

Southampton County Active Transportation Plan

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REPORT DOCUMENTATION

TITLE

Southampton County Active Transportation Plan

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ABSTRACT

The purpose of this plan is to provide Southampton County with a resource to help pursue future opportunities for active transportation improvements that meet commuting and recreational needs.

Active transportation can be defined as all forms of human-powered transportation, including connections to transit. Biking and walking are the most common forms of active transportation. Active Transportation provides an alternative transportation choice and may provide a necessary link to transit, while also contributing to a healthy, active lifestyle.

This plan examines the existing active transportation environment in Southampton County and presents a vision, goals, and recommendations for active transportation improvements.

ACKNOWLEDGMENT & DISCLAIMERS

Prepared in cooperation with the U.S. Department of Transportation (USDOT), Federal Highway Administration (FHWA), and Virginia Department of Transportation (VDOT). The contents of this report reflect the views of the Hampton Roads Planning District Commission (HRPDC). The HRPDC is responsible for the facts and the accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the FHWA or VDOT. This report does not constitute a standard, specification, or regulation. FHWA or VDOT acceptance of this report as evidence of fulfillment of the objectives of this planning study does not constitute endorsement/approval of the need for any recommended improvements nor does it constitute approval of their location and design or a commitment to fund any such improvements. Additional project level environmental impact assessments and/or studies of alternatives may be necessary.

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The HRTPO assures that no person shall, on the ground of race, color, national origin, handicap, sex, age, or income status as provided by Title VI of the Civil Rights Act of 1964 and subsequent authorities, be excluded from participation in, be denied the benefits of, or be otherwise subject to discrimination under any program or activity. The HRTPO Title VI Plan provides this assurance, information about HRTPO responsibilities, and a Discrimination Complaint Form.

Southampton County Active Transportation Plan

Prepared By:



April 2019

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Chapter 1: Introduction

The purpose of this plan is to provide Southampton County with a resource to help pursue future opportunities for active transportation improvements that meet commuting and recreational needs.

Active transportation can be defined as all forms of human-powered transportation, including connections to transit. Biking and walking are the most common forms of active transportation. Active Transportation provides an alternative transportation choice and may provide a necessary link to transit, while also contributing to a healthy, active lifestyle.

This plan examines the existing active transportation environment in Southampton County and presents a vision, goals, and recommendations for active transportation improvements.



Regional Transportation Planning

Southampton County is part of the Hampton Roads Transportation Planning Organization (HRTPO). The HRTPO was established in 1991 as the MPO of the Peninsula and Southside. Prior to 1991, there were separate MPOs for the Peninsula (Peninsula MPO) and Southside (Southeastern Virginia MPO).

As the region's MPO, the HRTPO is required to perform core functions, one of which is to develop, approve, and maintain a fiscally-constrained Long-Range Transportation Plan (LRTP) for the metropolitan planning area (includes the cities of Chesapeake, Hampton, Newport News, Norfolk, Poquoson, Portsmouth, Suffolk, Virginia Beach, Williamsburg, the counties of Gloucester, Isle of Wight, James City, York, and portions of the City of Franklin and Southampton County).

The HRTPO is also responsible for preparing a fiscally-unconstrained Rural Long-Range Transportation Plan (RLRTP). The RLRTP is a vision plan for future transportation development in the rural portions of the Hampton Roads region. Like the LRTP, the RLRTP is updated every five years to reflect changing conditions, such as new planning priorities, population projections, economic change, and anticipated travel demand.

In addition to the RLRTP, the HRTPO fulfills transportation planning tasks for localities within the region. This plan was funded through HRTPO's work program a part of its rural transportation activities.

Metropolitan Planning Organizations (MPOs) were established by the federal government for the purposes of providing a regional forum for transportation planning based on a region's shared vision of the future. The core duties of an MPO include:

- **Planning the region's transportation system**
- **Allocating federal transportation funds**
- **Approving the implementation of transportation projects through a comprehensive, cooperative, and continuing transportation process.**



Active Transportation Facility Types

Facility types available for active transportation improvements vary by level of protection, ranging from the least separated (i.e. signed routes) to the most separated (i.e. off-road shared use paths). Design features and safety parameters should be considered at minimum in choosing the appropriate facility type for active transportation improvements.

Level of Protection

Level of Protection						
Least Separation				Most Separation		
Signed Routes (No Pavement Markings)	Sharrows/ Bicycle Boulevards	On-Street Bike Lanes	On-Street Buffered Bike Lanes	One Way/ Two Way Cycled Bike Tracks	Shared Use Path in Right-Of-Way	Off-Road Shared Use Path
						
A roadway designated as a preferred route for bicycles.	A shared roadway with pavement markings providing wayfinding guidance to bicyclists and alerting drivers that bicyclists are likely to be operated in mixed traffic.	An on-road bicycle facility designated by striping, signing, and pavement icons.	Bike lanes with painted buffer increase lateral separation between bicyclists and motor vehicles.	A separated bike lane is an exclusive facility for bicyclists that is located between or directly adjacent to auto lanes and that is separated from motor vehicle traffic with a vertical element.	Active transportation facilities physically separated from traffic but within road right-of-way intended for shared use by a variety of groups including pedestrians, bicyclists, joggers, and people with access and functional needs.	A two-way trail shared by bikes and pedestrians not along roadways and more attractive to a wide range of users of all levels and ages.

Values of Active Transportation Facilities

With active transportation, a community is provided another method of travel; however, for some people it may be their only option. Additionally, interest in active transportation may arise for people seeking an outlet for physical activity. Outside of health, a community may see beneficial economic impacts from having active transportation facilities embedded in its area. Therefore, implementing active transportation facilities can have multiple benefits.

Economic Impacts

Economic benefits in active transportation manifest in increased transportation cost savings, increased property value, and economic activity.

Transportation Cost Savings

On average, drivers in the United States drive 13,476 miles (Federal Highway Administration, 2018). Assuming drivers accumulate 15,000 miles per year on their vehicles, the average annual cost of driving in the United States is 56.46 cents per mile (American Automobile Association, 2017). This average includes fuel costs, maintenance, insurance, license, registration and taxes, depreciation, and financing. By providing active transportation as an option in traveling, users gain savings from costs directly related to driving a vehicle.

Property Value

There are studies that have shown economic impact of active transportation facilities on nearby property values. In 2015, the Indiana University Public Policy Institute revealed that property values within a block of the 8-mile long Indianapolis Cultural Trail increased by over \$1 Billion from 2008 to 2014 (a 148% increase) (Majors & Burow, 2015).

Opened in 2005, the 2.4-mile asphalt-paved Radnor Trail in Delaware County, Pennsylvania receives 150,000 users annually. An analysis of home sales showed that properties within $\frac{1}{4}$ mile of the trail were priced on average \$69,139 higher than properties located further away (GreenSpace Alliance and Delaware Valley Regional Planning Commission, 2011). Homeowners have embraced the Radnor Trail, some of whom have added paths from their homes directly leading to the Trail. It is common to find the Radnor Trail listed as an amenity in real estate listings. In addition, homeowners place for-sale signs facing the Trail.

When it comes to real estate value, location of the property is the key. In a 2013 study, two University of Cincinnati researchers studied how a 12-mile portion of the Little Miami Scenic Trail impacted residential property values in Hamilton County, Ohio. Based on their conclusion, house pricing increased by \$9 for every foot closer to the trail (Parent & von Hofe, 2013). Theoretically, homebuyers are willing to pay an additional \$9,000 to be a 1,000 feet closer to the Little Miami Scenic Trail.

Economic Activity

In addition to highlighting the impact of property values, existing literature discusses the relationship between retail and the proximity of active transportation facilities. According to a KUTC Fact Sheet (Zibers, 2016), shop owners whose businesses are located near bike lanes and trails have noted an increase in foot traffic to their shops due to the ability to stop, park, and explore the surroundings. Although customers on foot or on a bike are more likely to spend less than customers with vehicles in a trip, shop owners noticed that they would make more trips to their businesses, resulting in additional purchases and a higher overall net gain.

The Katy Trail, previously an abandoned railroad line, has helped boom development in Dallas, TX. According to Urban Land Institute (Shreeve, 2014), approximately \$750 Million in development occurred within $\frac{1}{4}$ mile of the Katy Trail between 2001 and 2011.

The Virginia Capital Trail, a 52-mile paved bicycle and pedestrian trail connecting Jamestown to Richmond, Virginia, will be part of the May 2019 Cap2Cap bike ride fundraiser event for the Virginia Capital Trail Foundation. Event participants can choose rides of four distances and enjoy the post-ride party.

Health Impacts

On behalf of the Obici Healthcare Foundation (OHF), Professional Research Consultants, Inc. (PRC) assessed the community health needs of the OHF Western Tidewater, Virginia Service Area (Isle of Wight County, City of Suffolk, City of Franklin, portion of Southampton County, portion of Surry County, portion of Sussex County, and Gates County, North Carolina) (Obici Healthcare Foundation, 2017). As part of the assessment, the OHF service subareas were compared against each other and against HealthyPeople2020 targets. Included below are some findings from this report.

Maintaining a Healthy Weight

Scientific evidence indicates that regular physical activity paired with a balanced diet can help maintain body weight over time. It should be noted that the level of physical activity to help maintain body weight will vary person to person. Overall, a person must have a zero net calorie intake to avoid gaining weight (i.e. depleting the same amount of calories that is consumed).

97.0%

of survey participants in the City of Franklin/Southampton County reported they had one or more cardiovascular risk factors, such as being overweight, being physically inactive, smoking cigarettes or having high blood pressure/high cholesterol.

5.0%

of survey participants in the City of Franklin/Southampton County reported that they met physical activity recommendations (i.e. regularly participating in adequate levels of both aerobic and strengthening activities).

Strengthening Bones and Muscles

According to the Center for Disease Control and Prevention (Center for Disease Control and Prevention, 2018), performing aerobic, muscle-strengthening and bone-strengthening physical activity of at least moderately-intense level can slow the loss of bone density that is associated with aging.

Improving Mental Health and Mood

In addition to enhanced physical fitness, engaging in physical activities can improve mental health and overall mood. Studies show that physical activity can reduce fatigue, improve alertness and concentration and enhance over all cognitive function (Anxiety and Depression Association of America, 2018). Physical activity produces endorphins, the “feel good” chemicals that the body releases. Endorphins can improve the ability to sleep, which as a result can reduce stress.

87.2%

of national survey participants reported they had one or more cardiovascular risk factors (2017 PRC National Healthy Survey).

20.1%

or higher is the recommended target for physical activity by HealthyPeople2020.

Chapter 2: Background Policies & Planning Information

As part of the development of this active transportation plan, the HRTPO reviewed policies and planning documents relevant to Southampton County. This chapter includes a review of federal and state policies regarding active transportation accommodations, local ordinances, and local and federal planning documents.

Federal & State Policies

Americans with Disabilities Act

Established in 1990, the Americans with Disabilities Act (ADA) prohibits discrimination against individuals with disabilities in all areas of public life including jobs, schools, transportation, and all public and private places open to the general public (ADA National Network, 2017). Individuals with disabilities may be more dependent on alternative transportation facilities, such as sidewalks and public transportation, than individuals without disabilities. Therefore, this group must be a part of the design phase of transportation projects. The U.S. Department of Justice (DOJ) provides minimum accessibility requirements for public accommodations regarding individuals with disabilities in its *2010 ADA Standards for Accessible Design*.

Title VI & Environmental Justice

The Hampton Roads Transportation Planning Organization fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. Title VI of the Civil Rights Act of 1964 states that “No person in the United States shall, on the grounds of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” Title VI bans intentional discrimination as well as disparate impact discrimination (i.e. a neutral policy or practice that has an unequal impact on protected groups).

Environmental Justice (EJ) is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. All populations, including minority and low-income are provided the opportunity to comment before decisions are made on government programs and activities that may

impact their social or physical environment.

These groups are provided the opportunity to share in the benefits of, not be excluded from, and not be affected in a disproportionately high and adverse manner, by government programs and activities.

Department of Transportation Policy on Bicycle and Pedestrian Accommodations

Signed on March 11, 2010, the United States Department of Transportation (DOT) provided the following policy regarding its support for the development of fully integrated active transportation networks:

The DOT policy is to incorporate safe and convenient walking and bicycling facilities into transportation projects. Every transportation agency, including DOT, has the responsibility to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems. Because of the numerous individual and community benefits that walking and bicycling provide – including health, safety, environmental, transportation, and quality of life – transportation agencies are encouraged to go beyond minimum standards to provide safe and convenient facilities for these modes.

