

Middle Peninsula Planning District Commission (MPPDC)

2045 Rural Long-Range Transportation Plan (RLRTP)

July 2025

ACKNOWLEDGMENT & DISCLAIMERS

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Key Acronyms

AADT	Average Annual Daily Traffic
ACS	American Community Survey
AMP	Arterial Management Plan
BUILD	Better Utilizing Investments to Leverage Development
CAV	Connected And Autonomous Vehicle
CTB	Commonwealth Transportation Board
EV	Electric Vehicle
HRTPO	Hampton Roads Transportation Planning Organization
MPCBPAA	Middle Peninsula Chesapeake Bay Public Access Authority
MPPDC	Middle Peninsula Planning District Commission
OIPI	Office of Intermodal Planning and Investment
PDC	Planning District Commissions
RAISE	Rebuilding American Infrastructure with Sustainability and Equity
RLRTP	Rural Long-Range Transportation Plan
SSYP	Secondary Six-Year Plan
STARS	Strategically Targeted Affordable Roadway Solutions
SYIP	Six Year Improvement Plan
TDM	Transportation Demand Management
TIGER	Transportation Investment Generating Economic Recovery

USDOT	U.S. Department of Transportation	VEDP	Virginia Economic Development Partnership
VA DRPT	Virginia Department of Rail and Public Transportation	VTrans	Virginia's Statewide Transportation Plan
VDOE	Virginia Department of Education	WWF	Working Waterfront Facility
VDOT	Virginia Department of Transportation		

1.0 Introduction and Purpose

Virginia's Statewide Transportation Plan (VTrans), prepared by the Office of Intermodal Planning and Investment (OIPI) for the Commonwealth Transportation Board (CTB), guides transportation investments in the Commonwealth. It includes the overarching vision and goals for transportation in the Commonwealth, planning for mid-term (0-10 years) needs, evaluations of long-term (20+ years) needs, and strategies to achieve goals and meet needs. This 2045 Rural Long-Range Transportation Plan (RLRTP) provides an overview of the transportation issues that face the Middle Peninsula Planning District Commission (MPPDC) and indicates projects to be considered for funding under the statewide prioritization process.

The Virginia Department of Transportation (VDOT) created the Rural Transportation Planning Assistance Program to engage planning district commissions in addressing the transportation needs of non-metropolitan areas to aid in fulfilling the requirements of the State Planning Process. VDOT, Virginia's Planning District Commissions (PDC), and the local governments they represent, are partners in the development of these regional transportation plans in rural and small urban areas. This plan was developed in a collaborative manner that involved state, regional, and local partners. The transportation systems in the region - roadway, rail, transit, air, waterway, bicycle, and pedestrian - were evaluated, and a range of transportation improvements are recommended that can best satisfy existing and future needs.

The majority of the MPPDC region is rural; however, part of Gloucester County lies within the Hampton Roads Transportation Planning Organization (HRTPO) area. For this Plan's purposes, Gloucester County demographics and land use are included in their entirety, but the road network within the HRTPO was not analyzed.

2.0 Overview of the Region

2.1 Description and Function of the Middle Peninsula Planning District Commission

The MPPDC serves the Counties of Essex, Gloucester, King and Queen, King William, Mathews, and Middlesex, and the Towns of Tappahannock, Urbanna, and West Point. The Middle Peninsula is a predominantly rural area with denser development occurring in the southeast

portion of the region in Gloucester County. The geography of the region is primarily influenced by the waterways in the region including the Rappahannock, Mattaponi, Pamunkey, and York Rivers, and the Chesapeake Bay. The region lies on the edge of three larger metropolitan areas, Fredericksburg, Richmond, and Hampton Roads. There are two state-recognized Native American Reservations located in the Region: the Mattaponi Indian Reservation (on the west side of the Mattaponi River surrounded by King William County) and the Pamunkey Indian Reservation (an island in the Pamunkey River separated from King William County by Williams Creek to the east).

2.2 Summary of Transportation Network

The transportation network is influenced by the waterways which generally run northwest to southeast; therefore, many of the primary arterials also run in this direction. Primary roadway corridors running generally east to west include US 360, VA 14, VA 30, and VA 33. The main corridors north to south are US 17 and VA 14. The roadways see the usual commuter vehicles and shipping trucks as well as unique vehicles at unique times, such as a high number of trucks towing boats to reach the waterways via rural access points and hunters traveling on designated days at popular times and parking along the side of the road near their favorite spots.

Public transportation services are provided by Bay Transit, an arm of Bay Aging, a charitable, nonprofit organization. Fixed-route service is not widely available in the Middle Peninsula. However, Bay Transit buses offer four deviated fixed-route public transportation routes identified as the following: Courthouse Circulator in Gloucester, Gloucester HiveExpress, The Rivah Ride in Tappahannock, and West Point Deviated Fixed-Route. Two of these routes are located inside of the MPPDC jurisdiction (Tappahannock and West Point) while the other two are just outside in the HRTPO section of Gloucester County. Furthermore, Bay Transit offers transportation services designed to help seniors and people with disabilities travel to social and recreational events, retail shopping, medical appointments, and work through the New Freedom Mobility Management and Medcarry.

MidPenRideShare is a free ridematching service for residents, workers, commuters, and tourists in the Middle Peninsula area. It offers real-time ridematching to find carpools, vanpools, and all forms of public transportation, trip planning, and information on park-and-ride lots, bike share services, electric vehicle charging stations, and rewards. In 2024, ConnectingVA app users who live in or commute to the Middle Peninsula saved over $142,000 on gas alone, as well as the associated savings in vehicle maintenance and potential parking fees.

There are no commercial airports in the region. However, Richmond International is within 30 miles of the western portion of the PDC and Newport News/Williamsburg International is located south of the region, within 30 miles of the eastern part of the PDC. There are three general aviation airports in the region. In addition, rail infrastructure in the region is extremely limited. However, there is a spur of a Norfolk Southern owned freight rail line to West Point in King William County.

The waterways of the Middle Peninsula are critical to the region's transportation system and support the region's marine industries. The Middle Peninsula region is bounded by the Rappahannock River to the north and the York River to the south and has 1,200 miles of coastline. Also found in the region is the Pamunkey River and Mattaponi River, which flow into the York River, the Piankatank River which flows into the Chesapeake Bay, and the Severn, Ware, East, and North Rivers which flow into the Mobjack Bay and then into the Chesapeake Bay. The region has 81 working waterfront facilities (WWF) and access to two major international ports, the Port of Virginia in Norfolk and the Port of Baltimore. In addition, the region is also home to an extensive system of water trails utilizing the minor waterways for tourism, recreation, and transportation.

The amount of bicycle and pedestrian trails and other amenities are slowly growing in the region, primarily for local connectivity due to a lack in regional scale planning. The growth in water trails has spurred a growth in land trails connecting to the waterways.

In alignment with VTrans Long-term Planning, this RLRTP focuses on the impacts of Climate, Technological Advancements, Consumption Patterns, and Socio-demographic Changes on MPPDC's transportation system over the next 20 years. This plan will be reviewed and updated as needed. This plan was developed as a vision plan, addressing all needs of the transportation system studied regardless of anticipated funding availability. It is envisioned that this plan will be used as a basis to identify transportation funding priorities.

3.0 Goals and Objectives

Needs for this regional plan were developed based on local, regional, and statewide goals and objectives. In order to better align this plan with the transportation funding priorities for the Commonwealth set by VTrans, local and regional needs were compared to the goals and objectives set forth by VTrans. Additionally, a basic goal for all transportation programs in Virginia is the provision for the effective, safe, and efficient movement of people and goods. The Goals and Objectives that guided the development of this plan for the MPPDC include:

3.1 MPPDC Rural Long Range Transportation Plan Goals and Objectives

Goal 1: Increase the Economic Competitiveness of the Middle Peninsula

- Enhance inter-regional connections to access intermodal facilities and major activity centers
- Increase access to the region's goods and services through expanded water, rail, and air transportation infrastructure
- Increase freight capacity along the region's primary and secondary roadways
- Increase the rate of tourism in the area

Goal 2: Ensure the Safety of All Users

- Reduce the number and rate of motorized fatalities and injuries
- Reduce the number and rate of non-motorized fatalities and injuries
- Provide safe routes for non-motorized alternative transportation uses

Goal 3: Promote Proactive and Efficient System Management

- Ensure the timely maintenance of all roadways

Goal 4: Preserve and Leverage Existing Transportation Resources

- Increase the freight usage of the region's waterways
- Preserve the navigability of the region's waterways
- Coordinate transportation investments with local land use policies

Goal 5: Support Healthy and Sustainable Transportation Communities

- Increase access to Park and Ride Lots and teleworking stations in the region
- Increase access to active transportation infrastructure

3.2 VTrans Goals and Objectives

For reference, the VTrans Goals and Objectives are:

Goal 1: Economic Competitiveness and Prosperity

- Objective 1: Reduce the amount of travel that takes place in severe congestion
- Objective 2: Reduce the number and severity of freight bottlenecks
- Objective 3: Improve reliability on key corridors for all modes

Goal B: Accessible and Connected Places

- Objective 1: Reduce average peak-period travel times in metropolitan areas
- Objective 2: Reduce average daily trip lengths in metropolitan areas
- Objective 3: Increase the accessibility to jobs via transit, walking, and driving in metropolitan areas

Goal C: Safety for All Users

- Objective 1: Reduce the number and rate of motorized fatalities and severe injuries
- Objective 2: Reduce the number of non-motorized fatalities and severe injuries

Goal D: Proactive System Management

- Objective 1: Improve the condition of all bridges based on deck area
- Objective 2: Increase the lane miles of pavement in good or fair condition
- Objective 3: Increase percent of transit vehicles and facilities in good or fair condition

Goal E: Healthy Communities and Sustainable Transportation Communities

- Objective 1: Reduce per-capita vehicle miles traveled
- Objective 2: Reduce transportation related NOX, VOC, PM, and CO emissions
- Objective 3: Increase the number of trips traveled by active transportation (bicycling and walking)

3.3 VTrans Megatrends

VTrans identified four "megatrends" as powerful and transformative forces that will impact the Commonwealth's future transportation network. They are climate, technological advancements, consumption patterns, and socio-demographic changes.

Increased flooding risk due to sea level rise, storm surge, and inland flooding is a likely climate hazard. The ***2021 MPPDC All Hazards Mitigation Plan*** addresses the climate hazard and risks to transportation assets. Specifically, under "Goal 1: Prevent future losses resulting from natural hazard events" and "Objective 1.1: Provide protection for future development to the greatest extent possible," the relevant strategies are:

- Strategy 1.1.5: Improve/maintain main evacuation routes used by Middle Peninsula residents and Tidewater residents evacuating severe coastal weather events and add evacuation route insignia to public streets that are part of the hurricane evacuation route. These are:
    - US 17 at June Parker Marina in Tappahannock (Essex County)
    - VA 30 (King William Drive) at Cypress Swamp at Olson's Pond in King William County
    - US 17 N in Gloucester County
    - VA 14 to VA 198 N to US 17 N in Mathews County
    - When bridges are closed due to winds above 45 miles per hour: VA 30, however VA 30 can close due to flooding at Cypress Swamp.
    - When bridges are open: VA 33 West to 64

- Strategy 1.1.6: Improve/maintain/reconstruct public roads that hinder the evacuation of Middle Peninsula and Tidewater residents fleeing flood waters from coastal storms (see tables 102 to 107 on pages 289 to 291 in the plan).
- Strategy 1.1.7: Improve public roads that adversely affect critical public infrastructure in the floodplain.
    - Significant storm water runoff from the downtown Tappahannock Business District combined with storm surge activity from the adjacent Rappahannock River causes inundation and the undermining of Newbill Drive.
    - The Town of West Point is focused on improving public roads where sewer pump stations are located in order to reduce flooding inundation that could impact how the pump functions.
    - Within Gloucester County two segments of US 17 – George Washington Memorial Highway are located in a special flood hazard aera and are potentially affected by storm surge. The first is near the Court House area of the County and would be potentially inundated by a storm surge from a Category 1 hurricane. The second area is located at the southern end of the County and has potential to be inundated by a storm surge from a Category 3 or 4 hurricane. Improving these road segments could protect the public infrastructure located in the Court House Area, including government buildings as well as pump stations (#11 and #13).

Technological changes are being shaped by the growth in shared mobility, adoption of electric vehicles (EVs), and adoption of connected and autonomous vehicles (CAVs). The growth in shared mobility in the region is discussed in Section 5.2. Adoption of EVs and CAVs is much slower in the region compared the rest of the state; however, localities in the region have recommended projects related to EV infrastructure.

Changes in consumption patterns are being shaped by the growth in e-commerce and greater automation of production and services. These changes have not had significant impacts in the Middle Peninsula.

Socio-demographic changes are being shaped by the growth of the professional services industry, increased workplace flexibility, growth of the 65+ cohort, and population and employment shifts. Demographic changes in the region and resulting impacts to transportation systems are discussed in Section 4.

3.4 Planning Support and Funding Opportunities

VDOT's offers planning support for conducting studies and developing improvement projects. The Strategically Targeted Affordable Roadway Solutions (STARS) Program supports the development of comprehensive and innovative multimodal transportation solutions to address congestion and safety challenges in the Commonwealth. VDOT District offices can leverage Statewide Planning and Research funding to complete a STARS study that will help identify, plan, conceptually design, and ultimately program projects that reduce congestion and improve safety. STARS

studies could include spot intersection safety or operational studies, corridor studies, interchange studies, multimodal studies, and conceptual design. The Arterial Management Plan (AMP) program supports corridor studies that can be used by local governments to develop ideas for future transportation projects along a corridor with many intersections and potentially crossing jurisdictions. The Growth and Accessibility Planning Technical Assistance Program has four components related to multimodal planning within or outside growth areas, emerging planning issues, and accessibility planning.

These planning support programs focus on completing studies to identify projects that can be programmed into the VDOT Six-Year Improvement Program (SYIP). As required by law, the CTB allocates public funds to transportation projects over six fiscal years as identified in the SYIP. Funding is first allocated to maintenance of assets, including special structures and bridges. Projects include improvements to the interstate, primary, secondary and urban highway systems, public transit, ports, airports, and other programs. Identified projects may be eligible for funding from VDOT's SmartScale, Revenue Sharing Program, State of Good Repair, Transportation Alternatives Program, Highway Safety Improvement Program, Access Road Programs, Telecommunications Fees, and the Unpaved Roads Program. Funding is also available from the U.S. Department of Transportation's (USDOT) Rebuilding American Infrastructure with Sustainability and Equity program. All are briefly described below.

SmartScale, which includes state and federal funding sources, is a competitive process that helps Virginia meet its most critical transportation needs using limited tax dollars. It evaluates potential transportation projects based on key factors like how they improve safety, reduce congestion, increase accessibility, contribute to economic development, promote efficient land use, and affect the environment. The anticipated benefits are calculated, and the projects submitted by localities and the PDCs are scored and ranked by OIPI staff. This information is used by the CTB to help guide and inform their project selection decisions. Pre-applications for SmartScale funding must be submitted by April 1 of each even-numbered year, with final applications due no later than August 1. SmartScale round 6 funding has been recommended for FY 2026. Funding for project prioritization comes from two main pathways — the construction District Grants Program and the High-Priority Projects Program. The District Grants Program is intended to fund projects in each of the VDOT Construction Districts: Bristol, Culpeper, Fredericksburg, Hampton Roads, Lynchburg, Northern Virginia, Richmond, Salem, and Staunton (the Middle Peninsula is in the Fredericksburg District). The High-Priority Projects Program is intended to fund projects of regional or statewide significance.

The Revenue Sharing program provides funding localities for the construction and/or improvement of highway systems, with statutory limitations on the amount of state funds authorized per locality and per project. Locality funds are matched equally (50/50) with state funds for qualifying projects and project allocations are approved by the CTB. Funding applications are biennial and must be submitted online by accessing the CTB's Smart Portal.

The State of Good Repair program provides funding for deficient bridges on the National Bridge Inventory and pavements on the interstate or primary systems owned or maintained by the VDOT and/or localities. Program funds are allocated to projects in all nine construction districts based on a priority ranking system that takes into consideration (a) the number, condition, and costs of bridges with a general condition rating of no more than five for at least one major bridge component and (b) the mileage, condition, and costs to replace deteriorated pavements, and further provides that the Board shall ensure an equitable needs-based distribution of funding among the highway construction districts, with no district receiving more than 17.5 percent or less than 5.5 percent of the total funding allocated in any given year. The application period typically opens the first week of October and closes by mid-December each year.

The Transportation Alternatives Program is a federal reimbursement program is intended to help local sponsors fund community-based projects that expand non-motorized travel choices and enhance the transportation experience by improving the cultural, historical, and environmental aspects of the transportation infrastructure. The program focuses on providing pedestrian and bicycle facilities and community improvements. It does not fund traditional roadway projects or maintenance. It is a set-aside from the federal Surface Transportation Block Grant program. Pre-applications are due in spring of odd years.

The Highway Safety Improvement Program receives federal and state safety funding to implement safety improvements across the roadway network in Virginia. The program requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on safety performance. VDOT advances highway safety improvement projects that have the greatest potential to reduce the State's roadway fatalities and serious injuries. Localities can submit their program systemic applications from August 1 through October 31.

The Access Road Programs provide funding for the construction, improvement, or maintenance of roads serving (1) new or expanding airports; (2) economic development sites; or (3) recreational and historic sites. Upon project completion, the access road must be accepted into VDOT's secondary state highway system or a locality's local roadway system. Localities can submit applications to the VDOT Fredericksburg office on a rolling basis.

Each year, local boards of supervisors are provided funding via VDOT from Federal and State sources to be used in development of the **Secondary Six-Year Plan** (SSYP). SSYP funding is provided by the distribution of Telecommunication Fees (TeleFees program), which are fees paid by communication companies for the use of VDOT right-of-way, and state funding for paving unpaved state roads (Unpaved Roads program). Counties with VDOT-maintained roadways receive a sub-allocation of TeleFees from VDOT. Counties have sole decision-making authority for selecting projects that will receive telecommunication fees funding but are required to coordinate with VDOT on the development of such priorities to

support the County's SSYP. State allocated unpaved road funds are available for unpaved roads with 50 vehicles or more per day. VDOT tracks the usage of unpaved roads and includes qualifying roads in the County's SSYP.

The USDOT Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program, formerly known as the Better Utilizing Investments to Leverage Development (BUILD) and Transportation Investment Generating Economic Recovery (TIGER) discretionary grants, are also available. RAISE is a competitive discretionary grant program intended to close the funding gap for surface transportation infrastructure projects with a significant regional or local impact. In 2025, USDOT reverted to calling the RAISE program the BUILD program. While there is no change in the eight statutorily required criteria, these criteria have been reinterpreted to fit the new administration's priorities. The program invests in multimodal and multijurisdictional road, rail, transit and port projects that are typically harder to support through traditional USDOT programs. These competitive grants are intended to make significant investments in projects that achieve national objectives. The FY 2025 Notice of Funding Opportunity set an application deadline of January 20, 2025, and initially listed the selection announcement date as June 28, 2025. Following the passage of the FY 2025 continuing resolution (Pub. L. 119-4), the announcement date was extended.

The US Department of Transportation memorandum signed by Secretary Duffy in 2025 outlines how the administration plans to allocate USDOT funding priorities going forward. Among various criteria specified in the memo, it states that the USDOT shall prioritize projects and goals that give preference to communities with marriage and birth rates higher than the national average. According to the 2023 American Community Survey (ACS) 5-year estimates, the National Average Marriage Rate per 1000 is 483.72 and the National Average Birth Rate per 1000 is 51.92. Analysis of ACS data for census tracts in the Middle Peninsula identified two tracks that exceed the national averages. Issues identified in these census tracts may rank higher for future federal funding for studies, design, and/or construction improvements.

Table 1: Census Tracts with High Priority for USDOT Funding

County	Census Tract	Marriage Rate per 1000	Birth Rate per 1000
King and Queen	51097950500 (approximately the southern third of the county)	682.99	69.17
Middlesex	51119950900 (approximately the northern third of the county)	653.95	75.91

4.0 Demographic and Land Use Trends

4.1 Population

The Middle Peninsula is comprised of largely rural, low-density counties and three small towns with a total estimated population of 92,886 for the entire region in 2020 and an average population density of 72 persons per square mile. Recently, the Middle Peninsula region overall has experienced modest population growth, and this modest population growth is expected to continue. However, this population growth has been uneven among the region's counties. From 2010 to 2022, two of the counties (Gloucester and King William) experienced growth in population while the other four counties experienced a decline in population (Matthews, Middlesex, Essex, and King and Queen).

Moving forward from 2022 to 2055, this population growth is projected to be modest across the region (12%), with the highest rates of population growth in Gloucester and King William Counties at 14% and 40%, respectively. Population trends have implications for the transportation network of any geographic area. Improvements to the network are needed because mobility and safety are affected by increases in population. In the case of the Middle Peninsula, increasing pressure on the network has already resulted in changes in traffic along US 17 and US 360, which have become increasingly heavily traveled routes. The region's location along multiple waterways and adjacent to the Chesapeake Bay also affect the transportation network. Travel outside of the region to the north and southeast is funneled towards bridges with access across the York and Rappahannock rivers.

