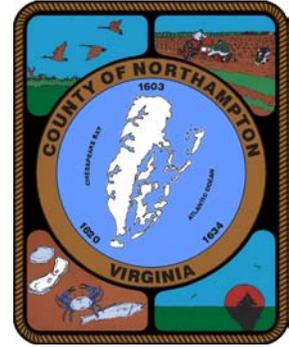
In 2006, the Department of Environmental Quality's Coastal Zone Management's Seaside Heritage Program created the Seaside Water Trail, an internet guide to 38 paddling routes on the seaside from the Eastern Shore National Wildlife Refuge to Chincoteague. (See Figure 8.5.)

8.11 Bicycle & Pedestrian Facilities

8.11.1 Bicycle-Golf Cart Facilities

There is shared-use path from the Eastern Shore National Wildlife Refuge north to Cedar Grove Road along the railroad right-of-way contiguous to U.S. Route 13. ESVNWR plans to continue this path north from Cedar Grove Road to Capeville Road on the railroad right-of-way along U.S. Route 13.

There are a number of bicycle events, including the annual Between the Waters Bike Tour every October, which take advantage of the Shore's flat topography and rural scenery. In the Town of Cape Charles bicycles and golf carts are a popular means of transport—rentals are available.



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8.11.2 Walking Trails

Trails along the bayside are located at Kiptopeke State Park and Savage Neck Dunes—on the seaside at Indiantown Park and the Eastern Shore of Virginia National Wildlife Refuge.

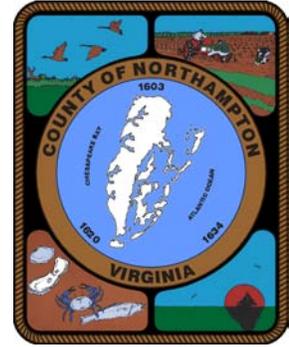
8.11.3 Pedestrian Facilities

Sidewalks and multiple use paths help tie communities together and provide safe pedestrian travel. Northampton County does not have land use authority over incorporated towns. The County has few, if any pedestrian walkways, sidewalks or footpaths outside of the incorporated towns.

8.12 Scenic Byways

Virginia's Scenic Byways program provides local governments with the opportunity to nominate roads for Scenic Byway designation. As specified in the Code of Virginia, Section 33.1-62 through 33.1-66, "Virginia Byway" means those highways designated by the Commonwealth Transportation Board. A Virginia Byway designation recognizes a road corridor with aesthetic or cultural value near areas of historic, natural, or recreational significance. All Virginia Byways are included on "A Map of Scenic Roads in Virginia", which encourages travel to interesting destinations away from high-traffic corridors and stimulates local economies by attracting visitors to lesser-known destinations. A Virginia Byway designation does not limit road improvements or adjacent land use, but a byway designation may be used by local governments to limit outdoor advertising signs.

Northampton County currently has a Scenic Byway designation on Route 600 from the Accomack County line to U.S. Route 13 near the Chesapeake Bay Bridge Tunnel. Other roads in Northampton County may qualify for Scenic Road designation. The Virginia Outdoors Plan recommends roads for nomination as Virginia Byways. Recommended roads in Northampton County include Routes 184, Business Route 13, and Route 639 from Cape Charles to Oyster.



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8.13 Rest Areas

There are no VDOT maintained rest areas in Northampton County, but the Chesapeake Bay Bridge Tunnel maintains a rest area on the northbound side of U.S. Route 13 across from the Eastern Shore toll plaza. Northampton County and the-CBBT Commission worked with the Eastern Shore Tourism Commission to build a Visitor/Welcome Center within the rest area in 2009. It is staffed by volunteers daily during the tourist season. In 2012, 110,107 visitors came into the Welcome Center. The Exmore Rotary Club maintains a roadside picnic area on the west side of Rt. 13, just south of Exmore.

8.14 Adopt-A-Highway

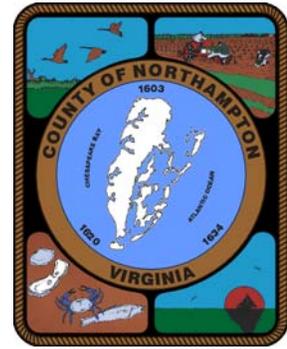
Out of the 287 miles of state maintained roads in Northampton County 111 miles (37%), are in the VDOT Adopt-A-Highway program. Volunteers apply to VDOT for Adopt-A-Highway designations which are authorized by VDOT permit. Northampton County also works with local volunteers to conduct regular litter clean-ups throughout the County.

8.15 Historical Markers

In 1926 the Virginia General Assembly passed legislation that resulted in the identification and marking of historic sites throughout the Commonwealth. VDOT is now responsible for installing and maintaining the historical markers. New historical markers are approved by the Virginia Historic Landmarks Commission. Funding from local governments and private organizations is used to pay for new historical markers as well as replacement markers. There are 14 Virginia State Historical Markers in the County. Table 8.6 identifies each marker, its identification code, and its location.