As part of guidance for transportation agencies on this matter, the DOT provided recommended actions such as:

- Consider walking and bicycling as equals with other transportation modes,
- Ensure that there are transportation choices for people of all ages and abilities, especially children,
- Go beyond minimum design standards,
- Integrate bicycle and pedestrian accommodation on new, rehabilitated, and limited-access bridges,
- Collect data on walking and biking trips,
- Set mode share targets for walking and bicycling and track them over time.

Virginia Department of Transportation Policy on Bicycle and Pedestrian Accommodations

Effective on March 18, 2004, the Commonwealth Transportation Board (CTB) provided policy to help the Virginia Department of Transportation implement bicycle and pedestrian accommodations in the planning, design, construction, operation and maintenance of Virginia's transportation network. As part of its policy,

The Virginia Department of Transportation (VDOT) will initiate all highway construction projects with the presumption that the projects shall accommodate bicycling and walking.

Factors that support the need to provide bicycle and pedestrian accommodations, such as the project being identified in an adopted transportation or related plan and the project accommodates existing and future bicycle and pedestrian use, are provided with this policy. Exceptions to providing bicycle and pedestrian accommodations are also included with this policy (e.g. environmental or social impacts outweighing the need for accommodations).

Local & Regional Planning Information

2015-2025 Southampton Comprehensive Plan

Adopted on June 22, 2015, the *2015-2025 Southampton County Comprehensive Plan* includes goals for Southampton County to achieve from an array of areas, such as agriculture and forestry, education, economic development, recreation, and transportation. As its transportation goal, Southampton County will:

Support the safe and efficient movement of people, freight, and services through cooperative efforts of the public and private sectors and encourage future land use planning that provides opportunities to integrate multiple modes of transportation.

Implementation strategies, such as planning for roadway development to support and enhance the goals of the Comprehensive Plan and considering inclusion of complete streets in mixed use areas, to provide for not only private vehicle transportation, but public transportation and bicycle and pedestrian travel, are also included in the County's comprehensive plan to help meet its goals.

Neighboring Rural Locality

Bicycle and Pedestrian Plans

Neighboring rural localities to Southampton County such as City of Franklin and Isle of Wight County have bicycle and pedestrian plans. The City of Franklin adopted its bicycle and pedestrian plan in June 2009. Isle of Wight County updated its bicycle and pedestrian plan in August 2009.

Hampton Roads 2040 Rural Long-Range Transportation Plan

Adopted in September 2017, the *Hampton Roads 2040 Rural Long-Range Transportation Plan* includes future transportation improvement projects for the City of Franklin and Southampton County proposed to occur by the year 2040. A rail to trail project (i.e. converting abandoned rail line to a multi-use trail) is included as an active transportation improvement for Southampton County.

Local Ordinances

Code of the County of Southampton, Virginia of 1991

Code of the County of Southampton, Virginia of 1991 provides codes regarding motor vehicles and traffic for Southampton County, such as adoption of state law, authority of fire department officials to direct traffic, unlawful riding, and license tax for motor vehicles, trailers, and semitrailers. No ordinance specifically for active transportation found in this document.

Chapter 3: Existing Conditions

This chapter provides an overview of the existing conditions in Southampton County regarding the bicycle and pedestrian network, activity, crash history, traffic history, land use, points of interest, demographic profile, population and employment estimates, and challenges with active transportation.

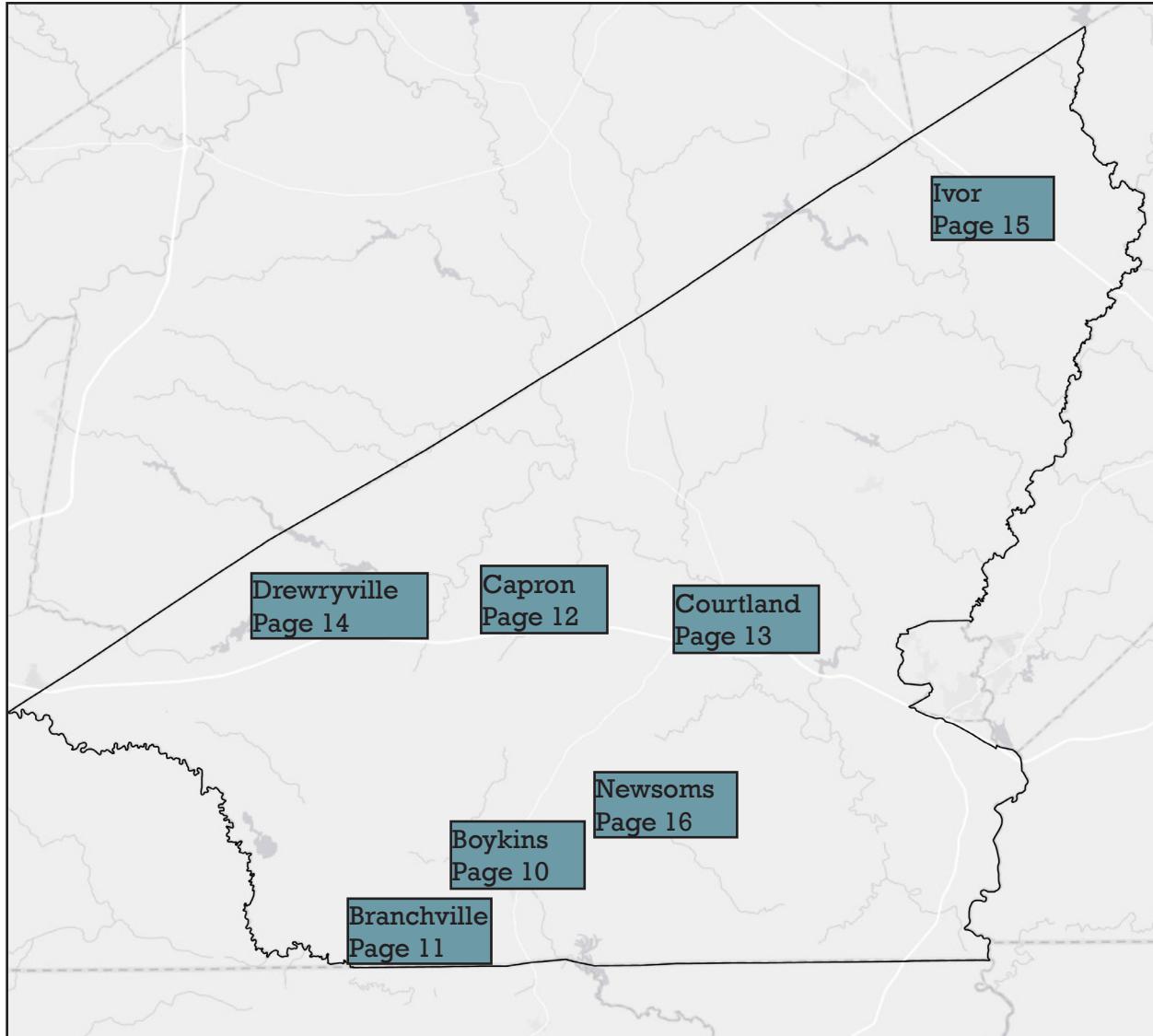
Bicycle & Pedestrian Network

The current bicycle and pedestrian network in Southampton County is comprised of sidewalks located primarily in the towns. Conditions of the sidewalks vary by location as shown below. Maps of the current bicycle and pedestrian network are included in this chapter.

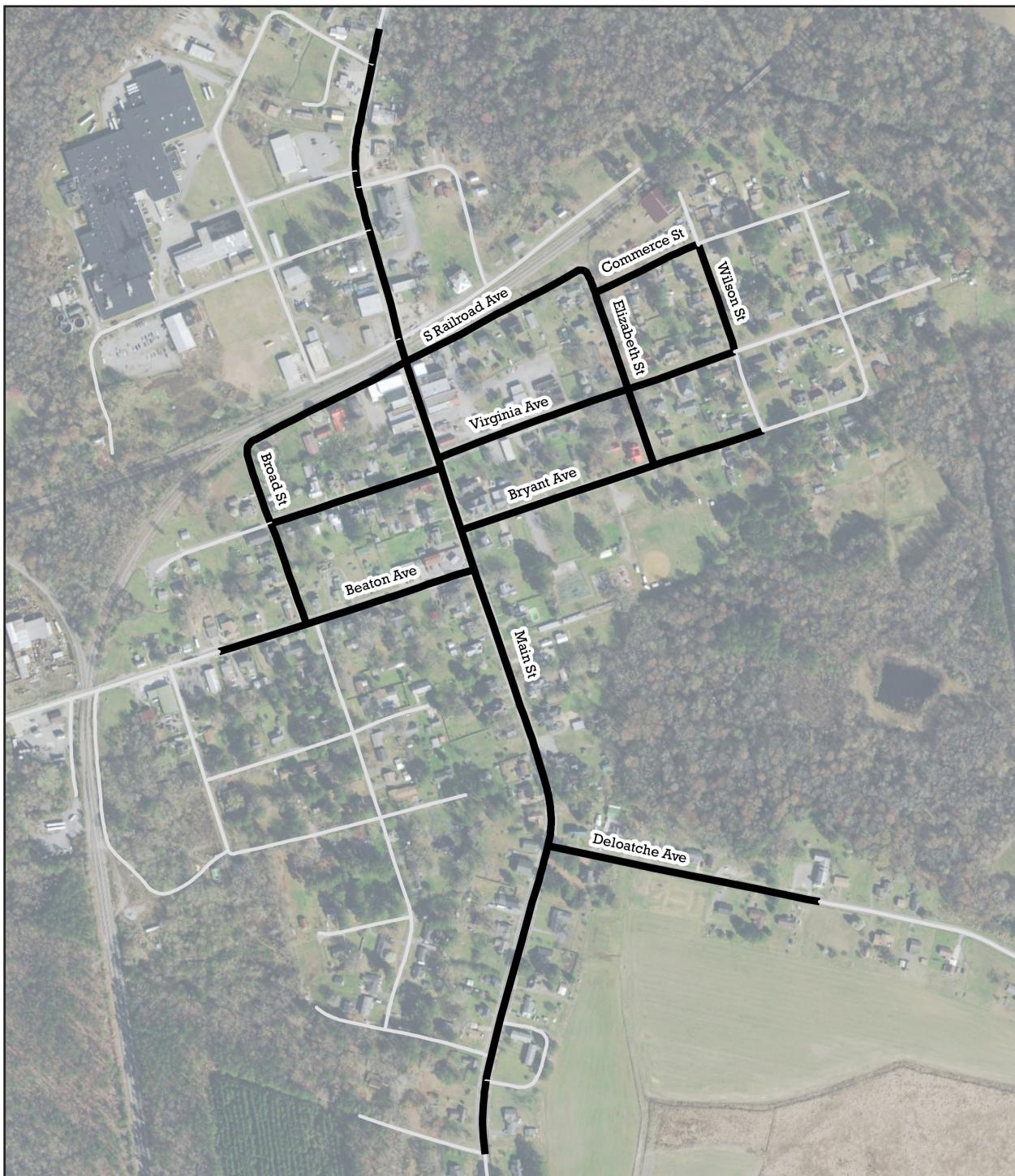


Please see town maps for further details on existing active transportation facilities in Southampton County.

