

## **Chapter 3**

# **TRANSPORTATION & THOROUGHFARE PLAN**

## **INTRODUCTION**

### **The Transportation Plan**

The purposes of this Transportation Plan are to identify Spotsylvania County's future transportation needs, serve as a resource for the County's citizens and the development community, and provide a base for developing the local, regional and statewide transportation plans. It is the intent of this plan to provide a comprehensive examination of the existing transportation network and appurtenant facilities. This plan seeks to maintain an efficient transportation system utilizing available and expected resources. The overarching goal of this plan is to maintain functional and effective transportation systems that keep pace with growth in the future. This plan provides guidance for shaping the future of transportation in Spotsylvania County.

### **The Thoroughfare Plan**

The recommendations for improvements to the road network in Spotsylvania County as set forth in this plan consist of several new facilities and the need for improvements to existing facilities. The plan has a horizon year of 2030. With traffic volumes consistently on the increase the improvement and maintenance of the existing network is of utmost importance, while new facilities will be needed in order to provide capacity for future traffic volumes and increase connectivity. It is important to note that the new road alignments are conceptual in nature and that no engineering to determine the optimal location has taken place. When examining the roads, it is imperative to focus on the origin and termination points of the roads. These roads are: a connection between Lake Anna Parkway at Robert E. Lee Drive and Courthouse Road at Massaponax Church Road; a connection between Route 1 at Guinea Station Road and Massaponax Church Road at Smith Station Road; a connection between Harrison Road and Courthouse Road in relatively close proximity to Interstate 95; a connection of Spotsylvania Avenue with Germanna Point Drive; a realigned Route 17 tying into the proposed new interchange on Interstate 95 and then extending to intersect with Route 1; an extension of Hospital Drive to intersect with the realigned Route 17 and Massaponax Church Road; and extensions of Northeast and Cosner Drives to intersect with the extended Hospital Drive. The recommended improvements are shown on The Thoroughfare Plan Map with a description of each improvement listed in The Thoroughfare Plan - Project List.

## **CODE OF VIRGINIA REQUIREMENTS**

The Code of Virginia requires the study of transportation needs and their incorporation in comprehensive plans. Section 15.2.222.1 requires coordination of plan amendments that will substantially affect transportation on state controlled highways with the Virginia Department of Transportation. This update was reviewed by the Fredericksburg District Office in July and August of 2013. Section 15.2-2223 stipulates that the plan shall designate the "general or approximate location, character, and extent of each feature, including any road improvement and any transportation improvement". It requires that each locality develop a transportation plan that

“designates a system of transportation infrastructure needs and recommendations that include the destination of new and expanded transportation facilities and that support the planned development of the territory covered by the plan.” The transportation resources may include roadways, pedestrian and bicycle facilities, railways, bridges, waterways, airports, and public transportation. The code requires that maps of improvements and costs accompany the plan, and that the plan be consistent with the Commonwealth’s Statewide Transportation Plan and the Six-Year Improvement Program. Section 15.2-2224 requires the study and documentation of road and other transportation improvements and their cost. Section 15.2-2232 requires that corridors of statewide significance are shown in the plan. The section also states that the plan shall control the general or approximate location of transportation facilities and that no street or connection to an existing street shall be constructed, established, or authorized unless it is shown on the plan or has been approved by the Planning Commission as being substantially in accord with the adopted Comprehensive Plan.

### **RELATIONSHIP TO STATE AND REGIONAL PLANS**

The results of the 1990 Census of Population led to the designation of the greater Fredericksburg area as an Urbanized Area by the Census Bureau. With this status came the federal requirements for a 3-C (continuing, comprehensive, and cooperative) transportation planning process and the establishment of the Fredericksburg Area Metropolitan Planning Organization (FAMPO). In order to receive federal funding for eligible projects the local governments of Spotsylvania, Stafford and the City of Fredericksburg must work together as the MPO to carry out transportation planning activities. The MPO is part of the George Washington Region (GW Region), which includes Spotsylvania, Stafford, King George, and Caroline counties and the City of Fredericksburg. The Commonwealth of Virginia and the Federal Government play significant roles in determining whether or not the region’s transportation network is adequate to meet current or future conditions and funding of identified needs based on those conditions.

