

CHAPTER 4 - TRANSPORTATION

Introduction

Southampton County acts as a vital connection between the Hampton Roads region to the east and major north-south interstate highways to the west. U.S 58 and U.S. 460 are important thoroughfares in the County, connecting travelers to I-95 to the west and the rest of the Hampton Roads region to the east, while VA 35 provides access through the County from Sussex County to the north, through Courtland and Boykins, to North Carolina on the south. The needs for rail service for freight is filled by both CSX and Norfolk Southern, while general aviation service is available in neighboring counties. Limited public transportation is provided by Senior Services of Southeastern Virginia, an organization that commissioned a study of an enhanced public transportation system in 2011.

Southampton County Citizens' Transportation Advisory Committee

In 2018, the Board of Supervisors created the Southampton County Citizens' Transportation Advisory Committee (CTAC). This body of appointed citizens serves as an advisory committee to the Board of Supervisors with regard to transportation issues and projects throughout the County. The Committee provides the Board of Supervisors with a citizen's viewpoint on local transportation issues, strategies, funding, priorities, and the decision-making process of the Board, according to the adopted by-laws. The quarterly meetings are open to the public, and the minutes and outcomes of those meetings are provided to the Board of Supervisors. Members include one from each election district and two at-large members. The appointed members are qualified by knowledge and experience to make recommendations on local transportation matters and come from a variety of backgrounds, each with an interest in and knowledge of transportation issues throughout the County. One member may be a member of the Board of Supervisors, and one may be a member of the Planning Commission. The CTAC is staffed by the County Administrator, and ex-officio members include the Virginia Department of Transportation (VDOT) District Administrator, the President/CEO of Franklin-Southampton Economic Development, Inc. (FSEDI), and the secretary of the Southampton County Planning Commission.

In their history, the CTAC has made recommendations to the Board of Supervisors regarding issues such as various requests to restrict truck through-traffic on residentially-developed roadways, the Secondary Six-Year Road Plan provided by VDOT, road conditions throughout the County, proposals for revenue-sharing projects with VDOT such as lighting for the Courtland interchange, and the adopted US 58 Arterial Management Plan, completed in 2018, that lead to SMART SCALE applications to VDOT in the summer of 2020. The work of the CTAC led to the closure of Shady Brook Trail to through truck traffic, as the request of residents of the road. See an explanation of the SMART SCALE process and the submitted applications later in this section.

Existing Roadway System

There are approximately 95 miles of primary roads and 673 miles of secondary roads in Southampton County. All existing primary roads are hard surfaced. About 575 miles of the secondary roadways (85.5%) are hard surfaced, while about 98 miles of secondary roadways (14.5%) are all-weather surfaced. The existing roadway system in Southampton County includes two primary arterial routes (U.S. 58 and U.S. 460), one U.S. primary route (U.S. 258) south of Franklin, one state primary route (State Route 35), and a system of secondary roads serving the remainder of the County.

U.S. 58 links Southampton County to metropolitan Hampton Roads in the east and to Interstate Highways 95, 85, and 77 in the west. To improve safety, U.S. 58 was widened to four lanes from Hampton Roads to Stuart, VA. U.S. 460 also connects the County with the greater Hampton Roads region and Interstates 95 and 85 in the Petersburg area. U.S. 258 connects the area with U.S. 17 to the north and the North Carolina line to the south. State Route 186 serves as a major thoroughfare for the Boykins/Branchville area.

State Route 35 is designated as a Virginia Byway by the Virginia Department of Transportation. State Route 35 connects U.S. 58 with I-95 south of Petersburg. It passes north to south through Courtland and the central part of the County. The Virginia Byway Program identifies road corridors containing aesthetic or cultural value, near areas of historical, natural or recreational significance. The Byway Program encourages travel to interesting destinations and away from high-traffic corridors. By following the byways, visitors are directed to places where they can explore Civil War battle sites and historical attractions, view beautiful scenery, and enjoy recreational resources. State Route 35 will be an important connector on the 1831 Insurrection Trail under construction by the County and the Southampton County Historical Society with funding from the Virginia Department of Transportation.

The Virginia Department of Transportation (VDOT) conducts traffic counts using sensors along streets and highways in order to determine daily traffic volumes on specific road segments. Table 4-1 provides a listing of the highest Daily Volumes for streets within the County, along with the segment of the road studied. Included are those segments with 5,000 or more vehicle trips per day.