Figure 1: Essex County Population Trend and Future Projection

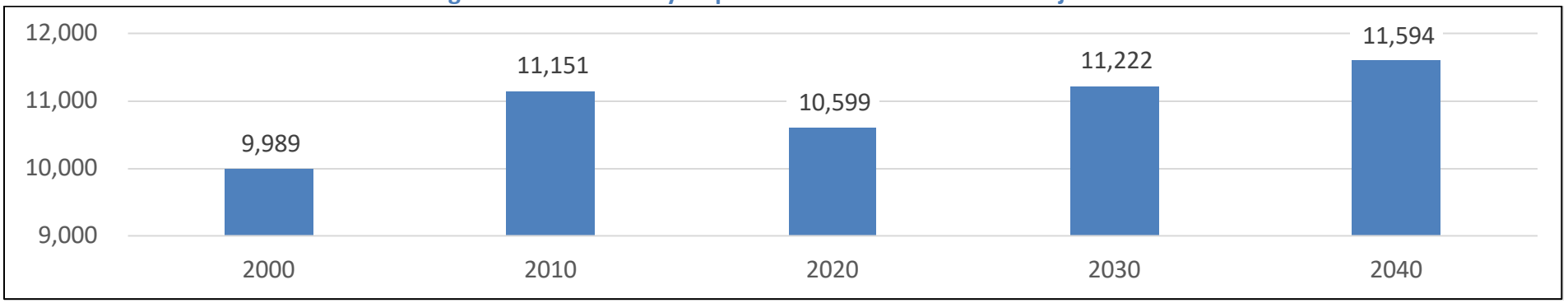


Figure 2: Gloucester County Population Trend and Future Projection

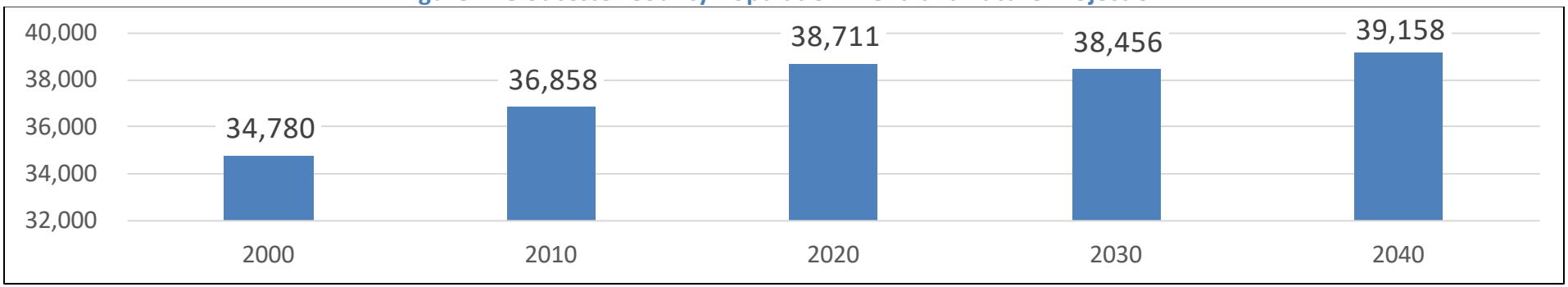


Figure 3: King and Queen County Population Trend and Future Projection

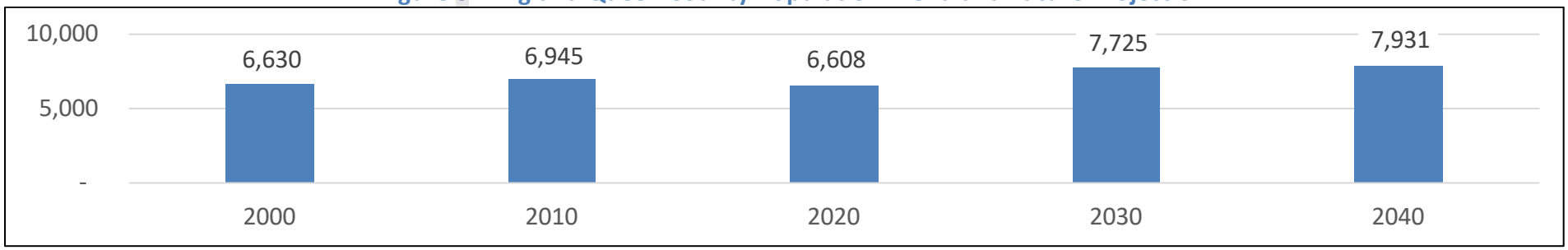


Figure 4: King William County Population Trend and Future Projection

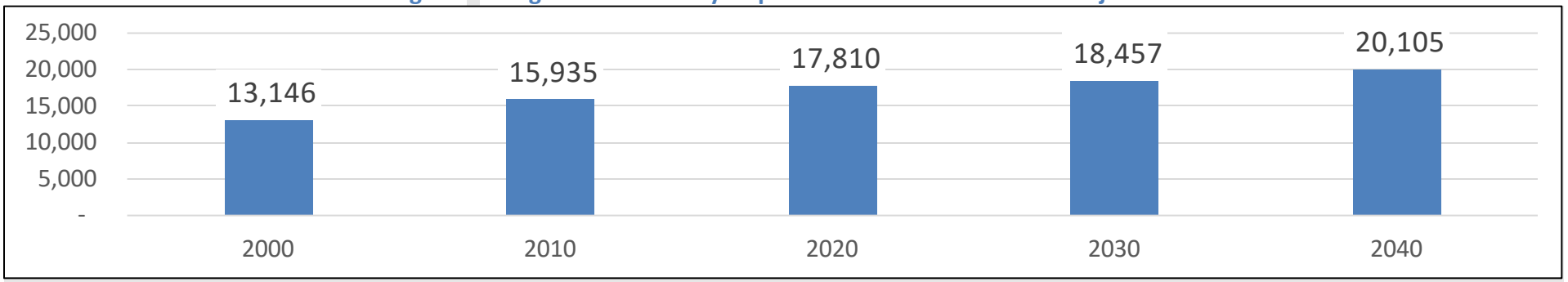


Figure 5: Mathews County Population Trend and Future Projection

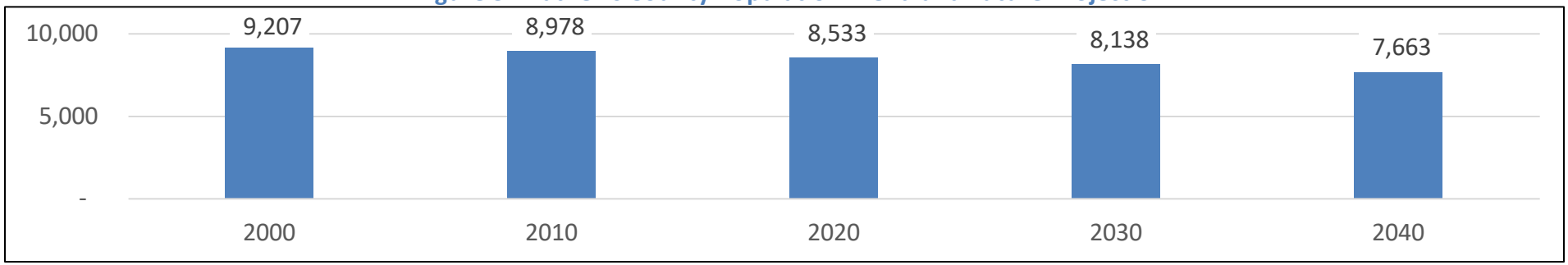


Figure 1: Middlesex County Population Trend and Future Projection

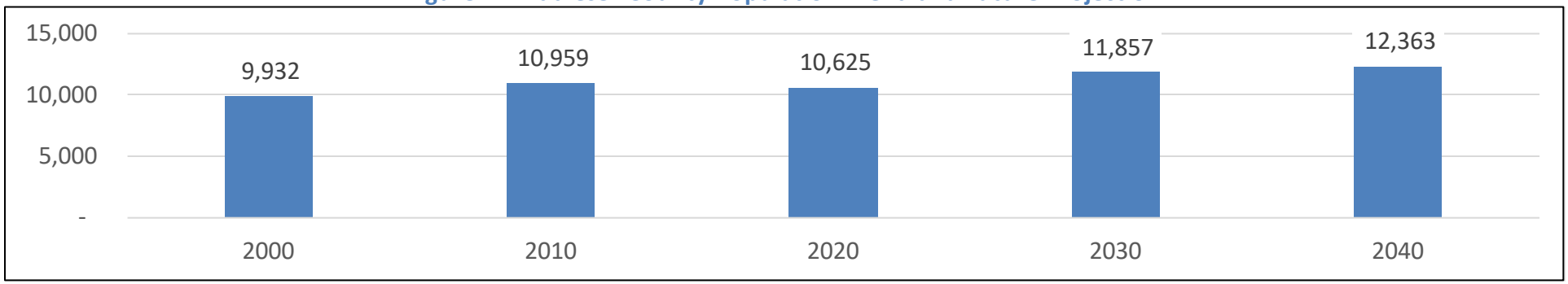
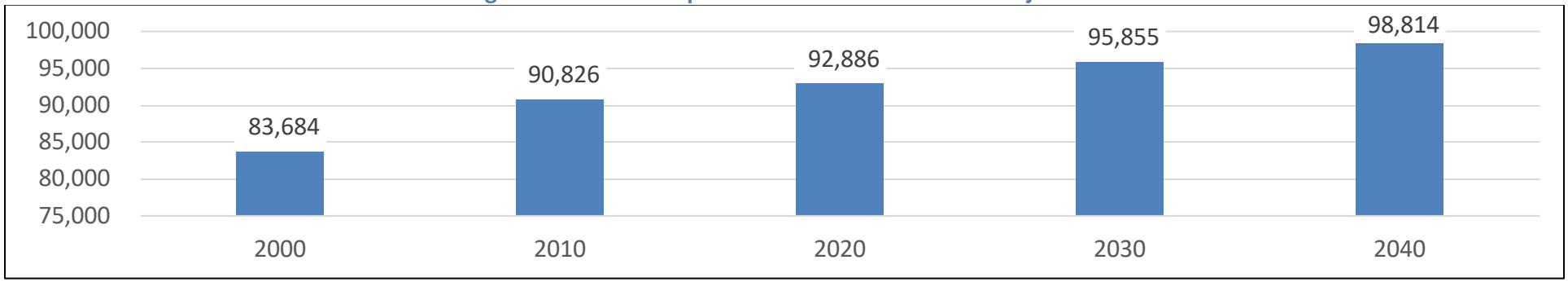


Figure 2: MPPDC Population Trend and Future Projection



Source: 2000 Census, 2010 Census, 2020 Census, Weldon Cooper Center 2018.

4.2 Employment

The three largest employment sectors within the region are government, retail trade, and health care and social assistance. Although not a part of the top three employment sectors, agriculture, manufacturing, and construction are also large employers in the region. While the majority of employers in the Middle Peninsula are small companies (1 to 9 employees), the highest percentage of total employment in the region is among mid-sized companies (10 to 50 employees).

In 2023, the unemployment rate in region averaged 2.8% compared to 2.9% in the state and 3.6% nationwide. Additionally, in 2023 the median household income in the region had a range of to $56,481 in Essex County to $85,212 in King William County. Each of the six Middle Peninsula Counties had a median household income lower than the state average of $89,931 (2023 ACS data).

The largest transportation related issue in the Middle Peninsula's employment conditions is the deficit of available jobs and well-paying jobs within the Middle Peninsula. According to 2025 Virginia Works data, local businesses support only 23,868 jobs in the region with the wages paid by local employers being well below the state and national averages. The average weekly wage in the Middle Peninsula is $952, less than the average of $1,215.

The lack of higher paying jobs in the region has resulted in 73% of the region's workforce commuting to employment in the adjacent metropolitan areas of Richmond and Hampton Roads. This high rate of workers commuting out of the region for employment affects the region's transportation infrastructure as residents are forced to drive longer distances to commute to and from work. These long commutes also put an

increased amount of strain on the region's primary roadways and bridges that connect the region to the larger metropolitan areas of Fredericksburg, Richmond, and Hampton Roads.

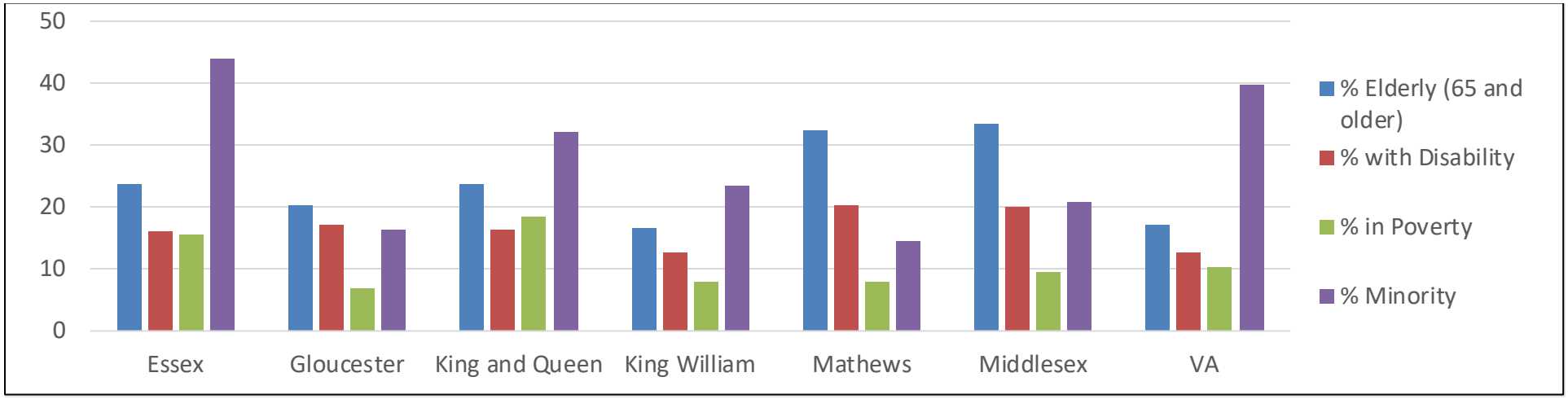
Over the last 20 to 30 years, the region has seen a slight shift to:

- Growing sectors in tourism, retiree housing, and related retiree services;
- Large, forested tracts starting to undergo conversion from woodlands to residential development for local and commuter employees;
- Waterfront communities transitioning from commercial fisheries to an increasing number of marinas and residential developments; and
- Commercial development being located along the VA 33 and US 360 east-to-west transportation corridors.

4.3 Demographic Trends

Disadvantaged population groups were studied in order to determine if there are any gaps or deficiencies in the transportation network that could affect these groups. Disadvantaged groups studied include the elderly, persons with disabilities, persons in poverty, and minorities, as defined by the US Census. All the jurisdictions, except King William County, have elderly populations in a higher proportion than the state (17.2 percent). The portion of the population with disabilities in all jurisdictions, except King William County, is above the state average of 12.8 percent. The most common disabilities are ambulatory disability (having serious difficulty walking or climbing stairs) and independent living disability (having difficulty doing errands alone). In the 2023 5-year American Community Survey, Essex and King and Queen Counties had poverty levels above the state average of 10.2 percent. According to the 2020 Decennial Census, Essex County had a minority population percentage higher than that of the state (40 percent).

Figure 3: Elderly, Disabled, Low-Income, and Minority Populations in the MPPDC



4.4 Public Transportation Implications from Demographic Trends

Using 2020-2023 Census Bureau Data, this report reviewed demographic data at the block group level in order to identify concentrations of disadvantaged populations in the Middle Peninsula that may be ideal for an expansion of public transportations services. These disadvantaged populations are more likely to lack access to an automobile or have the physical ability to operate an automobile, therefore making them dependent on other forms of transportation. Because of this, disadvantaged populations are often identified as the portion of the population that would benefit the most from access to publicly provided transportation, whether it is fixed route or demand responsive transit. This analysis found that there are multiple block groups throughout the region that have a concentration of multiple potential disadvantaged groups. In areas of low population density but a concentration of multiple disadvantaged populations, an increase in demand responsive transit services would provide these populations with improved access to transportation. In areas of higher population density, such as the towns of the region, increased fixed route transit services would have the same effect.

4.5 Relationship of Land Use and Development to Transportation

Rural counties throughout the Commonwealth and in the Middle Peninsula are often working to promote economic growth while striving to preserve the rural character of the landscape. The land use in the Middle Peninsula region is generally rural residential, agricultural, and forested with denser residential and commercial uses clustered around the existing towns and courthouse areas. As an approach to growth, the rural counties of the Middle Peninsula are primarily trying to direct new growth towards existing towns, village centers, or service districts in order to

provide services and to continue to address the needs of residents while maintaining a general agricultural setting. Future land use and growth patterns are important to this plan as changes in existing land use and new development can have a long-term effect on traffic forecasts and demand on the transportation network. Land use and development changes that particularly affect transportation in rural areas include, but are not limited to: school consolidation, loss or gain of a major employer, movement of younger sectors of the population to more urban areas, retirement community development, and growth of bedroom-community type developments for nearby urban areas. The Middle Peninsula's proximity to Fredericksburg, Richmond, and the Hampton Roads region has affected the land use, development, and population and employment growth in parts of the region. The counties which lie on the urban boundaries, Gloucester and King William, have experienced the most population growth and the associated development and land use changes.

In order for the region's transportation system to accommodate and properly serve the region's future land use patterns and growth, a connection must be made between this plan and the future land use plans of the Middle Peninsula localities.

Essex County

In Essex County, the Town of Tappahannock has the predominant residential and commercial development, with 94% of existing land in the county being either undeveloped or used for forestry. The Essex County Comprehensive Plan focuses on limiting growth to areas near Tappahannock or in small "rural service center areas" along US 17 and US 360. The Virginia Economic Development Partnership (VEDP) is advertising 5 sites in this area. The largest employer in Essex County is the Essex County School system. The population is projected to grow by 9% over the next 15 years.

Gloucester County

In Gloucester County, land use is more intensified in the southern half of the county along US 17, within the HRTPO area. Development is more rural and low density residential within the MPPDC area and features large areas of agriculture and forested land. The Gloucester County Comprehensive Plan calls for rural residential and rural resources uses within the MPPDC section of northern Gloucester, with a few rural service centers at major intersections along US 17, e.g., VA 198 at Glenns and VA 610 at Woods Crossroads. The population is expected to grow slightly (1%) over the next 15 years. Residents from the Newport News and greater Hampton Roads area are lured to the County by the promise of lower taxes, lower housing costs, rural character, and relative freedom from the congestion evident in these metropolitan areas. This has created increased traffic volumes on highways not designed for such heavy use within the county. The largest employer in Gloucester County is the Gloucester County School system. The VEDP is advertising 15 sites along US 17.

King and Queen County

In King and Queen County, the predominant land uses are agricultural and forested with residential and commercial development along US 360 and VA 33. The King and Queen County Comprehensive Plan calls for preserving the county's forested and agricultural land while developing rural village centers along US 360 and VA 33. Future plans also note the potential to further develop industrial land uses near an existing airport along the VA 33 corridor. The overall population distribution appears to be experiencing a gradual shift to the upper and lower ends of the County where transportation routes to jobs and retail markets are more accessible. The population is projected to grow 20% over the next 15 years. The largest employer in King and Queen County is the King and Queen County Public School system. The VEDP is advertising 1 site in the county.

King William County

King William County is also primarily agricultural and forested. Commercial and residential development is around the Town of West Point, in the northern portion of the county, and along US 360 in the western part of the county. The King William County Comprehensive Plan calls for development to remain concentrated in these three areas. There is heavy truck traffic on VA 30 from Caroline County to West Point although overall traffic counts on that section are low. The County is rapidly growing into a bedroom community of the metro-Richmond area. King William County is project to outpace Virginia in population growth over the next 15 years at a rate of 13%. The largest employer is Smurfit Westrock, a pulp-paper manufacturing plant, in the Town of West Point. The VEDP is advertising 5 sites in the county.

Mathews County

Mathews County is also primarily rural and low density residential in nature. Of the existing land uses in Mathews County, 39% is residential single family, 30% is undeveloped open land, and 19% is rural agricultural uses. Commercial and industrial development and public lands collectively account for the remaining land use in the County. The Mathews County Comprehensive Plan calls for limiting additional residential development along the County's waterfront, where much of the current residential development exists, due to environmental challenges. The Comprehensive Plan calls for most new residential development to take place in the higher lying area of the County located north of RT 198/RT 3 along the Gloucester County border and near the Piankatank River. The Comprehensive Plan calls for new commercial development to take place at Mathews Courthouse and along the existing business areas of Hudgins, Gwynn's Island and Cobb Creek. More than three quarters of the working residents earn their living outside the County. It is estimated that the County's population will decline by 10% over the next 15 years. The largest employer in Mathews County is the Mathews County School Board, a branch of the local government.

Middlesex County

Middlesex County has more residential and commercial development than some of the other Middle Peninsula counties. These uses are primarily located in Saluda, Urbanna, and Deltaville. The Middlesex County Comprehensive Plan calls for future residential development to take place primarily in the eastern end of the county near the coastline and for commercial development to take place in existing commercial zones. Population

projections indicate that Middlesex County grow by 16% over the next 15 years. The largest employer in Middlesex County is the Middle Peninsula Northern Neck Mental Health Center, a community services board.

