

CHAPTER 7: Transportation & Connectivity

INTRODUCTION

Transportation has a significant impact on the lives of residents in a community. Properly planning for transportation can help to prevent traffic congestion and long commute times, in addition to an improved quality of life for residents. By improving the transportation system, residents will have access to multiple mobility options connecting them to opportunities within the County as well as around the region. This chapter identifies the existing conditions of Prince Edward County's transportation network and highlights key opportunities for the County to invest in the future of its transportation infrastructure.

KEY THEMES



Community Wellness

Community engagement revealed the desire for additional walking and biking infrastructure, and for the improvement of the existing active lifestyle infrastructure in the County. Active infrastructure such as pedestrian paths and bike lanes encourage a healthy lifestyle and help reduce reliance on automobiles.



Livability

Residents of all ages and abilities should have access to multiple modes of transportation, regardless of their location within the County. Access to community services such as parks, libraries, and recreational facilities is an important factor in a community's livability. A well-connected transportation network will provide access to these services and more.



Prosperity

An efficient transportation network is crucial for businesses, enabling the smooth movement of goods and providing easy access to stores and restaurants, which in turn, facilitates economic activity and growth. Alternative forms of transportation such as pedestrian and bicycling paths and public transportation, can ensure that residents of all incomes are connected to commercial areas and recreational amenities across the County. Recreational transportation, such as trails, plays a vital role in tourism by enhancing visitor experiences and attracting tourists seeking unique and scenic destinations.



EXISTING TRANSPORTATION NETWORK

ROAD NETWORK

FUNCTIONAL CLASSIFICATION

Prince Edward County's roads are divided into five categories by the Virginia Department of Transportation (VDOT) based on both the type of service they are intended to provide and how they are currently designed. See Map 7-1.

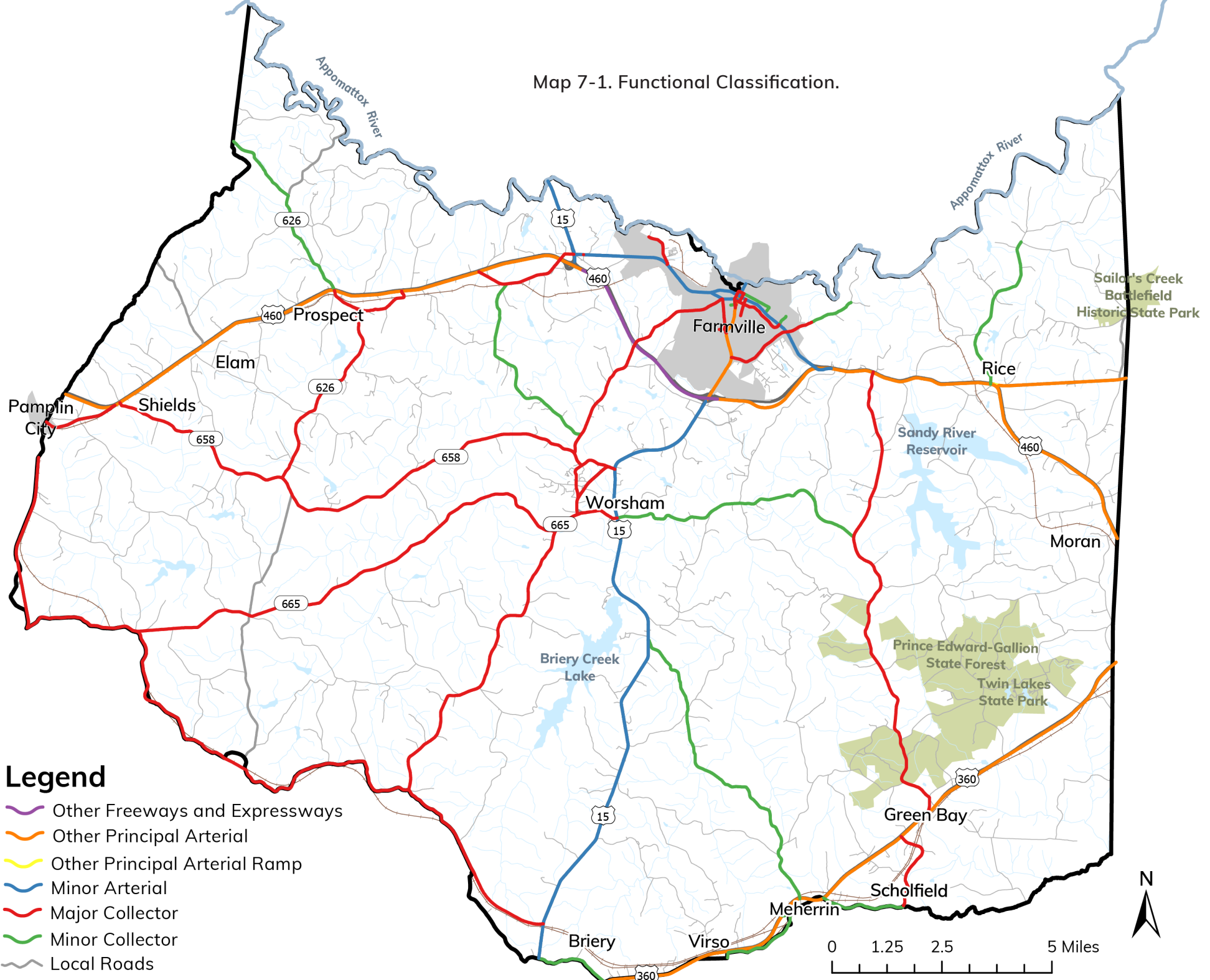
- **Other Freeways and Expressways-** Provides connecting links between interstates and arterial roads. This classification is for highways that are generally divided with either partial or full control of access.
- **Principal Arterials-** Provides a high degree of vehicular mobility for shorter distances of travel through urban centers and rural areas.
- **Minor Arterials-** Interconnects larger arterials while carrying moderate length travel at higher speeds than collectors. Pedestrian and bicycle activity may be expected and will necessitate intentional design to ensure safety and comfort.
- **Major Collectors-** Provides service to any County seat, large towns, or other major traffic generators not served by the arterial system. They provide links to the higher classified routes and serve as important intra-county travel corridors.
- **Minor Collectors-** Collects traffic from local roads and bring all developed areas within a reasonable distance of a collector road. They provide service to small communities and link important local traffic generators with rural areas.
- **Local streets-** Provides direct access to adjacent land uses and does not carry through-movement traffic. High pedestrian and biking volumes are anticipated.

36% of survey respondents indicated that **streets and roads** were their **top priority** for improving public facilities and services in Prince Edward County.

For more information about VDOT's functional classification system, see:

<https://www.vdot.virginia.gov/projects/roads-classified/>

Map 7-1. Functional Classification.