As shown in Table 4-1, ten of the seventeen busiest road segments in the County are located on U.S. 58. VDOT completed the US 58 Arterial Preservation Plan in early 2019, and some of the recommendations in that Plan made up Smart Scale applications the County submitted for improvements along that roadway. Southampton Parkway, between its intersection with Camp Parkway and the interchange at Armory Drive, Rt.671, continues with the highest traffic volume. It should be noted Smiths Ferry Road, Bus 258, has seen a substantial increase in traffic in the area of the interchange with Southampton Parkway. The Love's Travel Center has opened in the period between 2010 and 2018, which may contribute to the marked increase. The County is working with VDOT to install improvements to that interchange, including lighting and geometry improvements to make the on and off ramps safer. VDOT's 2020 AADT comments include that the 2020 average daily traffic varies from what may be typical because of COVID-19. The report includes information that statewide, the 2020 traffic levels have trended down by 11% from 2019 volumes, so these changes are to be expected in Southampton County as well. These changes, however, are not expected to remain constant as the country returns to more normal traffic in the coming years.

**TABLE 4-1
AVERAGE DAILY TRAFFIC VOLUMES,
2019-2020
5,000 VTD or GREATER
SOUTHAMPTON COUNTY, VA**

Route	Location	2019 Volume	2020 Volume	% Change
US 58 Southampton Parkway	Greensville county line to Rt 615, Adams Grove	14,000	14,000	0%
US 58 Southampton Parkway	Rt 615, Adams Grove to Rt 659, Drewry Rd	14,000	14,000	0%
US 58 Southampton Parkway	Rt 659, Drewry Rd to WCL Capron	14,000	14,000	0%
US 58 Southampton Parkway	WCL Capron to Rt 653, Main St	14,000	14,000	0%
US 58 Southampton Parkway	Rt 653, Main St to ECL Capron	15,000	15,000	0%
US 58 Southampton Parkway	ECL Capron to SR 35	15,000	15,000	0%
US 58 Southampton Parkway	SR 35 to Bus US 58 E of Courtland	17,000	16,000	-6%
US 58 Southampton Parkway	Bus US 58 E of Courtland to Bus US 58 W of Franklin	22,000	20,000	-5%
US 58 Southampton Parkway	Bus US 58 W of Franklin to US 258 S of Franklin	22,000	18,000	-12%

US 58, US 258 Southampton Parkway	US 258 S of Franklin to WCL Suffolk	18,000	19,000	5%
US Bus 58, US Bus 258	ECL Franklin to Isle of Wight County line	8,000	7,700	-4%
US Bus 58, Main St	SR 35, Meherrin Rd to ECL Courtland	7,700	6,400	-13%
Bus 258, South St	US 58 Smiths Ferry Rd to SCL Franklin	9,500	5,000	-53%
US 460 Gen Mahone Blvd	Sussex county line to WCL Ivor	11,000	9,300	-16%
US 460 Gen Mahone Blvd	WCL Ivor to Rt 616 Main St	11,000	9,300	-16%
US 460 Gen Mahone Blvd	Rt 616 Main St to ECL Ivor	10,000	9,800	-2%
US 460 Gen Mahone Blvd	ECL Ivor to isle of Wight county line	10,000	9,800	-2%

2045 Rural Long Range Transportation Plan

The Virginia Department of Transportation (VDOT) worked with local agencies to develop VTRANS 2035, the Commonwealth's multimodal long range transportation plan. The 2045 Rural Long Range Transportation Plan is a piece of the VTRANS 2035 Plan. In **September 2022**, VDOT approved the Plan as prepared by the Hampton Roads Transportation Planning Organization (HRTPO) after extended opportunities for public involvement. The plan was introduced to the public through opportunities for public comment beginning in the fall of 2021 through the late spring of 2022. A survey was available through the County's website seeking citizen input, as well as a paper survey available at the County Administration Center building in Courtland. Comments were welcomed from citizens during that time, and are included in the Plan. Suggested roadway improvements were gathered from the public from December 1, 2021 through December 31, 2021. Those comments are included in the Plan. The plan was available through the HRTPO website, and physical copies were placed at:

- Franklin City Hall
- Ruth Campbell Memorial Library
- Martin Luther King, Jr. Center
- Ivor Town Hall
- Town of Boykins
- County Administration Building in Courtland
- Walter Cecil Rawls Library