There are a number of transportation plans for Spotsylvania County, the FAMPO region, and the State. The various plans are: VTrans2035 Update: An Update to Virginia’s Multimodal Long-Range Transportation Policy Plan, 2035 Virginia Surface Transportation Plan, the FAMPO 2040 Long Range Transportation Plan, FAMPO Transportation Improvement Program, the Six-Year Improvement Program for Interstates and Primaries (SYIP), and the Secondary Six-Year Plan. Each of these plans is a subset of this transportation element. As each of these plans are revised, this Thoroughfare Plan of the Spotsylvania County Comprehensive Plan will serve as the master plan from which projects are selected and moved to the funding stage of development. The VTrans2035 plan and Six-Year plans are available for review at <http://www.virginiadot.org/projects/default.asp>. While the intersection improvement, bridge replacement, and study projects in the Six-Year Improvement Program are not individually noted in this Comprehensive Plan, the Plan is consistent with those projects on the FY2014 SYIP. The FAMPO plans are available for review at <http://www.fampo.gwregion.org/#>. Specific corridor roadway improvement studies are identified below.

## **Corridor Studies**

### **Lafayette Boulevard Corridor Study**

Completed in October 2009 by FAMPO, the corridor study provides a background of the Lafayette Boulevard (U.S. Route 1 Business) corridor between U.S. Route 1 in Spotsylvania and Sophia Street in Fredericksburg. It documents existing conditions, provides recommendations, and identifies a plan for implementing corridor improvements consistent with the Thoroughfare Plan.

### **I-95 Jackson Gateway Access Study**

In December 2008, FAMPO began the process of studying I-95 access in the Jackson Gateway area with the goal of developing an Interchange Justification Report supporting a new interchange of I-95. The focus of the study shifted in 2012 to development of an Interchange Modification Report (IMR). A preferred improvement scenario has been identified and endorsed by the FAMPO Policy Committee. The IMR will show phased projects of independent utility that improve I-95 exit 126. The improvements shown in the Thoroughfare Plan are based on the preferred scenario.

### **I-95 Exit 126 Interchange Modification Report (IMR) and Planning Study**

The I-95 Exit 126 IMR and Planning Study include southbound I-95, northbound I-95, US 1, US 17, Route 208, and Southpoint Parkway. The study includes four new large developments: Southpoint Landing, Heritage Woods, Jackson Village, and Alexander Crossing. The study focuses on 2020 conditions and identifies 2040 improvements and screened alternatives for existing ramp upgrades, J-Ramp option and ramp upgrades, and US 1 left and right turn upgrades.

### **Route 3 Arterial Management Plan**

The Route 3 Arterial Management Plan consists of an approximate 9.6 mile corridor section of Route 3 from Gordon Road (626) to Route 20. The study details access management standards for development along Route 3, signalization, cross-over closings, and cross-over improvements to enhance safety and traffic flow. The improvements would be triggered by development along the corridor. This Plan is used as a reference document when reviewing application for development along the corridor.

### **Route 606 Corridor Study**

The Route 606 Corridor Study consists of an approximate 0.75 mile corridor section of Route 606 from the I-95 interchange to approximately 800' west of Route 1. Key areas of concern include the southbound I-95 ramp, intersections with Route 1 and Dan Bell Lane, and commercial entrances. The study includes access management standards to ensure traffic flows safely and efficiently between I-95 and Route 1 and includes a round-a-bout and divided roadway plan.