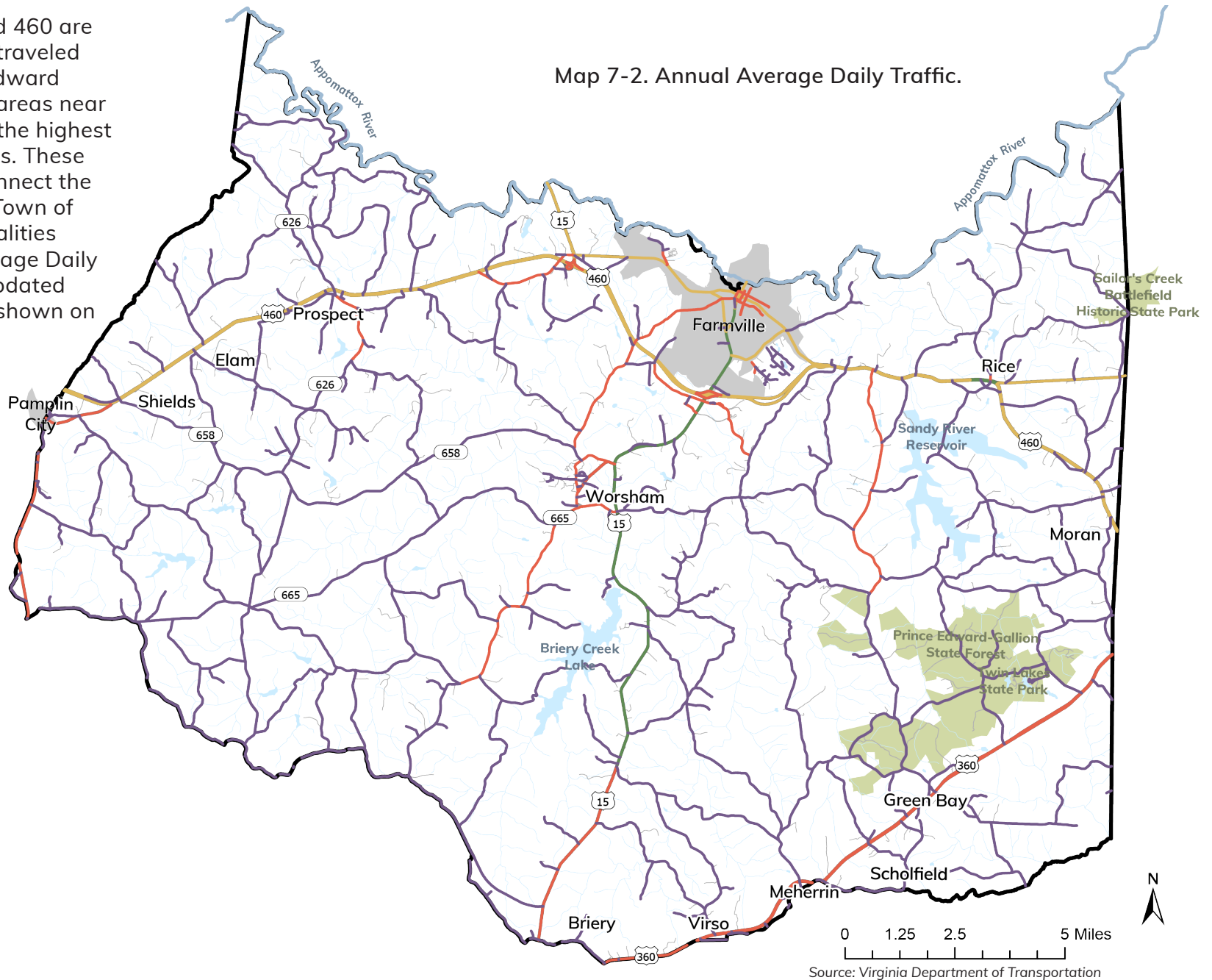


Source: Virginia Department of Transportation

TRAFFIC VOLUME

US Routes 15 and 460 are the most heavily traveled roads in Prince Edward County, with the areas near Farmville having the highest daily traffic counts. These primary roads connect the County with the Town of Farmville and localities beyond. The Average Daily Traffic Volume, updated through 2024, is shown on Map 7-2.

Map 7-2. Annual Average Daily Traffic.



Source: Virginia Department of Transportation

Legend

Average Daily Traffic

- ≤ 1,000
- ≤ 5,000
- ≤ 10,000
- ≤ 19,000

ROAD SAFETY

CRASHES

From 2016 to 2023, there were a total of 2,744 crashes in Prince Edward County. These statistics include incidents which occurred in the Town of Farmville. Of these crashes, 216 (7.9%) resulted in at least one fatality or severe injury. Most of the total crashes in the County occurred along major routes such as US 460 and US 15, with incidents in the Town of Farmville and the US 460 and Route 307 intersection having the highest concentration of crashes.

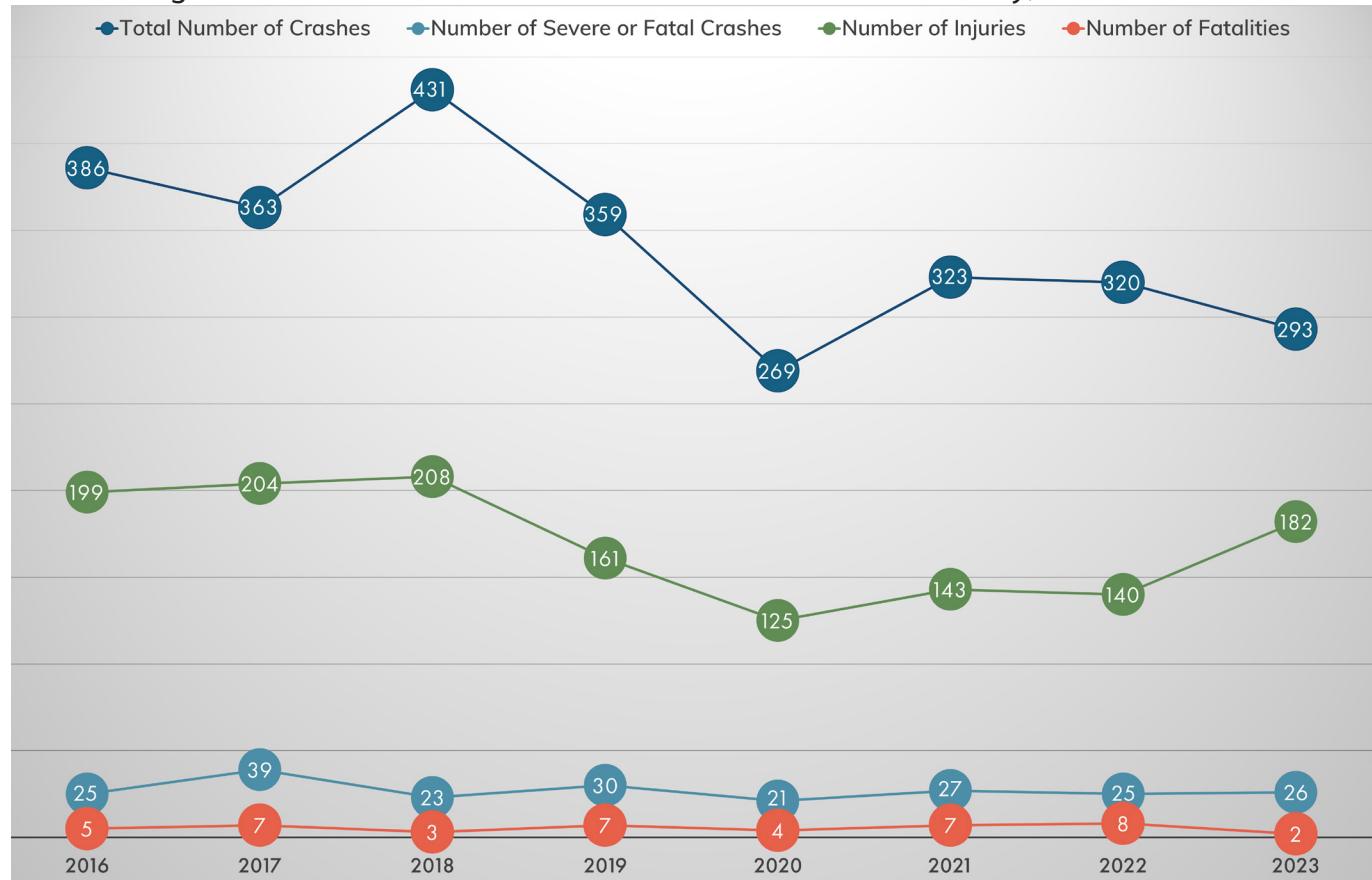
As shown in Table 7-1 and Figure 7-1, the County's number of crashes has significantly decreased overall, highlighting a positive trend in road safety. It should be noted that the significant decrease crashes during 2020 is likely contributed to the COVID-19 pandemic and stay-at-home orders.

Table 7-1. Overview of Crashes in Prince Edward County by Year, 2016-2023.