Per the Plan, the transportation system within the rural area of the region was evaluated and a range of transportation improvements are recommended, including roadway, rail, transit, air, bicycle, and pedestrian improvements. In the 2045 Rural Long Range Transportation Plan, Franklin and Southampton County were studied as a whole, and the plan addresses the two localities as a whole. The RL RTP includes a map of the County with improvement recommendations. The list of recommendations prioritizes the recommendations as short-term, mid-term, and long-term improvements. The Plan map and recommendations are made part of this section of the Southampton County Comprehensive Plan as an appendix.

Land use and development are reviewed as part of traffic analysis. Changes in development patterns affect traffic forecasts and demand on the transportation network. A number of issues influence any transportation plan for Southampton County including the following:

- The population of the County is projected to decrease to 17,466 by 2040 by the Weldon Cooper Center at UVA. HRTPO projects the County population will increase to 20,218 by 2045. Neither figure portends significant change.
- The percentage of the County population falling in the low income range is above the state average.
- The portion of the population with disabilities and the elderly were above the state percentage. These populations are typically more highly dependent on fixed-route or demand-responsive transit in rural areas than in urban areas, due to the smaller network of fixed transit routes when compared to urban areas. The I-Ride services provided by Senior Services of Southeastern Virginia (SSSEVA) help fill a portion of that need.
- Overall the County remains in agricultural/forestry use, and the development that has occurred is mostly along secondary roads in the traditionally agricultural areas of the County, as well as near the incorporated towns and community areas.
- In rural areas such as Southampton County, low residential densities and dispersed work destinations are generally not conducive to high public transportation use. Nearly 70% of the County's workforce commutes outside the County.
- In an effort to retain the community character, community areas and planning areas have been mapped in the Land Use section of the Comprehensive Plan. The designation of these areas helps determine the long range transportation plan.

The 2045 Rural Long Range Transportation Plan (RLRTP) recommended a number of improvements in Southampton County to be completed in the short-term. Some of the projects outlined in the Plan have been completed in recent years, including the Courtland Interchange, signals on General Thomas Highway at the US 58 exits, replacement of the bridge on VA 35 over Tarrara Creek, and replacement of the bridge on VA 635 (Tucker Swamp Road) over the N&W Railroad. US 58 has undergone superelevation correction construction in the area around Rt. 609 (Buckhorn Quarter Road) as listed in the Plan. Replacement of the bridge over the Blackwater River on Rt.189 (South Quay Road) is scheduled to be completed in 2023. Upgrades to the US58 interchange where the Love's Truck Stop is located are planned to begin in 2023.

Hampton Roads Rural Safety Studies

The Hampton Roads Regional Crash Data, prepared by the Hampton Roads Transportation Planning Organization (HRTPO) and updated in 2013 found that Southampton County's crash rate in the period from 2008 through 2012 decreased by 35%, Southampton's population decreased by 3% during that period, and the number of licensed drivers remained largely unchanged but the vehicle miles traveled decreased by 13%. Vehicle miles traveled per person based on total population is much greater in Southampton County (534.68 miles per person based on population) than Franklin (114.66 miles per person), Isle of Wight (340.43 miles per person), or Suffolk (351.99 miles per person).

The Hampton Roads Regional Safety Study 2013/2014 Update provides a list of potential safety improvements for intersections throughout the region. Of the nine (9) intersections listed, only four (4) had more than one (1) predicted annual crashes in the Update:

- Main Street and Meherrin Road in Courtland – 1.43 annual crashes
- Rt. 460 and Main Street in Ivor – 1.13 annual crashes
- Southampton Parkway and Camp Parkway near Courtland – 3.56 annual crashes
- Southampton Parkway and Jerusalem Road near Courtland – 3.27 annual crashes

Note that Southampton Parkway and Jerusalem Road no longer have an intersection as the interchange was completed subsequent to the Safety Study. Also note that the Southampton Parkway/Camp Parkway intersection is the subject of a 2020 SMART SCALE application as outlined earlier in this section. An update of the study is being undertaken by HRTPO.

