

# EXECUTIVE SUMMARY

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## S.1 INTRODUCTION

The *Farmville 2035 Transportation Plan* (the Plan) was developed as a cooperative effort between the Federal Highway Administration, the Virginia Department of Transportation (VDOT), and the Town of Farmville. VDOT will use this plan when considering requests from the Town for local roadway improvements, as well as when making decisions about improvements to larger thoroughfare routes. The Plan is the product of a study that evaluated the transportation system in Farmville and recommended a set of transportation improvements to best satisfy existing and future transportation needs.

## S.2 SUMMARY OF APPROACH AND ANALYSIS METHODS

The Plan was developed as part of a structured approach with five basic components:

- Data collection.
- Forecasting of future traffic demands.
- Development of recommendations to meet existing and future transportation needs.
- Coordination with Farmville citizens and government officials.
- Environmental overview and Plan documentation.

Recommendations for the *Farmville 2035 Transportation Plan* are based on a comprehensive review of the capacity, safety, and geometry of the existing roadway system. They are also based on other issues that affect the area's transportation system (such as parking, other modes of transportation, and goods movement). Also, through a comprehensive review of recently completed studies, recommendations were brought forth to better meet the needs of the community.

The recommendations are divided into three phases. Phase One recommendations apply to existing deficiencies and the most immediate transportation needs of the area. Phase Two recommendations apply to transportation improvements needed by the interim year 2015, and Phase Three recommendations are long-term projects needed by 2035. Projects in all three phases are intended to accommodate travel demands to the horizon year of 2035.

## S.3 PHASE ONE: BASE YEAR (2007) RECOMMENDATIONS

Phase One contains four projects: All involve making safety enhancements at intersections. These four intersections are: Main Street and Belmont Circle/Peery Drive,

Main Street and Putney Street/Redford Street, Third Street and North Street, and Third Street and Oak Street.

#### **S.4 PHASE TWO: INTERIM YEAR (2015) RECOMMENDATIONS**

Phase Two contains two projects: The first is to make safety enhancements at the intersection at Main Street and Milnwood Road. The second is to reconstruct the intersection of Oak Street and Griffin Boulevard/High Street.

#### **S.5 PHASE THREE: FUTURE YEAR (2035) RECOMMENDATIONS**

Phase Three contains two projects: Construct a new north-south route across the Appomattox River to the east of Main Street, including a new bridge. This would utilize the Virginia Street corridor. Second, construct the East U.S. Route 460 Interchange. This would utilize the Phase recommendations generated for the Route 460 Interchange Study in 2005

#### **S.6 LOCAL PROJECTS**

There is one local project: to widen Milnwood Road to four lanes from Main Street to Third Street.

#### **S.7 OTHER MODES AND GOODS MOVEMENT RECOMMENDATIONS**

The *Farmville 2035 Transportation Plan* includes an assessment of the availability of modes of transportation other than private automobiles. The Plan also considers the quality of the local transportation system for the movement of goods for commercial purposes.

Regarding other modes of travel, the plan makes the following recommendations:

- Incorporate Short-term and Long-term Recommendations generated by Town of Farmville Downtown Study completed in 2006
- Continue to support and develop bike and pedestrian alternatives working collectively with Longwood University and community groups utilizing the Farmville Greenways and Trails Plan.

Regarding goods movement, several of the proposed roadway recommendations will improve truck access for shippers by reducing congestion and making turning movements easier.

## **S.8 ACCIDENT DATA ANALYSIS**

The following data details the high accident intersection from years 2003 – 2005. This data compared to the original 2020 Plan assisted in determining Recommendations for this Plan. Intersections are listed by highest to lowest incident counts.

- 1) South Main Street and Milnwood Road (Highest Accident Rate Intersection)
- 2) South Main Street and Peery Drive
- 3) South Main Street and Reed Street
- 4) South Main Street and Clark Street

## **S.9 CAPACITY AND LEVEL OF SERVICE (LOS) DATA ANALYSIS**

Utilizing current traffic counts, future traffic volumes were generated as well as determining future capacity. In general, traffic volumes on most thoroughfares have remained consistent over the past years as has Levels of Service (LOS). As a part of this analysis, traffic forecast utilized a standard 2% Growth Rate for all routes. With the addition of major retail centers throughout the incorporated limits of the Town as well as surrounding jurisdictions, the 2% growth rate should capture the expected traffic volumes to be generated. One significant development that may occur in the near future is a 8000 seat Civic Center. Depending upon the selected location for this development, additional analysis will have to be performed to determine if additional recommendations are needed.