## **TRANSPORTATION ALTERNATIVES**

The principal modes of transportation within Spotsylvania County include vehicular, rail, transit, bicycle, and pedestrian. The roadway system is the most extensive transportation facility in the

County and it is directly affected by local land use decisions. The Thoroughfare Plan lists roadway improvements needed to maintain the system at acceptable levels of service. The focus of this section is on multi-modal transportation options and concepts that lessen demand or increase capacity/safety of the roadway system at a relatively low cost.

### **Transportation Demand Management**

Transportation Demand Management (TDM) is a congestion relief strategy. The idea of TDM is to move as many people as possible through the use of techniques that minimize peak demands on the transportation system. These include different modes of transportation, flexible work schedules, and mixed-used development. Those modes consist of high-occupancy-vehicle (HOV) lanes on the interstate system, ridesharing, van pools, transit, telecommuting, and provisions for walking and bicycling.

### **Transportation System Management**

Transportation System Management (TSM) is the terminology given to represent minor improvements to the transportation system that enhance performance. TSM improvements typically consist of minor intersection and road improvements that afford a safer and more efficient road network. TSM improvements include, but are not limited to, implementation of turn lanes, acceleration/deceleration lanes, traffic signals, signal timing, intersection lighting, pavement marking, signage, horizontal/vertical grade improvements, drainage improvements, median installations, intersection realignments, and access management.

As the County continues to grow and develop, emphasis needs to be placed on identifying and implementing TSM projects that can be addressed through federal, state, and local funding. As developments occur within the County they too should address not only major transportation improvements necessary to mitigate their impact, but also address any TSM improvements that will enhance the safety and operation of the road network directly impacted by the development.

### **Rail**

Commuter rail service to Northern Virginia and Washington, D.C. is provided by Virginia Rail Express (VRE), a semi-public agency. Rail service is provided to the City of Fredericksburg, but VRE will open a Spotsylvania County station in late 2013 off of Crossroads Parkway, south of U.S. Route 17. The station will have 1,500 parking spaces for rail and commuter use.

AMTRAK rail service traverses the County and provides additional rail passenger transportation options, including the movement of freight. VRE and AMTRAK operate on tracks owned and operated by CSX Transportation, one of two Class I railroads in Virginia.

### **Aviation**

There are two airports in the GW Region that provide general aviation service. Shannon Airport is located in Spotsylvania County, on Tidewater Trail (Route 2) and the Stafford Regional Airport is located in Stafford County off of exit 136 and Centreport Parkway. Based on the 2011 report

entitled “Virginia Air Transportation System 2011 Statewide Economic Impact” Shannon Airport is responsible for the creation of approximately 80 jobs which represent more than three million dollars annually in payroll taxes and approximately \$18 million in total economic activity. Finally, Shannon Airport is significant to the local transportation system as it serves as a gateway for VIPs and business men and women working in the region. Shannon Airport is forecasted to have a constant level of aircraft activity with approximately 30,000 annual operations per year through 2030.

No commercial airline service is provided within the GW Region. Outside of the Region, there are three major commercial airports that provide both air freight and passenger services to the larger area. Two are located in the Washington, D.C. area (Washington Reagan National Airport and Washington Dulles International Airport), and the other is in Richmond (Richmond International Airport).

### **Commuter Bus Services**

Three private bus operators provide commuter bus service in Spotsylvania County. LW Transportation, Martz Group Virginia, and Warrior Transit provide service from the various park and ride lots in Spotsylvania County to destinations in the greater Washington, D.C. Metro area, as well as Richmond.

### **Park and Ride Lots**

There are three (3) park and ride lots in Spotsylvania County and one (1) additional planned. One is located on the south side of Route 3 at Salem Church Road (Route 639), which has approximately 672 parking spaces. A second lot is located at the corner of Route 3 and Gordon Road (Route 627), which has about 600 parking spaces is planned for an expansion that will nearly double its size. The third park and ride lot in Spotsylvania County is located on Houser Drive off Route 208, which has 805 spaces. Approximately 500 parking spaces at the Spotsylvania VRE station will be available for park and ride use.