Southampton County Active Recreation Plan

In 2015, the Hampton Roads Transportation Planning Organization (HRTPO) offered the Board of Supervisors their work to create an Active Transportation Plan for the County, and the Board accepted. In 2018, the Plan was completed and accepted by the Board. Funds for the Plan were completely supplied through HRTPO, and no County funds were involved. The Active Transportation Plan, upon approval by the Board of Supervisors, will be made part of the County's Comprehensive Plan by reference

HRTPO staff worked with a group of stakeholders appointed by the Board of Supervisors, and included a number of public outreach opportunities, including a booth at the County fair, on-line and paper surveys, and attendance at various civic events. The stakeholders and HRTPO staff generated the following vision statement, along with specific goals and recommendations to advance active transportation for County residents:

The Southampton County Active Transportation Plan sets forth a vision to enrich the County with safe bicycle and pedestrian accommodations that provide an efficient, alternate method of travel for users with varying skill levels, encourage active transportation, provide awareness, and uphold the unique qualities of the County.

Active Transportation includes all forms of human-powered transportation, including bicycling and walking and connections to transit. While many in the County take part in biking and walking for recreation and exercise, some residents use or would like to use biking and walking to access employment, educational opportunities, medical care, and daily needs such as groceries. People who may face access and mobility challenges include people with low incomes, the elderly, people with disabilities, and those with no private vehicle, as well as children and young people not of driving age. Regardless of age, income, or disability, safety while walking or bicycling should be important to everyone in the community.

The Plan cataloged sidewalks and points of interest throughout the County, mapped the Nat Turner Insurrection Trail as well as the locations of schools, the library, parks and other civic locations, and made recommendations as to improvements. Such improvements ranged from widening and repairing existing sidewalks, installing new sidewalks, and installing shared paths for bicycles and pedestrian within the existing right-of-way. The Plan also provides possible locations for crosswalks.

The discussion of bike paths or greenways traversing the County has found residents both for and against such improvements throughout the years. The Active Transportation Plan includes improvements only within the existing right-of-way. The Plan also indicates the location of the existing CSX Railroad line, should that railway be abandoned and become available for a "rails to trails" project.

The Plan discusses the advantages of active transportation improvements, including the opportunity for economic development and better health for the users. The Plan provides a guide should the County or an incorporated town wish to seek funding opportunities or have the opportunity through a development request to require such improvements during the development process.

The Plan may also be used when VDOT is considering roadway improvements, to encourage the provision of sidewalks or sidepaths along improved roadways to facilitate non-motorized usage, "Complete Streets" as it is known. Complete streets are those which provide for nonmotorized transportation. These streets permit nonmotorized transportation for recreation and necessary travel. Such streets may encourage students to travel by foot or bicycle to school, as shown on the Newsoms page of the Active Transportation Plan. Providing for complete streets at the planning stage, when roads are constructed or undergo substantial improvements, is more cost effective than trying to provide such pedestrian facilities after the fact.

The draft recommendations from the Plan are included as an appendix to this Plan, and the Plan as a whole is to be adopted as part of the 2022 Plan update.

Other Transportation Systems

Rail Service

Railroads play an important role in the County's transportation network, particularly for local industry. Both Norfolk Southern and CSX Corporation offer freight and piggyback services to Southampton County. Rail traffic in the Branchville/Boykins area has increased steadily in recent years as use of the port increases. Increases in cargo moving by train helps reduce truck traffic along US 58, the County's main commercial corridor, and is therefore a positive change.

Air Service

Air service is available in several locations within an hour's drive of Southampton County. Newport News-Williamsburg International Airport is the closest major commercial airport, approximately 40 miles to the northeast in the city of Newport News. Norfolk International Airport is located approximately 50 miles from the County. Also nearby is Richmond International Airport, which is located approximately 60 miles away in Henrico County. Airfreight service is available at both the Norfolk and Richmond airports.

General aviation services are available at two locations just outside Southampton County. The Franklin Municipal Airport is owned by the City of Franklin and is located approximately one mile east of the city limits on U.S. 58/258 Business in Isle of Wight County. The Emporia-Greenville Regional Airport is located on U.S. 58 in neighboring Greenville County, near the Southampton County line.

Public Transportation

There is no commercial bus service in Southampton County, although Greyhound Bus Lines does provide service in the nearby City of Emporia. In 2010, Southampton County was awarded a grant from the Virginia Department of Rail and Public Transportation on behalf of Senior Services of Southeastern Virginia (SSSEVA) to create a transit development plan (TDP) for the County. The Plan is available for review in the Southampton Community Development office.

