



---

# TRANSPORTATION

---

## Goals, Strategies and Actions

**Goals:** ~~Develop and maintain~~ Provide citizens, businesses, and visitors of James City County with an efficient, safe, and attractive multimodal transportation system that increases mobility in the County, reinforces the goals of the Comprehensive Plan, and contributes to a pedestrian and bicycle friendly community. (Formerly goal 1)

### 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 ~~Encourage~~ *Ensure that new development follows recommended land use densities, intensities, and development patterns that will serve to recognize preserve the road capacities, and support the Community Character Corridor roadway functional classification, and scenic corridor designations of existing and proposed roads. (Formerly action 5)*
  - 1.1.2 ~~Assure that private land developments adequately provide transportation improvements which are necessary to serve such developments, or~~ *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 these new developments do not occur in advance of necessary improvements or compromise the ability to planned transportation enhancements provide such facilities. New development should minimize the impact on the roadway system by:* (formerly action 6)
    - a. Limiting driveway access points and providing shared joint entrances, side street access, and frontage roads. (formerly action 7a)
    - b. *Providing a high degree of interconnectivity within new developments, adjoining new developments, and existing developments using streets,*

~~trails, sidewalks, bikeways, and multipurpose trails. Interconnecting streets within new developments, adjoining new developments and existing developments where practical and desired. (formerly action 7 b)~~

~~Providing the interconnections within developments and to adjoining developments for emergency vehicle and pedestrian and bicycle access. (formerly action 7c).~~

c. Concentrating commercial development in compact commercial nodes or in mixed-use areas with ~~their own~~ internal road systems ~~and interconnected~~ for direct parcel access rather than extending development with ~~and~~ multiple access points along existing primary and secondary roads. (formerly action 7d)

d. ~~Pursuing active outreach for travel demand management (TDM)~~ Encourage public and private efforts to reduce the peak demand for travel by means such as flexible work schedules, off-site work arrangements, ~~bike lockers racks~~ and telecommuting. (Formerly action 7e)

e. ~~Develop and implementing~~ mixed-use land strategies that encourage shorter automobile trips and ~~promote~~ ~~accommodate~~ walking, bicycling, and ~~transit~~ use ~~of public transit~~. (formerly action 7f)

f. Facilitate~~ing~~ the efficient flow of vehicles and minimize~~ing~~ delay through means such as the use of advanced traffic management technology. (Formerly 7g)

~~Encourage efficient use of existing and future roads, improve public safety, and minimize the impact of development proposals on the roadway system and encourage their preservation by:~~ (formerly action 7, subactions are now found in 1.1.2)

a. ~~Limiting driveway access points and providing joint entrances, side street access, and frontage roads.~~ (now subaction 1.1.2a)

b. ~~Interconnecting streets within new developments, adjoining new developments and existing developments where practical and desired.~~ (now subaction 1.1.2b)

c. ~~Providing the interconnections within developments and to adjoining developments for emergency vehicle and pedestrian and bicycle access.~~ (removed entirely)

- d. ~~Concentrating commercial development in compact commercial nodes or in mixed use areas with their own internal road systems for direct parcel access rather than extending development and multiple access points along existing primary and secondary roads. (now 1.1.2c)~~
- e. ~~Encourage public and private efforts to reduce the peak demand for travel by means such as flexible work schedules, off site work arrangements, and telecommuting. (now 1.1.2d )~~
- f. ~~Develop and implement mixed use land strategies that encourage shorter automobile trips and promote walking, bicycling, and transit use. (now 1.1.3e)~~
- g. ~~Facilitate the efficient flow of vehicles and minimize delay through means such as the use of advanced traffic management technology. (now 1.1.3f)~~

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~~ **Maintain** a local ranking system for ~~prioritizing~~ **prioritization** of road improvement projects, ~~for the Secondary Road System~~ with emphasis on directing ~~most transportation capacity~~ **a majority of capacity** investments to areas within the **Primary Service Area (PSA)**, while ~~still providing for~~ **ensuring** the maintenance and safety of transportation facilities outside the PSA. (formerly action 1)