5.0 Regional Transportation Systems

5.1 Roadways

There are no federal interstate highways in the Middle Peninsula. However, Interstate 95 passes just west of the region and Interstate 64 runs northwest to southeast just south of the region. The roadways of within region tend to run in a northwest to southeast direction due to the location of waterways within and between the counties. The primary corridors running generally east to west include US 360, VA 14, VA 30, and VA 33. The main north-south corridors are US 17 and VA 14. In the MPPDC, there are 240 miles of arterials, and 414 miles of collectors. The region's principal arterials are US 17, RT 33, and US 360 which the region's minor arterial are RT 30, RT 14, RT 198, RT3, and RT 33 (Middlesex County portion). In addition, there are ten park and ride lots within the region.

The Mattaponi Indian Reservation is accessible from VA 30 by heading east on Wakema Road and then Indian Town Road which connects to Mattaponi Reservation Circle within the reservation. The Pamunkey Indian Reservation is accessible from VA 30 heading west on West Rose Garden Road, then south on Powhatan Trail, and then west on Pocahontas Trail. There is also a rail line that cross through the reservation connecting King William County to New Kent County.

In Deltaville (Middlesex County), golf carts join other vehicles on the low-speed roads. In Virginia, golf carts are street legal during daylight hours (unless they have lights) when driven by an individual with a valid driver's license and up to a maximum speed limit of 25 mph.

5.1.1 Roadway Capacity in the Middle Peninsula

The roadways of the Middle Peninsula vary in their capacity, from the four-lane divided primary corridors such as US 17, US 360, and VA 33, to two lane secondary highways and local roadways. Many of the secondary highways and local roadways are narrow with minimal or no shoulders and frequently lined with vegetated overgrowth. Shoulder and vegetation maintenance is an on-going need to ensure roadway capacity.

Provided below are the five most heavily trafficked roadways for each MPPDC locality, based on VDOT data on **Average Annual Daily Traffic** (AADT) for 2023. AADT estimates the mean traffic volume across all days for a year at a particular location along a roadway.

- Essex County:

1. *US 17 / US 360 Tappahannock Blvd*: AADT of **21,000** within the Town of Tappahannock.
2. *US 360 Queen Street*: AADT of **14,000** within the Town of Tappahannock.
3. *US 360 Richmond Highway*: AADT of **11,000** from the King and Queen County line to RT 620.
4. *US 17 Tidewater Trail*: AADT of **7,800** from RT 609 (Essex Mill Road) to US 360 (at Brays Fork).
5. *US 17 Tidewater Trail*: AADT of **7,100** from US 360 to the Essex County line.

- Gloucester County:
  1. *US 17 George Washington Memorial Highway*: AADT of **34,000** from VA 216 to RT 636.
  2. *US 17 George Washington Memorial Highway*: AADT of **32,000** from RT 636 to RT 628.
  3. *US 17 George Washington Memorial Highway*: AADT of **30,000** from the York County line to RT 216 (Guinea Road).
  4. *VA 3 John Clayton Memorial Highway*: AADT of **29,000** from the Mathews County line to RT 623.
  5. *US 17 George Washington Memorial Highway*: AADT of **27,000** from RT 628 to Bus US 17.

- King and Queen County:
  1. *VA 33 Lewis Puller Memorial Highway*: AADT of **17,000** from the King William County line to RT 678.
  2. *VA 33 Lewis Puller Memorial Highway*: AADT of **16,000** from RT 678 to VA 14.
  3. *VA 33 / VA 14 Lewis Puller Memorial Highway*: AADT of **14,000** from Shacklefords to Shacklefords Fork.
  4. *US 360 Richmond Highway*: AADT of **13,000** from the King William County line to VA 14.
  5. *US 360 Richmond Highway*: AADT of **11,000** from VA 14 to the Essex County line.
  6. *VA 33 Lewis Puller Memorial Highway*: AADT of **9,400** from VA 14 to the Gloucester County line.
- King William County:
  1. *US 360 Richmond Tappahannock Highway*: AADT of **23,000** from the Hanover County line to RT 605.
  2. *US 360 Richmond Tappahannock Highway*: AADT of **21,000** from RT 605 to VA 33.
  3. *VA 30 / VA 33 / 14th Street*: AADT of **20,000** from VA 33 to the New Kent County line.
  4. *VA 33 / 14th Street*: AADT of **19,000** from VA 30 to the King and Queen County line.
  5. *US 360 Richmond Tappahannock Highway*: AADT of **15,000** from VA 30 to the King and Queen County line.

- Mathews County:
    1. *VA 3 / VA 14 John Clayton Memorial Highway*: AADT of **14,000** from Windsor Road to the Gloucester County line.
    2. *VA 3 / VA 198 Buckley Hall Road*: AADT of **9,000** from RT 198 to Dutton Road.
    3. *VA 3 Twiggs Ferry Road*: AADT of **7,500** from the Middlesex County line to RT 198.
    4. *VA 3 Windsor Road*: AADT of **7,300** from RT 198 to VA 14.
    5. *VA 14 John Clayton Memorial Highway*: AADT of **6,800** from VA 3 to RT 617.
- Middlesex County:
    1. *US 17 / VA 33 Tidewater Trail*: AADT of **11,000** from the Gloucester County line to Saluda.
    2. *VA 33 General Puller Highway*: AADT of **11,000** from RT 619 to VA 3.
    3. *VA 33 General Puller Highway*: AADT of **10,000** from Business US 17 to RT 619.
    4. *Business US 17 Gloucester Road*: AADT of **8,100** from US 17 to VA 33.
    5. *VA 3 Historyland Highway*: AADT of **7,900** from the Lancaster County line to VA 33.

Hourly traffic data provides more information than AADT on commuter habits. VDOT has two reliable traffic counters in the region that rely on both in-road and radar sensors. Both are on **US 17: one in Tappahannock (near the south end of Daingerfield Road) and the other in Gloucester Point (between Jordan Road and Croswell Lane).** There are other traffic counters in the area, but they use different methods of data collection that produce lower quality data. The data from the two reliable counters on October 16, 2024, and February 5, April 16, and June 25, (all in 2025) was examined to account for seasonal variations. All 4 dates occurred on a Wednesday.

As listed above, for US 17 Tidewater Trail from US 360 to the Essex County line, including the traffic counter location, the AADT is 7,100. The traffic counter recorded an hourly maximum of 272 vehicles northbound and 324 vehicles southbound. Both of these maximums occurred during the 4:00 pm hour. The trends do not seem to have much seasonal variation or growth over time (Figures 9 and 10).

Figure 9. Traffic Counts on US 17 in Tappahannock, Northbound

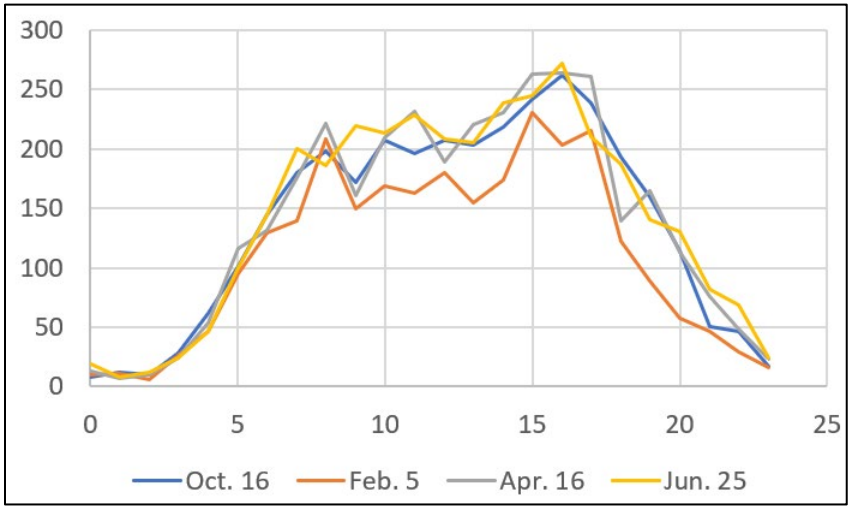
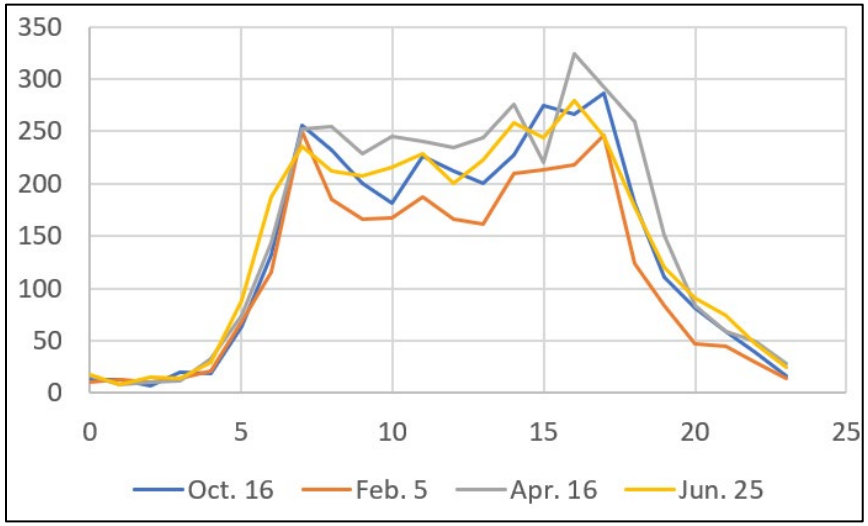
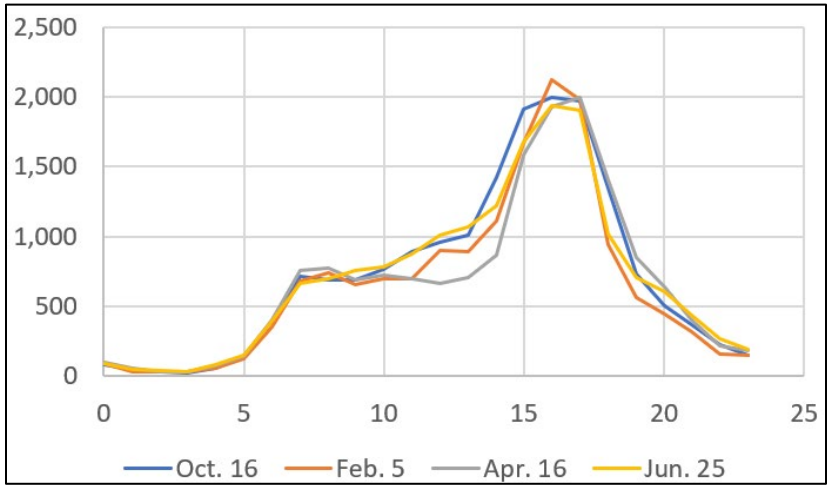


Figure 10. Traffic Counts on US 17 in Tappahannock, Southbound



As listed above, for US 17 George Washington Memorial Highway from the York County line to RT 216 (Guinea Road), including the traffic counter location, the AADT is 30,000. The traffic counter recorded an hourly maximum of 2,124 vehicles northbound during the 4:00 pm hour in February and 1,890 vehicles southbound during the 6:00 am hour in April. The trends do not seem to have much seasonal variation or growth over time (Figures 11 and 12).

Figure 11. Traffic Counts on US 17 in Gloucester, Northbound



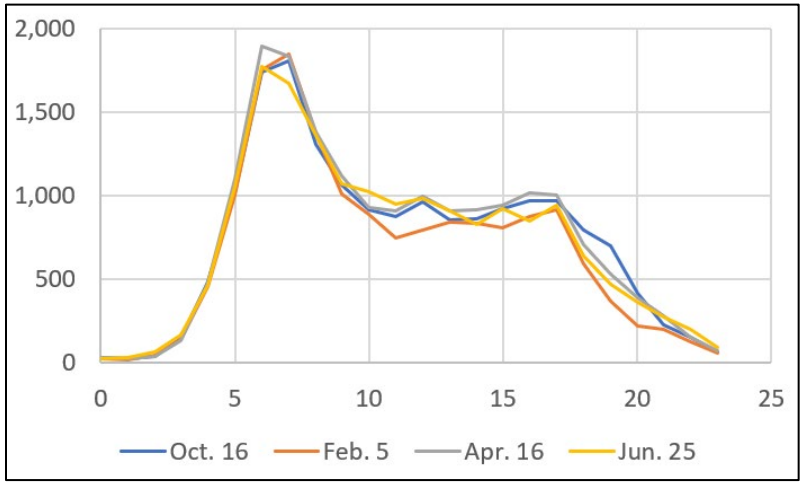


Figure 12. Traffic Counts on US 17 in Gloucester, Southbound

Replica, a mapping tool that visualizes travel patterns and mobility data based on cell phone tracking, provides additional information on roadway usage. The most frequently traveled roads in the Middle Peninsula are the western bridges, including the US 17 George P. Coleman Bridge in Gloucester Point, the US 360 bridges over the Mattaponi and Pamunkey Rivers, and the RT 30 / RT 14 bridges in West Point. These bridges facilitate commutes to Hampton Roads, Richmond, and I-64, respectively. This data was confirmed by respondents to the 2025 MidPenRideShare commuter survey. The data also confirms the peak traffic numbers through Gloucester Point heading southbound in the morning and heading northbound in the afternoon. This data will be described in more detail in the upcoming MidPenRideShare ***Commuter Assistance Program Strategic Plan*** (anticipated in late 2025).

Unpaved or tar and chip roads are typically improved to asphalt when they reach 25% truck traffic or higher. This work is funded through the maintenance budget, so recommendations are not typically included in long-range planning documents.

5.1.2 *Roadway Safety in the Middle Peninsula*

To assess the safety of the Middle Peninsula's roadways, crash data provided by VDOT from 2021 to 2024 was analyzed. The table below shows the annual, and average annual, number of fatal crashes and total crashes on the roadways of each Middle Peninsula county.

Table 2: Roadway Crash Data for the Middle Peninsula

Year	Type	Essex	Gloucester	King and Queen	King William	Mathews	Middlesex
2021	Fatal Crashes	6	5	6	3	2	4
	Total Crashes	165	385	144	204	84	98
2022	Fatal Crashes	2	7	2	5	3	2
	Total Crashes	140	345	117	220	70	96
2023	Fatal Crashes	1	6	2	3	1	3
	Total Crashes	137	380	142	196	78	99
2024	Fatal Crashes	5	8	4	2	0	3
	Total Crashes	154	400	130	243	73	129
Average Annual	**Fatal Crashes**	**4**	**7**	**4**	**4**	**2**	**3**
	Total Crashes	**149**	**378**	**134**	**216**	**77**	**106**

Provided below are the locations of concentrations of crashes from 2021 to 2024 in each Middle Peninsula locality:

- Essex County: Crashes were scattered along US 17, US 360, VA 607, VA 619, VA 684, at the intersections of US 17 with VA 631, US 360 in Tappahannock), and VA 684 (Howerton Road), and at the intersections of US 360 with VA 607/684 (Howerton Road) and VA 619.
- Gloucester County: Crashes within the MPPDC section of the County were scattered along VA 3/14 and US 17 and at the intersections of US 17 with both VA 14 and McFadden Way near the Riverside Hospital, US 17 with VA 616, and US 17 with VA 33.
- Mathews County: The majority of crashes within Mathews County were scattered along VA 14 and VA 198.
- Middlesex County: Crashes were scattered along US 17 and VA 33 and at the intersection of VA 33 and VA 3.
- King and Queen County: Crashes were scattered along US 360, VA 33 (with a high concentration near the regional airport), and VA 14, and at the intersections of VA 33 with VA 14 (both intersections) and US 360 with VA 14.
  King William County: Crashes were scattered along US 360 and VA 30 (with high concentration around the commercial center of Central Garage) and at the intersections of US 360 with VA 30, with Manfield Road, and with Dabney's Mill Road, and VA 30 with VA 33 in West Point.

5.1.3 Roadway Maintenance in the Middle Peninsula

The safe and effective movement of goods and services along the Middle Peninsula's roadways and bridges is dependent on transportation system that is well maintained. Among the region's roadways, maintenance issues are most common along the region's secondary roadways, which serve as connecting routes that allow for people and goods to access the region's primary roadways. The greatest threats to effective roadway maintenance in the region are:

- Vegetation: Vegetated overgrowth is shrinking shoulders and lines of sight on many of the secondary highways and local roadways. Vegetation maintenance is an on-going need to ensure roadway capacity.
- Flooding: Flooding is primarily caused by the region's low-lying topography and the effects of sea level rise on the region's waterways.
- Debris Management: The strong storms that the region often experiences, such as hurricanes and Nor'easters, commonly result in fallen forest debris that can block the region's narrow, two-lane secondary roadways.
- Right of Way Encroachment: The growth of tree limbs and other natural vegetation can reduce the visibility and navigability of the region's secondary roadways.
- Bridge Maintenance and Bridge Replacement: Due to the region's geography, the Middle Peninsula is home to numerous bridges that play a valuable role in the region's transportation system. The Middle Peninsula is home to 17 bridges with posted weight limits and eight bridges that have vehicle height and width restrictions. The limits and restrictions of these facilities heavily impact the region's goods producers, as these limits influence the routes in which freight vehicles can travel. It is imperative for the safety of users and for the economic vitality of the region that the bridge maintenance and replacement be done in a proactive manner. Following a comprehensive study investigating the deterioration of Virginia's highway structures in 2019, VDOT is working within existing constraints to proactively manage the inventory to optimize bridge durability, safety, and value of funds invested. The State of Good Repair program is Virginia's primary source of construction funding for existing bridges. VDOT prepares a ***State of the Structures and Bridges*** each fiscal year on the conditions of bridges, large culverts, and ancillary structures (signs, luminaires, traffic signals, high mast lights and camera poles). The reports provide recommendations for improvements for VDOT's SYIP. In the last five annual reports, only one bridge in the Middle Peninsula has been recommended to the SYIP. A bridge on VA 610 (Piedmont Road) over a stream in Middlesex County was proposed to the Draft Update to FY2024-FY2029 SYIP. If funded, work preliminary engineering would begin in late 2025.

5.1.4 The Role of Roadways in Economic Development on the Middle Peninsula

The roadways of the Middle Peninsula play an important role in economic development in the region, as the vast majority of the movement of goods, services, and people take place along the region's roadways. Not only do the roadways serve as connective facilities that allow for the movement of people and materials, they also serve as the location for the vast majority of economic development opportunities in the region, particularly the principal and minor arterials. In Gloucester County, the vast majority of economic development has taken place, and is projected to continue to take place, along the US 17 corridor. In King and Queen County, the county has identified RT 33 as the location for its "Technology Corridor". In King William County, the majority of economic development opportunities are located along the US 360 corridor and in the Town of West Point adjacent to RT 33. In Essex County, the majority of economic development opportunities are located along the US 360 corridor, along US 17, and in the Town of Tappahannock. In Middlesex County, a large portion of commercial land in the County's Future Land Use Map is located along US 17, RT 33 and RT 3. In Mathews County, the majority of economic development opportunities are within the County's villages and hamlets, which are located along RT 198 and RT 14.

Economic development along these corridors will require access for entrances, interchanges, and other traffic features. VDOT's access management regulations define access management as "the systematic control of the location, spacing, design, and operation of entrances, median crossovers, traffic signals, and interchanges for the purpose of providing vehicular access to land development in a manner that preserves the safety and efficiency of the transportation system." Good access management can have the following impacts: reduced number of crashes and crash potential, decreased travel time and congestion, improved access to properties, synchronized land-use and transportation decisions, and enhanced travel efficiency.

VDOT regulations require the applicant to meet certain design standards outlined in the VDOT Design Manual Appendix F. No entrance to a VDOT-maintained highway may be constructed unless its location and design complies with these regulations or a waiver is granted based on conditions or criteria presented. Permission to construct an entrance is granted through VDOT's land use permit.

Unfortunately, the access management standards are currently perceived by Middle Peninsula communities as consistently a deterrent to rural growth. The financial costs associated with complying with these access management standards, based on the Access Management Design Standards, are often cost prohibitive and incur costs to the development that can make it economically unfeasible. Many development projects have failed due to the costs associated with achieving the required standards.

We commonly see applicants proposing alternatives they deem equally as safe and more cost-effective. Access management in Virginia should be used to help a rural coastal locality grow and thrive while also providing safe and uncongested roadways. Localities should collaborate with VDOT to review the access management guidelines to see what compromises they would be willing to accept on their roadways to allow for increased economic development while sacrificing some safety and access management standards in the current regulations.

5.1.5 The Role of Roadways in Providing Public Access to the Waterways of the Middle Peninsula

The roadways of the Middle Peninsula play another unique role in the region, as the Secondary System of State Highways, maintained by VDOT, provide the region with the majority of its public access sites to state waters. The Secondary System of State Highways was created in 1932 by the passage of the Byrd Road Act of 1932. The Byrd Road Act transferred to VDOT the control of all non-primary highways and landing in Virginia for the purpose of relieving local governments of the obligation of maintenance. Since receiving the control of these roadways, VDOT has ended the state maintenance of many of them at a fixed location, or road ending. However, the end of maintenance does not mean the end of the public's right to use these roadways, and their established right of way, for public passage. The deeded right of way for many of these road endings continues all the way to the water's edge, meaning that they create a right-of-passage that the public can utilize to access the water. These roadways and landings provide the region with a unique opportunity to provide the residents of the region with numerous points of access to the region's waterways for recreational and commercial purposes. However, for these points of access to provide the public with safe, maintained, and consistent access, collaboration between VDOT, the Middle Peninsula Chesapeake Bay Public Access Authority (MPCBPAA), and local governments is required. Rural roads may not be able to accommodate the trucks and trailers towing boats, and the access points might not have appropriate facilities (e.g., boat ramps, parking spaces) to support public use.