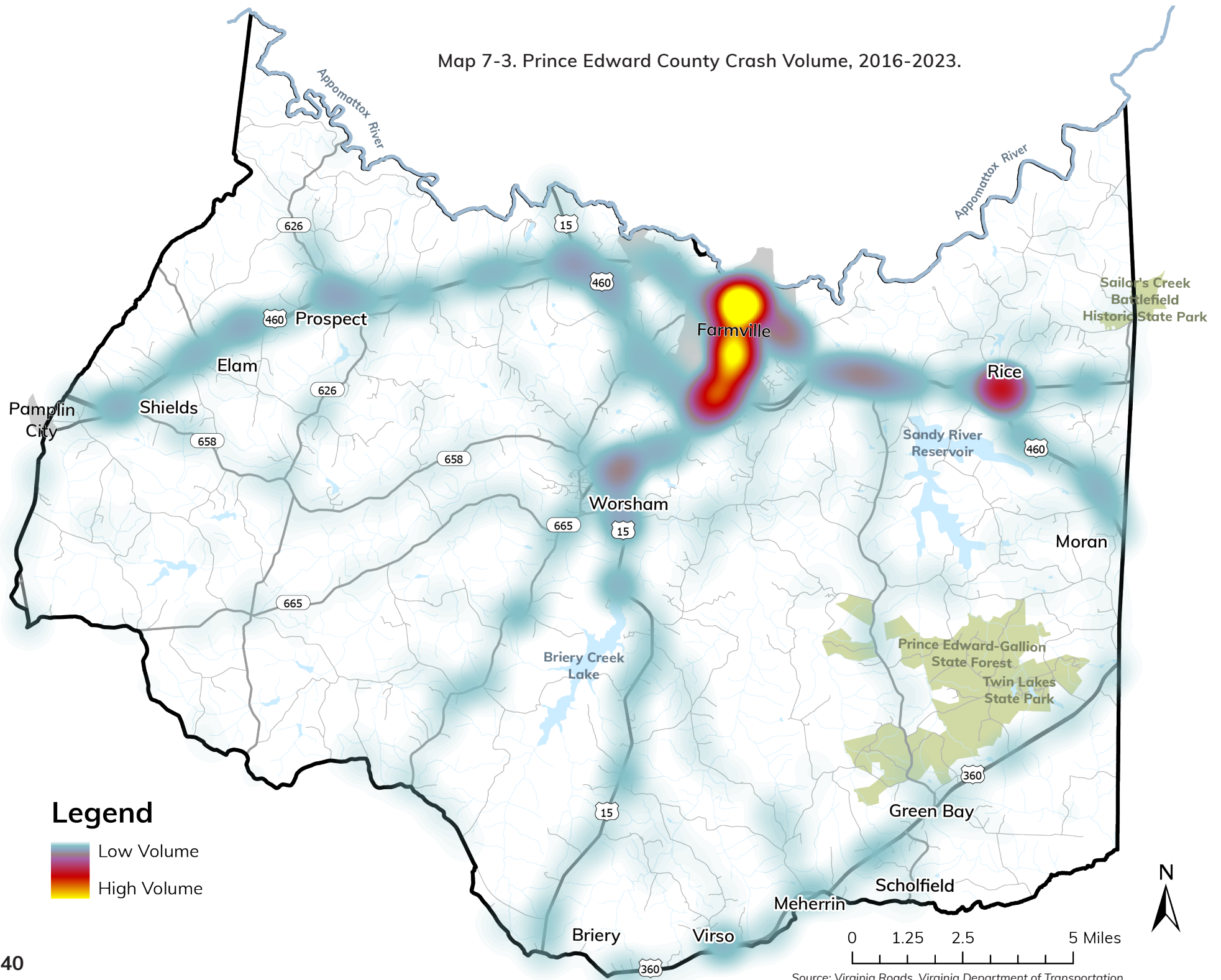
Year	Total Number of Crashes	Number of Severe or Fatal Crashes	Number of Injuries	Number of Fatalities
2016	386	25	199	5
2017	363	39	204	7
2018	431	23	208	3
2019	359	30	161	7
2020	269	21	125	4
2021	323	27	143	7
2022	320	25	140	8
2023	293	26	182	2

Source: Virginia Roads, Virginia Department of Transportation

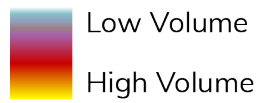
Figure 7-1. Crash Trends for Crashes in Prince Edward County, 2016-2023.



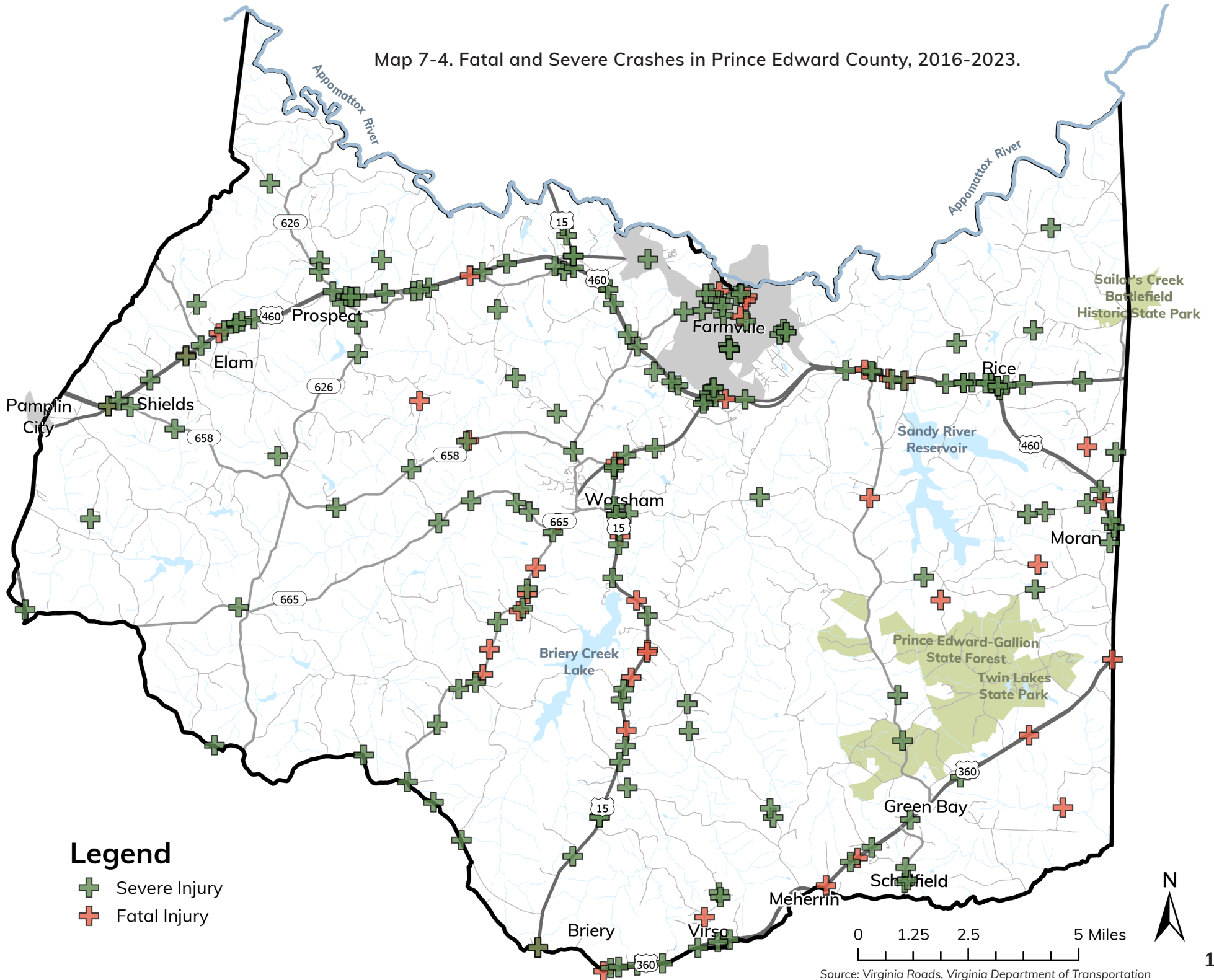
Map 7-3. Prince Edward County Crash Volume, 2016-2023.



Legend



Map 7-4. Fatal and Severe Crashes in Prince Edward County, 2016-2023.