- 1.2 Plan and coordinate ~~land use development and~~ transportation improvements at the regional and local levels for all modes of ~~transportation travel~~ in such a manner as to establish and maintain acceptable levels of service throughout the County to ensure efficient transitions from other jurisdictions without congestion or hazard. (formerly strategy 1)
  - 1.2.1. Continue to participate in the Hampton Roads Metropolitan Planning Organization (HRMPO), which serves as the transportation planning body for the region. (formerly action 3)
  - 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. (formerly action 12)
  - 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. (formerly action 13)
  - 1.2.4. Continue to research the feasibility and impacts of developing ~~light-rail and high-speed rail systems, preferably utilizing the existing CSX Route, and bus rapid transit,~~ which would link destinations useful and attractive to employers, residents, and tourists. (formerly action 17)
  - 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* (Formerly strategy 4)
  - 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 of *for all* needed modes of transportation facilities. (Formerly action 4)
  - 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. ~~Pursue greater interconnection between the local and regional transit systems.~~ (formerly subaction 8a)
  - b. Pursueing greater interconnection between the local and regional transit systems. (formerly subaction 8a)
  - c. Encouraging land use development patterns which promote public transit ~~and encourage transit dependent uses and users to locate in areas currently served by transit and in areas to be served by transit in the future.~~ (formerly subaction 8b)
  - d. Encourageing transit-dependent uses ~~and users~~ to locate in areas currently served by transit ~~and or~~ in areas to be served by transit in the near future. (formerly subaction 8b)
  - e. Requiring new developments facilities to support bus and transit services in tourist areas, at transit dependent uses, at or near mixed use areas, and high density and multi-family housing communities, and large scale commercial development, and amending the zoning ordinance to accomplish support this requirement. (formerly subaction 8c)
  - f. Reviewing the Long-Range Public Transportation Plan annually and implementing its recommendations as appropriate. (Formerly subaction 8d)
- 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. (formerly action 14)
- 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.(formerly action 16)
- 1.3.7 Develop greenways in a manner that supports their use as one element of an integrated transportation system. (formerly action 18)
- 1.3.8 ~~Update and implement the road functional classification system for the James City County primary and secondary road network in order to~~ 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.*

- a. ~~Creating new street design and access standards, and encouraging road and access designs that are consistent with the intended functions of the road and adjoining land use pattern.~~
- b. ~~Identifying the function(s) of major roads (i.e., access/economic development, handle through traffic, scenic route, etc.), and implementing the necessary steps to maintain those functions.~~
- c. ~~Amending the zoning ordinance and subdivision ordinance to implement new standards to support the road functional classification system, and work with VDOT and developers to ensure they are implemented. (formerly action 19)~~

1.3.9. Include bikeways, and/or pedestrian facilities *and/or multiuse trails* within major developments and elsewhere in the County, especially connecting residential and non-residential areas *and County facilities*. (formerly action 9)

1.3.10 Update the James City County Sidewalk *Master Plan* and Trail Plan and ensure consistency with the Regional Bicycle Facilities Plan to avoid duplication of similar facilities *and amend the Zoning Ordinance to increase accessibility, provide for more design and construction flexibility, and incorporate multi-use paths as an option.* (Formerly action 11)

1.3.11 Implement the adopted James City County Sidewalk and Trail Plan and Regional Bicycle Facilities Plan, by *including planning for* bikeways and pedestrian facilities in primary and secondary road plans and projects, Encourage *by-right* developments to participate in the *provision development of the facilities,* and ~~continuing to provide County funding. Continue to encourage providing connections to/from existing sidewalks and working with VDOT~~ (formerly action 10)

1.3.12. Explore and develop new transportation opportunities for ~~the elderly senior citizens,~~ through agencies such as Williamsburg Area Transport Authority. (formerly action 20)

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~~ ~~Continue to encourage landscaped roadways and roadway designs that enhance the County's image and reduce the visual impact of auto-related infrastructure.~~ ~~reduce the visual impact of auto-related infrastructure specifically in Community Character Areas.~~ (formerly strategy 2)
- 1.4.2. ~~Continue to encourage~~ ~~Utilize~~ planning and design standards for road projects and related improvements, which will allow innovation, promote an efficient transportation system, increase public safety, and 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 retain existing scenic qualities of the road.~~ (formerly action 2)

Removed Goals

~~Ensure that the transportation system supports a land use pattern that is consistent with the Comprehensive Plan.—(Formerly goal 2)~~

~~Ensure that planning for development of future transportation and road systems includes consideration of the concept of interconnectivity with neighboring jurisdictions in order to support economic well being, safety, and environmental protection for all concerned.—(Formerly goal 3)~~

Removed Strategies

~~Encourage commercial and industrial development patterns that maintain or improve the planned function and character of County roadways.—(Formerly strategy 3)~~

~~Support the provision of sidewalks and bikeways in appropriate areas, increased use of public transportation services, and investigation of other modes of transportation.—(formerly strategy 5)~~

~~Ensure that regional and local transportation networks are interconnected and complement each other. (formerly strategy 6)~~

~~Direct most transportation capacity investments to areas within the Primary Service Area (PSA) while ensuring the maintenance and safety of transportation facilities outside the PSA. (formerly strategy 7)~~

~~Encourage the design of roads that allow automobiles, public transit, pedestrians, and bicyclist to coexist safely on roads and streets in residential and commercial areas. (formerly action 15)~~

~~Coordinate the pedestrian, bicycle, automobile, and transit modes of travel with each other, and with the land use patterns they help create. (formerly strategy 8)~~

- a. ~~Support the provision of sidewalks and bikeways in appropriate areas, increased use of public transportation services, and investigation of other modes of transportation.~~
- b. ~~Ensure that regional and local transportation networks are interconnected and complement each other.~~
- c. ~~Direct most transportation capacity investments to areas within the Primary Service Area (PSA) while ensuring the maintenance and safety of transportation facilities outside the PSA.~~
- d. ~~Coordinate the pedestrian, bicycle, automobile, and transit modes of travel with each other, and with the *surrounding* land use patterns they help create.~~