### **Vanpooling**

A vanpool is a group of commuters who have joined together to ride to and from work. Vanpools include owner-operated vans, third-party vans leased from a vendor for a monthly fee, and employer provided vans. The Virginia VanStart Program provides financial support for new vanpools and assistance in starting a new vanpool ([www.vamegaprojects.com/commuter-solutions](http://www.vamegaprojects.com/commuter-solutions)). GWRideConnect is a free ridesharing service that assists commuters who are seeking daily transportation, including vanpools ([www.gwrideconnect.org](http://www.gwrideconnect.org)).

### **Ridesharing**

GWRideConnect, the Transportation Demand Management Agency of the George Washington Regional Commission, promotes ridesharing and transportation demand management techniques to assist persons seeking transportation their workplaces and other destinations. It is the mission of the program to promote, plan, and establish transportation alternatives to the use of the single occupant vehicle, improving air quality, reducing congestion and improving the overall quality of

life for the citizens of the region. GWRideConnect coordinates carpooling, vanpooling and bus pooling and provides a free ride matching program for persons seeking rides to their work destinations.

### **High Occupancy Toll (HOT) Lanes**

High Occupancy Toll (HOT) lanes are proposed for I-95 between Spotsylvania County and Washington, D.C. These lanes would be available to high occupancy vehicles, such as carpools, vanpools, buses, motorcycles, and emergency vehicles. Vehicles not meeting the occupancy requirement can choose to pay to access these lanes, with the prices changing based upon demand and traffic congestion, with the goal to keep the HOT lanes congestion free. The current two-lane reversible High Occupancy Vehicle (HOV) lanes between Route 234 in Prince William County and Washington D.C. would be expanded to three lanes, and the three-lane section would be extended to Route 610 in Stafford County. South of Route 610, a two-lane reversible section would be constructed to Massaponax in Spotsylvania County, south of an interchange with U.S. 1.

### **Local Bus Service**

Local transit services are provided by Fredericksburg Regional Transportation (FRED) through a purchase of service arrangement with the County. FREDericksburg Regional Transit (FRED) operates four (4) bus routes in Spotsylvania County providing daily service. As of adoption of this plan, the routes are:

- Route S1 from Lee's Hill Center to Spotsylvania Towne Centre
- Route S4 from Lee's Hill Center to Spotsylvania Court House
- Route S5 from Lee's Hill Center to Cosner's Corner, Lee's Hill and Germanna Community College
- Route VS1 feeding the Fredericksburg VRE station from VDOT commuter lots at Gordon Road and Salem Church Road.

### **Teleworking/Telecommuting Centers**

Teleworking, also known as telecommuting, means using information technology and telecommunications to replace work-related travel. With teleworking, employees work at home or at a local telework center one or more days per week. Communication to office staff or clients is accomplished by phone, fax, e-mail, internet, teleconferencing, and/or videoconferencing. Telework is usually implemented by business and government agencies to improve services, reduce costs, reduce vehicle travel, or to help achieve other objectives.

Telework!VA ([www.teleworkva.org](http://www.teleworkva.org)) is an organization that provides information on establishing and expanding telework programs for Virginia businesses. The program goal is to provide more opportunity for participation in teleworking. This program is administered by the Commonwealth of Virginia Department of Rail and Public Transportation (DPRT).

There is one telework center operated in Spotsylvania County. The Mason Enterprise Center's Flex-Office and Telework Center operated at 4712 Southpoint Parkway, Fredericksburg, VA 22407 (<http://www.mec-flex-office.org/>)

### **Bicycle and Pedestrian**

The Spotsylvania County Trailways Master Plan, adopted February 22, 2011, is incorporated by reference in the Comprehensive Plan. The Trailways Plan was developed with careful attention paid to community input and existing trailways plans at the national, state, regional, and local levels. The plan proposes an integrated system of off road greenway trails as well as roadway based improvements to serve multiple non-motorized transportation users including bicycle, pedestrian, equestrian, and others with a focus on creating safer transportation conditions while expanding opportunities for citizens and tourists to enjoy Spotsylvania County's numerous historic, cultural, scenic, recreational, and commercial/ service attractions located throughout the County.