Source: Virginia Roads, Virginia Department of Transportation

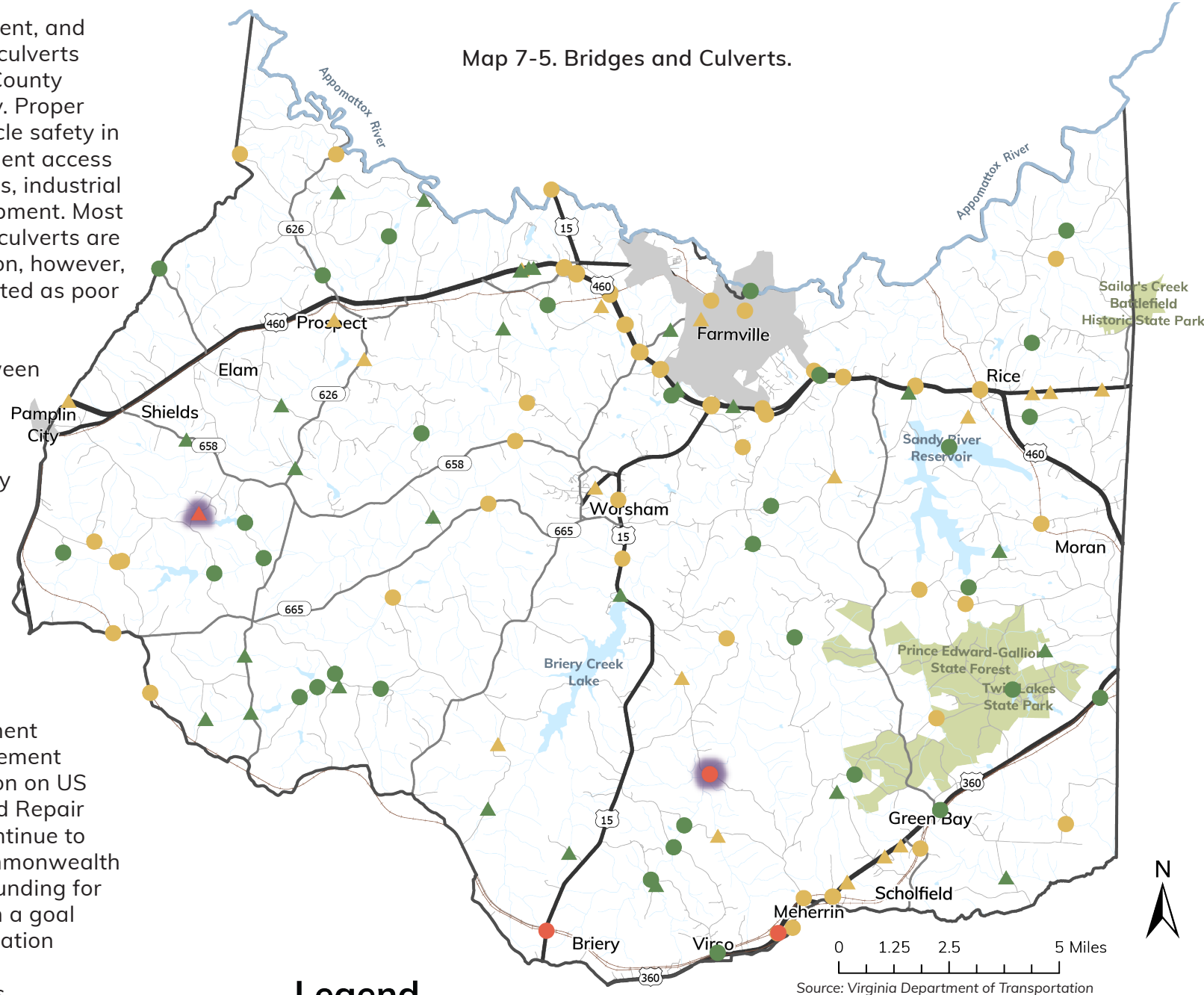
BRIDGES AND CULVERTS

The maintenance, improvement, and replacement of bridges and culverts throughout all areas of the County should remain a high priority. Proper upkeep helps to ensure vehicle safety in addition to reliable and efficient access for heavy emergency vehicles, industrial traffic, and agricultural equipment. Most of the County's bridges and culverts are in either good or fair condition, however, six of these facilities have rated as poor condition by VDOT:

- US 360 East Bridge between Virso and Meherrin
- US 15 North Bridge crossing the Norfolk Southern railway in Briery
- Two bridges on State Route 630 (Meherrin Road) crossing Bush River, North and South*
- Two culverts on Route 639 (Milbank Road), North and South*

The FY25 Six-Year Improvement Program includes the replacement of the bridge in poor condition on US 15 through the State of Good Repair Fund. The County should continue to partner with VDOT and Commonwealth Regional Council to secure funding for all poorly rated bridges, with a goal of preventing further degradation and weight limit reductions. Existing bridges and culverts, categorized by condition, are depicted in Map 7-5.

Map 7-5. Bridges and Culverts.



Legend

- | | | |
|----------------|----------------|----------------|
| ● Good Bridge | ● Fair Bridge | ● Poor Bridge |
| ▲ Good Culvert | ▲ Fair Culvert | ▲ Poor Culvert |

*Note: The symbols marked with a purple glow represents locations where two bridges or culverts in one location are classified as poor condition.

CREATING A MULTI-MODAL NETWORK

Transportation in rural communities such as Prince Edward County can be uniquely challenging due to low-density development patterns and the physical distances between goods, services, and residences. Creating a fully accessible, multi-modal transportation system is important to providing residents and visitors with the ability to choose the method of travel that is best for their needs.

During community engagement, residents expressed a desire for additional pedestrian and bicycle infrastructure in several areas of the County. Although visitors and residents currently enjoy access to the High Bridge Trail, the County can respond to future needs and community desires by improving existing amenities and introducing new alternative transportation options for everyone.

ACTIVE TRANSPORTATION

Many survey participants indicated bicycle trails and paths, sidewalks, and crosswalks as the top transportation improvements needed in the County. Specific pedestrian and bicycling accommodations identified by residents include:

- Sidewalks connecting Hampden-Sydney College to US 15
- Sidewalks near the schools and YMCA on Zion Hill Road and Commerce Road
- Pedestrian/Bike Lane along all of US 15, especially from the Manor into Farmville

Lack of accommodations on higher speed roadways are a safety issue for pedestrians and bicyclists, who are in greater danger of being injured by an automobile. There are different types of bicycle and pedestrian accommodations that aim to improve the safety of pedestrian and bicycle facility users. Examples include, but are not limited to, shared use paths, buffered bicycle lanes, paved shoulders, green pavement markings, and high visibility crosswalks for pedestrians. A wide, paved shoulder can significantly improve bicycle travel on roadways with higher speeds or traffic volumes and can also benefit motorists by providing temporary storage space for disabled vehicles. Paved shoulders are most frequently used for rural roadways and can extend the life of the road by reducing edge deterioration.

The County should consider partnering with state and regional agencies to update the Commonwealth Regional Council's (CRC) Regional Bicycle Plan, which was last updated in 2010. During such update, pedestrian accommodations should also be identified, which is not included in the current plan. This update would also present an opportunity to enhance the County's existing trails network. After incorporating current conditions and goals into the plan, the County should pursue partnerships and funding to implement recommendations for bicycle and pedestrian accommodations in the County.

What is a multi-modal network?

A **multi-modal transportation network** is a system where community members can readily access a variety of safe and efficient transportation options, including personal automobiles, public transportation, passenger rail, biking, walking, ridesharing, shared mobility, and aviation. This is an important factor in being able to build individual wealth and enhance the quality of life for the community overall.

41.3% of survey respondents indicated **bicycle trail connectivity, signage, bike lanes, and paths** as transportation improvements needed in Prince Edward County.

2010 CRC REGIONAL BICYCLE PLAN

The Commonwealth Regional Council's Regional Bicycle Plan identifies existing and potential bicycle routes in Prince Edward County, recommendations for improvements within the region, and potential funding sources for bicycle accommodation projects. The list below includes all identified existing and potential bicycle routes:

Existing Routes

- ◇ Twin Lakes State Park Multi-Use Trails

Potential Routes

- ◇ Lee's Retreat Bikeway
- ◇ Bikeway connecting Farmville, Hampden-Sydney, Darlington Heights, and Five Forks
- ◇ Bikeway connecting Rice and Sailor's Creek Battlefield Historic State Park
- ◇ Prospect Bike Loop
- ◇ Bikeway connecting Prospect to Elam
- ◇ Briery Creek and Wildlife Management Area Mountain Bike Trail
- ◇ Bikeway connecting Twin Lakes State Park, High Bridge State Park, and Sailor's Creek Battlefield Historic State Park

An investment in equitable, accessible transportation infrastructure will ensure that all users of the road are able to access quality, convenient, and safe transportation options. Prince Edward can pursue grants to improve safety for pedestrians and bicyclists of all ages and abilities, as well as improve the existing active infrastructure in the County. In addition to the pursuit of grants and funding, the County can work with VDOT to continue ensuring the ADA accessibility of its existing and proposed sidewalk infrastructure.