In early 2022, Southampton County, along with the City of Franklin and Isle of Wight County, agreed to work with SSSEVA to undertake a transit study of the feasibility of enhanced public transportation options through the 5311 Grant Program for Rural Services. This study will seek to learn the feasibility of public transportation for all, not only those served by SSSEVA. That study, financed in large part by the Virginia Department of Rail and Public Transportation, is being led by the City of Franklin on behalf of the three units of local government.

Water Access

There is a federally authorized barge channel from Franklin to the Albemarle Sound in North Carolina via the Blackwater and Chowan Rivers. This waterway has a 7-foot channel at mean low water. Although the U. S. Army Corps of Engineers maintained this channel for many years, it is not presently maintained. The Port of Hampton Roads has a 55-foot channel and is located 45 miles from the County.

Completed and planned expansions at the Port will have a long-term effect on traffic on U.S. 58 and U.S. 460 in Southampton. In 2007, APM opened the first major private container terminal in the United States in Portsmouth, investing more than \$500 million in the most automated, technologically advanced terminal in the country. In 2008, the Virginia Port Authority worked with private interests to launch a new barge service between Norfolk and Richmond which will, when fully operational, remove 58,000 trucks from Virginia roads. In 2010 Norfolk Southern Railroad opened the Heartland Corridor, providing faster double stack rail service to the Midwest, and CSX worked to increase the speed and capacity of its north-south rail routes that are served from Virginia through their National Gateway project.

In 2014, the Panama Canal opened a new third set of locks which enables the world's largest container ships more direct access from Asia to the United States east coast. The Port of Virginia is a first port of

call and a major international hub with rail service east-west on Norfolk Southern and north-south on CSX.

In 2021, the Port was preparing to expand its rail capacity and reconfigure and double the size of the on-dock railyard. The improvements will double the existing capacity of the current rail operation. Two (2) ship-to-shore container cranes will begin operation in 2021 as well, expanding the port's through-put capacity. It is the goal of the port to have 40 percent of the total container volume move by rail when the improvements are complete. Increases in port capacity will continue to impact Southampton County, both roads and railways.

Planned and Recommended Improvements to the Transportation System

Roadways

SMART SCALE

The SMART SCALE process was created in 2014 to provide a means to prioritize and fund transportation improvements. SMART SCALE is an acronym for System Management and Allocation of Resources for Transportation: Safety, Congestion, Accessibility, Land Use, Economic Development and Environment. The goal of the SMART SCALE process is to fund the right transportation projects through a prioritization process that evaluates each project's merits using key factors and focuses on the degree to which a project addresses a problem or need relative to the requested funding. Prior to SMART SCALE, projects in Southampton County were seen as of less value for investment because the County is not subject to the congestion issues found elsewhere in the region and funding was often based on reducing congestion. However, SMART SCALE looks at safety and economic development as well, which helps County projects gain some advantage.

Applications are submitted to VDOT on a two-year cycle for review. In 2020, Southampton County submitted applications for four (4) projects, after one (1) additional project was eliminated early in the review process. There were a total of 406 projects submitted for these State-provided funds. During the SMART SCALE review, two (2) additional projects did not make the cut. However, these two (2) projects are have been recommended by VDOT staff for approval. The Commonwealth Transportation Board will make a final decision in June 2021, and construction would not begin until after 2024:

Intersection improvements at the intersection of Southampton Parkway and New Market Road, ranked 20 out of 406 proposed projects

Intersection improvements on Southampton Parkway at its intersection with Camp Parkway to install a Continuous Green T traffic signal, ranked 83 out of 406 proposed projects

Maps indicating the proposed improvements are provided in an appendix to this section. These improvements total approximately \$2.6M.

One of the projects that was not forwarded in the 2020 SMART SCALE process was improvements near Southampton High School. These proposed improvements would have helped improve safety of high-school-aged drivers as they enter and exit the school site on US 58, Southampton Parkway. In 2021, Southampton County was notified that improvements in the area of the high school were funded through the SMART SCALE program in a subsequent round of funding.