5.2 Public and Shared Transportation

Public and shared transportation options in the Middle Peninsula include limited fixed-route public transportation, demand-response service for the general public and for certain disadvantaged groups and facilitated ridematching. Connectivity and amenities for promoting shared and active transportation options are expanding.

5.2.1 Bay Transit

Bay Transit, the public transportation authority of the charitable, nonprofit organization Bay Aging, is the only public transportation provider in the Middle Peninsula (https://baytransit.org/). It also provides public transportation services for the Northern Neck and New Kent and

Charles City Counties, for a service area of nearly 3,000 square miles with a population over 170,000 people. It maintains dozens of vans, buses, and station wagons for providing limited fixed-route public transportation and demand-response service.

Bay Transit buses offer two deviated fixed-route public transportation routes in Tappahannock and West Point. "The Rivah Ride" in the Town of Tappahannock operates Monday through Friday from 9:00 am to 2:00 pm and runs roughly 3 miles down Route 17 through the middle of town. The West Point Deviated Fixed Route operates Monday, Wednesday, and Friday from 10:00 am to 2:00 pm and runs roughly 2.5 miles along Route 30 ($1 per ride). Bay Transit also operates a trolley in the Town of Urbanna during the summer months.

The majority of Bay Transit service is provided through demand-response service, a reflection of the low population density of the region it serves. Demand-response service is offered from Monday to Friday, 6:00 am to 6:00 pm ($2 per ride). Using the free Bay Transit 4U app, customers can securely and conveniently book trips straight from their smartphones and get picked up in minutes. Customers can pay using their debit or credit card securely stored on the Bay Transit 4U app or pay in cash with exact change aboard the bus. Bay Transit Express runs from Gloucester Point to Gloucester Courthouse area from Monday through Friday from 8:00 am to 4:00 pm, and rides throughout the service zone are only $1 per person.

Bay Transit also offers transportation services through the New Freedom Mobility Management and MEDCARRY. New Freedom Mobility Management helps local seniors (at least 60 years of age) and people with short- or long-term disabilities, travel to social and recreational events, retail shopping, medical appointments, and work. In addition, it helps people that do not qualify for Medicaid Health transportation benefits travel to medical appointments. Reservations must be made 72-hours in advance. MEDCARRY provides non-emergency medical transportation to local seniors (at least 60 years of age). Reservations must be made 48-hours in advance. Fares for both programs are $5 for round trips of 50 miles or less and $10 for round trips of 51-90 miles.

Bay Transit has an EV charging pilot project next door in the Northern Neck. Project Share Your eNroute Charge (Project SYNC) is creating, evaluating, and testing a business model for installing enroute EV chargers dedicated to transit agency vehicles that are also available to the general public when not scheduled for transit agency use. The project is led by Dominion Energy Virginia, Virginia Clean Cities, Bay Transit, Jaunt, and Virginia Department of Rail and Public Transportation. This initiative aims to expand clean mobility options for residents, enhancing their access to essential services such as healthcare, childcare, employment, and other services. Additionally, the project seeks to ensure reliable and affordable access to EV charging for both transit agency fleets and the public. This project will support the goals of emissions reduction and ensuring access to economic, environmental, and other advantages, ultimately enhancing the infrastructure, economic competitiveness, and

quality of life. The program is addressing crucial questions related to charging reservations and restrictions, pricing, charging locations, cost-effectiveness, and other barriers and benefits through thorough assessment and development. and testing. Project SYNC aims to establish a successful and replicable model that not only benefits transit agencies like Bay Transit and Jaunt but also improves the quality of life for residents by providing them with reliable, affordable, and accessible EV charging options. This model may be an option for the Middle Peninsula in the future.

Until then, the region advertises four EV charging stations (Regatta Point YC in Deltaville and Bareford Buick GMC, Hampton Inn, and Sheetz all in Tappahannock. There are also two local propane stations (Bay Transit in Warsaw and Smith Point Marina in Reedville).

5.2.1 MidPenRideShare

Ridematching supplements public transportation services. MidPenRideShare is a free ridematching service for residents, workers, commuters, and tourists in the Middle Peninsula area (https://midpenrideshare.org/). It offers real-time ridematching to find carpools, vanpools, and all forms of public transportation, trip planning, and information on park-and-ride lots, bike share services, electric vehicle charging stations, and rewards. The Commission partnered with the Virginia Department of Rail and Public Transportation (VA DRPT) on their Virginia-wide ConnectingVA program (https://connectingva.agilemile.com/) to provide this locally-branded service to connect interested people who share travel routes and destinations via the free ConnectingVA app. The app can help with local and long-distance travel, such as commutes to Richmond, Hampton Roads and Northern Virginia/D.C. and beyond. In addition, VA DRPT has a Guaranteed Ride Home program to ensure that those who carpool or vanpool to work always have a way home if their schedule changes due to personal or family emergencies, unexpected requirements to work late, or carpool or vanpool vehicle breakdowns.

Data from the app indicates slightly increasing popularity and use over the last five years (which included the pandemic shutdowns) and significant savings in terms of a reduction in vehicle miles driven and money spent on gas, thanks to the reduction in single occupancy vehicles on the road (Figures 9 and 10). In 2024, app users who live in or commute to the Middle Peninsula saved over $142,000 on gas alone, as well as the associated savings in vehicle maintenance and potential parking fees. That is money that stays in the wallets of community members. In addition, app users have redeemed over 300 awards earned during the five years valued at nearly $1,400.

MidPenRideShare staff recently conducted the third year of a "**Commuter Survey**" to collect voluntary data on commuter habits including usage of public transportation. They found that commuters driving out of the region also tend to go shopping or out to eat while they are out of the region. A major takeaway is that more educational outreach would spread information about public transportation and ridesharing

opportunities as well as the guaranteed ride home option. MidPenRideShare staff will update and expand the survey for future data collection to inform future outreach, planning, activities, and reporting.

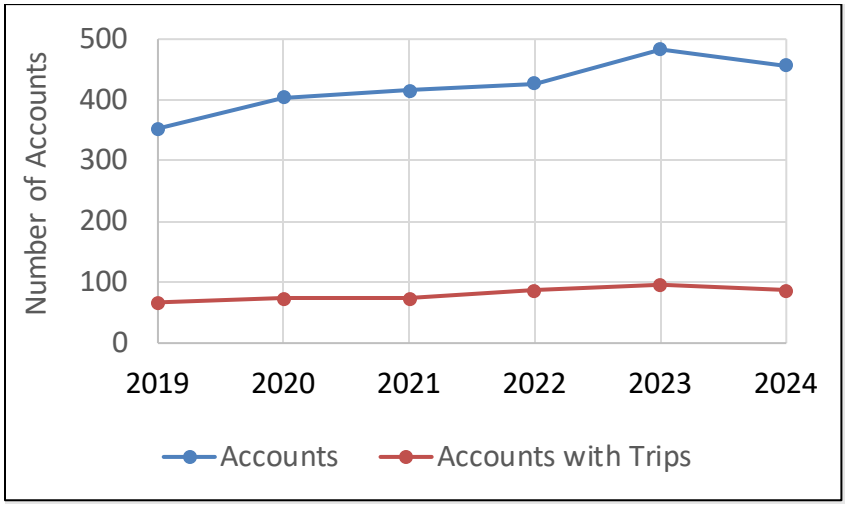
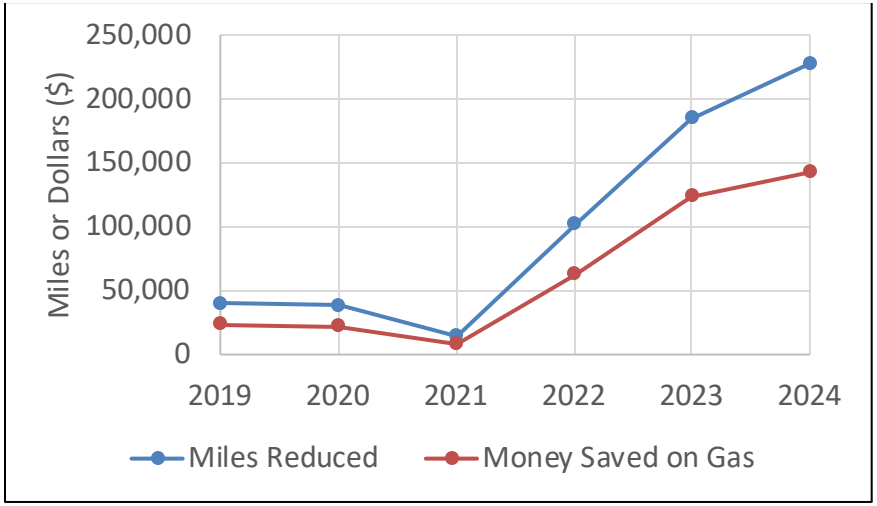


Figure 14: Ridematching Savings from MidPenRideShare

Figure 3: Ridematching Users from MidPenRideShare



There are ten VDOT park and ride lots available across the Middle Peninsula. Park and Ride lots allow commuters, particularly long-distance commuters, to park their vehicles or bikes at a convenient location and then finish their commute using alternative transportation modes – carpool, vanpool, bus, train, bike or walking. These lots are available for use when commuting to work or school, or when sightseeing, shopping, running errands, etc. MidPenRideShare provides extensive information and videos of the lots on their website to encourage use. (https://midpenrideshare.org/park-and-ride-lots/). The ten are:

1. Loretto (US 17 and VA 654 Essex County)
2. Rappahannock Community College (US 17 and VA 33 in Gloucester County)
3. Gloucester Point (Guinea Road in Gloucester County)
4. Hub 33 (Mattaponi in King and Queen County)
5. Sharon Road (US 360 and VA 662 in King William County)
6. Mathews County (VA 14 and VA 621)
7. Foster (14384 John Clayman Memorial Hwy in Mathews County)
8. Dixie (1904 Buckley Hall Road in Mathews County)
9. Hartfield (VA 3 and VA 33 in Middlesex County)
10. Saluda (VA 33 and VA 703 in Middlesex County)

There are other public and nonprofit organizations that serve the transportation needs of specific groups, such as the seniors and people with disabilities. These organizations and their programs are not available for the general public, so they are not included here.

Local public and shared transportation goals and actions are determined at the state level by the VA DRPT and in the region by MidPenRideShare planning. VA DRPT updated the ***Coordinated Human Service Mobility Plan*** in 2022 (https://drpt.virginia.gov/guidelines-and-requirements/coordinated-human-service-mobility-plan/). The plan addresses the Middle Peninsula as part of the Tidewater region. VA DRPT found the regional strengths to include:

- Riders and participants feel the existing service is “a blessing.”
- Trips are generally affordable ($1-$2 per trip).
- There is collaboration between human service providers and transportation providers to provide free or subsidized trips for seniors, people with disabilities, etc.
- People can use existing services to get to major employers.

In addition, VA DRPT identified the regional high priority action items as:

- Improve Access to Human Service Transportation, specifically explore the feasibility for expanded door-to-door service.
- Increase Statewide and Regional Coordination:
  - Work with local jurisdictions to include human services transportation into location transportation planning;
  - Develop and maintain statewide and regional advisory committees to focus on coordination of service providers; and
  - Continue communications with organizations that are involved with and support transportation in Virginia (i.e., Community Transportation Association of Virginia (CTAV), etc.).
- Increase Awareness of Available Service and Provide Education & Training for Staff and Riders:
  - Develop educational and marketing materials for the general public to discover potential service options and eligibility; and
  - Expand education and training opportunities for operators to ensure they have proper training and resources to manage and provide aid to their passengers (client specific).

MidPenRideShare is currently updating their local ***Commuter Assistance Program Strategic Plan***. The updated plan (anticipated in late 2025) will provide program-specific goals, objectives, and performance measures; identify service needs, marketing strategies, and unmet needs; and support collaboration and state-level programming for a 5-year planning horizon. The plan will address daily commuters, residents with limited transportation options, environmentally conscious travelers, and employers promoting sustainable commuting options. The draft plan vision is to enhance quality of life by improving regional mobility, increasing van pool and carpool trips, and reducing the rate of residents that commute to jobs outside the region. The draft mission is to implement scalable strategies that alleviate congestion, improve air quality, and support economic growth through carpooling, vanpooling, telecommuting, and other sustainable options. The draft goals include reducing single occupant vehicle trips, promoting telework, increasing workforce mobility, and expanding awareness of MidPenRideShare resources. The recommendations from these plans will be the roadmap for future of public and shared transportation in the Middle Peninsula.

5.2.3 Pupil Transportation

The region is home to 24 grade schools educating over 10,000 students from kindergarten through high school (Table 3). The Virginia Department of Education (VDOE) has primary responsibility for the development and implementation of state laws and regulations, standards, practices and procedures to promote the safe transportation of public-school pupils to and from school and school-related events. The Virginia Board of Education promulgates and adopts regulations concerning educational programs in areas that include pupil transportation in public schools (Chapter 70 of the State Board of Education Regulations). These regulations cover requirements for student transportation, school bus drivers, school buses, and school activity buses. They also require the collection and reporting of school bus accident data. The 2023-2024 school

bus accident data lists only 1 bus crash in the region. It was in Gloucester County, and 3 bus occupants were injured. No one was injured getting on or off any busses that year.

Table 3: Middle Peninsula Students

County	No. of Students	No. of Schools	No. of Busses
Essex	1,200	3	37
Gloucester	4,500	8	89
King and Queen	610	3	20
King William	1,800	4	44
Mathews	720	3	26
Middlesex	1,250	3	27

The 2025 Virginia General Assembly passed **VA HB 2720 "An Act to Permit Certain Flexibility in Certain Local School Divisions Relating to Student Transport**." The act allows school boards that govern school districts with fewer than 4,500 students to conduct a pilot program to offer other types of student transport, including:

- Partnering with school boards of contiguous school divisions or community colleges
- Contracting with a privately owned and operated entity
- Using specialized management companies, transportation network companies, alternative transportation providers, public transportation, carpool coordination services, or private companies

The provisions of the act expire on July 1, 2027, so school boards have two years to conduct the pilot program and report to the VDOE regarding ridership and cost-effectiveness. In the region, Gloucester County does not qualify for the pilot program. The other five counties do. VDOE offers "**Pilot Project Guidelines**" (2014) summarizing the associated regulations.

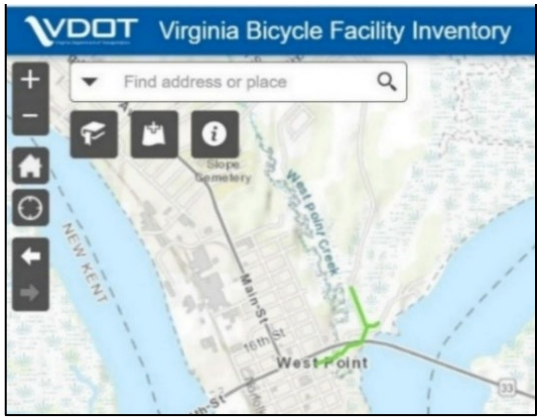
5.3 Bicycle and Pedestrian Facilities

Bicycle and pedestrian facilities in the Middle Peninsula are severely lacking throughout the majority of the region, in part because of the low population density of the area. Additionally, bicycle and pedestrian planning for the Middle Peninsula is also sorely lacking at the state, regional, and local levels. The VDOT prepared the ***2010 Virginia Bicycling Guide*** with information on bicycle routes, state parks, and bicycle clubs. While the guide is outdated, the associated online materials are up-to-date. The Virginia Bicycle Facility Inventory Map identified a 0.47-mile asphalt shared use path for pedestrians and cyclists in West Point (Figure 11).

Rural roads and scenic byways that have speed limits less than 60 mph are popular with cyclists. A scenic byway is a road designated by the Commonwealth Transportation Board as having relatively high aesthetic or cultural value, leading to or within areas of historical, natural, or recreational significance. The state identifies these byways in the Middle Peninsula (Figures 12 and 13):

- US 17 from Tappahannock through Essex County to the Spotsylvania County line.
- VA 30 from West Point through King William County to the Caroline County line.
- North River Road from VA 14 through Mathews County to Mobjack.
- VA 14 from VA 198 near Hudgins to VA 600 at Shadow, then VA 600 to Lighthouse Road, and all the way to New Point Comfort in Mathews County.
- The loop starting and ending at VA 14 along VA 642, 643, 644, 611, and 608 in Mathews County.

Figure 15: Shared Use Path in West Point



Although not designated as a scenic byway, local cyclists also recommend taking VA 223 from Hudgins, Mathews County, across the bridge to and around Gwynn's Island.

Figure 16: Byways in Essex and King William Counties

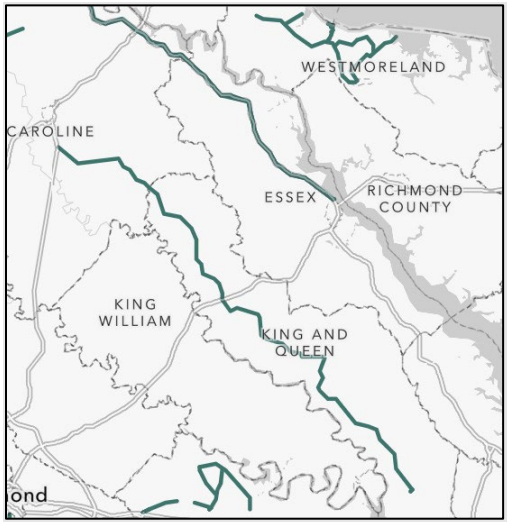
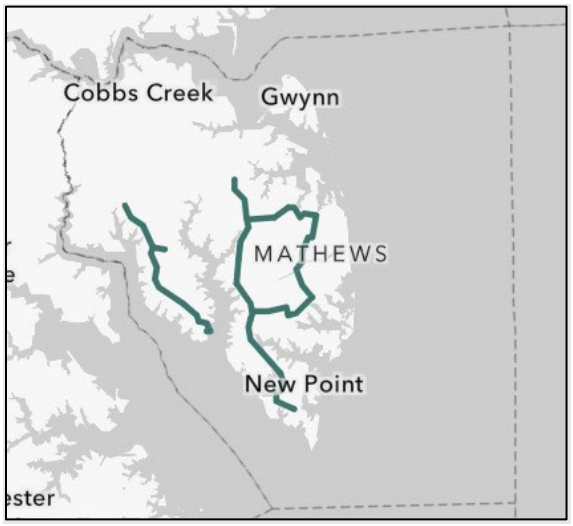


Figure 17: Byways in Mathews County



In the past, MPPDC staff and staff from member counties have reached out to VDOT regarding posting "Share the Road" signs on the roads popular with cyclists, but VDOT did not support the idea because those roads are not designated as bike routes.

The regional active transportation plan, the ***Middle Peninsula Regional Bicycle Facility Plan*** (2004), is now severely outdated. At the local level, the bicycle and pedestrian planning contained in local comprehensive plans acknowledge the lack of adequate bicycle and pedestrian infrastructure and encourage the development of such facilities, except for King and Queen County, which defers to the 2004 regional plan. The local rural character provides natural scenery easily accessible by pedestrians and cyclist due to low traffic volume on county roads, but there are few existing bicycle route plans or bicycle facilities. The counties seem interested in exploring techniques and programs that will provide safe accessible bicycle and pedestrian facilities with connectivity to other modes of transportation in an effort to decrease vehicle dependency, support economic viability, expand tourism, and encourage quiet enjoyment of the County natural environment. Most counties acknowledge the need to focus pedestrian infrastructure in the towns, village-style areas, mixed use areas, and new such development.

Middlesex County secured funding for improving pedestrian and bicycle safety and constructing a multi-use, shared path along RT 33 in Deltaville. The "Deltaville Multi-Modal Transportation Project, Phase 1" path connects the multitude of marinas located along RT 33 with Deltaville and the Deltaville Maritime Museum. An application for funding for "Deltaville Multi-Use Path: Phase 2" is under review.

The Fifty-Year Vision for Mathews County includes "Biking and hiking trails weave through forests and meadows while low emission public vehicles minimize the need for cars." As noted above, the County promotes biking on byways and lesser used roadways along the coastline. In fact, the County hosts the Tour de Chesapeake annually in May for biking enthusiasts and tourists. The County would specifically like more signage of significant bike routes to increase public awareness as well as connectivity to water trails.