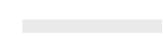
Map 1: Southampton County Existing Facilities Index



Map 2: Town of Boykins Existing Facilities



Sidewalk



Road

Map 3: Town of Branchville Existing Facilities



Sidewalk



Road

Map 4: Town of Capron Existing Facilities

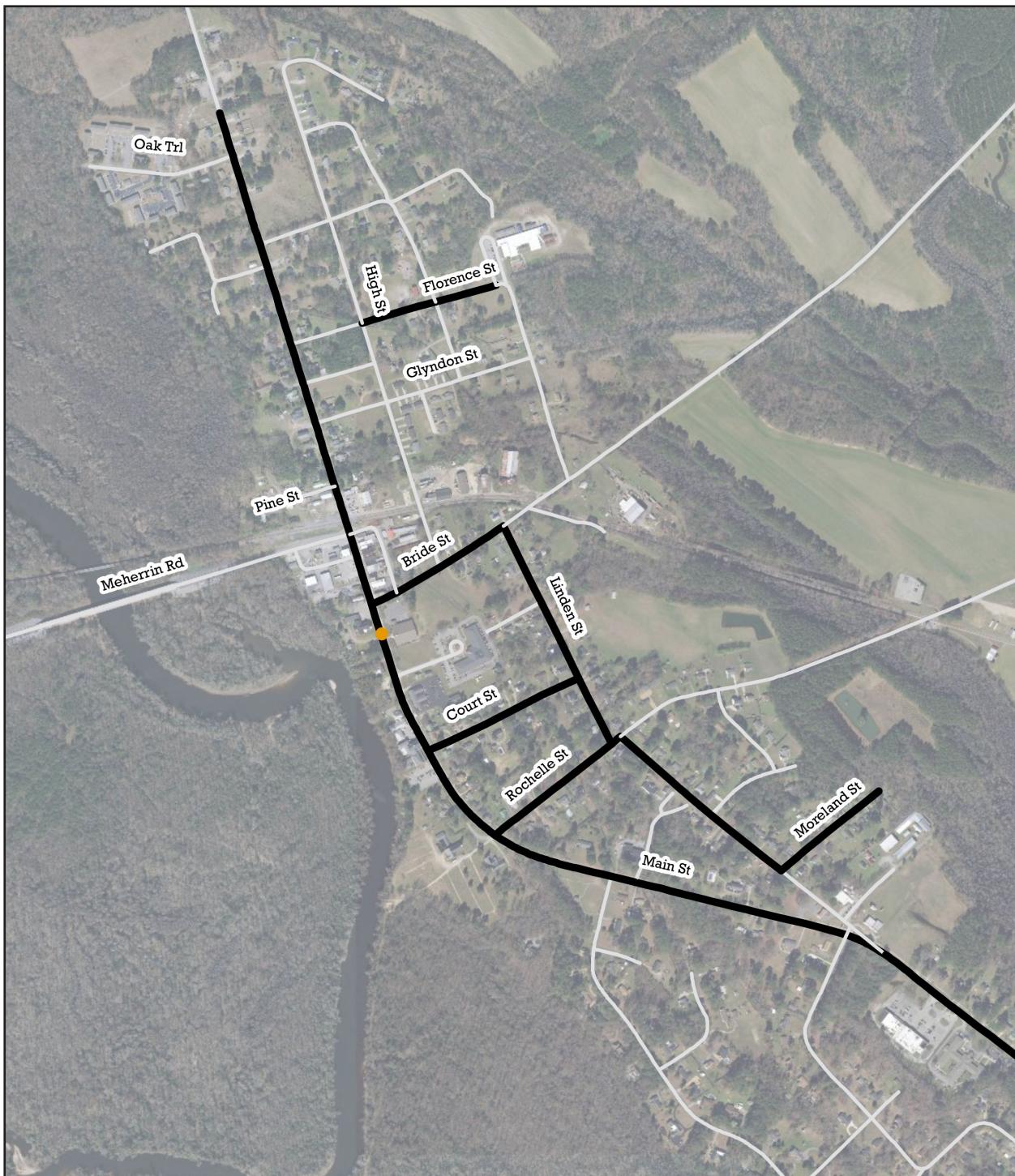


Sidewalk



Road

Map 5: Town of Courtland Existing Facilities



— Sidewalk



● Crosswalk

— Road

Map 6: Drewryville Existing Facilities

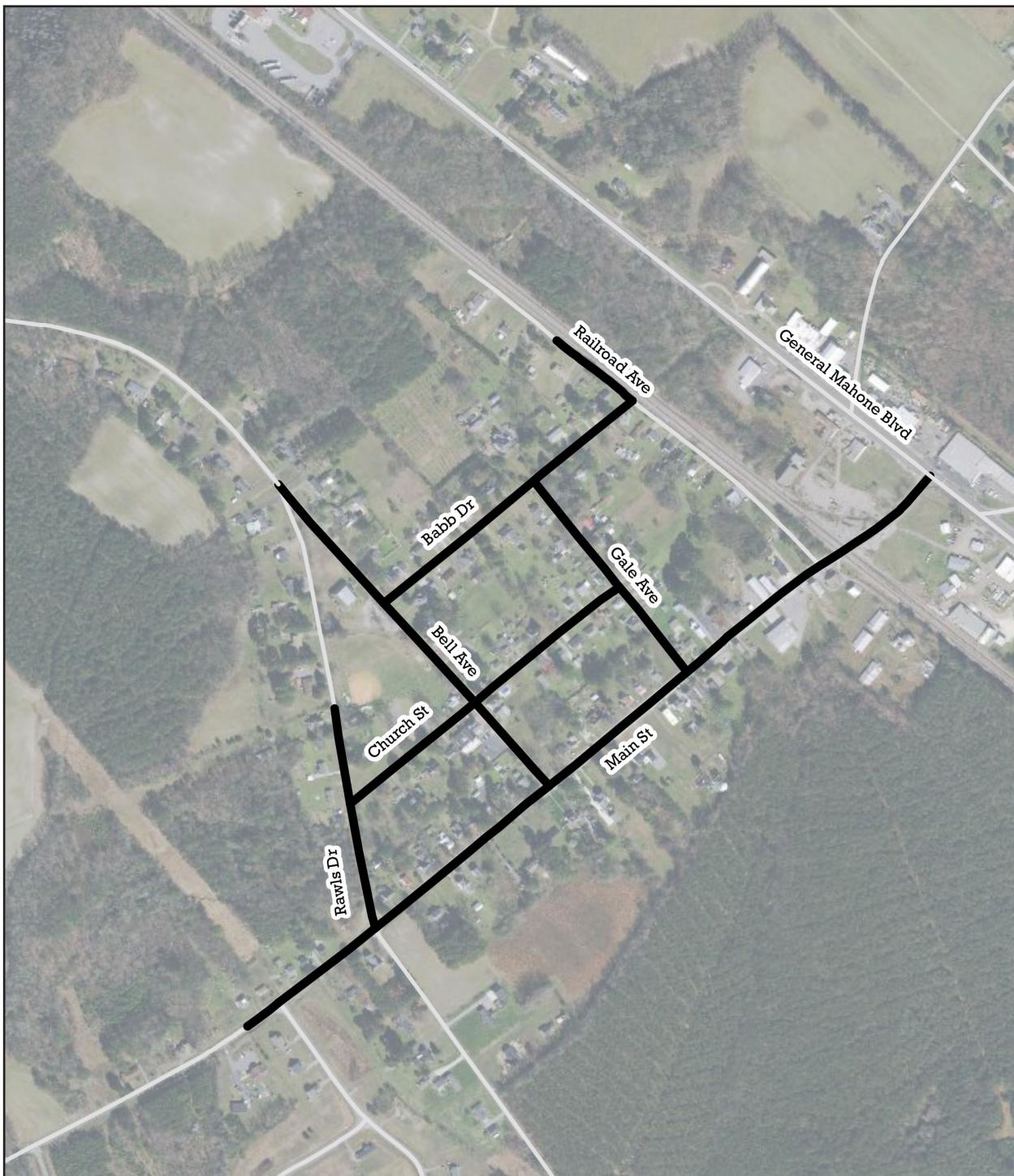


Sidewalk



Road

Map 7: Town of Ivor Existing Facilities

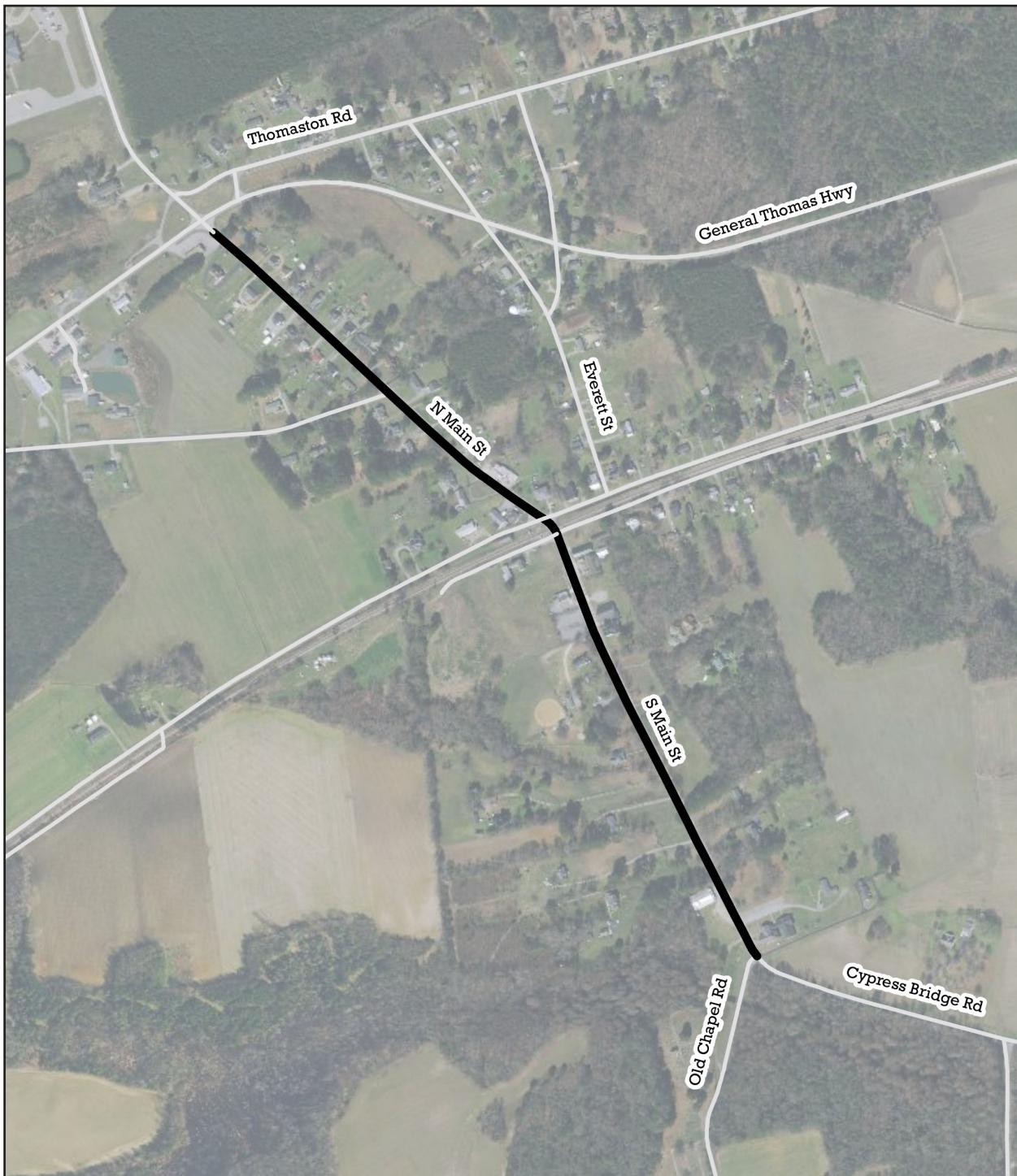


Sidewalk



Road

Map 8: Town of Newsoms Existing Facilities



Sidewalk

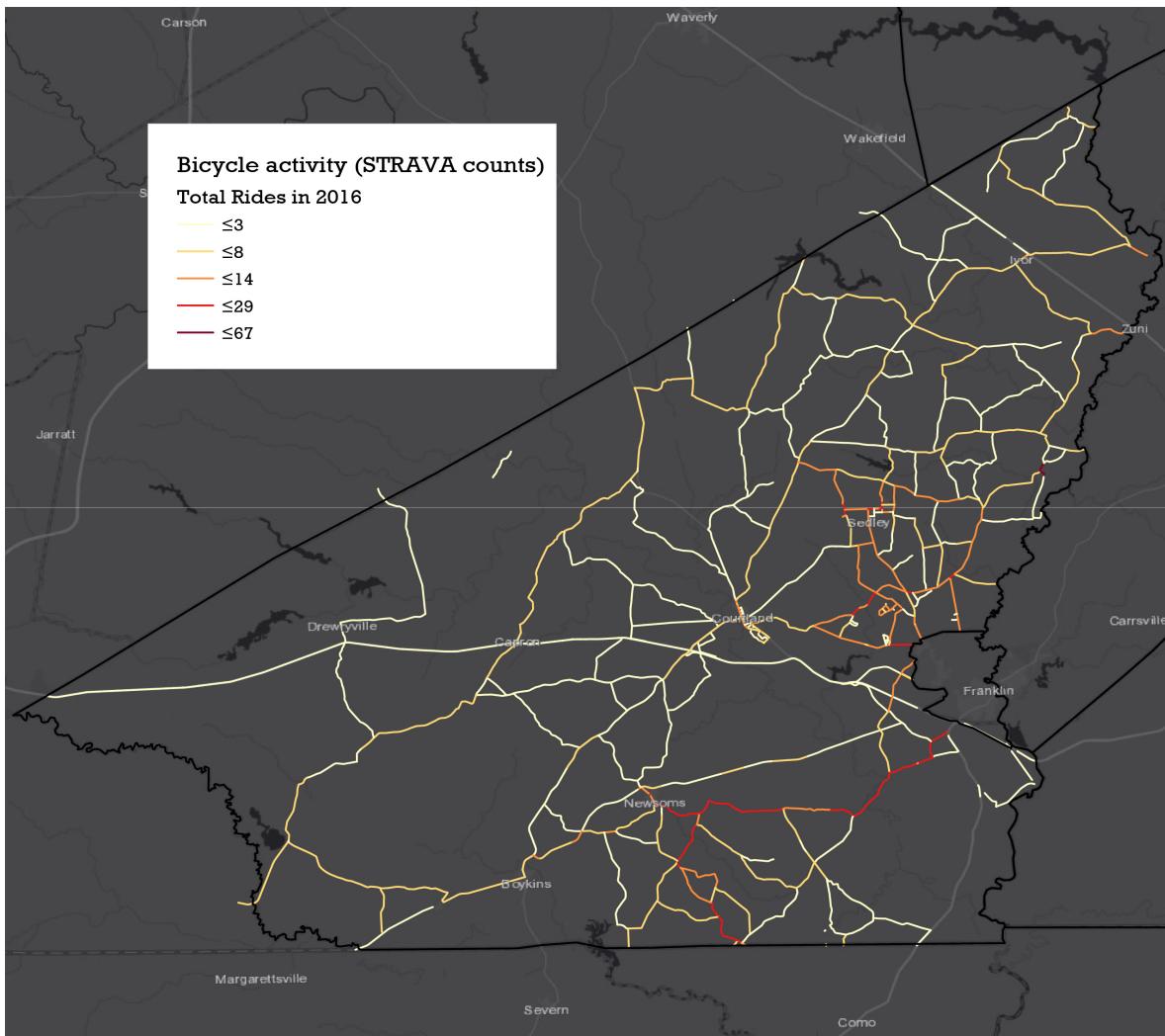


Road

Activity

Shown below is the STRAVA data for total bicycle rides in 2016 for Southampton County. STRAVA is an app that allows its users to track their athletic activities. Based on this data, heavier bicycle activity was seen primarily on low volume roadways.