In 2022, a SMART SCALE project at the intersection of Drewry Road and Southampton Parkway was scheduled for submittal. A public hearing was held in May 2022 to collect public comment on the two available alternatives, and whether to submit an application at all. The alternatives were a restrictive crossing u-turn (RCUT) or a continuous green T (CGT). The Board of Supervisors declined to forward either of the alternatives. They directed the Citizens' Transportation Advisory Committee to invite VDOT to discuss less-costly ideas to improve safety at the intersection, including a reduced speed limit along US58 as well as flashing signs warning drivers of the impending intersection.

Secondary Six Year Plan

The Virginia Department of Transportation Six-Year Improvement Programs (SYIP) for FY 2021-26 include funding for a number of projects in Southampton County. The FY 2021-26 SYIP includes bridge replacement on General Thomas Highway over the Nottoway River (two structures) which is underway in 2021. Buckhorn Quarter Road and Dickens Lane from the list were scheduled for reconstruction and hard surfacing in the summer of 2020 and that work has been completed.

VDOT instituted a “Rural Rustic Road” program in 2003 that allows a less costly way to hard surface unpaved roads. The paving consists of an impervious surface and reestablishes existing ditches and culverts, with the road on the same alignment as exists. This preserves trees, vegetation, side slopes and open drainage to the extent possible. The following roads are designated as Rural Rustic Roads and are in VDOT’s plans for improvement, as approved by the Board of Supervisors in May 2022:

State Route	Road name	From	To
738	Bowers Road	635, Black Creek Road	Dead end
643	Darden Scout Road	1015, Ward Lane	646, Gov. Darden Road
664	Waller Road	663, The Hall Road	659, Vicks Millpond Road
607	Farmers Bridge Road	35, Plank Road	606, Cabin Point Road

Bridges

Bridges are an important part of the transportation system throughout Hampton Roads, including Southampton County. As bridges age, maintaining them has become a problem throughout the area. The costs of constructing bridges can be four to six times higher than typical urban roadway reconstruction costs according to VDOT planning level estimates. Funding is not keeping up with maintenance needs. Because of the importance of bridges to the transportation system, the Hampton Roads Transportation Planning Organization updated the Hampton Roads Regional Bridge Study in 2018.

Bridges throughout Hampton Roads were studied to provide a regional analysis of bridge topics such as bridge inspections and ratings, deficient bridges, bridge funding and projects, and the impacts that the closure of bridges would have on travel patterns. Following is a summary of the bridges in the County.

	Structurally Deficient	Weight Posted	Functionally Obsolete	Upcoming Project 2018-2023
Adams Grove Road	x	x		
Buckhorn Quarter Road	x	x		
Burdette Road		x	x	
Burnt Reed Road	x			x
Cedar View Road			x	
Crumpler Road	x	x		
Drake Road	x	x		
Farmers Bridge Road		x	x	
General Thomas Highway	x		x	X (underway)
Meherrin Road over Nottoway River			x	

Meherrin Road over Nottoway River Overflow			x	
Mills Neck Road		x	x	
Sadler Road			x	
St. Lukes Road		x		
Sands Road		x	x	
Seacock Chapel Road	x	x	x	
South Quay Road				X (underway)
Three Creeks Road				x
Tucker Swamp Road				complete

A structurally deficient bridge is a structure with elements that need to be monitored and/or repaired. A structurally deficient bridge is not necessarily unsafe; bridge inspectors will close or impose limits on bridges they feel are unsafe.

A weight-posted bridge is defined as a structure that has a rated load carrying capacity that is less than the designated legal truck weights. In Virginia, the maximum legal truck weight is 27 tons for a three-axle, single unit vehicle and 40 tons for trucks with semi-trailers. Structures are also posted if they have weight restrictions for five-axle, 45-ton vehicles that can obtain blanket operating permits, which are DMV-issued permits that allow an overweight truck to travel on any designated route throughout the state. Bridge inspectors impose weight restrictions on bridges as necessary for the structure to remain safely in service.

Functionally obsolete bridges are those that were built to standards that are no longer used today. Such bridges are not inherently unsafe; they are bridges that do not have adequate lane widths, shoulder widths, or vertical clearances to serve current traffic volumes or meet current geometric standards.

It has been noted that guardrails installed during the improvements to several bridges in recent years make the traverse of those bridges by large agricultural and forestry equipment difficult as the equipment has increased in size and capacity. It is recommended that VDOT take into consideration the oversized equipment common in agricultural communities in the design of bridges and guardrails.