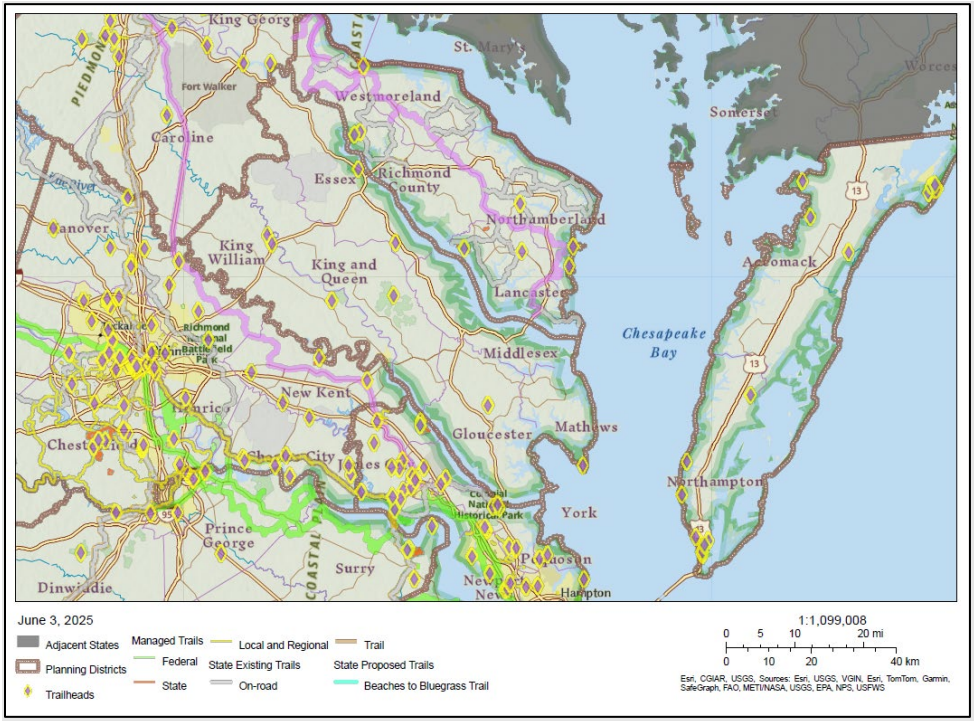
Without adequate access to bicycle and pedestrian facilities throughout the region, not only is the potential for bicycle and pedestrian activity reduced, the safety of pedestrians and cyclists in the Middle Peninsula is at risk. The following section provides VDOT crash data on bicycle and pedestrian related crashes in each Middle Peninsula county from 2019 to 2024. In total, during that time period, there were 19 pedestrian related crashes, four of which resulted in a pedestrian fatality. There were no bicycle-related crashes. The pedestrian related crashes were:

- Essex County, there was one pedestrian related crash resulting in an injury. The crash occurred on US 17 near the intersection of Mary Field Road in 2020.
- In Gloucester County, in the northern section of Gloucester County that falls within the MPPDC (outside the HRTPO), there were two pedestrian crashes (no fatalities). The crashes occurred near 14938 George Washington Memorial Highway (US 17) north of Glenns and near 12067 Harcum Road north of Harcum.
- In King and Queen County, there were three pedestrian-related crashes with one resulting in a fatality. The crashes occurred on VA 49 Walkerton Landing Road near Walkerton Post Office (fatal), VA 33 at Chain Ferry Road, and US 360 at White Oak Lane.
- In King William County, there were two pedestrian-related crashes with one resulting in a fatality. The crashes occurred on VA 30 at West Chinquapin Road (fatal) and near 192 Forest Lane south of Central Garage.
- In Mathews County, there were four pedestrian related crashes and no fatalities. The crashes occurred on Windsor Road north of Fort Nonsense, Buckley Hall Road near Mathews County Circuit Court, VA 14 west of Buckley Hall Road, and near 10411 Buckley Hall Rd.
- In Middlesex County, there were seven pedestrian related crashes and two fatalities. The crashes occurred on:
    1. US 17 between Laneview and Jamaica (fatal),
    2. VA 33 west of Christchurch,
    3. Urbanna Road north of Ivy Shores Blvd,
    4. VA 33 south of Bobs Hole Road,
    5. Regent Road north of Bobs Hole Road,
    6. Oakes Landing Road north of Saluda, and
    7. VA 33 at Lovers Lane in Deltaville (fatal).

There are several state resources available to guide bicycle and pedestrian facility planning efforts. VDOT developed the ***State Bicycle Policy Plan*** in 2011 to ensure bicyclists are an integral component of Virginia's multimodal transportation system, and to provide bicycle policy recommendations that will guide the planning, design, construction, operation and maintenance of bicycle accommodations. Following, VDOT completed the ***Pedestrian Policy Plan*** in 2013 to complement to the Bicycle Policy Plan. VDOT also compiled best practices in the *Community Trail Development Guide*. In addition, the Virginia Department of Conservation and Recreation offers the online ***Greenways and Trails Toolbox.***

The "**ConserveVirginia: Virginia's Land Conservation Strategy, Version 3.0**" from the Virginia Department of Conservation and Recreation indicates there are trails and trailheads in the region (Figure 14). There are no cross-regional trails or proposed trails, only trails within parks or small local areas, e.g., Brown State Forest. Interestingly, the state proposed Potomac Heritage Trail connects to Yorktown to the south of the Middle Peninsula and White Stone to the north but does not cross the region.

Figure 18: Trails and Trailheads In and Connecting to the Middle Peninsula



5.4 Airports

There are no commercial airports in the region. However, Richmond International is within 30 miles of the western portion of the PDC and Newport News/Williamsburg International is located south of the region, within 30 miles of the eastern part of the PDC. There are three general aviation airports: Middle Peninsula Regional Airport in King and Queen County; Tappahannock-Essex County Airport outside of the Town of Tappahannock on Aviation Road; and Hummel Field east of Saluda. The ***Virginia Air Transportation System Plan Update*** (2016) includes data on changes in the number of aircraft based at airports as well as projected growth rates for each airport. The projected average annual growth rate between 2012 and 2037 is 0.0% at Hummel Field, 3.0% at Middle Peninsula Regional, and 3.0% at Tappahannock/Essex. The projected growth at Middle Peninsula Regional and at Tappahannock/Essex outpaces the state and national average for airports. In 2022, Hummel Airport underwent an extensive runway realignment and extension from roughly 2,000 feet to 3,300 feet. Middlesex County is currently in the process of replacing Hummel Airport's aged terminal building with a new 5,000 square foot terminal building facility. The growth of these facilities could create an increase in freight and general automobile traffic on the secondary roadways that connect these facilities to the region's primary roadways. For the Middle Peninsula Regional Airport, VA 643 provides a connection to US 33. For the Tappahannock-Essex County Airport, Aviation Road provides a connection to US 360. Hummel Field Airport is located along US 3.

Table 4: Forecasted Airport Growth for the Middle Peninsula

Airports	Forecast Average Annual Growth of Total Based Aircraft		
	2012-2022	2022-2037	2012-2037
Virginia Commercial Service Airports	0.6%	0.5%	0.6%
Virginia General Aviation Airports	1.2%	1.1%	1.1%
All Virginia Airports	1.1%	1.0%	1.0%
All U.S. Airports	0.4%	0.9%*	0.6%*

5.5 Waterways

Perhaps what the Middle Peninsula is best known for, though, is its pristine blue-green infrastructure from which nature lovers can launch their kayaks to see wildlife up close and experience the best this rural coastal Virginia region has to offer. The waterways of the Middle Peninsula are critical to the region's transportation system as well as its economy and way of life. The historical development of the region was tied to its

access to waterways for international navigation and this access to waterways continues to be a vital component of the region's success. The Middle Peninsula region is bounded by the Rappahannock River to the north and the York River to the south and has 1,200 miles of coastline. Also found in the region is the Pamunkey River and Mattaponi River, which flow into the York River, the Piankatank River which flows into the Chesapeake Bay, and the Severn, Ware, East, and North Rivers while flow into the Mobjack Bay and then into the Chesapeake Bay. According to the ***Virginia Working Waterfront Master Plan*** (2016), this system of waterways supports the region's marine industries, which consists of 1,660 jobs and $22.7 million in wages in the region.

These waterways also enhance the region's logistical advantage, providing the region access to two major international ports, the Port of Virginia in Norfolk and the Port of Baltimore. According to the American Association of Port Authorities, in 2017 the Port of Virginia was the seventh busiest port in the country while the Port of Baltimore was the thirteenth busiest.

5.5.1 At-Risk Waterways

The future use of these waterways as a vital part of the region's economy, transportation system, and way of life is in jeopardy as the region's waterfront development is as risk of sea level rise and an increased frequency and magnitude of storm events. Compounding this issue is the shoaling of navigable channels throughout the Chesapeake Bay, restricting access and limiting water travel.

A study published by the United States Coast Guard (USCG) in 2018 highlights this issue of shoaling in 13 of the region's navigable creeks that provide access to the Chesapeake Bay (Table 5). For the purpose of this report, waterways that are identified in the USCG report as experiencing any level of shoaling will be defined as "at-risk waterways". The report found that in the Middle Peninsula region, there are seven tributaries that connect into the major waterways that are shoaled in, putting them in jeopardy of having their ATONs signage removed. The removal of ATON signs removes the Coast Guard's responsibility to maintain the waterway. Without ATON and federal maintenance, these waterways become unreliable and unsafe for maritime travel, diminishing their ability to provide transportation and economic benefits to the region. In addition, there were two waterways in the region in which its entrance is shoaled in, but its creek end is stable. Finally, there were four waterways in which its entrances are stable, but its creek end is shoaled in.

Table 5: Shoaled Creeks Identified by USCG (2018)

Gloucester County	Mathews County	Middlesex County
Timberneck Creek[1]	Hole in the Wall[1]	Parrotts Creek[1]
Cedarbush Creek[1]	Davis Creek[1]	Urbanna Creek[3]

Gloucester County	Mathews County	Middlesex County
Aberdeen Creek[1]	Winter Harbor[1]	La Grange/Robins Creek[3]
Sarah Creek[3]	Horn Harbor[2]	
Perrin River[3]	Haven East[2]	

Notes: [1] Shoaled, [2] Entrance shoaled, [3] End shoaled

The ***Dredging Implementation Prioritization and Management for Middle Peninsula Shallow Draft Channels*** (April 2021) by VIMS identified 120 creeks and rivers and collected data on them to prioritize dredging needs. They prioritized 25 creeks based on their physical parameters of amount of visible shoaling and the number of coastal use structures (Table 6). The top three creeks on the prioritized list are Sarah Creek in Gloucester County, and Robinson Creek and Sturgeon Creek in Middlesex County. These top three prioritized creeks have a total of about 445 piers, 15 marinas, and 25 public or private boat ramps. VIMS outlined the steps that localities would need to take for additional data collection to develop dredging projects and provided recommendations for additional regional management considerations.

Table 6: Creeks Prioritized for Dredging by VIMS (April 2021)

Gloucester County	Mathews County	Middlesex County
1. Sarah Creek	8. Davis Creek	2. Robinson Creek
9. Timberneck Creek	12. Winter Harbor	3. Sturgeon Creek
10. Aberdeen Creek	19. Godsey Creek	4. Meachim East Creek
14. Free School Creek	21. Chappel Creek	5. Whiting Creek
15. Sterling Creek	23. Warehouse Cove	6. Bush Park Creek
16. Ferry Creek	25. Winder Creek	7. Urbanna Creek
17. Dancing Creek		11. Meachim Creek
20. Old House Creek		13. Parrotts Creek
		18. Unnamed
		22. Harry George Creek
		24. Cores Creek

The ***Middle Peninsula Local Government Dredging Implementation Plan*** (July 2021) examined the need and potential costs for dredging 21 waterways in the region, some of which are shallow draft navigation channels Table 7). The plan notes the declining amount of federal and state

fund available for dredging. Unfortunately, without continual maintenance of the navigable waterways in the Middle Peninsula, marine traffic will have to be diverted, boating safety will be jeopardized, and recreational and economic activity curtailed. The impact will result in reduced economic activity, reduced shoreline property values, and fewer real estate taxes flowing to local governments. The plan compared the costs of contracting dredging services versus establishing a regionally operated dredging program and found the second option to be the most cost-effective across the region and over time. Recommendations for implementation were included.

Table 7: Creeks with Dredging Cost Estimates (July 2021)

Gloucester County	Mathews County	Middlesex County
Sarah Creek	Put in Creek	Broad Creek
Perrin River	Mill Creek 2	Bush Park Creek
Free School Creek	Milford Haven	Mill Creek
Whittaker Creek	Horn Harbor	Whiting Creek
Timberneck Creek	Queens Creek	Robinson Creek
Cedarbush Creek	Hole in the Wall	Parrotts Creek
Aberdeen Creek	Davis Creek	
	Winter Harbor	

Following, VIMS released the ***Data Collection at Fifteen Selected Creeks in Support of Shallow Water Dredging on Virginia's Middle Peninsula - Methods & Data Report*** (September 2021). The 15 creeks are listed below in Table 8.

Table 8: Creeks Prioritized for Dredging by VIMS (September 2021)

Gloucester County	King and Queen County	Mathews County	Middlesex County
Sarah Creek	Mattaponi River	Put in Creek	Broad Creek
Perrin River		Mill Creek 2	Bush Park Creek
Free School Creek		Milford Haven	Mill Creek
Whittaker Creek		Horn Harbor	Whiting Creek
		Queens Creek	Robinson Creek

Regional staff have secured funding for these projects:

- Development of model language will be developed to assist local governments interested in establishing tax revenue financing mechanisms for supporting dredging and flood protection activities (Project 30007). A pilot financing structure will be developed for Middlesex County for dredging and flood protection of Broad Creek. The development of options for financing dredging projects is currently underway.
- Developing a Dredge Material Management Initiative Master Plan for the Middle Peninsula and Eastern Shore Regions (Project 30008). Legal and regulatory review and development of an outline for the Master Plan are currently underway.
- Obtaining appropriate permits and implementing dredging of **Davis Creek** (Project 301012).
- Dredging the **Aberdeen Creek** channel to –7 feet Mean Low Water and placing the dredged material at an appropriate location. MPPDC is administering the grant on behalf of the County with procurement and permitting assistance and project oversight (Project 38810).
- Designing and developing a draft permit application for dredging and beneficial reuse of disposal of dredged material at **Whiting Creek** (Project 38812).
- Emergency dredging of the federal navigation channel and placement of dredging material in the federal upland placement site adjacent to Broad Creek (Project 38813). Construction substantially completed.

On behalf of MPPDC, Representative Wittman selected two projects for consideration in the FY26 federal budget via the Community Project Funding (earmarks):

- MPCBPAA Regional Dredging Program: $810,000 to acquire dredged material disposal sites to support municipal dredging program.
- **Winter Harbor** Dredging: $2M pass-through funding to U.S. Army Corps of Engineers for maintenance dredging.

5.5.2 Working Waterfronts Infrastructure

The future navigability of these at-risk waterways poses a grave threat to the region's marine industries. Among the 13 waterways that are classified as shoaled in by the USCG, there are 21 of the region's 81 WWFs:

- Aberdeen Creek: 1 WWF
- Davis Creek: 3 WWFs
- Winter Harbor: 3 WWFs
- Horn Harbor: 3 WWFs
- Sarah Creek: 3 WWFs
- Perrin River: 6 WWFs
- Urbanna Creek: 2 WWFs

MPPDC staff secured a USDOT RAISE grant for the "Designing Multimodal Working Waterfronts" project (Project 32169). The funding is for conducting a region-wide planning project that will result in a suite of shovel-ready, high-priority multi-modal transportation infrastructure improvements intended to address critical needs related to the region's publicly owned working waterfronts in order to meet the modern and future needs of the region's growing commercial seafood and maritime industries. The project involves three distinct tasks: 1) State of Good Repair Condition Assessments, 2) Multimodal Working Waterfront Needs Assessment and Improvement Strategies, and 3) Multimodal Working Waterfront Improvement Plan Development. To date, 11 WWFs have 30% complete designs for improvements. These are:

1. Rappahannock River Park (Essex County)
2. Perrin Wharf (Gloucester County)
3. The Corduroy Canal at Captain Sinclair's (Gloucester County)
4. Willam's Landing (Gloucester County)
5. Mattaponi River Public Access Site (King and Queen County)
6. Davis Creek (Mathews County)
7. East River Boat Yard (Mathews County)
8. Winter Harbor Landing (Mathews County)
9. Mill Creek Landing Boat Ramp (Middlesex County)
10. Stamper's Bay Landing (Middlesex County)
11. Whiting Creek Landing (Middlesex County)

The RAISE program, formerly known as the BUILD and TIGER discretionary grants, was created under the American Recovery and Reinvestment Act of 2009 and continued through annual appropriations until it was officially authorized by the Bipartisan Infrastructure Law in November 2021. In 2025, USDOT reverted to calling it the BUILD program.

In addition to the typical transportation funding opportunities already mentioned, the MPPDC and MPCBPAA, in partnership with member localities, identified grant funding opportunities that could be used to support dredging projects and the development or redevelopment of WWFs:

1. Virginia Department of Conservation and Recreation, Virginia Community Flood Preparedness Fund
2. Virginia Department of Housing and Community Development, Growth and Opportunity Virginia, Enhanced Capacity Building
3. Virginia Department of Housing and Community Development, Community Development Block Grant, Project Planning Grants
4. US Economic Development Administration, Public Works Grants

5. US Economic Development Administration, Economic Adjustment Grants
6. US Economic Development Administration, Disaster Supplemental Assistance program
7. USDOT Port Infrastructure Development Program

5.5.3 Water Trails Throughout the Middle Peninsula

In addition to its waterways that provide navigation access to motorized vehicles and host vital working waterfronts, the region is also home to an extensive system of minor waterways that provide active transportation options. Throughout the Middle Peninsula region, multiple established water trails utilize these minor waterways as sources for tourism, recreation, and transportation. Both Mathews and Gloucester County have established countywide water trails, the National Park Service manages the Captain John Smith Trail that runs up the York, Mattaponi, Pamunkey, Piankatank, and Rappahannock Rivers, and the Friends of the Dragon Run offer guided kayaking tours of the 40-mile-long Dragon Run Creek and Swamp. The "Mathews Blueways Water Trails System" consists of 15 designated trails, and the Gloucester Blueway Water Trails consists of 7 established routes.

The MPCBPAA provides locals and visitors access to hundreds of acres of waterfront land and the waterways. The Authority provides many online resources with information on the waterways, including:

- The Virginia's Coastal Wilds website with maps of water trails and boat ramps, recommended activities, upcoming events, and more.
- The public water access and recreational land reservation system for boat slips, car-top boat launching, and parking.
- The Virginia Water Trails website designed to connect locals and visitors to ecotourism destinations in and around the Middle Peninsula via interactive water trail maps and supporting information. MPPDC appropriates funding for website maintenance (Project 302010).

In response to a locality request, MPPDC is developing a Virginia Department of Health Boating Infrastructure Grant proposal to fund Perrindise Marina boat slips and dock improvements (Project 38100). This would improve access to the Perrin River.

5.6 Goods Movement

The majority of goods movement in the region is by truck and utilizes most of the road network, particularly US 17, US 360, VA 3, VA 14, VA 30, and VA 33. The freight generators and shippers are more heavily clustered in southern Gloucester County and in western King William County, both of which are the closest locations to the interstate system and major metropolitan areas.

There is only one rail line in the area, a Norfolk Southern branch that crosses into King William County from New Kent County and terminates in the Town of West Point. The line is heavily used by the paper mill in town that is operated by Smurfit WestRock. However, there is potential and

interest in the region for expanding rail and water-based freight movement and to create an intermodal transportation facility in the Middle Peninsula. In 2009, a ***Multimodal Freight Operations Study*** prepared for the MPPDC analyzed the conditions for multimodal freight movement in the region. The report concluded that there is significant potential for the region to establish a multimodal facility that could combine truck, rail, and water-based freight movement. The report highlights southern King William County as the most likely location for such a facility, due to its relative proximity to I-64, containing the main rail line in the region, being the principal source of truck traffic, and position at the terminus of the York River and the widest portions of the Mattaponi and Pamunkey Rivers.

5.7 Transportation Demand Management

The Middle Peninsula goal for transportation demand management (TDM) is to implement scalable strategies that alleviate congestion while supporting economic growth, preserving the environmental, and promoting a high quality of life. The Federal Highway Administration defines TDM as providing travelers with effective choices (such as work location, route, time of travel, and mode) to improve travel reliability. Managing demand can be a cost-effective compared to increasing capacity. As noted above, TDM measures in the region include:

- Providing convenient, affordable public transportation, including demand-response service, via Bay Transit
- Supporting shared transportation via MidPenRideShare services, VDOT park-and-ride facilities, and Guaranteed Ride Home services
- Providing multi-modal connectivity options (roads, rail, airports, and waterways)
- Supporting active transportation with bicycle and pedestrian facilities (although limited)
- Maintaining waterways and water trail facilities

The Middle Peninsula region has the largest percentage of out-commuters in the Commonwealth of Virginia, meaning that out of the region's workforce of 46,000, there are 33,244 people (or 72%) who commute outside of the region for employment. This out-commute rate has also resulted in a regional average commute time and length that are both substantially longer than the statewide average. This uniquely high out-commuting rate puts a strain on the region's transportation system and creates challenges for the region's local economy. One of the greatest challenges to managing the travel demand created by the large portion of out-commuters is that there is not a single concentration of out-commuter destinations. Out-commuters often travel to the urbanized areas of Richmond, Fredericksburg, and Hampton Roads for employment in higher wage jobs than are available on the Middle Peninsula.

