

TRANSPORTATION IN THE HISTORIC TRIANGLE

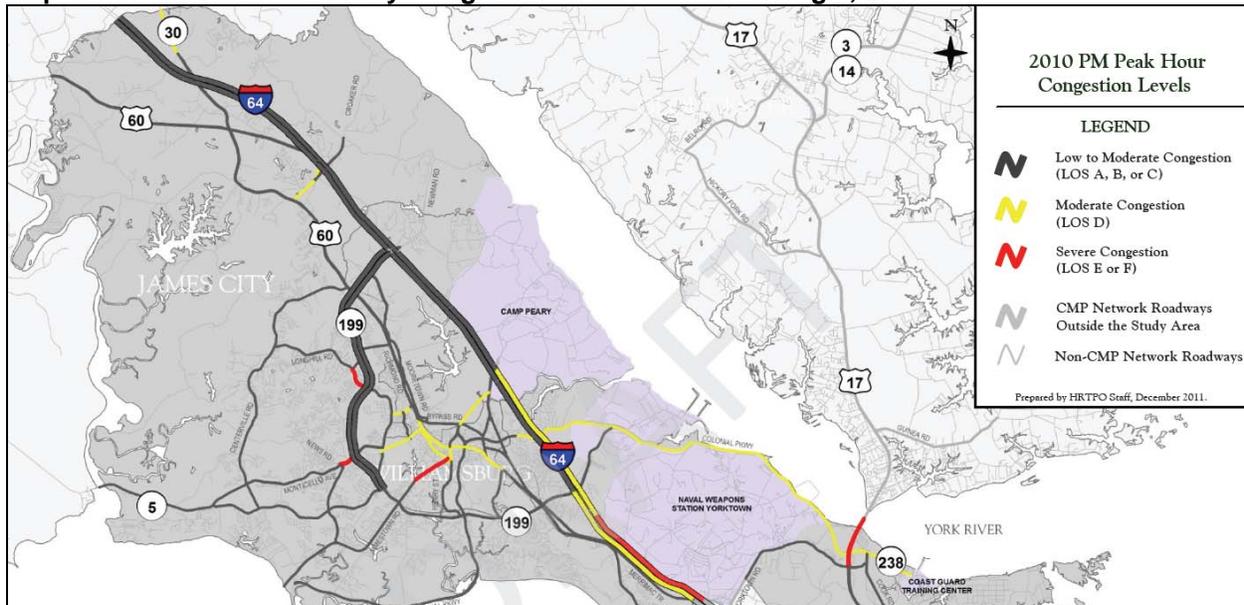
Traffic does not stop at the county or city line, and neither do most of our roads, bus routes, railroads, bikeways, or sidewalks. Transportation is an inherently regional concern that calls for regional approaches. Residents and businesses in the Historic Triangle rely on a number of major transportation arteries that cross the sometimes artificial boundaries of the three localities, including Interstate 64, Routes 60, 132, 143, and 199, Ironbound Road, Jamestown Road, Longhill Road, Monticello Avenue, Mooretown Road, Penniman Road, Second Street, the Colonial Parkway, and the CSX railroad tracks.

As members of the [Hampton Roads Transportation Planning Organization](#) (HRTPO) – the intergovernmental transportation planning agency for the Hampton Roads region – James City County, Williamsburg, and York County have a long history of working closely and cooperatively with one another and their neighbors to develop plans and policies to promote the safe and efficient movement of people and goods. The HRTPO will be providing technical transportation planning assistance as part of this coordinated comprehensive plan review.

Roadways

The HRTPO has identified roads on the Congestion Management Process network (i.e., interstates, freeways and other expressways, principal and minor arterials) that are either congested or projected to be congested by 2034. Roadway segments in the Historic Triangle that are currently experiencing severe congestion (as shown on Map 1) are I-64 westbound between the James City County/York County line and the Grove Interchange; Jamestown Road between College Creek and Boundary Street; Longhill Road between Olde Towne Road and Route 199, Monticello Avenue between News Road and Route 199, and Route 17 (George Washington Memorial Highway) between the Gloucester County line and Goosley Road.