Map 9: Bicycle Activity - STRAVA Counts



Crash History

Over a five year period between 2012 and 2016, 11 crashes involving pedestrians occurred in Southampton County (Virginia Department of Motor Vehicles, 2018). Two of these crashes along U.S. 460 and U.S 58 led to pedestrian fatalities. Pedestrian actions involved in the fatalities included walking in the roadway against traffic without sidewalks available and crossing the roadway not at an intersection. No crashes in this five year period involved bicyclists.

The bicycle and pedestrian crashes that occurred between 2012 and 2016 made up 1.1% of the total crashes that occurred in Southampton County. In this five year period, bicycle and pedestrian crashes made up 2.6% of the total crashes that occurred in Hampton Roads.

Map 10: 2012 - 2016 Pedestrian Involved Crashes in Southampton County

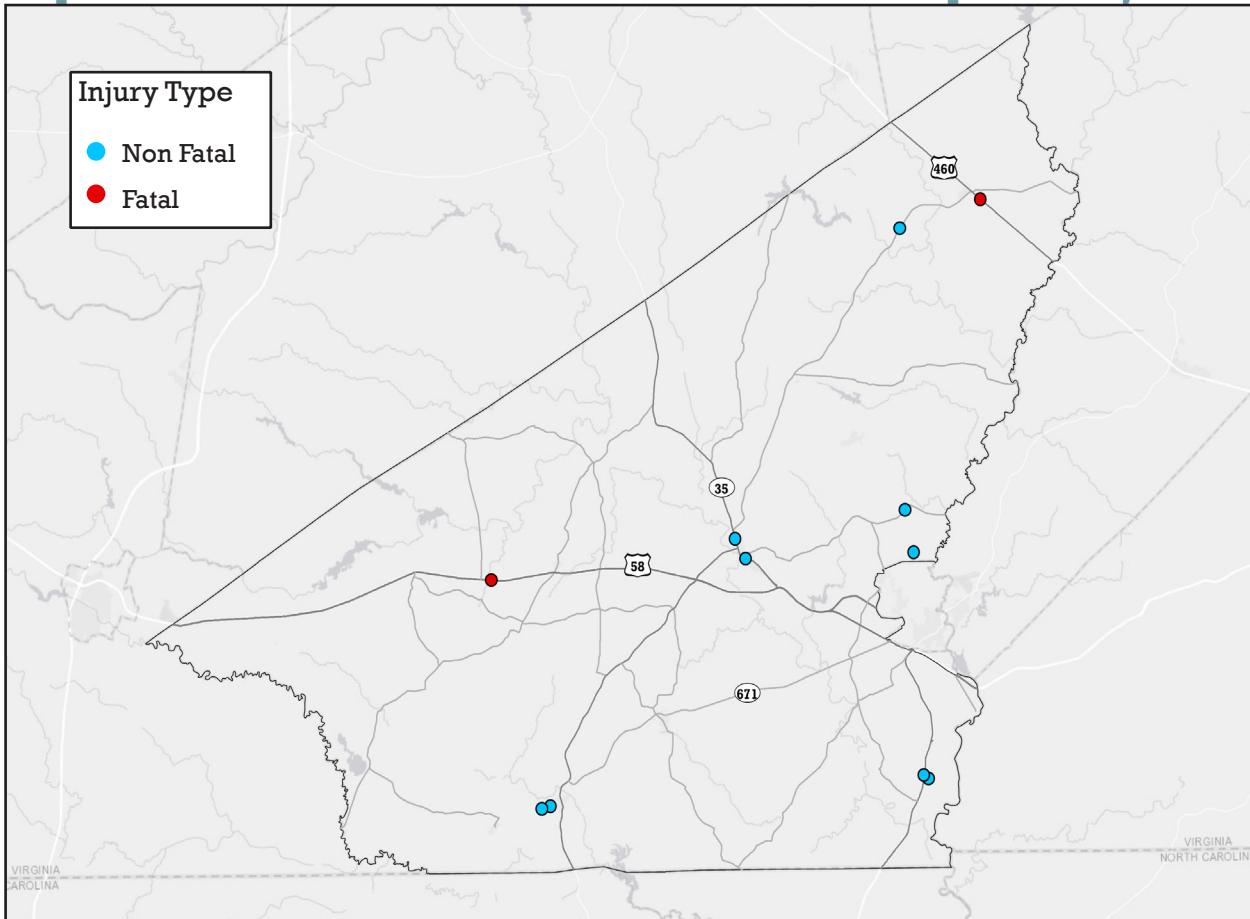


Table 1: Bike/Ped Crashes - Southampton County and Hampton Roads

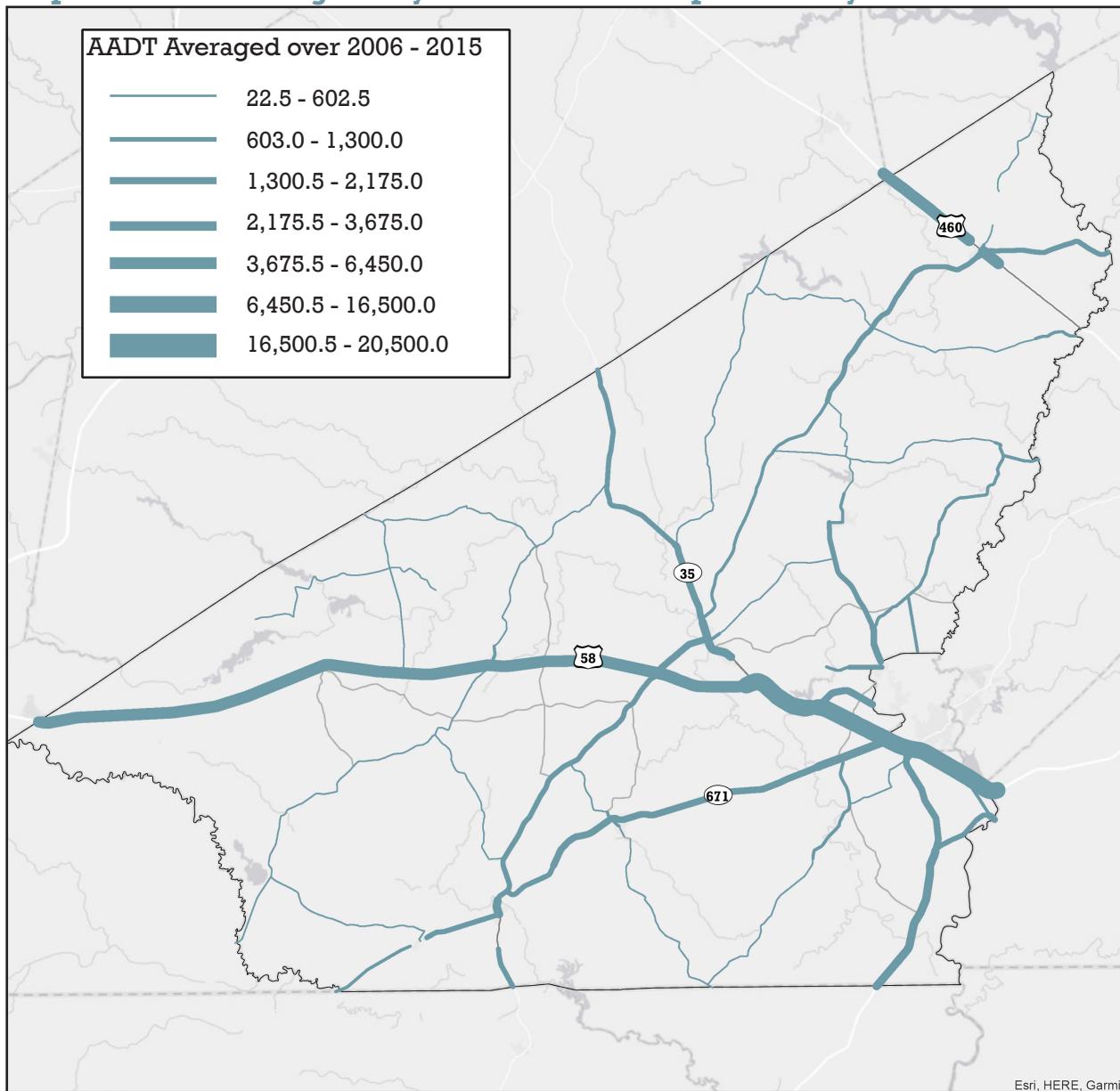
Location	Crashes (2012 - 2016)			Percentage of Bike/Ped Crashes
	Pedestrian	Bicyclist	Total	
Southampton County	11	0	1,028	1.1%
Hampton Roads	2,160	1,206	127,603	2.6%

Source: Virginia Department of Motor Vehicles

Traffic History

Transportation connectivity within Southampton County depends heavily on the highway and local street network. U.S. 58, a main throughfare, runs through the middle of Southampton County connecting it to I-95 just outside of the border. The Annual Average Daily Traffic (AADT) observed on U.S. 58 over a 10 year period (2006-2015) ranged from 12,000 vehicles to 22,000 vehicles (Virginia Department of Transportation, 2018). U.S. 460 runs through the northern portion of Southampton County and it is another important throughfare as it carried 9,200 vehicles to 12,000 vehicles (AADT) over the same 10 year period.