In addition, managing commuting within the Middle Peninsula is also a challenge. The majority of the commuters who stay in the region for employment are not employed in the county they resident within, creating a significant amount of inter-commuting among Middle Peninsula

counties. The 2016 5-year American Community Survey found that each county within the region had a higher percentage of workers who commute to work outside of their county of residence than the state average of 43%.

In 2015, the MPPDC published a **Transportation Demand Management (TDM) Plan for FY2016- FY2021**. This plan sought to identify strategies the region and the organization could pursue to address its long-distance commuting issues. The plan proposed three key improvements the region can make to address its commuting issues, which were then implemented:

1. Enhance the ride matching software MidPenRideShare uses to an online system that has access to a statewide database of commuters.
2. Assist in the development of King and Queen County's planned Technology Corridor along RT 33 from Rappahannock Community College to RT 14.
3. Increase regional efforts to improve the regional economy in order to retain and create more job opportunities for Middle Peninsula Residents.

As noted in Section 5.2, MidPenRideShare is currently updating their local ***Commuter Assistance Program Strategic Plan***. The recommendations from the updated plan (anticipated in late 2025) will provide a roadmap for Transportation Demand Management.

6.0 Transportation System Recommendations

6.1 Roadways

The analysis of the region's roadway system focused primarily on the safety of the region's intersections and the capacity of the region's primary and secondary roadways. Through the review of available data and of state, regional, and local plans and from input provided by local and regional officials as the public through public meetings, the MPPDC, in conjunction with the local jurisdictions and VDOT, prepared a list of priority locations for roadway improvements. This list of roadway improvements is based on:

- The relevant recommendations of the Middle Peninsula Rural Long Range Transportation Plan (2012, 2018, and 2020)
- The reports and data referenced in this report
- Locality Comprehensive Plans and staff input
- VDOT SmartScale and SYIP

The projects recommended in previous Middle Peninsula RLRTPs have not been implemented, and newly identified areas of concern are listed below by county. Many of the previously identified priority locations had improvement recommendations and require no further analysis. Newly identified priority locations require an analysis of conditions and development of recommended alternatives.

6.1.1 MPPDC Regional Priorities

The MPPDC Board developed regional priorities as new recommendations in the 2025 plan.

2025 RLRTP Recommendations

- Projects not identified in short-term or long-term transportation plans have been implemented by VDOT according to their own schedule.
  - Recommendation: VDOT will notify the MPPDC and relevant local governments prior to implementing any projects not in this plan.
- Information on transportation issues (e.g., high speed limits, locations of frequent crashes, and malfunctioning traffic lights) is not collected and/or incorporated into transportation planning.
  - Recommendation: VDOT will develop and support methodologies for collecting, compiling, and using information from residents, commuters, and others in transportation planning.

6.1.1 Essex County

The County is currently working on the Transportation chapter for their Comprehensive Plan update. The update, once complete and approved by the Planning Commission and Board of Supervisors, may have additional local goals, priorities, and recommendations.

2018 RLRTP Recommendations

- The intersection of US 360 (Richmond Highway) and VA 1001 (Cross Street). This intersection has a district priority rank of 60. VDOT did not select this issue to study.
  - Recommendation: Continue to monitor the location.
- The intersection of US 17 (Tidewater Trail) and VA 1215 (Mary Field Road). This intersection has a district priority rank of 281. VDOT did not select this issue to study.
  - Recommendation: Continue to monitor the location.

- The intersection of VA 620 (Millers Tavern Road) and VA 684 (Howerton Road). This intersection has a district priority rank of 245. VDOT did not select this issue to study.
  - Recommendation: Continue to monitor the location.

- The intersection of VA 619 (Kino Road) and VA 618 (Scottsmill Road). This intersection has a district priority rank of 288. VDOT did not select this issue to study.
  - Recommendation: Continue to monitor the location.

2020 RLRTP Recommendations

- US 360 (Church Lane) / VA 1003 (Duke Street). This segment of road has a district priority rank of 79.
  - Recommendation: There are limited improvements that can be done due constraints within the area. However, based on the completed research and field review, the following recommendations for this roadway are suggested:
    - Install a stop bar on both approaches of SR-1003 (Duke Street). This will provide visual stopping point to motorists on SR-1003 (Duke Street) as they approach the stop sign.
    - Eliminate left turns from SR-1003 (Duke Street). This can be done by the installation of "No Left Turn" signs on both approaches.
    - Eliminate crossing and left turn maneuvers by constructing a median along US-360 (Church Lane) in order to minimize the number vehicle conflict points. This may not be a feasible option due to the limited lane widths and physical constraints of the intersection.
    - Close, consolidate, and/or relocate driveways at the intersection. This will reduce roadside friction by removing the number of locations where vehicle to vehicle conflicts occur. If driveways cannot be closed, consolidated, or relocated, it may be appropriate to restrict turning maneuvers at the driveway to right-in/right-out movements. For example, left turns at the Union Bank and plant nursery driveway can be restricted/limited to right turns in and right turns out. The median proposed above would further reduce the number of conflict points at these driveways.

- US 17 / US 360 Tappahannock Bypass. This segment of road has a district priority ranking of 79.
  - Recommendation: Recommend the construction of a "Tappahannock Bypass", from the intersection of US 17 and US 360 south of Tappahannock to US 17 north of Tappahannock. This bypass is recommended to be four lanes wide with a median and roughly 3 miles long in distance. This bypass will allow for vehicles using US 17 as a long-distance connecting route to bypass the congestion

and intersections of concern within the Town of Tappahannock, while also decreasing the stress on the current US 17 segment through Tappahannock. The segment of US 17 that runs through Tappahannock had an Average Annual Daily Traffic count of 21,000 vehicles (as of 2023), the most of any road segment in Essex County. Additionally, there are seven intersections identified by VDOT as potential safety improvements along US 17 through Tappahannock:

- US 17 and VA 1036 (Ball Street). This intersection has a district priority rank of 22 in 2018. This intersection is located in a dense commercial and high activity area with several adjacent signalized intersections. The intersection is a safety concern as there is a high potential for rear-end and left turn accidents.
- US 17 and VA 1032 (Elm Street). This intersection has a district priority rank of 232 in 2018.
- US 17 and VA 725 (Winston Road)
- US 17 and VA 101 (Preston Street). This intersection has a district priority rank of 131 in 2018.
- US 17 and VA 1006 (Virginia Street). This intersection has a district priority rank of 138 in 2018.
- US 17 and VA 1003 (Duke Street). This intersection has a district priority rank of 51 in 2018. This intersection as identified as a safety concern as the number of crashes at this location exceeded the planning threshold.
- US 17 and VA 657 (Marsh Street). This intersection has a district priority rank of 126 in 2018. This intersection is both a safety and congestion concern.

2025 RLRTP Recommendations

- The intersection of US 360 (Richmond Highway) and VA 619 (Kino Road). This intersection has a district priority rank of 77. There were several crashes at this intersection from 2019-2024. This intersection is part of the US 360 **AMP study.**
  - Recommendation: Review and implement recommendations from US 360 AMP study current underway.

- US 360 (Richmond Highway) from LaGrange Industrial Drive north east through Tappahannock to Airport Road including intersections, specifically US 360 and US 17 at Brays Fork and US 360 (Queen Street) and US 17 (Church Lane) in Tappahannock. The area was project "US 17/US 360 (Tappahannock Boulevard/Church Lane) Corridor Study" in STARS IV. Submitted **for SmartScale round 6** for a continuous Green-T intersection at the intersection of US 360 and US 17 at Brays Fork.
  - Recommendation: Follow up on funding and support project implementation.

- White Oak Drive to Teakwood Drive. Submitted for **SmartScale round 6** to add sidewalks and crosswalks.
  - Recommendation: Follow up on funding and support project implementation.

- The intersection of US 360 with VA 684 (Howerton Road) / VA 620 (Dunbrooke Road) near Miller's Tavern. There were several crashes at this intersection from 2019-2024. This intersection is part of the US 360 **AMP study.**
  - Recommendation: Review and implement recommendations from US 360 AMP study current underway.

- The intersection of US 17 (Tidewater Trail) and VA 684 (Howerton Road) / Bowlers Road at Center Cross. There were several crashes at this intersection from 2019-2024.
  - Recommendation: Study this intersection for safety improvements.

6.1.2 Gloucester County

2012 RLRTP Recommendations

- The intersection of US 17 (George Washington Memorial Highway) and VA 606 (Ark Road). This intersection has a district priority rank of 46.
  - Recommendation: This intersection is a safety concern, as crashes at this location exceeded the planning threshold. It was recommended that this intersection continued to be monitored for potential improvements.

2018 RLRTP Recommendations

- The intersection of VA 198 (Dutton Road) and VA 602 (Burkes Pond Road). This intersection has a district priority rank of 138. VDOT did not select this issue to study.
  - Recommendation: Continue to monitor the location.

- The intersection of VA 618 (Cappahosic Road) and Poplar Pond Drive. This intersection has a district priority rank of 193. VDOT did not select this issue to study.
  - Recommendation: Continue to monitor the location.

- The Intersection of VA 198 (Glenns Road) and VA 726 (Dogwood Trail). This intersection has a district priority rank of 221. VDOT did not select this issue to study.
  - Recommendation: Continue to monitor the location.

- The intersection of VA 610 (Davenport Road) and VA 612 (Millers Landing Road). This intersection has a district priority rank of 303. VDOT did not select this issue to study.
  - Recommendation: Continue to monitor the location.

- The intersection of VA 14 (John Clayton Memorial Highway) and VA 602 (Burkes Pond Road). This intersection has a district priority rank of 245. VDOT did not select this issue to study.
  - Recommendation: Continue to monitor the location.

- The intersection of VA 623 (Ware Neck Road) and VA 624 (Griffin Road). This intersection has a district priority rank of 288. VDOT did not select this issue to study.
  - Recommendation: Continue to monitor the location.

- The intersection of VA 606 (Ark Road) and VA 614 (Hickory Farm Road). This intersection has a district priority rank of 245. VDOT did not select this issue to study.
  - Recommendation: Continue to monitor the location.

- Intersection of VA 618 (Cappahosic Road) and VA 614 (Hickory Fork Road). VDOT did not select this issue to study.
  - Recommendation: Continue to monitor the location.

- Intersection of VA 614 (Hickory Fork Road) and VA 631 (Gum Fork Road). VDOT did not select this issue to study.
  - Recommendation: Continue to monitor the location.

- Intersection of VA 614 (Hickory Fork Road) and VA 616 (Belroi Road). VDOT did not select this issue to study.
  - Recommendation: Continue to monitor the location.

2020 RLRTP Recommendations

- Expansion of VA 198 (Glenns Road).
  - Recommendation: Recommend the expansion of VA 198 (Glenns Road) from US 17 to VA 601 (Pampa Road) from a two-lane roadway to a four-lane roadway with a dividing median. This expansion is supported by the 2025 Virginia State Highway Plan. There is one intersection, the intersection of VA 198 (Glenns Road) and Dogwood Trail (VA 726), along this segment that has been identified as a potential safety improvement by VDOT.

- Expansion of VA 610 (as both Davenport Road and Pinetta Road).
  - Recommendation: Recommend the expanding the capacity that can be accommodated by VA 610 from the intersection of US 17 and VA 610 to the intersection of VA 614 and VA 610. Increasing this roadway's capacity will assist in addressing future congestion issues that may be caused by the future opening of the National Park that will be located at Werowocomoco, along the York River.

2025 RLRTP Recommendations

- The intersection of VA 33 (Lewis Puller Memorial Highway), US 17 (George Washington Memorial Highway), and VA 198 (Glenns Road). This project is being implemented in the **2026 SYIP (project #123891).**
  - Recommendation: Support project implementation.

- VA 14 (John Clayton Memorial Highway) from US 17 Business to VA 623 (Ware Neck Road). Titled the "Route 14 Corridor Study," this section of roadway and intersections are part of STARS V. The **2026 SmartScale Pre-Scoping** application was submitted.
  - Recommendations: Review and implement recommendations from STARS study. Follow up on funding and support project implementation

- US 17 from Guinea Road north to Featherbed Lane. This area is Project Pipeline #FR-25-03 being studied from March 2025 to August 26. The 2026 SmartScale Pre-Scoping application was approved. The **2026 SmartScale** application was scored.
  - Recommendation: Follow up on funding and support project implementation.

- US 17 from Featherbed Lane north to Burleigh Road. Titled the "Route 17 Corridor Study," this section of roadway is part of STARS V.
  - Recommendation: Review and implement recommendations from **STARS study** current underway.

- US 17 from Belroi Road north to McFadden Way / Hospital Drive and US 17 Business / Main Street / Fiddlers Green Road from Justice Drive northwest to US 17. From 2019-2024, there were several of car crashes at the intersections along US 17. This area is in the Project Pipeline as #FR-25-02 being studied from March 2025 to August 26. The 2026 SmartScale Pre-Scoping application was approved. The **2026 SmartScale** application was scored.
  - Recommendation: Follow up on funding and support project implementation.

- Roaring Springs Rd SUP. The **2026 SmartScale Pre-Scoping** application was submitted.
  - Recommendation: Follow up on funding and support project implementation.

- Guinea Road and Low Ground Road Intersection. **The 2026 SmartScale Pre-Scoping** application was submitted.

- Recommendation: Follow up on funding and support project implementation.

- VA 14 and Ware Neck Road Intersection. The **2026 SmartScale Pre-Scoping** application was submitted.
  - Recommendation: Follow up on funding and support project implementation.

- US 17 and Hayes Rd Intersection. The **2026 SmartScale Pre-Scoping** application was submitted.
  - Recommendation: Follow up on funding and support project implementation.

- US 17 and Crew Road. The **2026 SmartScale Pre-Scoping** application was submitted.
  - Recommendation: Follow up on funding and support project implementation.

- US 17 and Beehive Drive. The **2026 SmartScale Pre-Scoping** application was submitted.
  - Recommendation: Follow up on funding and support project implementation.

- US 17 and Burleigh/Short Lane. The **2026 SmartScale Pre-Scoping** application was submitted.
  - Recommendation: Follow up on funding and support project implementation.

- Providence Rd - US 17 (Turn Lane) and Multimodal Improvements. The **2026 SmartScale** application was scored.
  - Recommendation: Follow up on funding and support project implementation.

6.1.3 King and Queen County

Per changes in federal funding priorities in 2025, issues identified in census tract 51097950500 (approximately the southern third of the county) may rank higher for future federal funding for studies, design, and/or construction improvements.

2018 RLRTP Recommendations

- The intersection of VA 14 (Buena Vista Road) and VA 644 (Jonestown Road). This intersection has a district priority rank of 138.
  - Recommendation: This intersection is a safety concern due to intersection design, roadway geometrics that impair sightlines, and vehicle speeds. It is recommended that curve warning signs and 45 mph advisory signs be installed in advance of the intersection along VA 14 and chevrons be installed at the intersection.

- The intersection of VA 14 (Buena Vista Road) and VA 605 (Plain View Lane). This intersection has a district priority rank of 164. VDOT did not select this issue to study.
  - Recommendation: Continue to monitor the location.

- The intersection of VA 33 (Lewis B. Puller Memorial Highway) and VA 643 (Airport Road). This intersection has a district priority rank of 193. VDOT did not select this issue to study.
  - Recommendation: Continue to monitor the location.

- The intersection of VA 721 (Newton Road) and VA 619 (Owens Mill Road). This intersection has a district priority rank of 221. VDOT did not select this issue to study.
  - Recommendation: Continue to monitor the location.

- The intersection of VA 14 (The Trail) and VA 33 (Lewis B. Puller Memorial Highway) at Shacklefords. This intersection was not identified in the district priority rankings but was identified by County staff as being a safety concern due to roadway speeds on VA 33 and the freight vehicles turning onto VA 33 from VA 14. In 2015, this intersection was studied by VDOT, and new warning signs and rumble strips were added along this intersection. The 2018 plan recommended that King and Queen County, in collaboration with VDOT and the MPPDC, continuously monitor future vehicle collision at this intersection to determine whether these improvements adequately address safety concerns. This intersection experienced several crashes from 2019 to 2024. In 2023, VA 33 in this segment of road had an AADT of 17,000. This was submitted but not selected for SmartScale.
  - Recommendation: King and Queen County, in collaboration with VDOT and the MPPDC, continuously monitor the intersection and consider submitting it for SmartScale again in the future.

- The intersection of VA 14 (The Trail), VA 631 (Stevensville Road) and VA 633 (Mantua Road). This intersection was not identified in the district priority rankings but was identified by County staff as being a safety concern due to intersection configuration.
  - Recommendation: This intersection experienced 3 crashes from 2014 – 2018. This segment of VA 14 has an AADT of 310 vehicles in 2017. This intersection was reviewed in 2015 where it was discussed prohibiting westbound left turns and channelizing the crossover. Westbound left turns would remain east of the intersection on VA 601 (Pear Tree Avenue).

2020 RLRTP Recommendations

- Safety improvements along VA 33 (Lewis B. Puller Memorial Highway) from VA 686 (Ashby Road) to VA 643 (Airport Road).

- Recommendation: This segment of VA 33 (0.8 miles) is a safety concern, as VA 33 is the most heavily trafficked roadway in the southern portion of King & Queen County and from 2014 – 2018 this segment experienced 20 vehicle crashes. VA 33 experienced an AADT of 15,000 vehicles while VA 643 had an AADT of 260 vehicles and VA 686 had an AADT of 45 vehicles (2017). Recommend safety improvements by increased signage alerting drivers along VA 33 of upcoming intersections and installing turn lanes along the eastbound side of VA. Additionally, VDOT recommends relocating utility poles as part of future permitting; upgrading some guardrail locations as funding becomes available; and widening the roadway to accommodate turn lanes via a Two-Way Left Turn Lane.

- Safety improvements along VA 602 (Mt. Olive Road) from the intersection with VA 614 (Devils 3 Jump Road) to the Middlesex County line.
  - Recommendation: This road segment is a safety concern due to geometric conditions and inadequate pavement markings and way-finding signage. Recommend the installation of chevrons through the segment as necessary, movement markings, and way-finding signage.

2025 RLRTP Recommendations

- Devils Three Jump Rd (VA 614) & The Trail (VA 14) Intersection. The **2026 SmartScale Pre-Scoping** application was approved.
  - Recommendation: Follow up on funding and support project implementation.
- Poplar Hill Road (VA 625) & Newtown Road (VA 721) Intersection. The **2026 SmartScale Pre-Scoping** application was submitted.
  - Recommendation: Follow up on funding and support project implementation.
- Powcan Road (VA 620) and Poor House Lane (VA 631) Intersection. The **2026 SmartScale Pre-Scoping** application was submitted.
  - Recommendation: Follow up on funding and support project implementation.
- Dahlgren Road (VA 692) and Hockley Neck Road (VA 632) Intersection. The **2026 SmartScale Pre-Scoping** application was submitted.
  - Recommendation: Follow up on funding and support project implementation.
- Airport Rd (VA 643) & Lewis B Puller Mem. Hwy (VA 33) Intersection. The **2026 SmartScale Pre-Scoping** application was submitted.
  - Recommendation: Follow up on funding and support project implementation.
- Mattaponi VA 33. The **2026 SmartScale Pre-Scoping** application was submitted.

- Recommendation: Follow up on funding and support project implementation.

- The Trail (VA 14) & Lewis B Puller Mem Hwy (VA 33) Intersection. The **2026 SmartScale Pre-Scoping** application was submitted.
  - Recommendation: Follow up on funding and support project implementation.

- Mantapike Landing Rd (VA 659) & Bunker Hill Rd (VA 631). The **2026 SmartScale Pre-Scoping** application was submitted.
  - Recommendation: Follow up on funding and support project implementation.

- Stevensville Corner. The **2026 SmartScale Pre-Scoping** application was submitted.
  - Recommendation: Follow up on funding and support project implementation.

- US 360 with VA 14 (The Trail) in St. Stephens Church. There have been car accidents at this intersection. A **study** was recently completed, and a public hearing was held.
  - Recommendation: Implement the recommendations from the recent study and hearing.

- VA 33 at Chain Ferry Road near Snow Hill. There was a crash with a pedestrian injury here. This intersection was funded under **SmartScale** to receive flashing warning signs at the intersection and tree trimming to increase visibility.
  - Recommendation: Support implementation of the improvements.

6.1.4 King William County

2018 RLRTP Recommendations

- The intersection of US 360 (Richmond-Tappahannock Highway) and VA 618 (Mt. Pleasant Road). This intersection has a district priority rank of 97. VDOT did not select this issue to study.
  - Recommendation: Continue to monitor the location.

- The intersection of VA 611 (Venter Road) and VA 1201 (Newton Drive). This intersection has a district priority rank of 164. VDOT did not select this issue to study.
  - Recommendation: Continue to monitor the location.

- The intersection of VA 30 (King William Road) and VA 607 (Beadles Road). This intersection has a district priority rank of 216. VDOT did not select this issue to study.
  - Recommendation: Continue to monitor the location.

- The intersection of US 360 (Richmond-Tappahannock Highway) and VA 1210 (Oxford Lane). This intersection has a district priority rank of 221. VDOT did not select this issue to study.
  - Recommendation: Continue to monitor the location.

- The intersection of US 360 (Richmond-Tappahannock Highway) and VA 647 (Mill Road). This intersection has a district priority rank of 263. VDOT did not select this issue to study.
  - Recommendation: Continue to monitor the location.