Map 1: PM Peak-Hour Roadway Congestion in the Historic Triangle, 2010



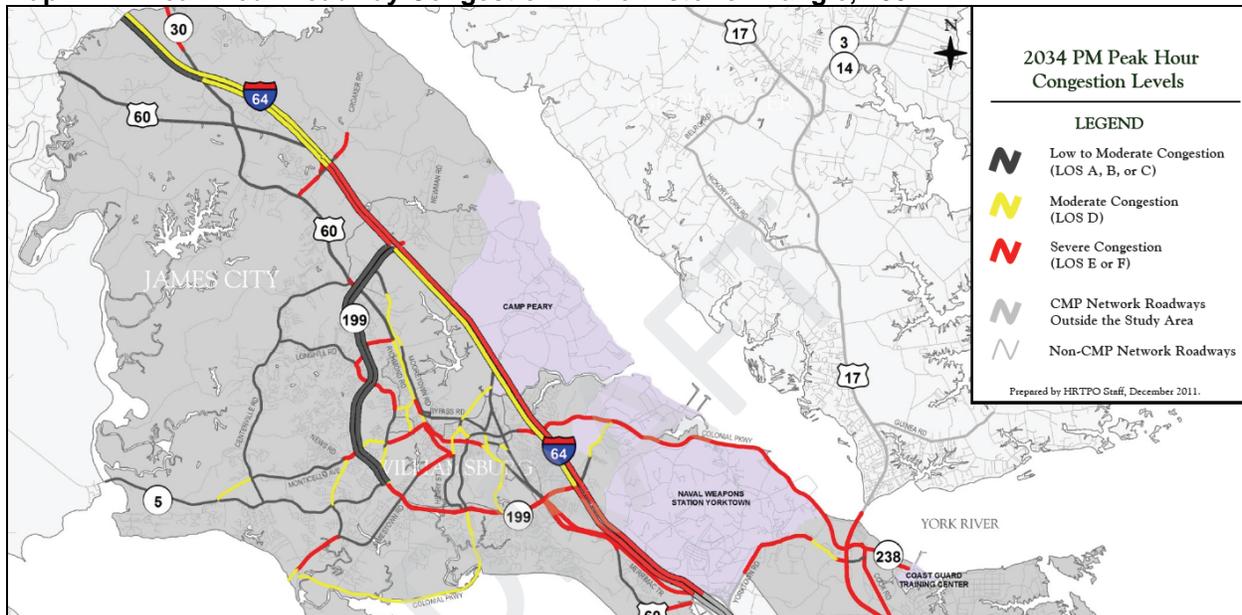
Source: Hampton Roads Transportation Planning Organization

According to the HRTPO's traffic modeling, the Historic Triangle is expected to experience a fourteen-fold increase in the amount of severely congested road mileage from 4.1 miles in 2010

to 64.4 miles by 2034, including the roadway segments listed below and shown in Map 2:

- Ballard Street between Cook Road and U.S. Coast Guard Training Center,
- Boundary Street between Jamestown Road and Francis Street,
- Colonial Parkway between Williamsburg city line and Ballard Street,
- Cook Road between Route 17 (George Washington Memorial Hwy) and Ballard Street,
- Croaker Road between Route 60 and Maxton Lane,
- Interstate 64 between the Croaker interchange and the Newport News city line,
- Jamestown Road between Colonial Parkway and Sandy Bay Road,
- Lafayette Street between Richmond Road and Capitol Landing Road,
- Longhill Road between the Longhill Connector and Route 199,
- Longhill Connector between Longhill Road and Ironbound Road,
- Merrimac Trail between Newport News city line and Route 199,
- Monticello Avenue between Route 199 and Richmond Road,
- Newman Road between Interstate 64 and Fenton Mill Road,
- Old Stage Road between the New Kent County line and Barnes Road
- Old Williamsburg Road between Newport News city line and Goosley Road,
- Olde Towne Road between Longhill Road and Richmond Road,
- Pocahontas Trail - BASF Rd to NN city line and JCC line to Grove Interchange
- Richmond between Lightfoot Road and Route 199; between Ironbound Road and Bypass Road, and between Boundary Street and Monticello Avenue,
- Rochambeau Drive between 0.7 mi. east of Ashington Way and Croaker Road, and
- Route 199 between John Tyler Highway and Interstate 64.