Implementation Strategies

- a) Adopt the Active Recreation Plan as provided by the Hampton Roads Transportation Planning Organization. Seek various grant funds to implement improvements recommended in the Plan as sought by the Board of Supervisors and citizens, and assist the incorporated towns in implementation activities as well as requested.
- b) Work with VDOT during roadway improvement planning to encourage improvements recommended in the Plan while the road is undergoing improvement, including the installation of broadband.
- c) Amend the Subdivision Ordinance to include Complete Street strategies in the County's ordinances with regard to new streets proposed during the subdivision process.
- d) Should new schools be planned, use the Safe Routes to School guidelines as a consideration in siting such schools.
- e) Continue to encourage the Citizens Transportation Advisory Committee to study and make recommendations regarding transportation issues. Encourage participation of a Planning Commission member on the Committee or as an ex-officio member.
- f) Continue to work with VDOT to facilitate limited access management along principal corridors. Encourage the use of access roads as outlined in VDOT's 2018 Arterial Management Plan along US 58, Southampton Parkway, in new development and redevelopment.

- g) Use the Comprehensive Plan and zoning ordinance to encourage mixed use development in appropriate areas so as to make it possible for citizens to do several tasks while parking their vehicle once, including work and shopping. Encourage applications for mixed use development that includes residential development that provides housing in proximity of non-residential uses.
- h) Encourage submittal of zoning map amendment applications for age-targeted housing for seniors in areas that are or could be served by I-Ride or other public transportation. Encourage such housing in areas that would allow pedestrian access to shopping and other daily needs. Encourage the installation of sidewalks connecting such housing to off-site uses.
- i) Encourage use of the Planned Office and Industrial District zoning designation to facilitate campus-like design, providing for employment, retail opportunities, and daily necessities such as day care facilities within a walkable development.
- j) Recognize and promote the value of rail and water transportation and encourage improvements to such facilities. Work with the Department of Rail and Public Transportation to secure funding for private property owners to install rail spurs for industrial development when appropriate.
- k) Support State transportation processes and policies which relieve traffic congestion and improve the appearance, safety, and capacity of major thoroughfares and the secondary system, including the hard surfacing of rural roads when property owners seeks such improvements.
- l) Encourage citizens to report road damage to VDOT in a timely manner. The increases in tractor trailer traffic on rural roads due to harvesting activity and mineral extraction is increasing damage to rural roadways and reporting to VDOT can help effectuate timely repairs. Reporting of needed roadside ditch repairs to VDOT is encouraged as necessary.
- m) Encourage continued SMART SCALE applications to remedy existing problems in the transportation system, including the 2020 application for improvements at Southampton High School to increase the safety of less-experienced teen drivers.
- n) Provide encouragement toward the completion of the Nat Turner Insurrection Trail, both in Courtland and throughout the southern portion of the County. In appropriate areas, work with property owners as needed to amend the zoning and Comprehensive Plan designations to allow development that supports the Trail, encouraging local use and tourism.
- o) Consider citizen requests for no through truck limits and lowered speed limits in residentially-developed areas.
- p) Continue to refine the Comprehensive Plan and zoning designations to promote sound land use without jeopardizing the function of high-speed thoroughfares.
- q) Support Senior Services of Southeastern Virginia's I-Ride program and other transportation programs financially when possible.
- r) Locate land uses that generate extensive traffic, both passenger vehicles and freight-transporting vehicles, along roadways that have sufficient capacity. Continue to require transportation improvements found necessary through Traffic Impact Analyses (TIAs) to be installed as development progresses in projects that require such studies.
- s) Continue to work with VDOT's revenue sharing program when feasible to complete projects that fall outside the SMART SCALE parameters, including lighting at the Courtland Interchange.
- t) Take recommendations of 2018 Access Management Plan into consideration with development applications along US 58. Encourage consolidation of driveways where possible, consider Plan

suggestions in closing of some cross-overs and upgrading remaining cross-overs to help increase safety as outlined in the Plan. Continue to seek SMART SCALE funding to implement Plan.

- u) Consider applications for EV charging stations in conjunction with residential and non-residential development.
- v) Consider participation in the Hampton Roads Transportation Planning Organization's Community Advisory Committee. Southampton County's seat on the committee has been unfilled for a number of years. This committee provides input to ensure voices of the public are heard in the planning process for the region, since transportation issues do not begin and end at the County line.

DRAFT