The plan was developed acknowledging that full build-out of the trailways system with all amenities will not take place immediately. This is a flexible, living plan and will be subject to future developments and economic conditions, as the community evolves. Levels of interest, available funding, and community support factors may fluctuate over time; so may the rate at which implementation of the plan is feasible. The Six Year Improvement Program (SYIP) identifies two projects in Spotsylvania County: Virginia Central Rail (VCR) Trail (VDOT UPC #97554) and Pedestrian Facilities at Courthouse Road and Brock Road (VDOT UPC #56436).

## **TRANSPORTATION ANALYSIS TOOLS**

### **Transportation Impact Analysis**

A Transportation Impact Analysis is required for all rezoning or special use proposals that meet the criteria established by the Virginia Department of Transportation or when a proposed development will generate 100 peak hour trips or 750 daily trips.

The Transportation Impact Analysis should address or include, at a minimum, the following:

- Definition of the study area (include map);
- Type of development proposed to include specific land-uses;
- Size of proposed development with a breakdown of each specific land use;
- List of all approved but un-built developments to include approved subdivisions, site plans and zoned property (to be used for future background traffic);
- List of assumptions and rationale (include distribution of traffic);
- Modeling program used;
- Trip generation rates used for each land use proposed;
- Description of those roads directly and indirectly affected by the proposed development;

- Average daily traffic (ADT), peak hour traffic volumes, Level of Service (LOS) and volume/capacity ratios for all intersections and road segments under the following scenarios;
- Existing conditions;
- Phased and build-out condition within study area on existing road network;
- Build-out conditions within study area on existing road network with transportation improvements needed due to proposed development;
- Build-out conditions within study area on planned road network;
- Description of impacts to the existing and planned road networks; and
- List of recommended improvements based on impacts to the existing and planned networks.

Using Transportation Impact Analyses, staff can better determine what conditions, if any, are appropriate to mitigate the impact of development. Understanding traffic demands and impacts at the project level can greatly assist the County in building and maintaining a road network that addresses the needs of its users and provides for safe, effective, and efficient travel for those living in or traveling through Spotsylvania County.

#### **Travel Demand Forecast Model**

Travel demand forecasting models are the major means for the development of a long-range transportation plan. The model is designed to calculate the number of trips, connect their origins and destinations, and identify the roadways or transit routes most likely to be used in completing a trip. Models are used to determine where future transportation problems are likely to occur by identifying congested roads. Once identified the model can test the ability of the highway network or transit system to address those problems.

In 2006, Spotsylvania County developed its first travel demand forecasting model in order to update the County's Thoroughfare Plan and quantitatively evaluate Future Land Use projections. The Spotsylvania Travel Demand Forecasting Model covers the entire Fredericksburg Area Metropolitan Planning Organization (FAMPO) region: the Counties of Caroline, King George, Spotsylvania, and Stafford, and the City of Fredericksburg. The Spotsylvania model was developed based on the FAMPO Travel Demand Forecasting Model.

In 2013, the model was updated with a base year of 2010 to take advantage of the 2010 U.S. Census data, new travel surveys, and other information. The update included changes to the road network, population, dwelling units, employment, and household data. The travel demand forecasting model contains a set of mathematical relationships that estimate the total number of trips made by residents and employees in the County on a typical weekday. The model estimates the patterns of origins and destinations between and within all parts of the County and the Fredericksburg metropolitan area. It estimates the proportion of trips that travel by auto and applies auto occupancy factors. The final step is to determine the roads used by each trip on its way from its origin to its destination. This is calculated assuming that each driver attempts to find the quickest path, taking into account expected congestion. The summation of those trips over all the roadway segments produces the total daily traffic volume.