For more information about the Safe Routes to School program, see: <https://www.vdot.virginia.gov/about/programs/safe-routes/>

Safe Routes to School

Virginia's Safe Routes to School (SRTS) program provides communities with grant funding and technical assistance to develop safer routes for biking and walking to schools. SRTS is a federally designated and funded program that has the following purposes:

- Enable and encourage children, including those with disabilities, to walk and bicycle to school;
- Make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and
- Facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

All Prince Edward County Public School facilities are located within a half-mile of each other, on Zion Hill Road. Even though short distances separate them, Zion Hill Road does not have sidewalks to provide safe travel between school buildings. However, four crosswalks are provided. Additionally, the Poplar Forest Apartment Complex is located within one mile of the County's schools. Providing these residents with safe access to the schools will enhance children's safety, encourage physical activity, and foster a sense of community.

In 2024, the County initiated the process of constructing a sidewalk along Zion Hill Road by applying for planning support through VDOT's Ready, Set, Go! (RSG) program. The RSG program is led by the Local Assistance Division (LAD) of VDOT and provides eligible localities with technical planning assistance in the pursuit of a Transportation Alternatives Program (TAP).

Source: Virginia Department of Transportation, Safe Routes to School

SHARED TRANSPORTATION

RURAL TRANSIT

The Farmville Area Bus (FAB), sponsored by the Town of Farmville, Longwood University, Prince Edward County, and grant funding from the Virginia Department of Rail and Public Transportation, operates four bus routes within Farmville Town Limits. Routes operate Monday through Friday, with some operating seven days a week. Fare is free for children under the age of 6, senior citizens aged 60 and over, and Longwood students who show their student I.D. All other riders have a 25-cent fare.

Additionally, FAB operates Prince Edward Rural Transit (PERT), which offers two bus routes in rural areas of Prince Edward County. The Green Line has 11 stops and operates in the Prospect and Pamplin areas on Monday and Thursday of each week. The Orange Line has 8 stops and operates in the Meherrin and Green Bay area on Tuesday, Wednesday, and Friday of each week. The bus fare for the Green Line and the Orange Line is \$1.00 each way.



RAIL

Norfolk Southern owns and operates railroads which enter the County through Pamplin City. The line generally follows the County's southern border to Virso, then runs along US 360 towards Burkeville. Additionally, Buckingham Branch Railroad owns and operates a railroad line that enters the County from Burkeville, following US 360 to Keysville. This line ends at the John H. Kerr Reservoir near Clarksville, Virginia. While neither of these main lines provide passenger service, they are still important transportation considerations for commercial and industrial development within Prince Edward County.

RIDESHARE

As an alternative option to single-occupancy personal automobile transportation, ridesharing allows people traveling to the same destination to carpool, thereby reducing automobile traffic and lowering transportation costs for commuters. Park and Ride lots are parking lots available for use when commuting to work or school, or when sightseeing or shopping. This allows commuters to park in a convenient location, and use alternative transportation methods such as by bus, train, carpool, biking, or walking. The County should work with VDOT to establish an official park and ride lot, complete with the proper signage and striping, to benefit commuters who live or work in the community.

PARATRANSIT

Paratransit service is a vital component of a community's public transportation system. The Americans with Disabilities Act (ADA) requires that public transit systems offer equal opportunities for people with disabilities to benefit from services. FAB offers ADA Paratransit Van Service for a fare of 50 cents per ride, however this service only operates within Farmville Town Limits.

The Piedmont Senior Resources Area Agency on Aging, Inc. (PSR) offers non-emergency medical transportation for people unable to access transportation, 60 years or older, and living in an eligible locality. PSR provides services to Prince Edward County, in addition to Amelia, Buckingham, Charlotte, Lunenburg, and Nottoway counties.



Source: Prince Edward County

PARK AND RIDE FACILITY

Commonwealth Regional Council Park-n-Ride Study

In 2011, the Commonwealth Regional Council (CRC) adopted a Park-n-Ride Study, which provides an inventory of existing park and ride lots in addition to recommendations for potential locations for new park and ride lots. The new locations provided by this study are existing commercial parking lots, public pull-off areas, and other similar locations.

This study identified the Lowe's parking lot just outside of Farmville as a potential location for a new park and ride lot because of its proximity to US 460, its accessibility, and its capacity. Additionally, the location is already serving as an "unofficial" park and ride site. This unofficial status means that commuters are aware of and are using the location regularly, but it has not been designated as an official park and ride location.

The study recommends obtaining permission from the owner to install Park and Ride signs along US 15 and US 460, in addition to ensuring sufficient use for park and ride commuters. Potential funding opportunities for this type of expansion may include a partnership with private businesses and the County's Economic Development Department, or a partnership with the Virginia Department of Transportation.

VDOT Park and Ride Investment Strategy

Virginia Department of Transportation (VDOT) completed a Park and Ride Investment Strategy in 2014, which identified recommendations for new or enhanced park and ride locations. Within Prince Edward County, VDOT recommended the construction of a new 25-space park and ride lot along US 15 (Farmville Road) near US 460 (Prince Edward Highway). The recommendation indicates that there are 2,560 workers within a 3-mile radius of this location. The projected benefits of constructing this park and ride lot include providing an annual cost savings of \$166,637, and an annual reduction of Vehicle Miles Traveled (VMT) by 302,975 miles.

In relation to the CRC Park-n-Ride Study discussed above, the VDOT recommended location is immediately adjacent to the Lowe's, however this parcel is owned by the Prince Edward County Industrial Development Authority (IDA). This removes one obstacle from the previous recommendation as it no longer depends on the approval of a private business.

COORDINATING TRANSPORTATION AND LAND USE

Strategic transportation planning and land use decisions can help bring people closer to destinations, therefore making daily trips more time and cost-effective. Targeted investments in sidewalk and biking infrastructure in and around denser developments in the County can make transportation safer, especially at high-priority intersections, and more cost-effective. Additional land use priorities and recommendations can be found in Chapter 8, *Community Character and Development*.

URBAN DEVELOPMENT AREAS

Urban Development Areas (UDAs), as defined by Code of Virginia § 15.2-2231, are areas that have been identified as appropriate for development due to the proximity to transportation facilities and the availability of public utilities. Mixed-use communities that incorporate Traditional Neighborhood Design (TND) principles to create walkable, vibrant communities are appropriate within UDAs, whether through new development or redevelopment and infill.

Designating UDAs can improve the future efficiency of the transportation network through promoting compact development patterns, multi-modal transportation options, and reducing the amount of time required for trips to access daily needs. Additionally, designating an area as a UDA can facilitate the process of obtaining grant funding for infrastructure improvements, especially those related to pedestrian and bicycle safety and accessibility. The Virginia General Assembly has directed that transportation improvements supporting UDAs should be consistent with the needs assessment in VTrans. Additionally, these improvements will be considered by default in the statewide prioritization process for project selection under the SMART SCALE program.

Prince Edward County UDAs

Prince Edward County has [two] designated UDAs:

- ◇ 3rd Street Corridor, Boundary Description TBD
- ◇ The Manor, Boundary Description TBD

See Chapter 8, *Community Character and Development*, for more information on Traditional Neighborhood Design and specific land use guidance for Prince Edward County's UDAs.

The 3rd Street corridor is in need of improvements at the Route 460 East interchange to accommodate commercial and industrial traffic, which otherwise must detour through downtown Farmville; this interchange improvement has been identified as a potential SMART SCALE project in the CRC's 2020 Long Range Transportation Plan.

ADDITIONAL TRANSPORTATION CONSIDERATIONS

ELECTRIC VEHICLE ACCESSIBILITY

Electric vehicles (EV) are rapidly becoming a sustainable alternative to traditional automobiles. According to the U.S. Energy Information Administration, EVs and hybrid vehicles accounted for 16.3% of all new light-duty vehicle sales in the nation during 2023. This is an increase of 11.7% from 2021. Although these vehicles are becoming more popular, the lack of charging infrastructure remains a barrier to full accessibility. The County currently has a total of four charging stations, all located within Farmville Town Limits. Three of these charging stations are rated as Level 2, and one location is rated as a Level 3 (DC Fast Charger).