- The Intersection of VA 606 (Commins Road) and Rosebud Run. This intersection has a district priority rank of 303. VDOT did not select this issue to study.
  - Recommendation: Continue to monitor the location.

2025 RLRTP Recommendations

- VA 30 (Main Street) from 13th Street in West Point north to Mt. Olive Cohoke Road including the intersection of VA 30 (Main Street) and 15th Street where several accidents have occurred. This section of roadway and intersections are part of **STARS V.**
  - Recommendation: Review and implement recommendations from STARS study current underway.

- Widen VA 608 (Upshaw Road)
  - Recommendation: Review and implement recommendations from US 360 **AMP study** current underway. The study is looking at the various intersections along the US 360 corridor in Essex, King and Queen and King William counties to produce a plan designed to preserve and enhance the safety and capacity of the corridor through alternative methods. The following are specific recommendations presented by VDOT in 2020:
    - Recommend widening VA 608 (Upshaw Road) from the intersection with US 360 to the intersection with VA 30 (a total length of 4.73 miles) to include wider travel lanes and a shoulder. This segment of VA 608 is currently too narrow to accommodate the increased level of traffic the road experiences due to new residential development. VA 608 has experienced 29 crashes from 2014 – 2018, one of which was fatal. VA 608 experienced a 2017 AADT of 530 vehicles between VA 607 (Beadles Road) and VA 600 (West River Road) and an AADT of 390 vehicles between VA 30 (King William Road) and VA 607 (Beadles Road).

- The horizontal curves are posted with advisory curve warning signs and supplemental advisory speed plaques. These curves can be negotiated at the posted advisory speed, however, chevron alignment signs are recommended at two locations, to enhance driver awareness and consequently mitigate off road crashes. Ideally, all trees/hazards within the clear zone would be removed. However, it is not always practical due to the limited right of way. Removal of trees would require the involvement of the County in contacting homeowners to determine their willingness to allow removal.
- Installation of shoulder or centerline rumble strips to alert inattentive, drowsy, or sleeping drivers of lane departures could be beneficial. However, given the narrow width of the roadway this would require additional right-of-way to widen the roadway and/or extensive roadside modification.
- High friction roadway surface treatments to reduce wet/icy weather crashes would be beneficial. However, given the low AADT and length of the roadway, such a treatment is unlikely. Spot treatments are an option, but no concentrations of wet/icy crashes were identified.
- Shoulder widening and paving, as well as using a pavement shoulder wedge to promote safe recovery would be beneficial. However, this will require additional right-of-way and/or extensive roadside modification. A pavement wedge is recommended as a treatment during the next roadway paving schedule.
- Widening lane widths to allow for installation of centerline markings and for lateral vehicle eccentricities would help vehicles stay in the correct lane. Nevertheless, centerline markings require a minimum of 18 feet of roadway width per VA supplement to the 2009 Manual of Uniform Traffic Control Devices (MUTCD). Standard roadway lane widths are 12 feet. Widening the roadway to meet this standard will require additional right-of-way and/or extensive roadside modification.
- Increasing the curve radius at locations where curves have advisory speeds below the posted 40 mph speed limit will improve highway geometry. However, this will require additional right-of-way and/or extensive roadside modification.

- US 360 and VA 30 Central Garage Access Management. From 2019 to 2024 there were several crashes at this intersection. The AADT volume in 2023 for US 360 north of the US 360 / VA 30 intersection was 15,000 vehicles and 21,000 vehicles south of the intersection. This intersection is in the US 360 **AMP study**.
  - Recommendation: Review and implement recommendations from US 360 AMP study current underway.

- The intersection of King William Road and Shelton Place. The **2026 SmartScale Pre-Scoping** application was approved.

- Recommendation: Follow up on funding and support project implementation.

- The intersection of VA 30 (King William Road) and Venter Road. The **2026 SmartScale Pre-Scoping** application was approved.
  - Recommendation: The 2026 SmartScale application was scored. Follow up on funding and support project implementation.

- The intersection of VA 30 (King William Road) and VA 662 (Sharon Road). In 2018, this intersection has a district priority rank of 185. This intersection is currently being addressed through the addition of an offset right turn lane. The VDOT assigned project identification number or UPC number for this intersection **is 109466.**
  - Recommendation: Support implementation of improvements.

- The intersection of US 360 (Richmond-Tappahannock Highway) and VA 605 (Mansfield Road). In 2018, this intersection has a district priority rank of 232. This intersection experienced several crashes from 2019 to 2024. This intersection is in the US 360 **AMP study** currently underway.
  - Recommendation: Review and implement recommendations from US 360 AMP study.

- The intersection of US 360 (Richmond-Tappahannock Highway) and VA 604 (Dabney's Mill Road). In 2018, this intersection has a district priority rank of 204, and VDOT determined that there was no need for an additional study. This intersection experienced several crashes from 2019 to 2024.
  - Recommendation: Study this intersection for safety improvements.

- The intersection of VA 30 at West Chinquapin Road / East Spring Forest Road between King William and Rumford. This intersection experienced a fatal pedestrian crash between 2019 to 2024.
  - Recommendation: Study this intersection for safety improvements.

6.1.5 Mathews County

2012 RLRTP Recommendations

- The intersection of VA 3 (Windsor Road) and VA 14 (John Clayton Memorial Highway). This intersection has a district priority rank of 90.
  - Recommendation: It was determined that there is a safety concern at this intersection caused by short turn bays along VA 3. It was recommended that the existing turn bays along VA 3 be extended to current VDOT standards.

2018 RLRTP Recommendations

- The intersection of VA 660 (East River Road) and VA 625 (Tick Neck Road). This intersection has a district priority rank of 232. VDOT did not select this issue to study.
  - Recommendation: Continue to monitor the location.

- The intersection of VA 223 (Cricket Hill Road) and VA 639 (Crab Neck Road). This intersection has a district priority rank of 245. VDOT did not select this issue to study.
  - Recommendation: Continue to monitor the location.

- The intersection of 198 (Buckley Hall Road) and VA 631 (Chapel Lane). This intersection has a district priority rank of 245. VDOT did not select this issue to study.
  - Recommendation: Continue to monitor the location.

- The intersection of VA 198 (Buckley Hall Road) and VA 14 (Main Street). This intersection has a district priority rank of 303.
  - Recommendation: VDOT reviewed this intersection and has made the following recommendations:
    - Add only pavement markings to the Buckley Hall Road eastbound right turn lane. This will provide additional guidance to motorists of the required right turn at the intersection.
    - Install Intersection Lane Control signs on the Buckley Hall Road eastbound approach in order to provide advance notice of the lane configuration.
    - Add a sign under the westbound Stop sign, "Traffic From Left Does Not Stop" (W4-4Bp), to alert motorists that the northbound traffic does not stop.
    - Add a sign under the eastbound Stop sign, "Traffic From Left Does Not Stop" (W4-4Bp), to alert motorists that the northbound traffic does not stop.
    - Remove the Divider Island. This will require realigning the stop bar and relocating the Stop sign to ensure that motorists have a clear view of the stop condition at the intersection.
    - Until the Divider Island is removed, replace the existing Keep Right sign with a narrow "Keep Right" (R4-7c) so that the sign is with the edges of the Stop sign.
    - Close the entrance/exit on VA 14 (Main Street) at the BP Gas Station (HY Co Market) since it is only approximately 32' from the intersection with VA 14/VA 198. The two entrance/exits on VA 14/VA 198 would remain open to motorists. Closing the

entrance/exit will allow for more efficient and safer movement of motorists by removing a conflict point that is immediately adjacent to the intersection.

- If a crosswalk is installed across the southern intersection leg, Pedestrian Crosswalk Signs are recommended.

- The intersection of VA 14 (John Clayton Memorial Highway) and VA 657 (Bookers Lane). This intersection has a district priority rank of 303. VDOT did not select this issue to study.
  - Recommendation: Continue to monitor the location.

- The intersection of VA 3 (Twiggs Ferry Road) and VA 701 (Green Point Lane). This intersection has a district priority rank of 303. VDOT did not select this issue to study.
  - Recommendation: Continue to monitor the location.

2020 RLRTP Recommendations

- VA 3 (Twiggs Ferry Road, Buckley Hall Road, Windsor Road) Expansion:
  - Recommendation: Recommend expanding VA 3 (along Twiggs Ferry Road, Buckley Hall Road and Windsor Road) from the Middlesex County line to the intersection of VA 3 (Windsor Road) and VA 14 (John Clayton Memorial Highway). This expansion should result in these sections of VA 3 becoming a 4 lane (48 feet wide) roadway with a dividing median. This recommendation is supported by the recommendations of both the 2025 Virginia State Highway plan and in the 2035 Virginia Surface Transportation Plan. This 4.5-mile segment of VA 3 serves as the primary connection from the southern portion of Mathews County to Middlesex County. This segment also has four intersections that have been identified as requiring potential safety improvements by the VDOT Fredericksburg District:
    1. Intersection of VA 3 and Green Point Lane
    2. Intersection of VA 3 and VA 198
    3. Intersection of VA 198 and VA 3 (Windsor Road).
    4. Intersection of VA 3 and VA 14

- VA 14 (John Clayton memorial Highway) Expansion:
  - Recommendation: Recommend expanding VA 14 (John Clayton Memorial Highway) from VA 3 (Windsor Road) to VA 198 (Buckley Hall Road). This expansion should result in this section of VA 14 becoming a 4 lane (48 feet wide) roadway with a dividing median.

This recommendation is supported by the 2025 Virginia State Highway Plan. This 7-mile segment of VA 14 serves are the primary east to west corridor in southern Mathews County. This segment also has four intersections that have been identified as requiring potential safety improvements by the VDOT Fredericksburg District:

1. Intersection of VA 3 and VA 14
2. Intersection of VA 14 and Brookers Lane (VA 657)
3. Intersection at VA 14 and Church Street (VA 611)
4. Intersection at VA 14 and VA 198

2025 RLRTP Recommendations

- Road Segment VA 198. The **2026 SmartScale Pre-Scoping** application was submitted.
  - Recommendation: Follow up on funding and support project implementation.
- Intersection VA 3 (Windsor Rd.) and VA 198 (Buckley Hall). The **2026 SmartScale Pre-Scoping** application was submitted.
  - Recommendation: Follow up on funding and support project implementation.
- Intersection of VA 14 and VA 611. The **2026 SmartScale Pre-Scoping** application was submitted.
  - Recommendation: Follow up on funding and support project implementation.
- Intersection of VA 198 and VA 626. The **2026 SmartScale Pre-Scoping** application was submitted.
  - Recommendation: Follow up on funding and support project implementation.
- VA 3 and VA 198 Intersection and Road Segment. The **2026 SmartScale application** was scored.
  - Recommendation: Follow up on funding and support project implementation.

6.1.6 Middlesex County

Per changes in federal funding priorities in 2025, issues identified in census tract 51119950900 (approximately the northern third of the county) may rank higher for future federal funding for studies, design, and/or construction improvements.

2018 RLRTP Recommendations

- The intersection of VA 602 (Old Virginia Street and VA 603 (Warner Road). This intersection has a district priority rank of 193. VDOT did not select this issue to study.
  - Recommendation: Continue to monitor the location.

- The intersection of VA 602 (Old Virginia Street and VA 676 (Remlik Drive). This intersection has a district priority rank of 221. VDOT did not select this issue to study.
  - Recommendation: Continue to monitor the location.

- The intersection of VA 603 (Farley Park Road) and VA 613 (Moss Swamp Road). This intersection has a district priority rank of 232. VDOT did not select this issue to study.
  - Recommendation: Continue to monitor the location.

- The intersection of VA 33 (General Puller Highway) and VA 707 (Grafton Church Road). This intersection has a district priority rank of 263. VDOT did not select this issue to study.
  - Recommendation: Continue to monitor the location.

- The intersection of VA 33 (General Puller Highway) and VA 730 (Wood Brothers Road). This intersection has a district priority rank of 263. VDOT did not select this issue to study.
  - Recommendation: Continue to monitor the location.

- The intersection of VA 33 (General Puller Highway) and VA 654 (Gillim Road). This intersection has a district priority rank of 288. VDOT did not select this issue to study.
  - Recommendation: Continue to monitor the location.

- The intersection of US 17 (Tidewater Trail) and US 17 Business (Gloucester Road). This intersection has a district priority rank of 27. This intersection is the southern intersection of US 17 and Bus. 17 near the Hardees. US 17 is a 4-lane divided highway with an ADT of 11,000 vehicles per day while Bus. 17 is a two-lane roadway with an ADT of 7,400 vehicles per day. Three-year crash data from 2016 – 2018 found four angle crashes that resulted in four injuries. Two of the crashes occurred in the northbound lanes and the other two occurred within the crossover. Based on this, VDOT recommends that updating the crossover signing to the current standards would be beneficial to motorists.

A review of 2009 signal warrant analysis found that this intersection did not meet any of the traffic signal warrants. As traffic changes in the future, further analysis may be considered. Due to the change in grade elevation on the southbound approach, frequent mowing is recommended in order to maintain the sight distance. In 2023, US 17 ADT was still 11,000 vehicles per day while Bus. 17 increased to an ADT of 8,100 vehicles per day

- Recommendation: Improve sight distance and signage.

2020 RLRTP Recommendations

- VA 616 (Town Bridge Road) and VA 615 (Town Bridge Road) Expansion. This roadway serves as one of two primary routes that connect the Town of Urbanna to US 17. It also serves as the primary route to access the expanding Bethpage Camp-Resort for vehicles traveling along US 17 from the south. This segment of Town Bridge Road is 2.5 miles long.
  - Recommendation: Expand capacity.

- VA 3 from Mathews County to VA 33 Expansion. This expansion is a recommendation in the **2025 Virginia State Highway Plan**. One intersection along this segment of VA 3, the intersection of VA 3 and Stampers Bay Road (VA 630), has been identified as a potential safety improvement by VDOT. In 2017, this segment of VA 3 had an AADT of 6,200 vehicles. This segment is roughly 3 miles and serves as the connecting route from Mathews County to VA 33 in Middlesex County. In 2023, this segment of VA 3 had an AADT of 6,300 vehicles.
  - Recommendation: Expanding VA 3 to a 4 lane (48 feet wide) roadway with a dividing median.

- VA 3 from VA 33 to the Norris Bridge Expansion. This expansion is a recommendation in the **2025 Virginia State Highway Plan**. In 2017, this segment of VA 3 had an AADT of 6,900 vehicles. This segment is roughly 4 miles long and connects VA 33 to the Norris Bridge. In 2023, this segment of VA 3 had an AADT of 7,500 vehicles.
  - Recommendation: Recommend expanding VA 3 to a 4 lane (48 feet wide) roadway with a dividing median.

2025 RLRTP Recommendations

- Town Bridge Rd Roadway Improvements (RRR). The **2026 SmartScale Pre-Scoping** application was approved. The **2026 SmartScale** application was scored.
  - Recommendation: Follow up on funding and support project implementation.

- US 17-VA 616 Town Bridge Road Int. and Segment Improvements. The **2026 SmartScale Pre-Scoping** application was approved. The **2026 SmartScale** application was scored.
  - Recommendation: Follow up on funding and support project implementation.

- VA 3 (Twiggs Ferry Road) Safety Improvements. The **2026 SmartScale Pre-Scoping** application was approved.
  - Recommendation: Follow up on funding and support project implementation.

- The intersection of VA 3 (Greys Point Road) and VA 33 (General Puller Highway). In 2018, this intersection has a district priority rank of 263, and VDOT determined that there was no need for an additional study. Since then, from 2019 to 2024, there were several crashes at this intersection. There were crashes with one, two, and three vehicles that produced fatal injury, visible injury, nonvisible injury, and property damage. The one fatality occurred on September 31, 2020, in a three-vehicle crash with a motorcycle, truck/SUV, and van.
  - Recommendation: Study this intersection and develop safety improvement recommendations.

- The intersection of VA 198 (Buckley Hall Road) and VA 3 (Windsor Road). This intersection has a district priority rank of 131. In 2012, it was determined that there is a safety concern at this intersection that is caused by the horizontal curve along VA 3 as it approaches this intersection. It was recommended that VA 3 be straighten as it approaches this intersection to improve visibility. The cost of the proposed work was high, so it was not submitted for funding.
  - Recommendation: Continue to monitor this intersection and consider the need and cost of future improvements.

6.1.7 Recommendations for Improving the Role of Roadways in Economic Development on the Middle Peninsula

2020 RLRTP Recommendations

- VDOT's access management standards. Within rural localities, it is believed that for economic development to occur, VDOT's access management standards must be reduced. However, localities must be willing to accept the fact that if access management standards are reduced, we may compromise the safety of drivers and increase the level of congestion.
  - Recommendation: MPPDC and localities work with VDOT to evaluate ways to restructure its process for establishing access management standards for development projects into a process that is more mindful of the impact it has on economic development in the region while also protecting the safety of the region's roadways.

2025 RLRTP Recommendations

There are no new recommendations.

6.1.8 Recommendations for Improving the Role of Roadways in Providing Public Access to the Waterways of the Middle Peninsula

2025 RLRTP Recommendations

- Public access sites to state waters. VDOT ends state maintenance of many of the Secondary System of State Highways at the road ending and not the water's edge. Rural roads may not be able to accommodate the trucks and trailers towing boats, and the access points might not have appropriate facilities (e.g., boat ramps, parking spaces) to support public use.
  - Recommendation: Collaboration between VDOT, the Middle Peninsula Chesapeake Bay Public Access Authority (MPCBPAA), and local governments to provide the public with safe, maintained, and consistent points of access to waterways.

6.2 Public and Shared Transportation

The analysis of the region's existing public transportation system was conducted primarily through an analysis of disadvantaged population groups in the region, a review of the services and capacity that Bay Transit currently offers, MidPenRideShare data from 2019 to 2024. The recommendations of this plan are also aided by the contents of Bay Transit's ***Transit Development Plan*** for the fiscal years 2016 through 2021 and VA DRPT's 2022 ***Coordinated Human Service Mobility Plan***.

6.2.1 Bay Transit

Bay Transit, in partnership with other regional organizations, is exploring the possibility of providing additional fixed-route services, increased demand responsive services, and increased hours of operations in the future to meet the high transit demands of the Middle Peninsula region. The staff of Bay Transit and several stakeholders have identified the potential need in the region for the initiation of additional fixed-route services. The review of disadvantaged population groups determined that there is limited access to public transportation by these populations, other than by demand-responsive service. There are several census tract block group areas that had a high portion of one or more transportation disadvantaged groups. The addition of fixed-route or flexible fixed-route transit service along the principal arterials within the region would provide better mobility and access to and from these areas and populations.

2020 RLRTP Recommendations

- Fixed route service.
  - Recommendation: Extend the proposed deviated fixed route service along US 17 from Gloucester Point to Gloucester Courthouse north to Saluda and Urbanna in Middlesex County along US 17, VA 33, and VA 227. In Bay Transit's recent ***Transit Development Plan***,

Gloucester County was identified as having the highest overall population density, the highest population density of low income and unemployed persons, and among the highest population density of elderly persons. Additionally, Middlesex County was identified as having a modest overall population density and moderately high population density of elderly and low-income persons. This proposed deviated fixed route service is located along US 17, the region's only Corridor of Statewide Significance and a roadway that has a heavy concentration of retail and employment facilities. This roughly 21.5-mile extension from Gloucester Courthouse to Urbanna would connect the northern Gloucester County along with the Saluda and Urbanna to the employment, retail, and healthcare facilities (Riverside Walter Reed Hospital is located on US 17 just north of Gloucester Courthouse) of the urbanized US 17 corridor in southern Gloucester.

- Demand-responsive service. This service provided by Bay Transit is a vital service offered in the mostly rural areas of the region because it offers transportation services to those with no other means of travel to necessary trip destinations. The following are recommendations of how to improve demand-responsive service in the region:
  - Recommendation: Extend service hours of demand-responsive service region wide to evening hours to better serve transit dependent residents of the Middle Peninsula.
  - Recommendation: Increase capacity for demand-responsive service in throughout Mathews County, which has a high concentration of elderly and disabled residents, had over 1,000 non-accommodations during 2017, and the majority of the county was identified as having a high or very high transit dependency.
  - Recommendation: Increase capacity for demand-responsive service along the US 360 corridor in northern King William County, northern King and Queen County, and in Essex County in and around the Town of Tappahannock. Collectively, the three counties accounted for over 3,000 non-accommodations in 2017 and the US 360 corridor has a concentration of multiple disadvantaged population groups. Additionally, the majority of population growth in these three counties is projected to take place along the US 360 corridor.

2025 RLRTP Recommendations

There are no new recommendations.

6.2.2 MidPenRideShare

2025 RLRTP Recommendations

There are no new recommendations.