The Spotsylvania County Travel Demand Forecasting Model consists of 1,616 Traffic Analysis Zones (TAZ's). The zone boundaries are based on Census geography, property lines, natural topography, roads, and other features. The TAZ's are points where traffic enters and exits the real roadway system. The number and size of these zones are extremely important in determining the model's accuracy and what roads can be modeled. The County desired a high level of accuracy and wanted the model to represent roads down to the Collector Road level, including many of the Local roads. This allows the County to also use the model to evaluate large mixed use developments as well as long range transportation plans.

The model also estimates 2030 land use at the TAZ level and the 2030 highway network reflects the current Comprehensive Plan. The model is used to evaluate land use changes proposed through the Comprehensive Plan process as well as through rezoning and special use applications. The model can also be used to evaluate future road improvement scenarios.

### **FUNCTIONAL CLASSIFICATIONS**

The roadway functional classification system is a network of roadways grouped into classes each defined according to its purpose with respect to transportation. The system is based on guidelines by the Federal Highway Administration (FHWA). The basic purpose of a given road can be defined as a function of mobility and access. For instance a high level facility such as an interstate or major arterial are typically characterized as having greater travel speeds as well as greater traffic volumes. On these roadways, the main travel purpose is mobility. Low level facilities such as collector or local roads on the other hand, generally tend to carry fewer vehicles traveling at lower speeds. The main function of these roadways is more related to access. The classification for roads in the county is important because in order to be eligible for Federal funding a roadway must be classified as a collector road or higher.

There are six (6) functional classifications for roads: Freeways/Interstates, Principal Arterials, Minor Arterials, Major Collectors, Minor Collectors and Local Roads. The transportation network in Spotsylvania County is organized by these classifications and matches those used by the Travel Demand Forecast Model. Spotsylvania County follows the VDOT adopted Roadway Classifications ([http://www.virginiadot.org/projects/fxn\\_class/home.asp](http://www.virginiadot.org/projects/fxn_class/home.asp)).

The definition, in part, of each roadway classification is as follows:

**Freeways/Interstates** are multi-lane highways with limited access at grade-separated interchanges. They are designed to carry high traffic volumes at high speeds linking one state to another for interstate travel and commerce. Typical right of way widths range from 250 feet to 400 feet.

**Principal Arterials** are highways designed to carry high speed/high volume traffic. Access is generally controlled through at-grade signalized crossings and grade-separated crossings at major

intersections. These facilities are most often limited-access roadways intended to carry inter-county traffic and typically link cities and towns. Typical right of way widths range from 110 feet to 200 feet.

**Minor Arterials** are highways designed to carry high volume traffic at moderate speeds with general access through at-grade crossings and grade-separations at major/high volume intersections. These facilities are controlled-access roadways intended to carry mostly intra-county traffic while still linking cities and towns. Typical right-of-way widths range from 90 feet to 200 feet.

**Major Collectors** are highways designed to carry moderate speed/moderate volume traffic. These roads serve as major links between arterial roads and tend to serve more local traffic. The typical right-of-way width range is from 90 feet to 120 feet on major collectors.

**Minor Collectors** are highways designed to carry moderate speed, relatively low volume traffic. Minor collectors are more local serving and connect local streets with other collectors, as well as arterials. Typical right-of-way widths range from 60 feet to 90 feet.

**Local Roads** include those roads that provide access within residential and commercial areas. These roads are local serving in nature and connect residential and commercial areas with collector roads. In rural areas local roads convey traffic to the collector roads and are in many cases farm-to-market roads that do not meet modern design standards. Typical right-of-way widths for local roads range from 50 feet to 100 feet.

In each of the classifications described above the right-of-way widths will tend to vary to make allowances for bikeways, pedestrian facilities, bus stops, etc. as well as actual design speed.