The United States Federal Highway Administration (FHWA) designates alternative fuel corridors (AFC) to support the installation of alternative transportation facilities such as EV charging stations, hydrogen, propane, and natural gas fuel infrastructure. This corridor designation is tied to funding opportunities through programs like the National Electric Vehicle Infrastructure (NEVI) Formula Program and the Charging and Fueling Infrastructure Discretionary Grant Program.

Each AFC is classified as either corridor-ready, which provides a sufficient number of fueling facilities, or corridor-pending, which does not yet have a sufficient number of fueling facilities. In 2023, US 460 was designated as Corridor-Pending AFC by the US FHWA, specifically for EV charging and hydrogen fuel infrastructure. The County should consider a Zoning Ordinance amendment to require at least one EV charging station at all new commercial or industrial developments with more than 50 parking spaces, especially in the US 460 corridor area.

AVIATION

Farmville Regional Airport (FVX) is a public-use, general aviation airport located five miles northwest of Town of Farmville. It's a single runway that is 4,400 feet long. The airport has fuel available 24/7 with "pay at the pump". In addition, FVX provides aircraft parking, flight instruction, courtesy transportation, and medical flight exams.

The nearest commercial airport is Lynchburg Regional Airport (LYH) which provides daily jet service to Charlotte, North Carolina. Additionally, there are two international airports which are about two hours or less from Prince Edward County. These airports include Richmond International Airport (RIC) and Raleigh-Durham International Airport (RDU).

CHARGING SMART PROGRAM

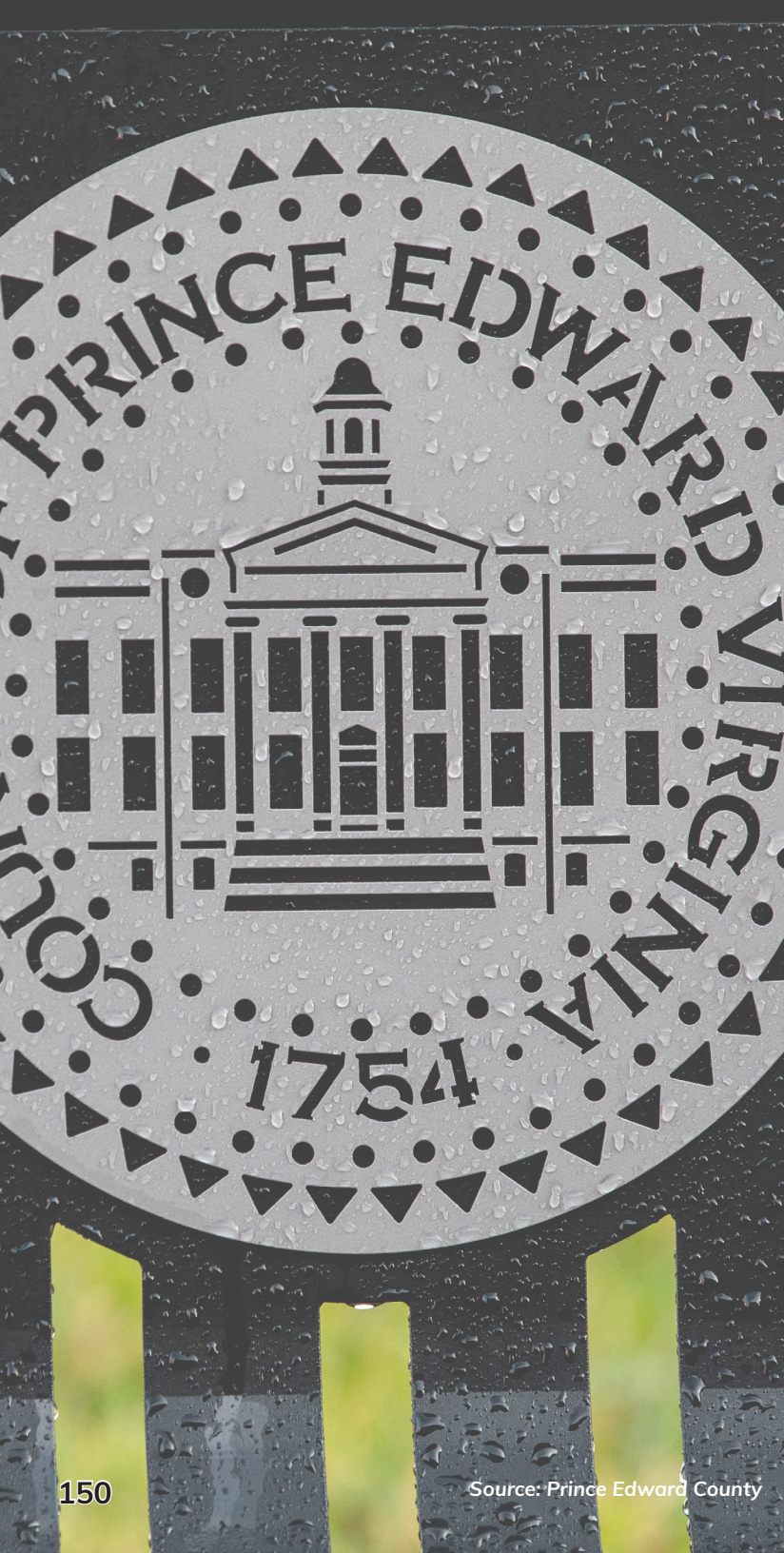
The Charging Smart program is led by the Interstate Renewable Energy Council (IREC) and funded by the U.S. Department of Energy. In 2024, the IREC and Virginia Clean Cities (VCC) announced a pilot phase of this program available to local governments in Virginia. Charging Smart has been modeled after the SolSmart program discussed in Chapter 3, *Natural and Historic Resources*, of this Plan.

Charging Smart offers technical assistance at no-cost to help communities set and achieve policies, practices, and incentives that facilitate equitable expansion of EVs and their charging infrastructure. This program has designations ranging from bronze to gold to recognize EV-ready communities. Prince Edward County can consider joining the Charging Smart program to help increase access to charging stations and other essential components of EV infrastructure.

**CHARGING
SMART**

NATIONALLY DISTINGUISHED. LOCALLY POWERED.





REGIONAL AND STATEWIDE COORDINATION

COMMONWEALTH REGIONAL COUNCIL

The Commonwealth Regional Council (CRC) assists the Counties of Amelia, Buckingham, Charlotte, Cumberland, Lunenburg, Nottoway, and Prince Edward in meeting transportation-related challenges by providing technical expertise for various transportation plans and projects. Some of the services provided by the CRC include transportation planning, grant writing services, and the administration of construction projects once funded.

VIRGINIA DEPARTMENT OF TRANSPORTATION

The Virginia Department of Transportation (VDOT) is responsible for building, maintaining, and operating the state-owned roads, bridges, and tunnels. VDOT assists localities by administering funding for transportation projects, responding to requests for hazard mitigation and road improvements, and providing feedback on various public and private transportation initiatives. Prince Edward County is included in VDOT's Lynchburg District, which includes approximately 15,000 miles of primary and secondary roads in 10 counties and two cities.

VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION

The Virginia Department of Rail and Public Transportation (DRPT) is a state agency that works to provide safe, reliable, and cost-effective mobility options for the residents of the Commonwealth in addition to promoting the efficient transportation of goods. DRPT's primary areas of activity include rail, public transportation, and commuter programs. Additionally, the DRPT provides support to government and private entities through assessing the feasibility and environmental impacts of new services, conducting statewide rail and public transportation studies and capital improvement projects, and providing leadership, advocacy, technical assistance, and funding.

OFFICE OF INTERMODAL PLANNING AND INVESTMENT

The Office of Intermodal Planning and Investment (OIPI) is a state agency within the Office of the Secretary of Transportation. The OIPI collaborates with VDOT and DRPT in addition to engaging stakeholders and the public to conduct planning studies, technical analysis, investment prioritization, and to track system performance.

INVESTING IN TRANSPORTATION IMPROVEMENTS

SIX-YEAR IMPROVEMENT PROGRAM (SYIP)

The Commonwealth Transportation Board (CTB) approves public funds to transportation projects over six fiscal years under the Six-Year Improvement Program (SYIP). Currently, there are 20 projects identified in the SYIP for Prince Edward County, including a bridge replacement on US 15, new turning lanes on US 15 at Manor House Drive, and the removal of the Eastbound US 360 bridge. The SYIP for FY25 is included as an appendix to this Plan, as it is updated by VDOT annually, and will include different projects throughout the life of this Plan. Prince Edward County should continue to annually evaluate projects included in the SYIP and work with VDOT to ensure their successful completion.