6.2.3 Pupil Transportation

2025 RLRTP Recommendations

- Consider Alternative Pupil Transportation. The school districts in Essex, King and Queen, King William, Mathews, and Middlesex Counties qualify as eligible to conduct a pilot program to offer other types of student transport, per the 2025 Virginia General Assembly passed VA HB 2720 "**An Act to Permit Certain Flexibility in Certain Local School Divisions Relating to Student Transport**."
  - Recommendations: Each school district review pupil transportation demand and challenges and consider alternatives transportation options that may be more efficient:
    - Partnering with school boards of contiguous school divisions or community colleges
    - Contracting with a privately owned and operated entity
    - Using specialized management companies, transportation network companies, alternative transportation providers, public transportation, carpool coordination services, or private companies

6.2.4 Middle Peninsula Public Transportation Stakeholders

2020 LRTP Recommendations

- Middle Peninsula public transportation stakeholders (Bay Transit, MidPenRideShare, MPPDC, Middle Peninsula localities, major employers, healthcare facilities, etc.) can use these strategies to improve public transportation conditions, coordination, and access throughout the

region:

- Recommendation: Create a Rural Public Transportation Taskforce that comprises of citizens, elected officials and representatives from Bay Transit, MidPenRideShare, MPPDC, major employers, and healthcare facilities. This taskforce should be responsible for coordinating public transportation efforts across the region and for fostering cooperation and collaboration across the spectrum of stakeholders.
- Recommendation: The Rural Public Transportation Taskforce should develop a regional marketing campaign to educate officials, the business community, and the general public on the important role that transportation services in creating opportunities for economic development, personal savings, and environmental responsibility.

2025 RLRTP Recommendations

There are no new recommendations.

6.3 Bicycle and Pedestrian Facilities and Safety

In addition to the severe lack of bicycle and pedestrian infrastructure and facilities available on the Middle Peninsula, the Middle Peninsula also lacks current, thorough, strategic, and coordinated bicycle and pedestrian planning, as known as active transportation planning.

2020 LRTP Recommendations

- Update the ***2004 Middle Peninsula Regional Bicycle Facility Plan*** as a regional active transportation plan.
  - Recommendation: Be consistent with two overall objectives:
    1. Increasing access to safe and active transportation throughout the towns and activity centers of the Middle Peninsula.
       - This objective should focus on analyzing and developing recommendations that create a system of small connective paths throughout the region's towns and activity centers. The primary goal of this objective is to encourage active transportation as a viable option in the region's towns by providing adequate facilities.
    2. Create an integrated and connected regional system of bicycle and pedestrian infrastructure.
       - This objective should focus on creating a regional active transportation system that not only connects the region and expands transportation options, but also increases public health and promotes tourism. This objective has three goals:

- Establish a regional multi-use path along the US 17 corridor from Gloucester Courthouse to Tappahannock. This multi-use path would serve as the primary route of the region's active transportation system.
- Create a system of secondary routes that connect the region's towns and activity centers to the US 17 Multi-Use Path. This can be accomplished by establishing highly visible safety signage, in addition to bike lanes, sharrows or expanded shoulders, along the identified secondary routes. Special consideration should also be given to roadways that would connect the US 17 Multi-Use to parks, recreational facilities and historic sites.
- Create a regional marketing campaign to advertise the region's active transportation and outdoor recreation facilities as well as the amenities that the region provides, such as bike shops, lodging, historic sites, scenic areas, parks, trail heads, etc.

- Update locality plans and policies to incorporate the regional active transportation plan.
  - Recommendations: Create and/or expand the active transportation section of each locality's Comprehensive Plan by incorporating the findings and recommendations of the updated regional active transportation plan. Develop a thorough active transportation section that examines the existing bicycle and pedestrian infrastructure and includes the recommendations of the updated regional plan.

2025 RLRTP Recommendations

- Gloucester County, US 17 Shared Use Path (SUP). The **2024 SmartScale** application was scored.
  - Recommendation: Follow up on funding and support project implementation.

- Gloucester County, Roaring Springs Rd SUP. Installation of a shared use path along Roaring Springs Road from Wyncott Ave to Holly Springs Drive. Two pedestrian boardwalks are proposed to minimize impacts to area wetlands. This project extends a currently funded project for a sidewalk along Roaring Springs Road from Main Street to Wyncote Ave. The **2026 SmartScale Pre-Scoping** application was submitted.
  - Recommendation: Follow up on funding and support project implementation.

- King William County, VA 30 Bicycle/Pedestrian Improvements. Provide a ten-foot wide shared-use pedestrian/bike facility along the northeast side of VA 30 from Central Parkway/Pine Crest Lane to Kelly Lane, crossing US 360 where ped signal equipment will be installed on the W, N and E legs. The total length of the SUP is approximately 4,000'. Project will include a sidewalk between Sharon Road and the

High School Entrance. The existing RTL at the HS Entr. will be extended back to Sharon Road and will include curb and gutter. The **2026 SmartScale Pre-Scoping** application was approved. The **2026 SmartScale** application was scored.

- Recommendation: Follow up on funding and support project implementation.

- Mathews County Main Street Enhancement Portion 2. Installation of pedestrian facilities in the central business district of Mathews County, including ADA sidewalks, crosswalks, lighting, landscaping, signage, and storm drainage. The **2023 VDOT Set Aside** application was scored.
  - Recommendation: Follow up on funding and support project implementation.

- Mathews County H.S. Sidewalk. The **2025 VDOT Set Aside** application was scored.
  - Recommendation: Follow up on funding and support project implementation.

- Middlesex County, Urbanna Shared Use Path. Project seeks to extend existing sidewalk in a westerly direction approximately 1250' from the Town of Urbanna limits to Port Town Lane along VA 602, Old Virginia Street. The **2026 SmartScale Pre-Scoping** application was approved.
  - Recommendation: Follow up on funding and support project implementation.

6.4 Airports

Increased airport activity, growth, and airport related travel could have a measurable impact on the Middle Peninsula's overall transportation system. Though the Middle Peninsula has no commercial airports in the region, there are two international airports (Richmond International and Newport News/Williamsburg International) located within close proximity. Within the region, two general aviation airports (Tappahannock-Essex County Airport and the Middle Peninsula Regional Airport) are projected to increase air traffic by 3% from 2012 to 2037. In addition, in 2022 Middlesex County's local Hummel Airport underwent an extensive runway realignment and extension from roughly 2,000 feet to 3,300 feet. Currently, Middlesex County is in the process of replacing the airport's aged terminal building with a new 5,000 square feet terminal building facility. This increase in air traffic and airport capacity could result in an increase in vehicle traffic, both passenger and freight, along the roadways that connect these facilities to the region's primary routes. This plan recommends that the region work to foster a close connection between the region's goods producers and the commercial airports located adjacent to the region, and to monitor the secondary roadways that connect growing airports to the region's primary routes for an increase in vehicle traffic.

6.5 Waterways

Preserving the navigability of the region's waterways is vital not only because the waterways are a valuable part of the integrated transportation system, but also because the waterways play a key role in supporting local business and are a backbone of the region's economy. However, preserving the region's waterways will require proactive planning and the procurement of local, state and federal resources. Based on

the reports mentioned in Section 5.5 with data on shoaling issues and recommendations for dredging as well as the ***Virginia Working Waterfront Master Plan*** (2016) and "Designing Multimodal Working Waterfronts" grant funded work on-going, the following recommendations address both the transportation and economic needs.

6.5.1 At-Risk Waterways

2020 RLRTP Recommendations

- Priority Waterways for Future Dredging
  - Horn Harbor, Mathews County: Unlike the other priority waterways, Horn Harbor was identified as only being shoaled in at its entrance. However, a shoaled entrance greatly restricts the navigable and functionality of a waterway and Horn Harbor plays an important role in the region as it is home to three WWFs and was one of the four most commonly identified waterways requiring dredging by the public. Horn harbor is located in southern Mathews County and faces the Chesapeake Bay. The Army Corps of Engineers has estimated that Horn Harbor would require a seven-year dredging cycle, with an average annual dredging cost of $80,000, making it the most cost-effective priority dredging project.

- Secondary Waterways for Future Dredging
  - Hole in the Wall, Mathews County: Hole in the Wall has been identified as a secondary waterway in terms of prioritization because the waterway is shoaled in and was one of the four most commonly identified waterways that require dredging by the public input survey. However, the Army Corps of Engineers did not include dredging estimates for Hole in the Wall and the MPPDC's Working Waterfronts report did not identify any working waterfronts infrastructure located on Hole in the Wall. Without dredging estimates, or identified commercial infrastructure, it is difficult to determine the cost effectiveness of dredging Hole in the Wall and the associated return on investment in terms of preserving water-based employment. This plan recommends a preliminary study be conducted on the role that Hole in the Wall plays in the region's water-based transportation system and on the estimated cost of dredging. This study will provide the region with the necessary information it requires to determine whether future dredging at Hole in the Wall should be pursued.

- Waterways to Continuously Evaluate
  - Perrin River, Gloucester County: Perrin River has a significant presence of commercial activity as it is home to six identified WWFs. Perrin River was also identified as having a stable entrance but experiencing shoaling at the river's terminus. Due to the key commercial role, the waterway plays in the region, it will be important for the effects and rate of shoaling on the Perrin River to be continuously monitored, as a significant increase in shoaling could jeopardize the commercial functionality of its waterways.
  - Sarah Creek, Gloucester County: Sarah Creek also plays an important role in the region's water-based employment as it is home to three WWFs. Sarah Creek has a stable entrance but a terminus that is experiencing shoaling. The effects and rate of shoaling on Sarah Creek should be continuously monitored.
  - Blackwater Creek, Mathews County: Though Blackwater Creek was not identified within the USCG report on shoaling conditions in the Chesapeake Bay or the MPPDC Working Waterfronts report, Blackwater Creek was identified in the public input survey as a being affected by shoaling, as well as being home to a commercial marina. Due to a lack of information available on this waterway within the reports utilized in this plan, it will be important for local, regional, and state organizations to monitor the effects of shoaling on Blackwater Creek and evaluate the commercial uses that are at risk along this waterway.
  - Urbanna Creek, Middlesex County: Urbanna Creek plays a key role in the water-based employment of Middlesex County, as it is home to two working waterfronts facilities. Similar to the Perrin River and Sarah Creek, Urbanna Creek has a stable entrance but a shoaling terminus. Because of this, the effects and rate of shoaling on Urbanna Creek should be continuously monitored.

2025 RLRTP Recommendations

- Establishing Tax Revenue Financing Mechanisms. MPPDC Project 30007 is for the development of model language to assist local governments interested in establishing tax revenue financing mechanisms for supporting dredging and flood protection activities. A pilot financing structure will be developed for Middlesex County for dredging and flood protection of Broad Creek. The development of options for financing dredging projects is currently underway.
  - Recommendation: Support the completion of the project and implementation of the results.

- Dredge Material Management Initiative Master Plan. MPPDC Project 30008 is for developing a Dredge Material Management Initiative Master Plan for the Middle Peninsula and Eastern Shore Regions. Legal and regulatory review and development of an outline for the Master Plan are currently underway. The plan will identify and prioritize waterways for dredging based on the studies and recommendations in Section 5.5 and consider additional waterways, such as Jackson Creek in Middlesex County.
  - Recommendation: Support the completion and adoption of the plan and implementation of the recommendations.

- Adopt a Multi-Year Commitment to Dredging Projects. Such action will help facilitate the completion of pre-dredging activities, support a comprehensive approach to dredging shallow draft channels, reduce costs, and improve the coordination with other potential grant programs.
  - Recommendation: The Middle Peninsula counties encourage the Virginia Port Authority to adopt a multi-year commitment to dredging projects in the Middle Peninsula based on the MPCBPAA management plan.

- Whiting Creek, Middlesex County. MPPDC Project 38812 is for designing and developing a draft permit application for dredging and beneficial reuse of disposal of dredged material at Whiting Creek.
  - Recommendation: Support development of the permit application, secure funding, and dredging the creek.

- Davis Creek, Mathews County. Davis Creek has been identified as a priority waterway for dredging because of its conditions, it is shoaled in, and its commercial value and cost effectiveness. Located on the Mobjack Bay, Davis Creek plays an important role in the marine employment and water-based travel of southern Mathews County, as it is home to three Working Waterfronts facilities and was one of the four most commonly identified waterways requiring dredging by the public. The Army Corps of Engineers has estimated that Davis Creek would require a seven-year dredging cycle, with an average annual dredging cost of $105,000. MPPDC Project 301012 includes obtaining appropriate permits and implementing dredging.
  - Recommendation: Support the current dredging project and put the creek on a seven-year dredging cycle.

- Aberdeen Creek, Gloucester County. Aberdeen Creek has been identified as a priority waterway for dredging because of its conditions, it is shoaled in, and its commercial value. Located at the mouth of the York River, Aberdeen Creek plays an important role in the marine employment and water-based travel of Gloucester County. It is home to one Working Waterfronts facility and was one of the four most commonly identified waterways requiring dredging by the public. The Army Corps of Engineers has estimated that Aberdeen Creek would

require an eight-year dredging cycle, with an average annual dredging cost of $93,000. MPPDC Project 38810 includes dredging the Aberdeen Creek channel to –7 feet Mean Low Water and placing the dredged material at an appropriate location.

- Recommendation: Support the current dredging project and put the creek on an eight-year dredging cycle.

- Winter Harbor, Mathews County. Winter Harbor has been identified as a priority waterway for dredging because of its conditions, it is shoaled in, and its commercial value and cost effectiveness. Facing the Chesapeake Bay, Winter Harbor plays an important role in the marine employment and water-based travel of Mathews County, as it is home to three Working Waterfronts facilities and was one of the four most commonly identified waterways requiring dredging by the public. The Army Corps of Engineers has estimated that Winter Harbor would require a seven-year dredging cycle, with an average annual dredging cost of $105,000. On behalf of MPPDC, Representative Wittman selected this project for consideration in the FY26 federal budget via the Community Project Funding (earmarks). He requested $2M pass-through funding to U.S. Army Corps of Engineers for maintenance dredging.
  - Recommendation: Secure funding, support the current dredging project, and put the creek on a seven-year dredging cycle.

- Partnerships with the US Army Corps of Engineers. The MPPDC and localities can build upon their relationships with the US Army Corps of Engineers for technical support and funding (e.g., Chesapeake Bay Environmental Restoration and Protection, Section 510 program).
  - Recommendation: The Middle Peninsula localities partner with the US Army Corps of Engineers, when federal funding becomes available, to expedite dredging projects and reduce costs. This includes pre-construction, construction, and post construction activities.
  - Recommendation: The Middle Peninsula localities utilize the US Army Corps of Engineers pre-construction planning and other work products to facilitate the dredging of federal navigation channels.

- Seek project funding. There are state, federal, and philanthropic funding sources out that for environmental conservation, stormwater management, sustainable development, and other topics that can be targeted for dredging projects.
  - Recommendation: MPPDC and localities evaluate and apply for grant funding from:
    - Virginia Department of Conservation and Recreation, Virginia Community Flood Preparedness Fund
    - Virginia Department of Housing and Community Development, Growth and Opportunity Virginia, Enhanced Capacity Building
    - Virginia Department of Housing and Community Development, Community Development Block Grant, Project Planning Grants
    - US Economic Development Administration, Public Works Grants
    - US Economic Development Administration, Economic Adjustment Grants

- US Economic Development Administration, Disaster Supplemental Assistance program

6.5.2 Working Waterfronts Infrastructure

2025 RLRTP Recommendations

- WWF Improvements. MPPDC is designing and implementing improvements to 11 WWFs under the "Designing Multimodal Working Waterfronts" program funded by **the USDOT RAISE program**.
  - Recommendation: Support the completion of the improvements.
- Additional WWF Improvements.
  - Recommendation: Seek funds to improve additional WWFs under the renamed USDOT BUILD program.
- Seek project funding. There are other state, federal, and philanthropic funding sources for environmental conservation, stormwater management, sustainable development, and other topics that can be targeted for the development or redevelopment of WWFs.
  - Recommendation: MPPDC and localities evaluate and apply for grant funding from:
    - Virginia Department of Conservation and Recreation, Virginia Community Flood Preparedness Fund
    - Virginia Department of Housing and Community Development, Growth and Opportunity Virginia, Enhanced Capacity Building
    - Virginia Department of Housing and Community Development, Community Development Block Grant, Project Planning Grants
    - US Economic Development Administration, Public Works Grants
    - US Economic Development Administration, Economic Adjustment Grants
    - US Economic Development Administration, Disaster Supplemental Assistance program
    - USDOT Port Infrastructure Development Program

6.5.3 Water Trails Throughout the Middle Peninsula

2025 RLRTP Recommendations

- Seek project funding. There are other state, federal, and philanthropic funding sources for environmental conservation, stormwater management, sustainable development, and other topics that can be targeted for development of water trail facilities, signage, and/or marketing.
  - ➢ Recommendation: MPPDC and localities evaluate and apply for grant funding from:
    - Virginia Department of Conservation and Recreation, Virginia Community Flood Preparedness Fund
    - Virginia Department of Housing and Community Development, Growth and Opportunity Virginia, Enhanced Capacity Building
    - Virginia Department of Housing and Community Development, Community Development Block Grant, Project Planning Grants
    - US Economic Development Administration, Public Works Grants
    - US Economic Development Administration, Economic Adjustment Grants
    - US Economic Development Administration, Disaster Supplemental Assistance program

6.6 Goods Movement

The counties and towns of the Middle Peninsula have established a desire to direct most new industrial and commercial development towards the existing development in order to maintain the predominantly rural land uses throughout the counties as well as to utilize the current infrastructure such as water and sewer service and the transportation network. Key truck freight corridors will likely continue to include the major arterials and collectors in the region, US 17, US 360, VA 3, VA 14, VA 30, and VA 33, due to their access to I-64. Additionally, the future expansion of the Governor Harry Nice Memorial Bridge along VA 301, which crosses the Potomac River and provides a connection from Virginia to Maryland, could have a significant impact on vehicle and freight travel along US 17 in the Middle Peninsula, as US 17/VA 301 becomes a more attractive north/south alternative to I-64/I-95 for passenger and goods movement from Hampton Roads to the northern states of the Mid-Atlantic. This plan recommends continuing to locate new industrial and commercial development within areas adjacent to existing development to maximize the utilization of current infrastructure and to monitor the US 17 corridor for an increase in vehicle and freight traffic once the expansion of the Governor Harry Nice Memorial Bridge is complete. If a substantial increase in traffic occurs, the region will need to conduct an in-depth study and analysis of ways to accommodate this growth along the region's sole Corridor of Statewide Significance.

The transfer of some goods shipments from roadway to rail has the potential to strengthen rail freight services offered, while also reducing the number of long-haul tractor-trailers trips and preserving or possibly enhancing roadway levels of service. However, due to the limited rail network in the Middle Peninsula, this is not a likely possibility without substantial improvements to the intermodal transportation infrastructure. However, the Middle Peninsula's competitiveness in coastal and production industries could be enhanced by implementing improvements to

intermodal infrastructure to creating a connection between roadway, rail, and water freight movement. A public intermodal facility established on the Middle Peninsula could be a more effective link between transportation modes by providing a centralized point for cargo transfer and allow goods producers to access to alternative markets. The region's ***Multimodal Freight Operations Study*** has identified southern King William County as the ideal location for such a facility. This location would produce a facility that would have:

- Direct access to the Pamunkey and York Rivers
- No navigation obstacles constraining vessel or barge operations
- Proximity to VA 30 and VA 33, as well as being located only 8 miles from I-64
- On-dock rail access
- The required acreage to support the facilities footprint

6.7 Transportation Demand Management

Managing the transportation demands of a rural, six-county region, which features commuting patterns unlike any other region in the Commonwealth, has created unique challenges for the Middle Peninsula. In response, these unique challenges must be met with unique solutions. This plan recommends the following strategies to increase TDM in the region with the ultimate goal of reducing the number and length of vehicle trips within, and out of, the Middle Peninsula.

2020 RLRTP Recommendations

- Assist in the development of additional telework centers. King and Queen County was awarded SmartScale funding to construct a Business Telework Center located along King and Queen County's Technology Corridor. Other localities in the region should pursue similar projects, as telework centers can reduce the need for long distance commuting and can spur business creation and innovation.
  - Recommendation: Identify and study other potential locations for telework centers.
- Out-commute Rate.
  - Recommendation: The MPPDC should commission a study on the causes of the Middle Peninsula's out-commuting rate with an analysis of the effects that out-commuting has on the region's transportation system and regional economy. By defining the cause and effects of the region's out-commuting, Middle Peninsula policy makers will be equipped to develop innovation solutions.
- Broadband Connection.

- Recommendation: The region should continue to advocate and strive for enhanced broadband connection in order to promote business development, attraction, and retention in the Middle Peninsula.

2025 RLRTP Recommendations

- Maintain, improve, or add TDM measures in the region
  - Recommendation: Evaluate, select, and implement measures to maintain, improve, or add TDM, such as:
    - Providing convenient, affordable public transportation, including demand-response service.
    - Supporting shared transportation via ridematching services, part-and-ride facilities, and Guaranteed Ride Home services.
    - Providing multi-modal connectivity options.
    - Including and improving public transportation infrastructure, such as subway entrances, bus stops, and routes.
    - Including or improving pedestrian-oriented design elements, such as short pedestrian crossings, wide sidewalks and street trees.
    - Providing bicycle-friendly facilities and environments, including secure bike storage areas and showers.
    - Providing active transportation facilities including bike lanes and multi-use trails.
    - Maintaining waterways and water trail facilities.
    - Flex-time work schedules with employers to reduce congestion at peak times.

- Commuter Assistance Program
  - Recommendation: Implement the recommendations of the ***Commuter Assistance Program Strategic Plan (2025)***.