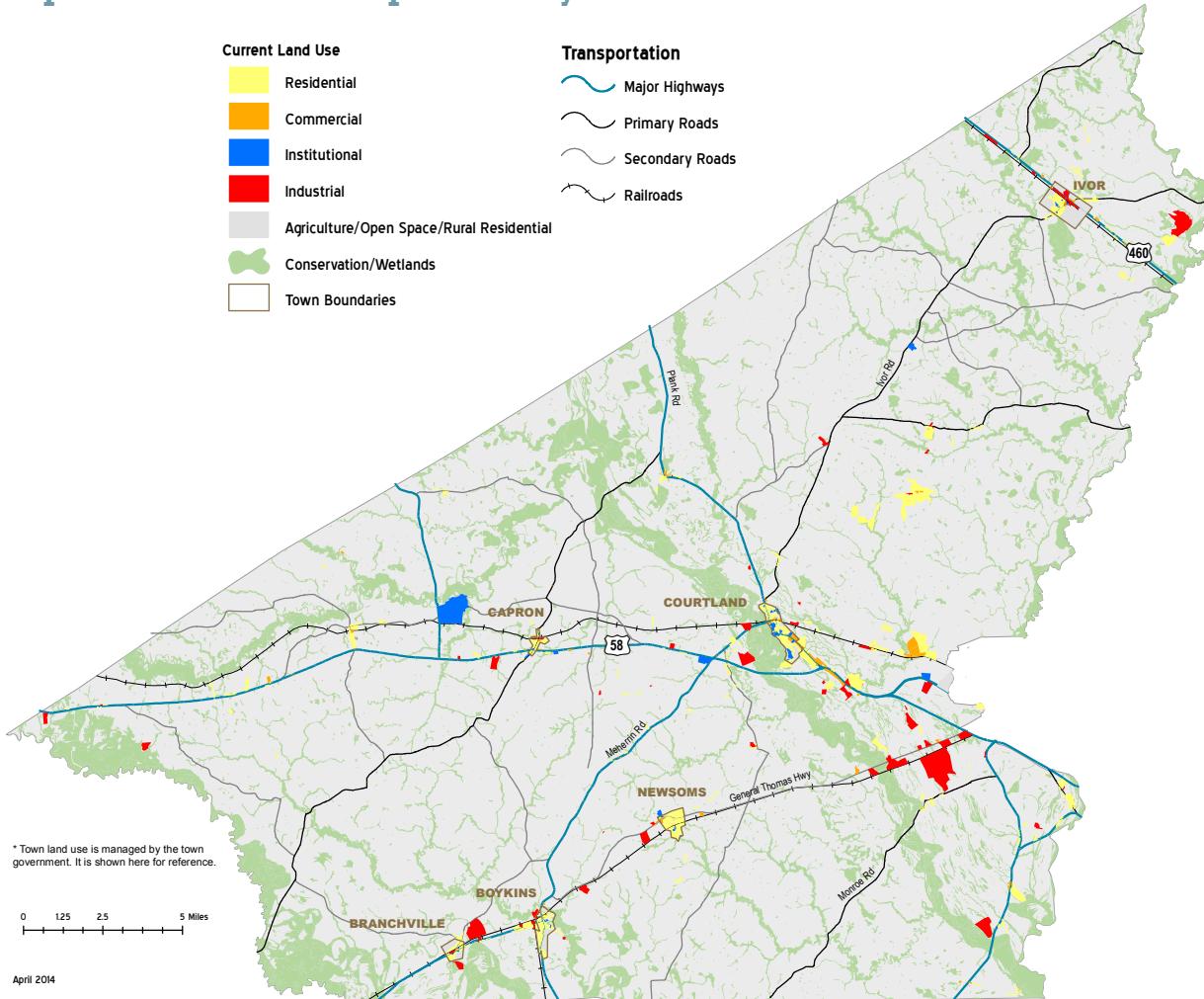
Map 11: Annual Average Daily Traffic in Southampton County



Land Use

Most of the land in Southampton County is agricultural or forested, with more intensive land use in the towns and village centers, typically at the intersection of two roadways. The current land use types in Southampton County include residential, commercial, institutional, industrial, agricultural/open space/rural residential, and conservation/wetlands.

Map 12: Current Southampton County Land Use

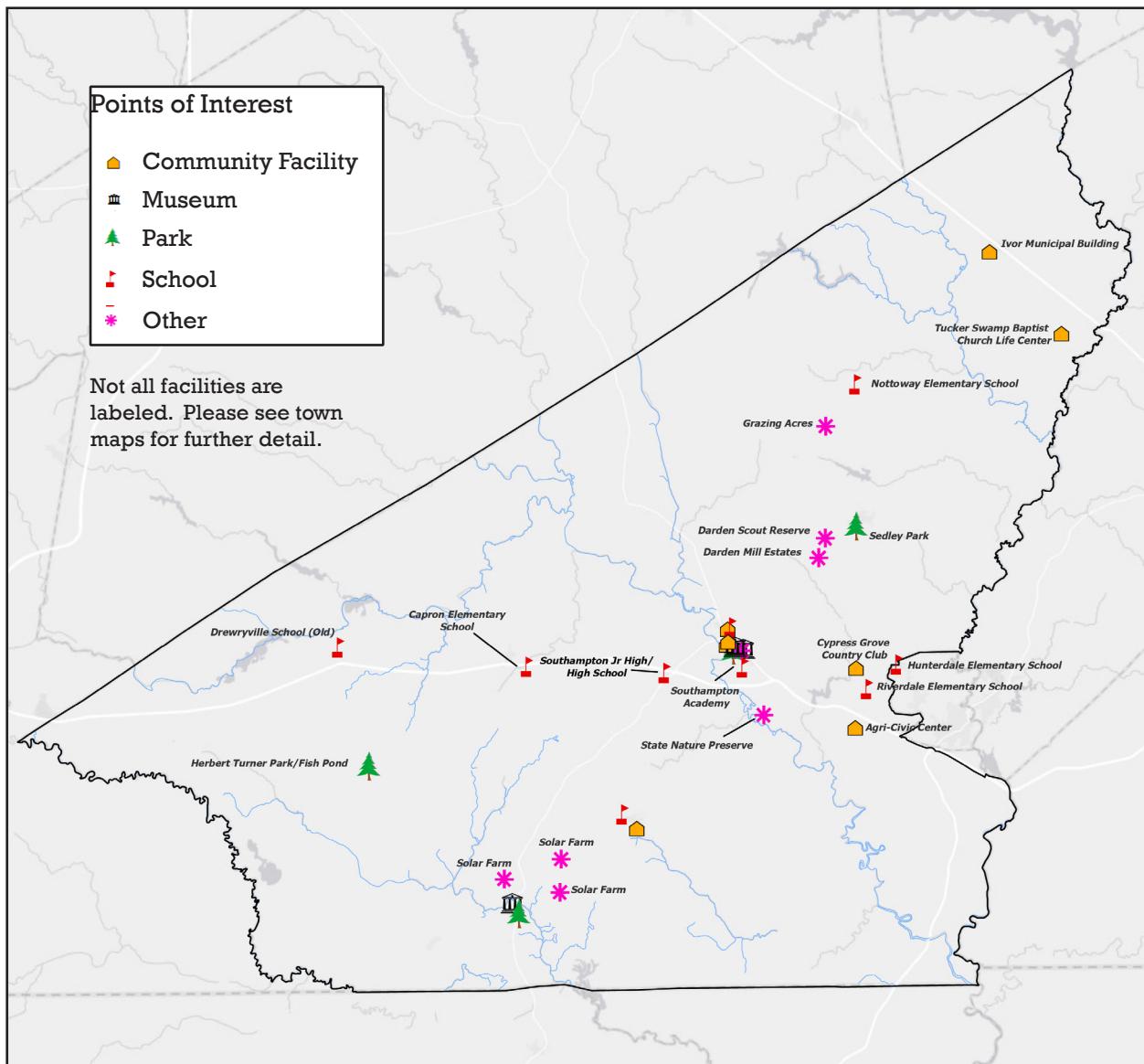


Source: 2015-2025 Southampton County Comprehensive Plan

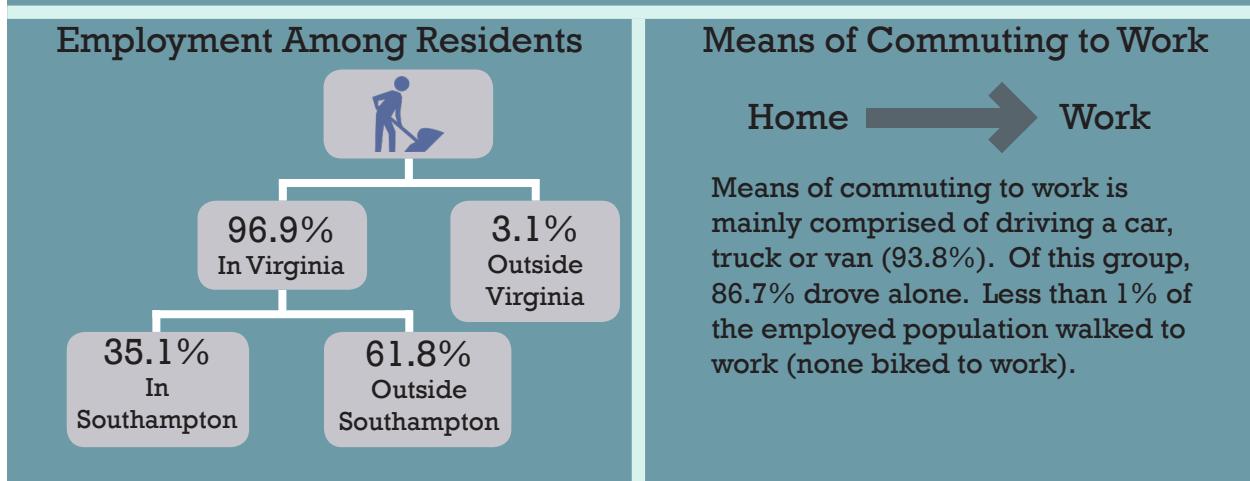
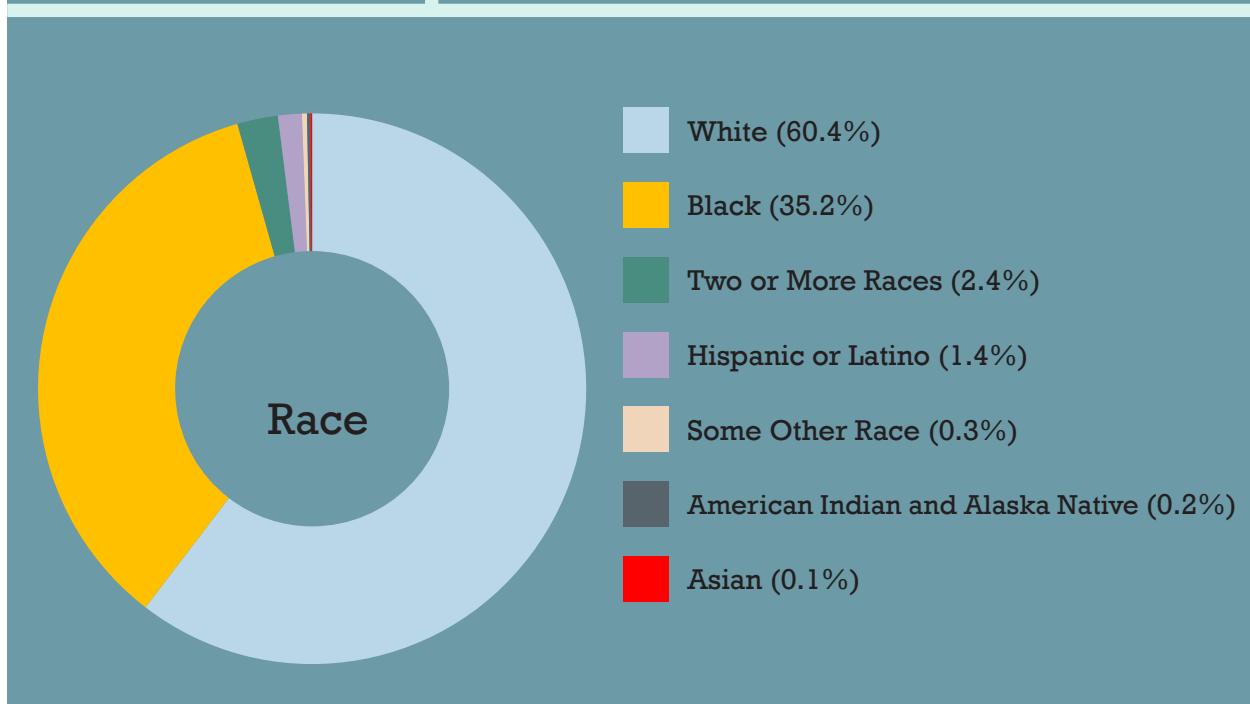
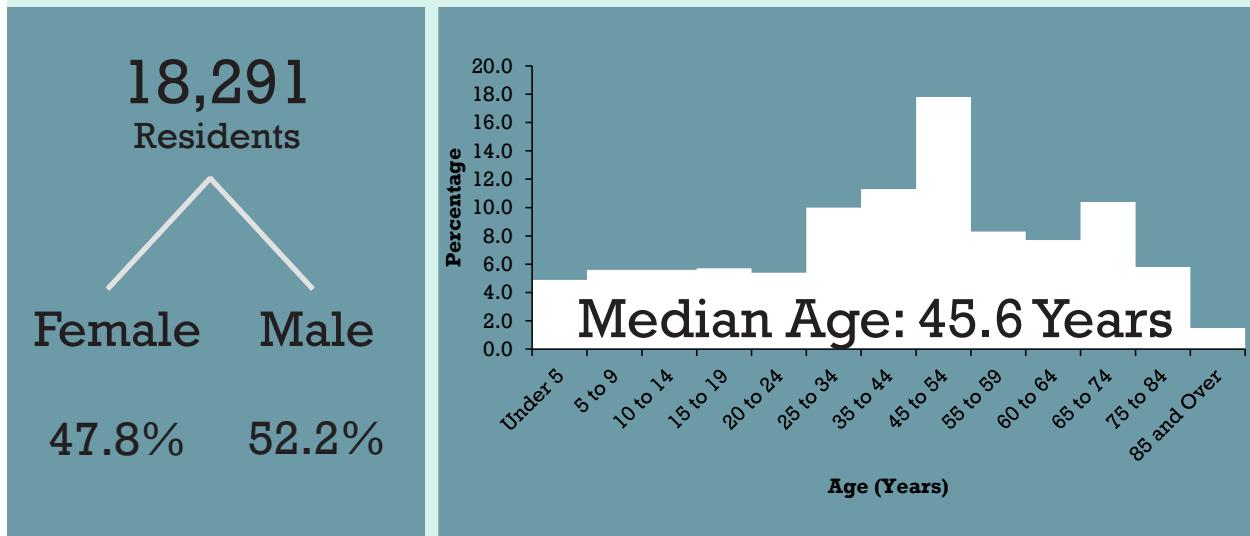
Points of Interest

There are several points of interests in Southampton County including schools, parks, and recreational community facilities. The HRTPO included points of interests from its inventory for Southampton County as well as points of interest provided by this plan's steering committee (see Chapter 4 for additional information on the steering committee).