VTRANS

VTrans is Virginia's multimodal surface transportation plan developed by the CTB in partnership with the Virginia Office of Intermodal Planning and Investment (OIP). The plan identifies mid-term needs, long-term risks and opportunities, and strategic actions to advance multi-modal transportation in the state. The VTrans process prioritizes:

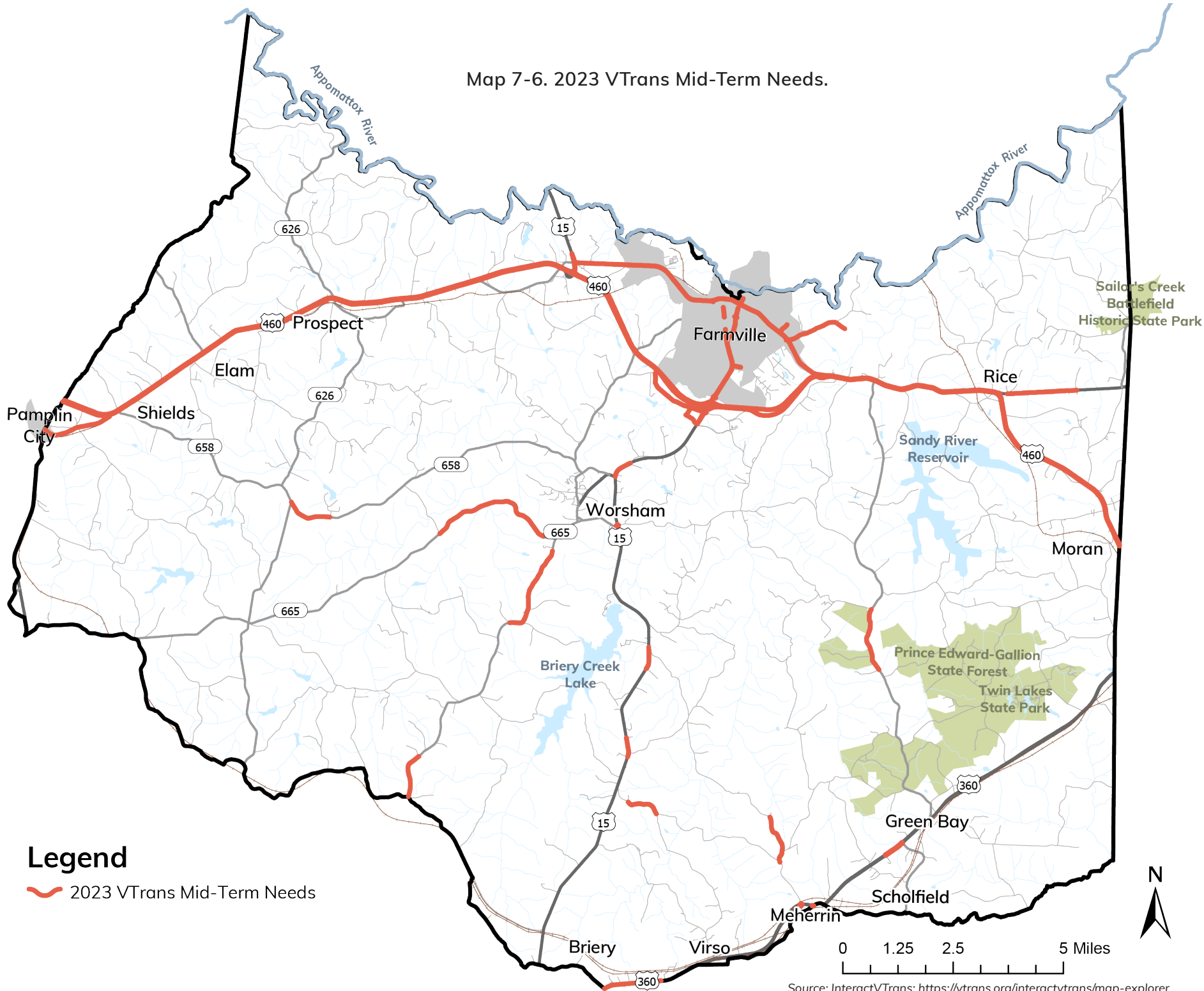
- Optimized return on investments
- Safe, secure, and resilient transportation systems
- Efficiency in delivering programs
- Considering operational improvements and demand management first
- Promoting performance management, transparency, and accountability
- Improved coordination between transportation and land use
- Efficient intermodal connections

VTrans mid-term needs include identified transportation needs that cover a ten year time period and can be addressed by projects, policies or programs. The mid-term needs for Prince Edward County were identified in 2023 and are shown in Map 7-6. The most common identified type of need is safety improvements, with additional needs including transportation demand management, capacity preservation, pedestrian safety improvements, and improved access to industrial and economic development areas. Identifying these projects in advance allows for more strategic planning and increases the likelihood of securing funding, as it demonstrates a clear understanding of priorities and a commitment to addressing critical issues.

Click the link below to explore the VTrans interactive map and learn more about VTrans mid-term needs and priorities in Prince Edward County and the Commonwealth!

<https://vtrans.org/interactvtrans/map-explorer>

Map 7-6. 2023 VTrans Mid-Term Needs.



RECOMMENDED PRIORITY TRANSPORTATION PROJECTS

This section identifies recommended transportation projects for prioritization, based on the County's existing and future transportation needs. These projects are informed by an analysis of the existing transportation network (traffic volume, crash statistics, etc.) along with community input and information from the plans and programs discussed in this Chapter.

Community engagement identified the desire to improve the East US 460 Bypass Interchange, as the current configuration is not conducive to large commercial vehicles. Improvements to this interchange could encourage economic development in that area. The interchange is listed in Farmville's 2035 Transportation Plan as a long-term, four phase project and had an estimated cost of \$45 million in 2008. Adjusting for inflation, the current estimate for this project is \$67 million. The County should consider a partnership with Farmville and other relevant state and regional partners to make intersection upgrades to improve functionality and safety. This could potentially be done by working with Farmville, VDOT, and the Commonwealth Regional Council to apply for grant funding such as SMART SCALE.

Table 7-2 provides a list of the transportation projects that Prince Edward can undertake to better connect the community to important destinations and services within and outside the County. Wherever possible, cost estimates have been provided along with the source of the project.

The approximate locations of these priority projects are illustrated in Map 7-7. The ID number identified in the table is for identification purposes only and is not intended to indicate a priority ranking of these projects.



Table 7-2. Recommended Priority Transportation Projects.