### **CORRIDORS OF STATEWIDE SIGNIFICANCE**

Corridors of Statewide Significance (CoSS) are multimodal connections to the Commonwealth's major activity centers. They are critical to the movement of people and goods between regions of Virginia and through the state. The CoSS were originally developed under VTrans2025 and validated during the VTrans2035 Update process. The Commonwealth Transportation Board (CTB) is charged with developing criteria for prioritizing the CoSS and conducting studies of the corridors. Corridors identified as CoSS demonstrate all of the following characteristics:

- Multiple modes and/or an extended freight corridor,
- Connection among regions, states and/or major activity centers,
- High volume of travel, and
- Unique statewide function and/or fulfillment of statewide goal

The purpose of identifying and designation CoSS is “to provide a multimodal vision for the corridors to guide localities in their land use and transportation plans. Without guidance, local decisions could degrade a corridor’s ability to move people and goods, causing bottlenecks and problems that are costly to fix, and undermine economic and quality of life goals. As Virginia continues to grow, it must take steps now to ensure the right balance of development, transportation capacity, and natural resources. The real value of the CoSS is the identification of strategies within each corridor as the first step in ensuring these corridors are invested in and protected for the future benefit of the entire Commonwealth”. The VTrans2035 Update establishes three tiers of CoSS: National Corridors, Commerce and Mobility Corridors, and Statewide Corridors. These systems are defined by the dynamics of total population, travel patterns, and intermodal and economic potential of the corridor within and outside of Virginia.

Two CoSS traverse Spotsylvania County:

1. *Coastal Corridor (Route 17)*, which includes U. S, Route 17 as it passes through the County, is designated as a Commerce and Mobility Corridor.

Key Functions:

- Major I-95 alternative to shore destinations and through traffic
- Freight corridor
- Tourism access to Northern Neck and Middle Peninsula

Strategies Identified in VTrans2035 Update for Route 17:

1. Improve capacity by widening, intersection improvements, and/or construction of interchanges at strategic locations
2. Improve capacity through high-density areas through traffic management, access management, development of parallel routes and grid streets to separate local and through traffic, and possible use of Intelligent Transportation Systems (ITS) technologies

2. *Washington to North Carolina Corridor (I-95)*, which includes I-95, Route 1 Local Transit Services, Virginia Railway Express, CSX National Gateway Corridor, and Amtrak as these facilities pass through the County, is designated as a National Corridor.

Key Functions:

- Commuter Corridor in Northern Virginia and Richmond Areas.
- Through Traffic (“Main Street” of East Coast).
- Freight Corridor (trucks, CSX Rail Lines).
- Military Access (Pentagon, Quantico, Ft. Belvoir, Ft. AP Hill, Ft. Lee, etc.).
- Multimodal Corridor (VRE, Amtrak, Express Bus, HOV/HOT Lanes).
- Link to Maryland, Washington, D.C., and Capital Beltway from Points South.

Strategies Identified in VTrans2035 for the Washington to North Carolina Corridor (I-95):

1. Encourage increased Travel Demand Management (TDM).
2. Increase highway capacity through interchange improvements and modifications, interchange construction, and widening in strategic locations.
3. Improve Intelligent Transportation Systems (ITS), including along parallel roadways. ITS improvements are planned on I-95 at exit 126 and on U.S. Route 17 in the area of Crossroads Parkway.

A summary of Six Year Improvement Program projects within CoSS in Spotsylvania County are summarized in the table below. The projects are also included in the Spotsylvania County Thoroughfare Plan.

<b>Corridors of Statewide Significance (CoSS) Projects in the Six Year Improvement Program</b>			
<b>State Project #</b>	<b>Description</b>	<b>Route</b>	<b>VDOT UPC</b>
0000-088-593	VRE Commuter Rail Station	17	93066
0001-088-133	Widening Improvements	1	74002
0001-088-595	Routes 1 & 606 intersection improvements	1/606	93136
0095-088-584	Spotsylvania Interchange Justification Report	I-95	90830
0606-088-622	Route 606 bridge replacement over I-95 and roadway improvements	I-95/606	100829

## TRANSPORTATION POLICIES AND STRATEGIES

An overarching goal with specific policies and strategies has been developed to provide direction and rationale for decision making related to transportation in Spotsylvania County. *The overarching goal is to develop a sustainable transportation network that supports the County's Comprehensive Plan and achieves a level of service that promotes safe and efficient operation and movement of people and goods.* The goal, policies, and strategies form the foundation for the planning and development of Spotsylvania County's transportation system.