Map 13: Southampton County Points of Interest



Southampton County Demographic Profile



Source: 2012-2016 American Community Survey 5 Year Estimates

Degrees of Disadvantaged Communities

As part of the development of this plan, the HRTPO created a “degrees of disadvantaged” communities profile of Southampton County.

This profile was used to identify groups that could face challenges in access and mobility and be adversely affected by transportation planning decisions. This profile is based on the following disadvantaged group indicators, as defined by the U.S. Census:

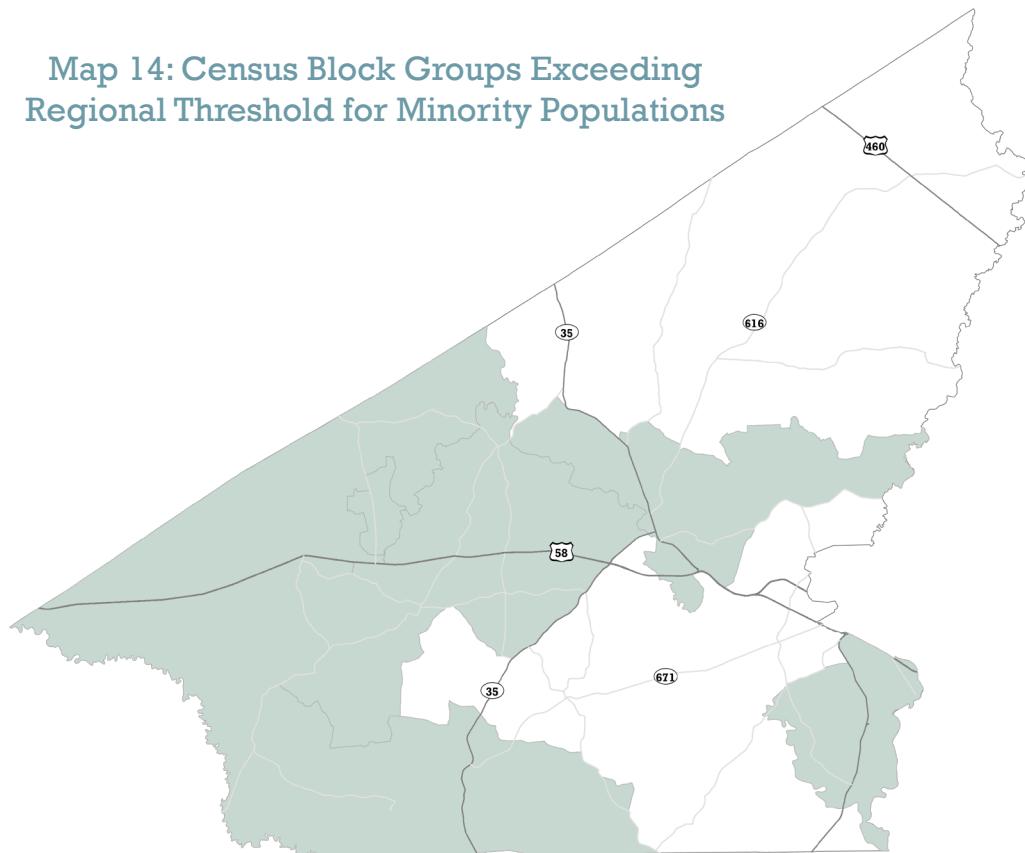
- Minority Populations (A person who is black, Hispanic, American Indian and Alaskan Native, or Asian American)
- Low-income Households
- Limited English Proficiency
- Female Heads of Households
- Households Receiving Food Stamps
- Households Receiving Cash Public Assistance
- Carless Populations
- Elderly Populations (65 and older)
- Disabled Populations

The HRTPO collected EJ data from the U.S. Census' 2012-2016 American Community Survey 5-Year Estimates. Based on this data, maps of the EJ communities were developed to identify areas that exceed the thresholds below (Note: there were no parts of Southampton County that exceeded the regional threshold for Limited English Proficiency). An impact analysis of proposed active transportation projects on these disadvantaged EJ Communities should be conducted as part of the next steps for active transportation planning.

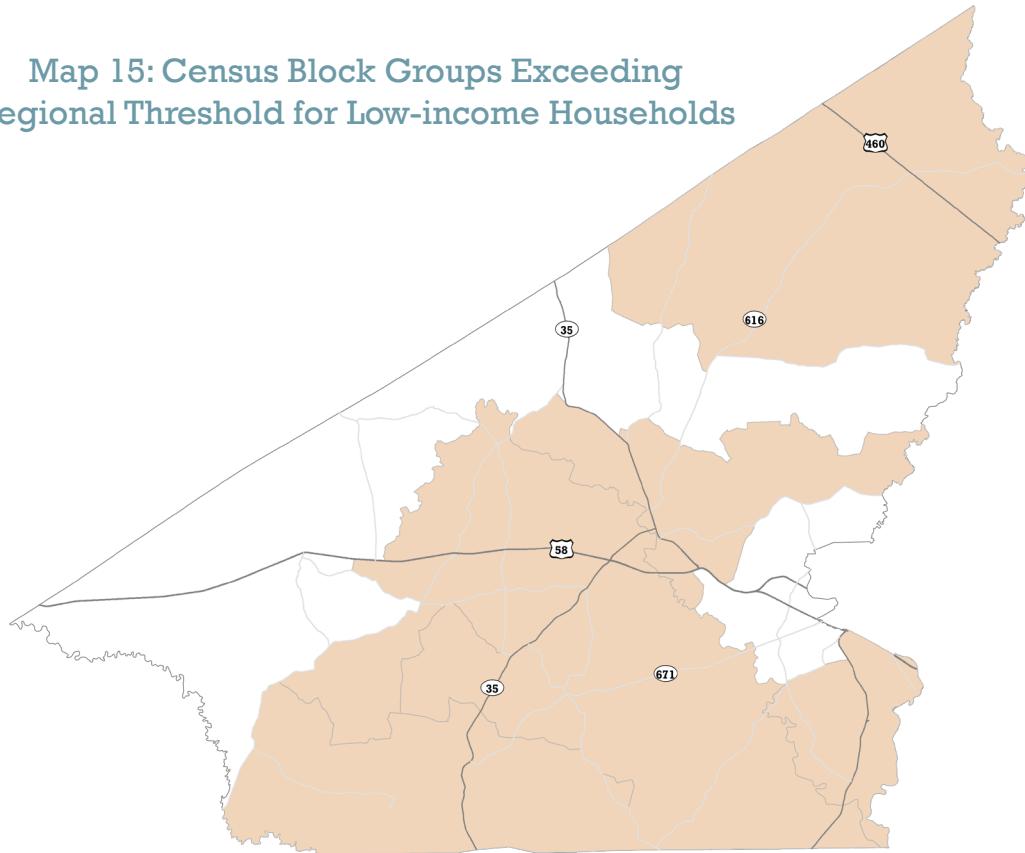
Maps of the census blocks that exceed the regional threshold for each EJ Community are on following pages.

Degrees of Disadvantage	Regional Average (%)
Minority Populations	38.89
Low-income Households	8.40
Limited English Proficiency	1.43
Female Heads of Households	15.34
Households Receiving Food Stamps	9.97
Households Receiving Cash Public Assistance	2.61
Carless Populations	5.83
Elderly Populations	13.50
Disabled Populations	9.52

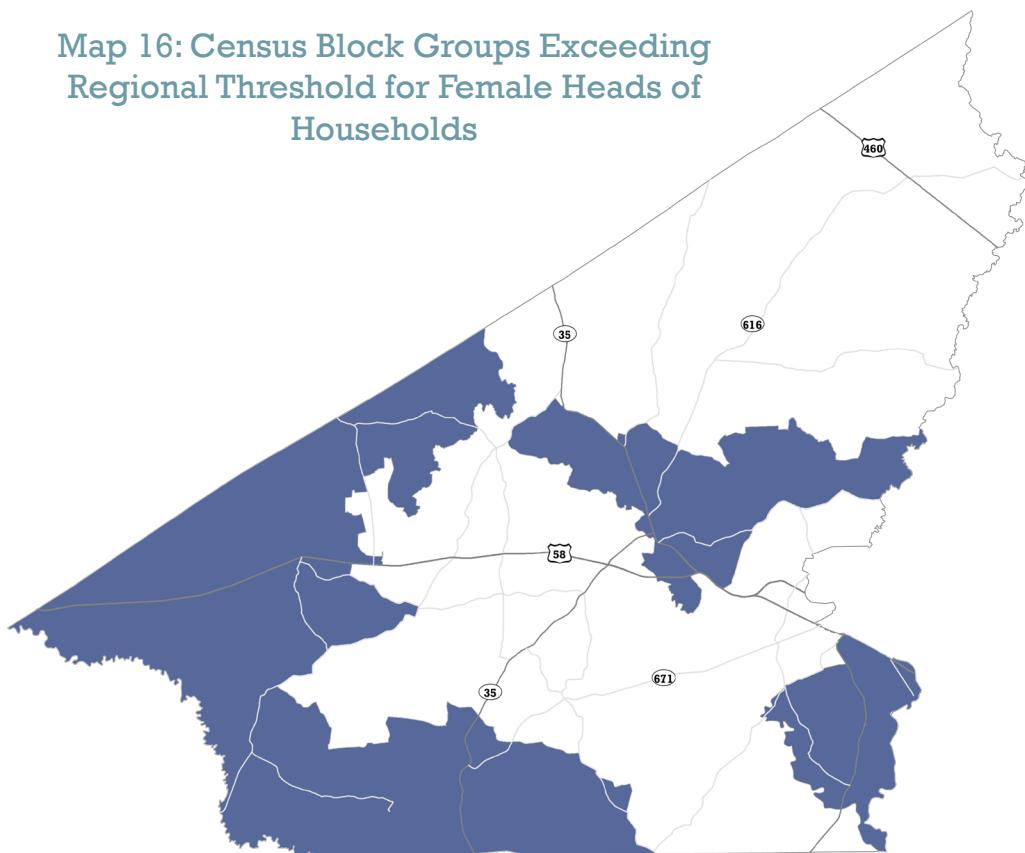
Map 14: Census Block Groups Exceeding Regional Threshold for Minority Populations



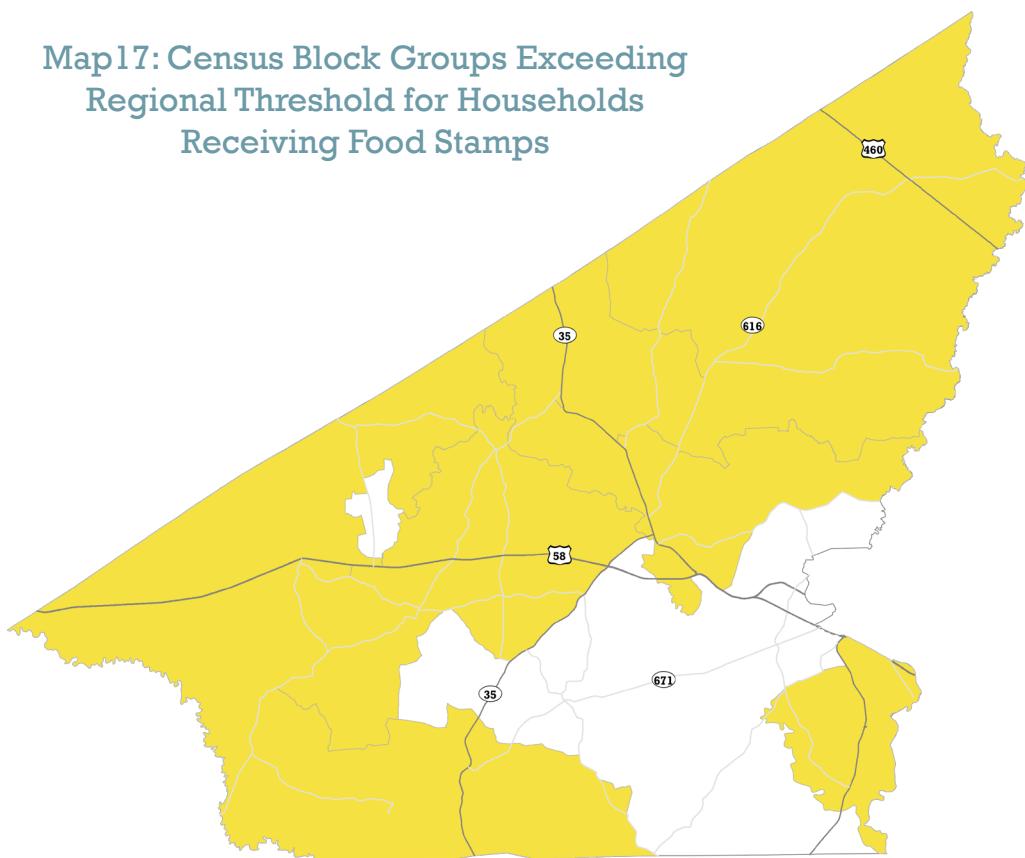
Map 15: Census Block Groups Exceeding Regional Threshold for Low-income Households



