



TRANSPORTATION

Goals, Strategies and Actions

Goal: Provide citizens, businesses, and visitors of James City County with an efficient, safe, and attractive multimodal transportation system.

Strategies and Actions:

1.1 Foster a safe, effective and efficient transportation system that supports the County's land use, community character, and high quality of life.

1.1.1. Ensure that new development follows recommended densities, intensities, and development patterns that will serve to preserve the road capacities and support the Community Character Corridor designations of existing and proposed roads.

1.1.2. Expect new developments to maintain an acceptable Level of Service on the surrounding roads and intersections consistent with the land use context (rural, suburban, urban) and the functional classification of the roadway. Ensure that new developments do not compromise planned transportation enhancements. New development should minimize the impact on the roadway system by:

- a. Limiting driveway access points and providing shared entrances, side street access, and frontage roads.
- b. Providing a high degree of interconnectivity within new developments, adjoining new developments, and existing developments using streets, trails, sidewalks, bikeways, and multipurpose trails.
- c. Concentrating commercial development in compact nodes or in mixed use areas with internal road systems and interconnected

parcel access rather than extending development with multiple access points along existing primary and secondary roads.

- d. Pursuing active outreach for travel demand management (TDM) such as flexible work schedules, off-site work arrangements, bike racks, and telecommuting.
- e. Implementing strategies that encourage shorter automobile trips and accommodate walking, bicycling, and use of public transit.
- f. Facilitating the efficient flow of vehicles and minimizing delay through means such as the use of advanced traffic management technology.

1.1.3. Identify road segments with future moderate to severe road capacity deficiencies and develop a plan to mitigate congestion utilizing at least one of the following actions:

- a. Adding the road segment to the Six Year Improvement Program and considering public-private partnerships among other mechanisms to fund proposed improvements.
- b. Precluding high traffic generating uses in or near the affected road segment.
- c. Developing a distributed grid of routes to provide better traffic distribution in developed areas.
- d. Maximizing current road capacity by adding turn lanes or travel lanes, where appropriate, in a context sensitive manner.
- e. Designing and implementing transit, pedestrian, and/or cycling alternatives along the corridor, including multi-use paths and paved shoulders.

1.1.4. Develop a plan to fund the road improvements recommended by the Comprehensive Plan. Increase coordination between the Virginia Department of Transportation (VDOT), adjoining jurisdictions, and prospective developers and recommend the most contextually appropriate improvements for the roadway system in response to traffic impact analysis and/or proffer negotiations for proposed developments.

1.1.5. Create a local ranking system for prioritization of road improvement projects, with emphasis on directing a majority of capacity investments to areas within the Primary Service Area (PSA), while still providing for the maintenance and safety of transportation facilities outside the PSA.

1.2 Plan and coordinate transportation improvements at the regional and local levels for all modes of travel to ensure efficient transitions from other jurisdictions without congestion or hazard.

- 1.2.1. Continue to participate in the Hampton Roads Metropolitan Planning Organization (HRMPO), which serves as the transportation planning body for the region.
- 1.2.2. Continue the efforts of James City County, the City of Williamsburg, York County, and the Historic Triangle Bicycle Advisory Committee to coordinate and implement a regional bicycle network, including further joint planning and development of regional funding proposals.
- 1.2.3. Recognize the importance of rail service as a viable transportation mode for the movement of people and goods. Continue to participate in regional planning efforts to improve and expand rail service.
- 1.2.4. Continue to research the feasibility and impacts of developing rail and bus rapid transit, which would link employers, residents, and tourists.
- 1.2.5. Coordinate with Williamsburg Area Transit Authority (WATA) and/or Hampton Roads Transit Authority (HRT) during review of development applications to ensure that proposals are conducive to incorporating the use of transit.

1.3 Continue to develop and maintain a transportation system that facilitates a variety of transportation modes in order to reduce congestion, pollution, and energy consumption, and to increase accessibility, modal choice, and quality of life.

- 1.3.1. Maintain a regularly updated list of proposed pedestrian and cycling projects on the Six-Year Improvement Plan.
- 1.3.2. Actively pursue additional local, state, federal, and private funding to accelerate the construction for all needed modes of transportation facilities.
- 1.3.3. Promote increased utilization of public transit by:
 - a. Continuing to provide public transit to areas of greatest demand and for populations with special needs.
 - b. Pursuing greater interconnection between the local and regional transit systems.
 - c. Encouraging land use development patterns which promote public transit.

- d. Encouraging transit-dependent uses to locate in areas currently served by transit or in areas to be served by transit in the near future.
 - e. Requiring new developments to support bus and transit services at or near the center of mixed use areas, high density multi-family housing communities, and large scale commercial development, and amending the Zoning Ordinance to support this requirement.
 - f. Reviewing the Long-Range Public Transportation Plan annually and implementing its recommendations as appropriate.
- 1.3.4. Encourage pedestrian circulation by providing safe, well-lit, and clearly marked crosswalks and unobstructed sidewalks. Encourage the use of accessible design and provision of shade benches, attractive landscaping, and scenic vistas along pedestrian routes.
- 1.3.5. Work with VDOT to design new or enhanced complete streets that allow for the safe accommodation of automobiles, public transit, pedestrians, cyclists and other users.
- 1.3.6. Continue to identify and implement changes to the transportation system that improve air quality.
- 1.3.7. Develop greenways in a manner that supports their use as one element of an integrated transportation system.
- 1.3.8. Balance land use and economic development needs with the need to retain a high degree of mobility for short and long intra-County trips by encouraging road and access designs that are consistent with the intended functions of the road and adjoining land use patterns.
- 1.3.9. Include bikeways, pedestrian facilities and/or multiuse trails within major developments and elsewhere in the County, especially connecting residential and non-residential areas and County facilities.
- 1.3.10. Update the James City County Sidewalk Master Plan and amend the Zoning Ordinance to increase accessibility, provide for more design and construction flexibility, and incorporate multi-use paths as an option.
- 1.3.11. Implement the adopted James City County Sidewalk and Trail Plan and Regional Bicycle Facilities Plan by planning for bikeways and pedestrian facilities in primary and secondary road plans and projects. Encourage by-right developments to participate in the development of the facilities.

- 1.3.12. Explore and develop new transportation opportunities for senior citizens through agencies such as Williamsburg Area Transport Authority.
- 1.3.13. Pursue with the Williamsburg-James City County public schools a Safe Routes to School program that identifies primary walking and biking routes to schools and prioritizes improvements to make those routes safe for children.

1.4 Maintain well-landscaped and attractive transportation facilities.

- 1.4.1. Guide new developments in designing roadway and parking areas that reduce the visual impact of auto-related infrastructure, specifically in Community Character Areas.
- 1.4.2. Utilize planning and design standards for road projects and related improvements which will allow innovation, promote an efficient transportation system, increase public safety, improve visual quality, and expand modal choice for transportation in the County. Require implementation of standards for development proposals and encourage VDOT to incorporate these standards. When improving roads designated as Community Character Corridors, Virginia Byways, or roads outside the PSA, encourage VDOT to be sensitive to the context, including viewsheds, historic sites and structures, and landscaped medians.