Map 2: PM Peak-Hour Roadway Congestion in the Historic Triangle, 2034



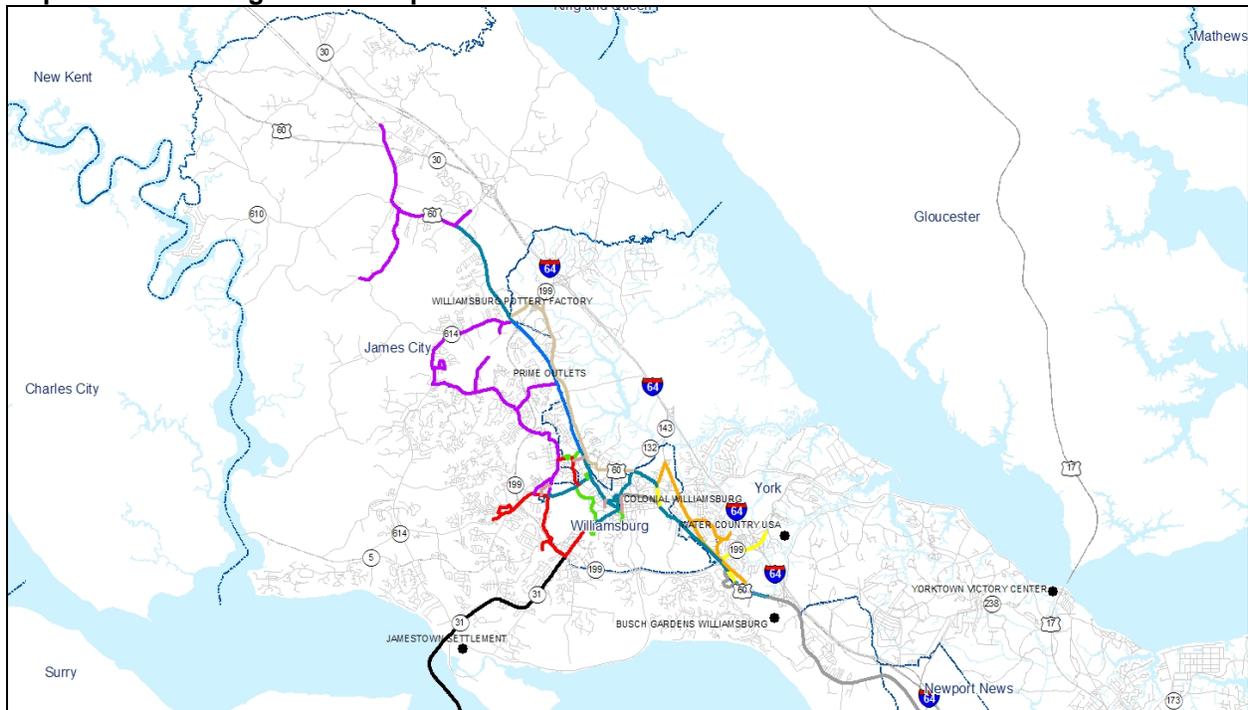
Source: Hampton Roads Transportation Planning Organization

Transit

The three localities are partners in the Williamsburg Area Transit Authority (WATA), which operates [Williamsburg Area Transport](#) (WAT) – a multi-jurisdictional public bus system serving

residents, visitors, and businesses in the greater Williamsburg area with bus routes stretching from Stonehouse in northern James City County to Water Country USA in York County to Lee Hall in Newport News. WATA also operates the Williamsburg Trolley, which runs daily on a continuous loop through Merchants Square, High Street, and New Town, with convenient connection points to both the WAT bus lines and the Colonial Williamsburg bus system. All buses and trolleys are equipped with exterior bicycle racks. Improvements to the WAT system in recent years include the addition of new routes, expanded hours, Sunday service, and the addition of regional connections to Surry County and Newport News.