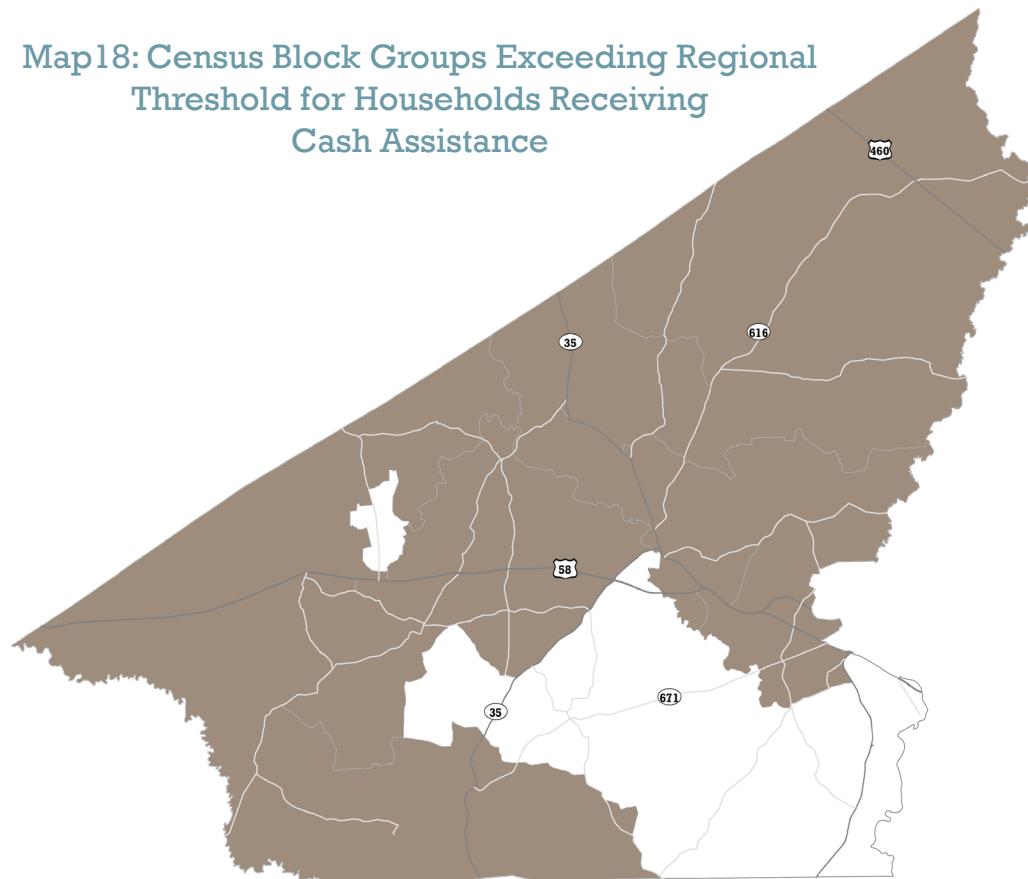
Map 16: Census Block Groups Exceeding
Regional Threshold for Female Heads of
Households



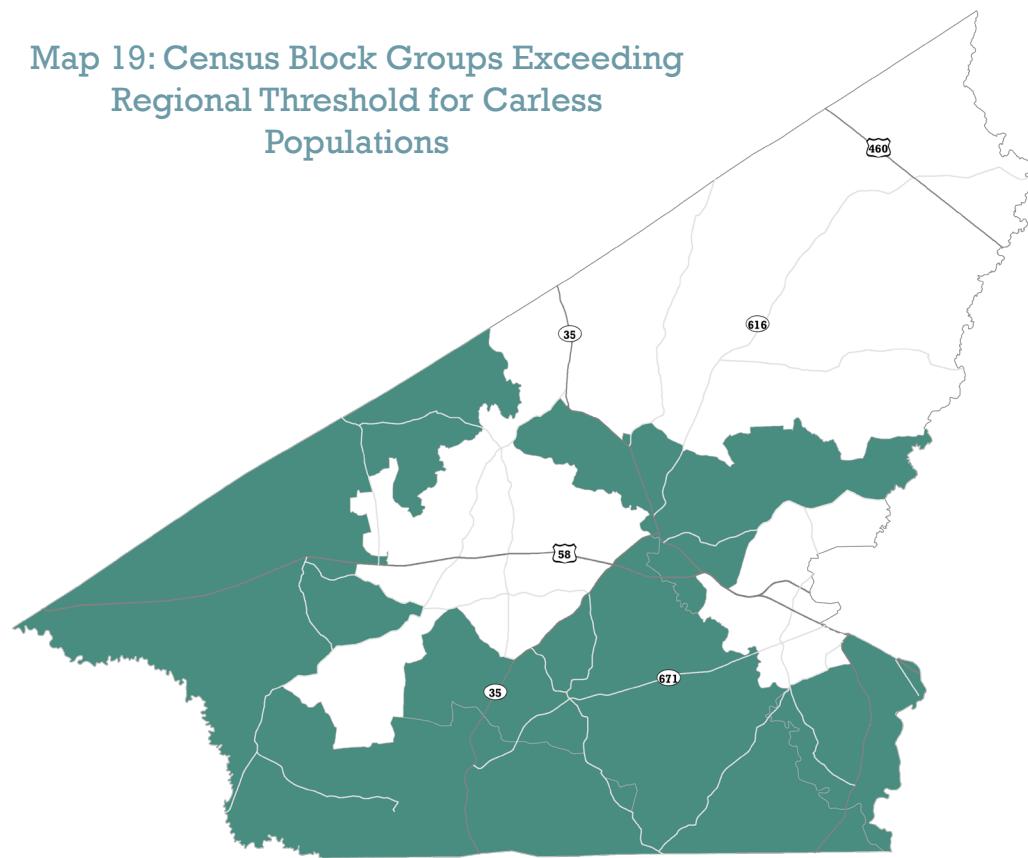
Map 17: Census Block Groups Exceeding
Regional Threshold for Households
Receiving Food Stamps



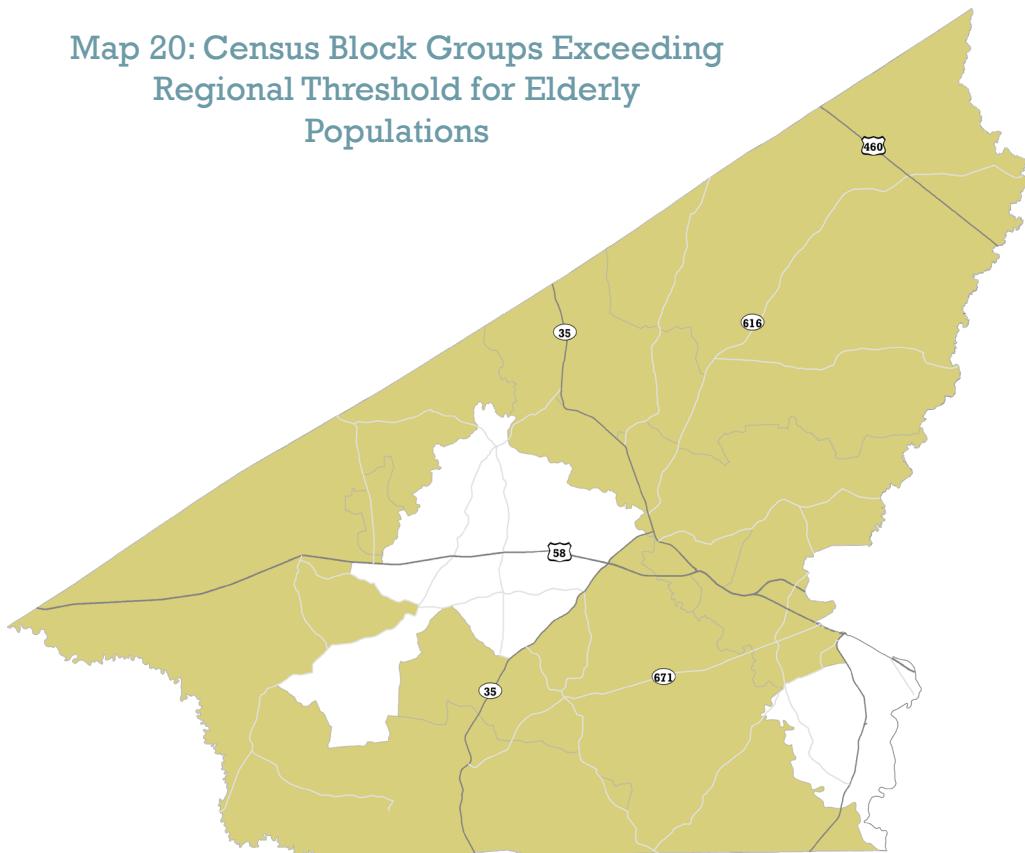
Map 18: Census Block Groups Exceeding Regional Threshold for Households Receiving Cash Assistance



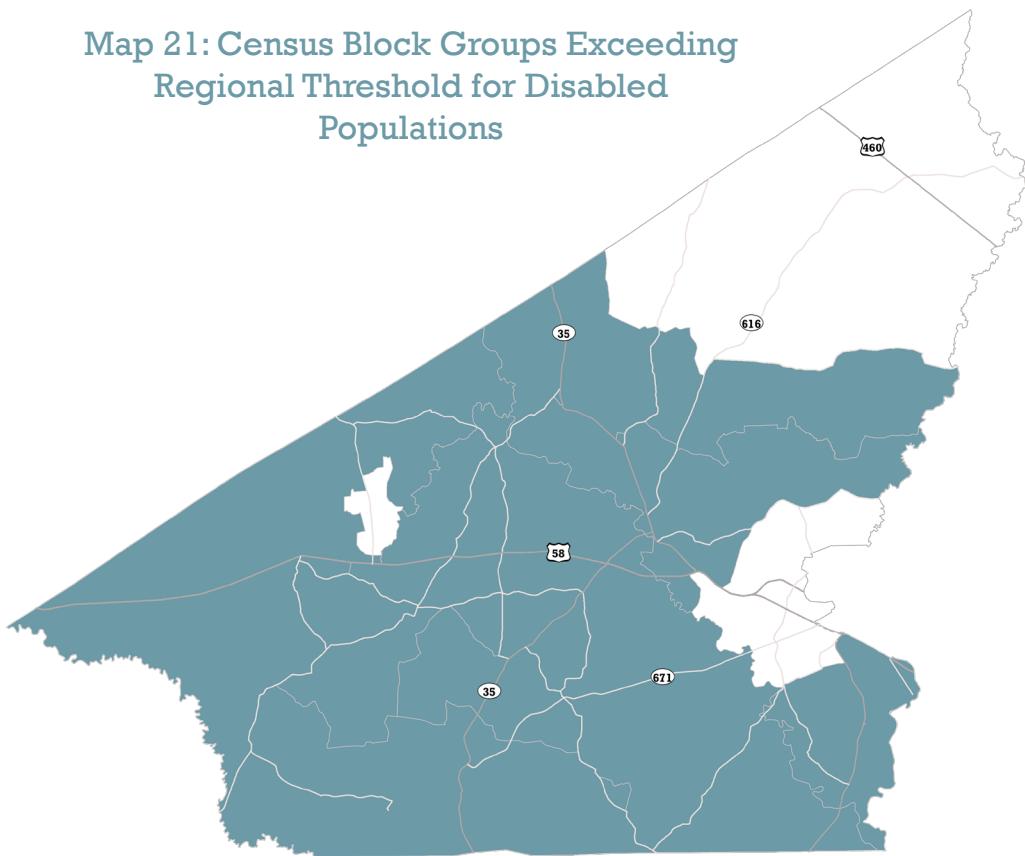
Map 19: Census Block Groups Exceeding Regional Threshold for Carless Populations