Improvement Type Legend



Safety






Operations







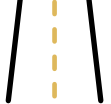


**Road Improvement
Study**



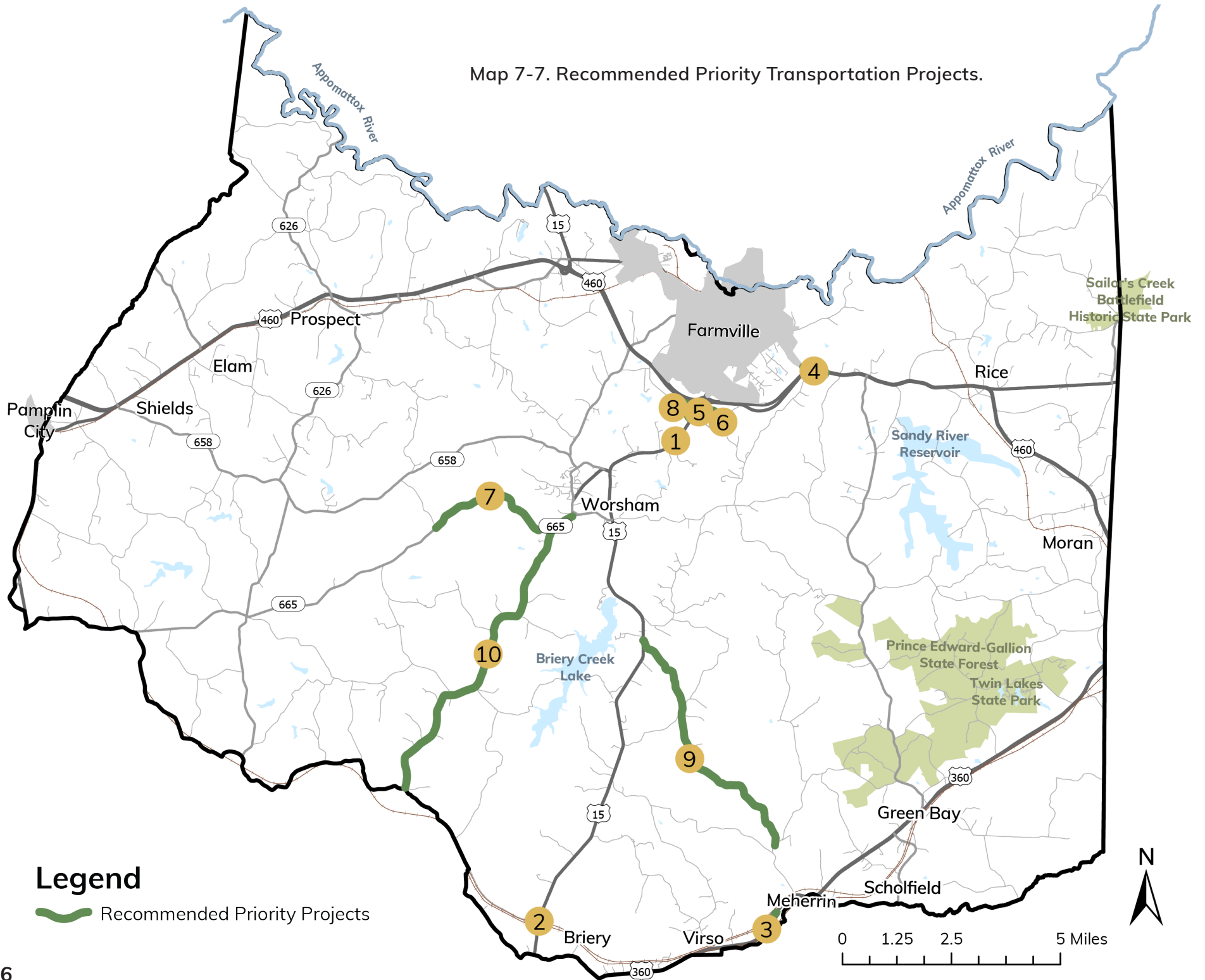
**Alternative
Transportation**

Map ID #	Project Name	Description	Cost Estimates	Improvement Type	Source
1	UPC 121006: US Route 15 Turn Lanes	Construction of turn lanes on US 15 at Manor House Drive to improve safety. Project Limits: 0.14 miles south of Manor House Drive to 0.14 miles north of Manor House Drive.	\$8,694,000		FY25 Six-Year Improvement Program
2	UPC 125053: US Route 15 Bridge Replacement	Replacement of the structurally deficient bridge and approaches on US 15 over the Norfolk Southern Railway in the southern portion of the County. Currently rated as Poor Condition by VDOT. Project Limits: 0.15 miles South of NSRR to 0.15 miles North of NSRR.	\$44,553,000		FY25 Six-Year Improvement Program
3	UPC 122819: US Route 360 Eastbound Bridge Removal	Removal of the structurally deficient bridge on US 360 East and construction of an at-grade roadway. Currently rated as Poor Condition by VDOT. Project Limits: 0.20 miles west of grade crossing to 0.36 miles east of grade crossing.	\$9,371,000		FY25 Six-Year Improvement Program

Map ID #	Project Name	Description	Cost Estimates	Improvement Type	Source
4	US Route 460 and 3rd Street Interchange	Construct a full interchange at US 460 and 3rd Street.	\$67,000,000*		Farmville 2035 Transportation Plan
5	New Park and Ride Lot	Partner with VDOT to construct a new 25-space park and ride lot along US 15 near US 460.	\$250,000 (Low) \$375,000 (High)		VDOT Park and Ride Investment Strategy
6	Zion Hill Road Sidewalk	Construct a sidewalk along Zion Hill Road between US 15 and Poplar Forest Road.	TBD		VDOT, Prince Edward County
7	Route 665 (Darlington Heights Road) Safety Improvements	Safety improvements along Route 665 West (Darlington Heights Road) Project Limits: ~0.29 miles from Abilene Road to Moore/Darlington Heights intersection.	TBD		VTrans
8	Dominion Drive Road Improvements	Improve access from US 460 to the Prince Edward County Business Park. Project Limits include: <ul style="list-style-type: none">• US 15 (Farmville Road) – from US 460 to Dominion Drive.• Dominion Drive in its entirety.• Commerce Road – from US 15 (Farmville Road) to Dominion Drive.	TBD		VTrans
9	Route 630 (Meherrin Road) Improvements	Conduct a study to determine the need and feasibility of widening and straightening Route 630 (Meherrin Road).	TBD		Prince Edward County (Public Engagement)
10	Route 604 (Abilene Road) Improvements	Conduct a study to determine the need and feasibility of widening and straightening Route 604 (Abilene Road).	TBD		Prince Edward County (Public Engagement)

*Note: Cost edited to adjust for inflation from 2008 to 2024.

Map 7-7. Recommended Priority Transportation Projects.



GOALS & STRATEGIES

Prince Edward County should provide a multi-modal transportation system that is safe, efficient, and connects residents and visitors to the essential services and amenities needed to maintain a high quality of life.

7.1 MAINTAINING THE EXISTING TRANSPORTATION NETWORK

7.1.1

Pursue VDOT funding for road improvements such as revenue sharing programs, grants, and the State of Good Repair program to improve existing transportation infrastructure.

7.1.2

Partner with VDOT and Commonwealth Regional Council to prioritize the improvement or replacement of bridges and culverts classified as being in poor condition by VDOT.

7.1.3

Work with state and regional partners to secure funding for the construction of a full interchange at East Third (E. 3rd) Street and the US 460 Bypass.

7.1.4

Consider amending the Zoning Ordinance to expand the Highway Corridor Overlay Zoning District to include the US 460 and W. 3rd Street corridors.

7.2 CREATING A MULTI-MODAL NETWORK

- 7.2.1** Explore opportunities to accommodate bicycles on County roadways to facilitate safe bicycle travel.
- 7.2.2** Work with state and regional partners to update and expand the CRC's 2010 Regional Bicycle Plan to include pedestrian accommodations in addition to current conditions and goals.
- 7.2.3** Collaborate with relevant transit agencies and regional partners to assess and determine the necessity for implementing new or expanding existing public transportation routes and services.
- 7.2.4** Work with VDOT to ensure ADA accessibility of existing and proposed sidewalk infrastructure.
- 7.2.5** Work with transit agencies and participating localities to expand marketing of transit services and increase County residents' awareness of Farmville Area Bus (FAB), Prince Edward Rural Transit (PERT), Blackstone Area Bus System (BABS), and Piedmont Senior Resources Area Agency on Aging, Inc. (PSR).
- 7.2.6** Consider allocating additional funding for the FAB to eliminate the 25-cent bus fare on PERT lines and provide free ridership, potentially increasing accessibility and usage.
- 7.2.7** Improve connectivity of active transportation infrastructure (walking and biking trails, sidewalk infrastructure, and bicycle paths) between recreational, tourism, and residential areas.
- 7.2.8** Expand broadband infrastructure to support remote work, thereby reducing traffic congestion by enabling more individuals to work from home.
- 7.2.9** Work with Virginia Department of Transportation (VDOT) to obtain grant funding for the construction of a sidewalk along Zion Hill Road to connect the County's schools to the Poplar Forest Apartment Complex.
- 7.2.10** Partner with state and regional agencies to secure funding for the construction of a new 25-space park and ride lot along US 15 on County property near Lowe's.

7.3 COORDINATING TRANSPORTATION AND LAND USE

7.3.1

Encourage new development within UDAs to incorporate multi-modal transportation features, such as sidewalks, bike lanes, or shared use paths, crosswalks and stop bars, and bicycle storage facilities.

7.3.2

Consider installing EV charging stations at County-owned properties such as administrative offices, schools, and libraries.

7.3.3

Consider a membership in the Charging Smart program to help increase access to charging stations and other essential components of EV infrastructure in the County.

7.3.4

Consider amending the Zoning Ordinance to require that developments with greater than 50 parking spaces include EV charging infrastructure.