Map 3: Williamsburg Area Transport Bus Routes



The three localities, together with the other Hampton Roads jurisdictions, transit providers, and various agencies, participated in the development of a [Transit Vision Plan](#) for Hampton Roads to map out a series of short- and long-term recommendations for improved transit service in the region. Recommendations for the Historic Triangle area include commuter rail along the CSX corridor between Newport News and the Lightfoot and Toano areas as well as express bus service linking the lower Peninsula with the Williamsburg area and along Route 17 from Oyster Point through Yorktown and to the Middle Peninsula.

Rail Travel

A main line of the CSX Railroad runs through James City County, Williamsburg, and York County in a north-south direction. This line connects in Richmond with the broader network of the CSX transportation system and connects with the Port of Virginia’s Newport News Marine Terminal. Passenger access to the railroad is provided at the [Williamsburg Transportation Center](#) located on North Boundary Street. There are currently two [Amtrak](#) trains that operate daily between Newport News and Washington, New York, and Boston. Expanded and improved passenger service, including higher-speed inter-city rail service and commuter rail, will require significant railroad track upgrades along the Peninsula and in the Richmond area, where the CSX ACCA Yard is a notorious choke point for rail traffic.

Rail plays an important role in moving freight as well as passengers through the Historic Triangle area and the Hampton Roads region. With spurs and sidings to industrial areas, the CSX line serves several industrial users in James City and York Counties, including the Anheuser Busch InBev brewery, Ball Metal, the Dominion Virginia Power Yorktown Power Station, and the Western oil refinery. Because there is only one track throughout much of the CSX rail corridor, the shared use of the rail line for both passenger and freight service represents a major capacity constraint.