Historic Marker



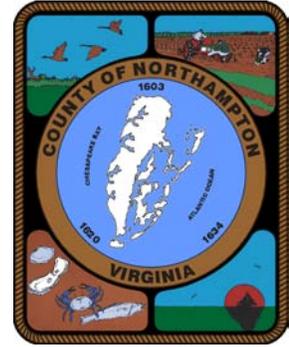
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Table 8.6 Virginia Historical Markers

Marker No.	Marker Name	Marker Location
WY-10	Old Courthouse	Route 13, at Eastville
WY-11	Three Northampton Landmarks	Route 13, 2.8 miles south of Nassawadox
WY-11-a	Peter Jacob Carter	Bethel Baptist Church, 7638 Bayside Road, Rte. 618
WY-2	Site of Tidewater Institute	Route 636, 0.75 miles east of Rte. 13
WY-3	Salem Methodist Church	Route 13, at Rte. 636
WY-4	Cape Charles	Cape Charles Historical Museum
WY-5	Arlington	Route 13, south of Cape Charles
WY-6	Stratton Manor	Route 13, 3 miles north of Cape Charles
WY-7	Towne Fields	Route 13, at Business Rte. 13 junction, at Cheriton
WY-71	Accomack Indians	Route 13 near Business 13
WY-72	Northampton High School	North side of Young Drive proximate to former high school building located at 7247 Young Street, Machipongo, VA
WY-73	Cape Charles Colored School	Intersection of Bayshore Road and Old Cape Charles Road (County Road 641), Cape Charles
WY-8	Home of the First Settler	Route 13, south of Eastville
WY-9	Gingaskin Indian Reservation	Route 13, 1 mile south of Eastville

Source: DCR - Department of Historic Resources

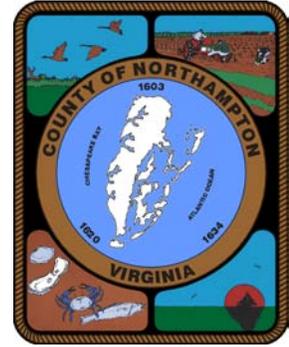
Four of the existing historical markers are located on U.S. Route 13. The remaining two markers are located in Business Route 13 in the Town of Eastville.



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Summary:

- The issue of access onto roads becomes more critical with increased traffic, as does the need for traffic control devices such as traffic signals. The addition of paved shoulders, center turn lanes, and alternative traffic control devices such as roundabouts could help maintain traffic capacity under high traffic conditions. Access management requirements on main roads would also help maintain safety and road capacity. If Northampton County's population grows, it will need to monitor the impact of future development and population growth on the road system and plan for needed improvements.
- The reported seasonal fluctuations of average daily traffic counts on the CBBT affect the volume of Route 13 traffic at different times of the year.
- VDOT will require that Comprehensive Plans conform to VTrans-- the 2035 Virginia Surface Transportation Plan, and that Comprehensive Plans be internally consistent with regard to transportation and land use planning.
- Between 2002 and 2010 the Annual Average Daily Traffic on the county's Main Road Network decreased or remained the same on 78% of those roads and increased on 22%. Route 13 traffic decreased or remained the same during that period except for a 1.6 mile section north of Exmore.
- Traffic crashes, fatalities and injuries in the county were down markedly for measured periods between 2002 and 2011. On Route 13 the crash rates are only slightly higher than for similar type roads in the Commonwealth, but fatalities from those crashes were significantly higher than the state rate.
- VDOT considers more than 10 access driveways per mile on 55 mph highways like Route 13 to be a safety problem. Sections of Route 13 have more than 10 driveways per mile. VDOT recommends building or requiring local access to consolidate driveways.
- Average daily traffic volume on the Chesapeake Bay-Bridge Tunnel increased 4% over eight year period between 2002 and 2010. Changes in the toll structure may affect traffic volume.



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- Both the county's 2011 Hazard Mitigation Plan Update and a 2013 study presented to the General Assembly, "Recurrent Flooding Study for Tidewater Virginia", warned of the possibility of increased roadway flooding and insufficient drainage, and recommended a drainage survey and the regulation of development in flood prone areas.
- After the relocation of the hospital to Accomack County there will be an increased need for transport to hospital and medical services.
- If additional commercial development occurs on Route 13 and if the towns' commercial areas become less viable, there will be a need for more public transport to access basic commercial goods and services.
- The John Smith Water Trail on the bayside, the Seaside Water Trail and the added capacity of the two marinas in Cape Charles are valuable additions to marine-oriented recreational tourism.
- Care must be taken to assure continued waterfront access for commercial watermen.
- In-town golf cart transport and town and county bicycling and cycling events add to both recreation and tourism amenities.
- Roads recommended for nomination as state Scenic Roads should appear with appropriate designation on the Future Land Use Map and be nominated in support of the tourism industry.
- Virginia Historical Markers in the county should be inventoried and monitored for routine maintenance and missing markers should be replaced. Vehicle pull-off areas should be provided, if possible. Relocation of markers for safer viewing could be considered. The list of markers and their texts should be available on the county web site and included in tourism material.