### **Policy 1: Maintain acceptable Levels of Service on public roads.**

#### Strategies:

1. Achieve no less than a "D" Peak Hour Level of Service on 90% of County secondary roads within the Primary Development Boundary as shown in the Thoroughfare Plan. In the Primary Settlement District, levels of service are lower to encourage development and redevelopment to densities and intensities that maximize use of the existing infrastructure.
2. Achieve no less than a "D" Peak Hour Level of Service on the VDOT Primary Street System.
3. Achieve no less than a "C" Peak Hour Level of Service on 90% of County secondary roads outside of the Primary Development Boundary as shown on the Thoroughfare Plan. Levels of Service standards have been set higher in the rural area to ensure the rural character of the area is not degraded by development.
4. Continue efforts to pave those unpaved roads in the VDOT Secondary System.
5. The County should monitor secondary road links and intersection Levels of Service through a Traffic Count Program to supplement VDOT's existing Traffic Count Program.
6. Utilize the Travel Demand Forecast Model to project future Thoroughfare Plan needs.

### **Policy 2: Ensure that new development does not degrade Levels of Service and mitigates its impact on the transportation network.**

#### Strategies:

1. Protect the transportation network from future congestion by:
  - a) encouraging joint-use access points for multiple developments,
  - b) ensuring connections within and between developments that offer alternative routing for traffic, but does not encourage cut-through traffic, and
  - c) encouraging alternative land development and site design techniques such as mixed use and planned unit developments that provide residential, employment, and recreational opportunities connected by a network of internal streets.
2. Require the submission of Traffic Impact Analysis (TIA) in compliance with VDOT's 527 Process or for projects that meet the County TIA threshold.
3. Only roadway facilities that are fully funded and programmed for implementation within the first 3 years of VDOT's Six Year Program or the County's CIP should be considered built and eligible for inclusion in a traffic analysis.

4. Large scale and mixed use developments should consider incorporating Transportation Demand Management (TDM) measures that reduce single occupancy vehicle trips.
5. The County should support alternative onsite transportation alternatives and recreational options such as transit, pedestrian and bicycle facilities that are able to, or will, connect to neighboring properties.

**Policy 3: Promote alternative modes of transportation and multi-modal facilities to more effectively address demands on the transportation network.**

Strategies:

1. Promote Transportation Demand Management measures, such as the rideshare program, which relieve congestion on major transportation routes and promote more efficient use of alternative transportation systems.
2. Promote design and construction of appropriate bicycle and pedestrian facilities meant to enhance safety and avoid conflicts with motorized vehicles.
3. Promote the design and construction of transportation facilities that consider the needs of persons with disabilities as well as the needs of an aging population.
4. Coordinate with a regional transit service to provide timely and efficient bus routes that meet the needs of local transit users.

**Policy 4: Plan transportation facilities that are environmentally and aesthetically compatible with the character of the County and minimize adverse effects upon historic and environmental resources.**

Strategies

1. Minimize negative physical impacts to existing residents and businesses in the planning and design of new transportation facilities.
2. Promote Context Sensitive Design (CSD) in the development of new and expanded roadway improvements. CSD involves developing a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic, and environmental resources, while maintaining safety and mobility.

**Policy 5: Plan future transportation facilities that are cost-effective and can be implemented in a timely fashion.**

Strategy:

1. Develop and implement a financial plan to achieve the County's transportation system objectives. The Plan should identify all new and existing funding mechanisms, such as Revenue Sharing, to include private funding initiatives and public/private partnerships,