Bikeways

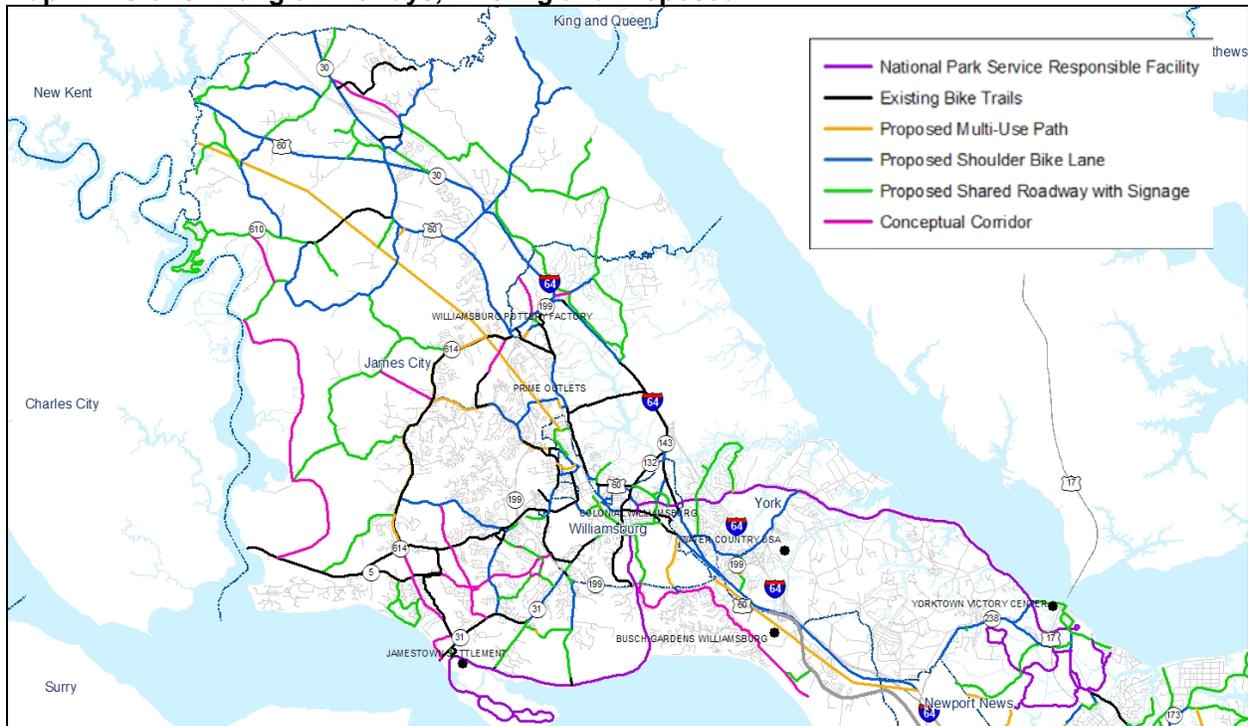
There are roughly 104 miles of bikeways in the Historic Triangle, 40 of which run through the Colonial National Historical Park (see Map 4). Bicycle facility planning is a joint effort of the three localities, dating back to 1993 and the adoption of a Williamsburg-James City County-York County Regional Bikeway Plan and the formation of the [Historic Triangle Bicycle Advisory Committee](#) (HTBAC). The HTBAC, comprised of citizen appointees and staff from each locality as well as the [National Park Service](#), the [Colonial Williamsburg Foundation](#), and the [College of William and Mary](#), is responsible for recommending bikeway projects for implementation; recommending amendments to the bikeway plan; and developing and implementing promotional, informational, and safety initiatives related to bicycling. This partnership has resulted in the addition of over 35 miles of bikeways throughout the Historic Triangle.

Bikeways fall into three basic categories:

- [Multi-Use Paths](#) are constructed physically separate from the highway. They are usually eight to ten feet wide and are designed to accommodate two-way bicycle traffic.
- [Shoulder Bike Lanes](#) are constructed adjacent to traffic lanes and are generally delineated by pavement markings. They are typically four to six feet wide and considerably less costly to construct than multi-use paths. To accommodate two-way traffic, these bike lanes must be constructed on each side of the road. Shoulder bike lanes can often be built in conjunction with highway construction or repaving projects.
- [Shared Roadways](#) are travel lanes that are shared by all users of the roadway. Occasionally the travel lanes are widened to 14 or 15 feet rather than the standard 12 feet, but often signage is the only accommodation. There are no bikeway pavement markings associated with these facilities, and the roadway is simply signed as a bicycle route. Shared roadways are typically designed on roads with very light traffic and in developed areas where other modes are not feasible.

Bikeways do not necessarily require significant local public investment. For example, bike facilities are less costly to construct when incorporated into a road construction, widening, or repaving project, as in the case of the extension of Mooretown Road in the Lightfoot area and the repaving of Capitol Landing Road/Route 143 and Lafayette Street/York Street in Williamsburg. Official VDOT policy is to initiate highway construction projects with the presumption that the projects will accommodate bicycling and walking. In addition, there are several federal and state funding sources available for bike facilities – such as the Transportation Enhancements, CMAQ (Congestion Mitigation and Air Quality), and VDOT Revenue Sharing programs – that require the locality to pay as little as 50%, 20%, or even 0% of the project cost. Finally, ensuring that developers install bike and pedestrian facilities along designated routes as a condition of development approval requires no initial local government expenditures and lessens the ultimate cost of providing complete, interconnected linkages.

Map 4: Historic Triangle Bikeways, Existing and Proposed



Walkways

According to the Census Bureau’s American Community Survey, 3.7% of workers in the Historic Triangle who are at least 16 years old walk to work. This is slightly higher than in the Virginia Beach MSA (2.3%) and the state as a whole (2.8%). Walking is most prevalent in Williamsburg, where walkers represent almost a quarter of the employed labor force (24.7%), and least prevalent in James City County, where 0.8% commute on foot. In upper York County, the proportion of walking commuters is 1.3%, while 9.5% in the Yorktown village walk to work. Williamsburg’s relatively compact scale and fairly extensive sidewalk network contribute to the high degree of pedestrian activity in the City. Over the past 25 years the City has filled in many gaps in its sidewalk system while requiring new development to include sidewalks. In James City County, which adopted a Sidewalk Master Plan in 1989, amended it in 1998, and adopted a Pedestrian Accommodations Plan in 2011, most sidewalks have been constructed by the private sector in conjunction with land development; however, many sidewalk projects have been implemented by the County using state and federal funds. York County, which adopted its sidewalk plan in 1995, has also worked to create a more pedestrian-friendly environment through private as well as public sector efforts. In recent years,



York County has eliminated some critical gaps in the Historic Triangle sidewalk network by adding sidewalks along Merrimac Trail, Second Street, and Richmond Road in York County to connect with existing sidewalks in the City of Williamsburg that ended at the County line. The result has been a vast improvement in pedestrian mobility and safety. As the localities continue to identify and address their respective sidewalk needs, the interconnection of local sidewalk networks should remain a priority.

Airports

The Historic Triangle communities are served by three major commercial airports: [Newport News-Williamsburg International Airport](#) (located in Newport News with runways extending into lower York County), [Richmond International Airport](#), and [Norfolk International Airport](#). These three airports offer daily commercial passenger flights serving both domestic and international travel. In addition, the [Williamsburg-Jamestown Airport](#) is a small general aviation facility located in James City County that is a base for a flight school and small private planes. There is no scheduled commercial passenger service, and the population served is confined to tourists and business clientele who travel by private plane.

An update of the master plan for Newport News-Williamsburg International Airport is currently underway that will consider runway, terminal, and other enhancements to accommodate projected growth in both passenger and freight activity. The airport is projected to grow from 492,548 enplaned passengers in 2009 to around a million (between 948,000 and 1,092,000) by 2032.

Waterways

The many waterways in and around the Historic Triangle are used by residents and businesses for a variety of purposes, including seafood harvesting, recreation, and passive enjoyment, but only the James and York Rivers serve as transportation arteries for both cargo and passengers. Much of the cargo transported by water along the York River in years past has consisted of military supplies to and from the Naval Weapons Station; crude oil and refined petroleum products to and from the Western refinery; and both raw materials and finished paper products to and from the paper mill in West Point. Along the James River, the Virginia Port Authority (VPA) worked with private interests in 2008 to launch a new James River Barge Service between the Port of Virginia and Richmond. The VPA expects this regularly scheduled express barge service, when fully operational, to remove 58,000 trucks from Virginia's roads.

One heavily used mode of water transportation in the Historic Triangle is the Jamestown-Scotland Ferry service on the James River, which links Surry County with the greater Williamsburg area. The four ferry boats, which carry commuters and tourists alike, are part of Virginia's only 24-hour state-run ferry operation.

On the York River, Yorktown has effectively become the port-of-call for the Historic Triangle, hosting recreational vessels for short-term dockage, tall ships, regional passenger cruise lines, and dinner and sightseeing cruise vessels. This activity was made possible by the construction of new docking facilities as part of the County's Riverwalk Landing waterfront redevelopment project, which opened in May 2005. New facilities include a 395-foot boat pier located at the foot of Ballard Street, which provides ample space for tall ships, large and small motor and sailing vessels, and regional cruise lines; the second, smaller pier is located between the larger pier and the Coleman Bridge and is available for smaller craft such as day-trippers and pleasure boaters visiting the village shops and restaurants. The piers also provide the ability for overnight stays.