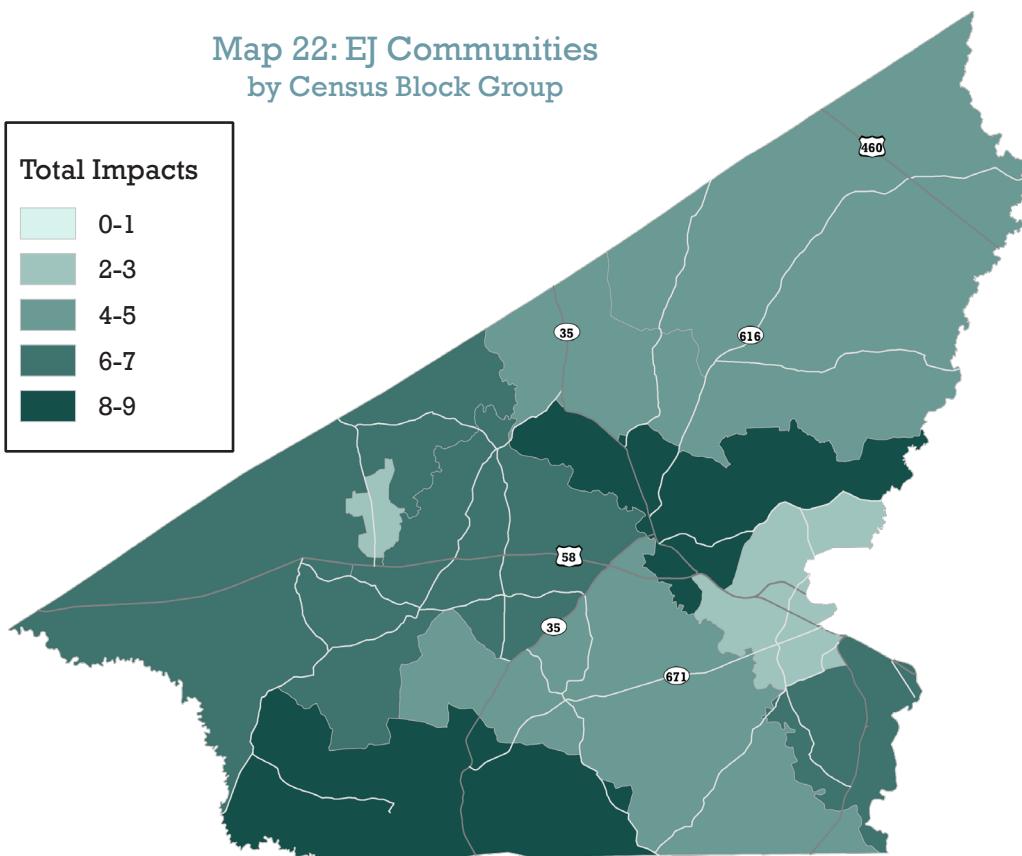
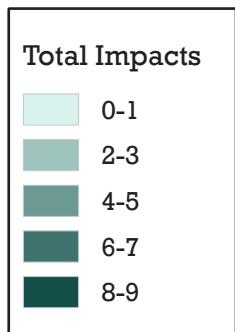
Map 20: Census Block Groups Exceeding
Regional Threshold for Elderly
Populations



Map 21: Census Block Groups Exceeding
Regional Threshold for Disabled
Populations



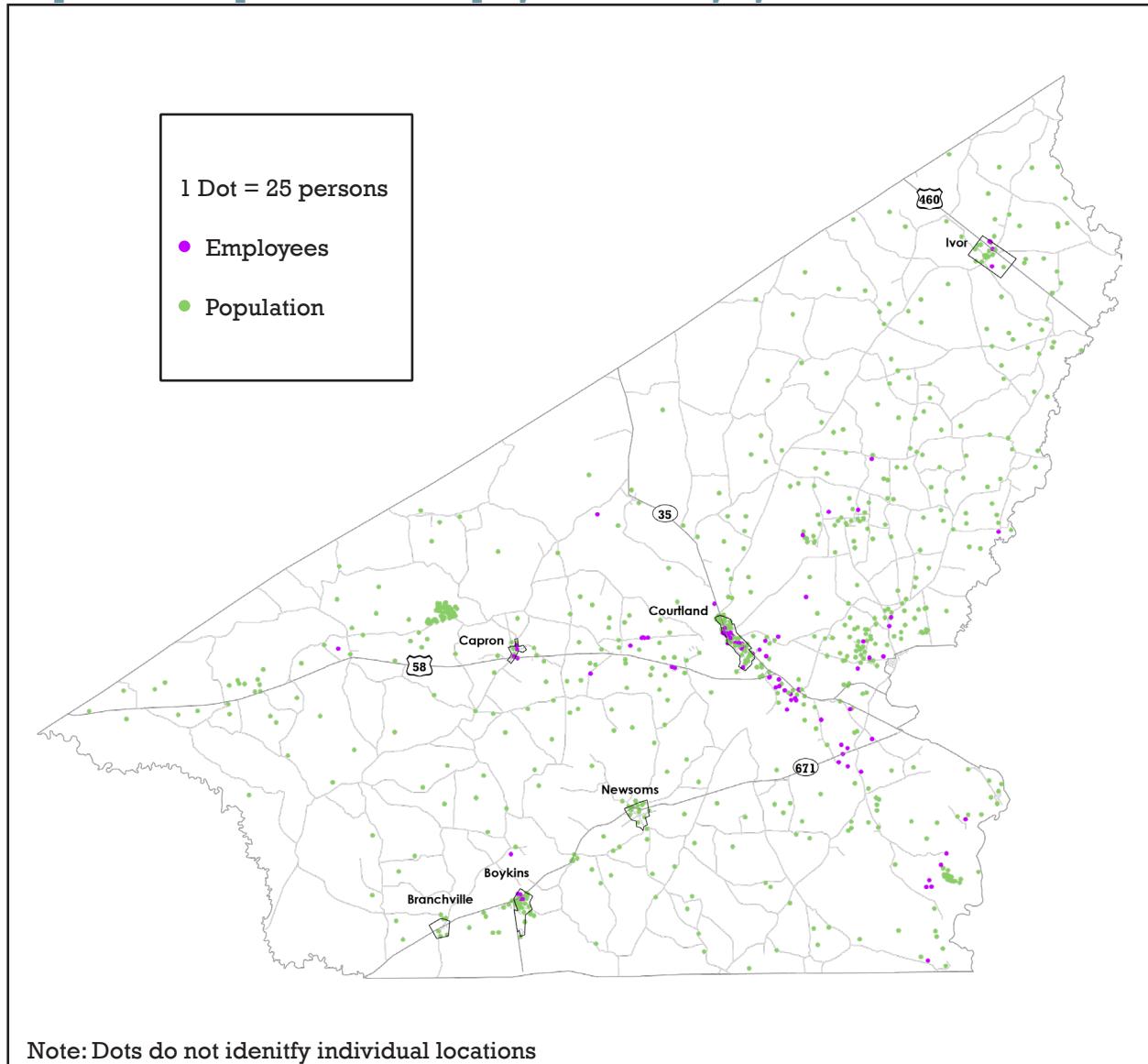
Map 22: EJ Communities
by Census Block Group



Density

Within the nearly 600 square miles land area of Southampton County, concentrated population and employment exist mostly at the town level as shown below.

Map 23: 2016 Population and Employment Density by Census Block



Challenges with Active Transportation in Southampton

Area Size

Area size plays a major role in planning for an alternative transportation mode such as active transportation. In Southampton County, residents live spread out across the locality's nearly 600 square miles land area (United States Census Bureau, 2010). Given the large area size of Southampton County, a current challenge is efficiently connecting communities across the County.

Perception of Active Transportation

In Southampton County, residents have a mixed point of view regarding active transportation. For some people it is a needed transportation choice and for others it is an unnecessary travel option. The challenge here is to provide a suitable medium that will be accepted by both proponents and opponents of active transportation and to improve the perception of active transportation by increasing awareness.

Eminent Domain

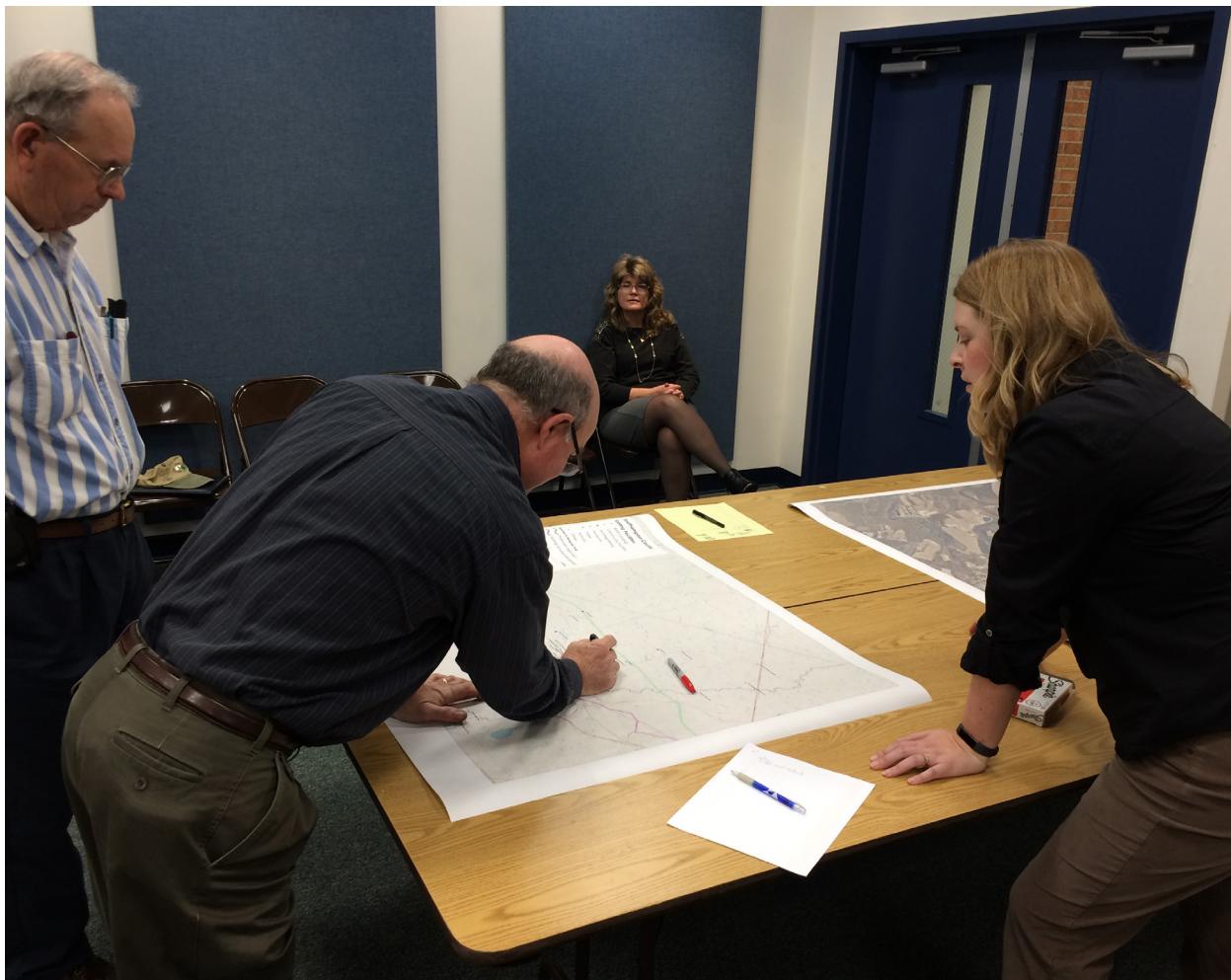
Considering the existing mixed point of views of active transportation across Southampton County, it was imperative to plan active transportation improvements that would not require the usage of eminent domain (i.e. government seeking private property for public use through compensation). As may be seen in communities with deep historical roots, the "taking" of land by governmental agencies for public purposes may be perceived as undesirable. To disregard this would hinder the integration of active transportation in the County.



Chapter 4: Stakeholder Engagement and Public Involvement

The Steering Committee

As part of the development of this plan, the HRTPO created a steering committee. This group was comprised of volunteer Southampton County Planning Commission members and Southampton County residents. The HRTPO met with the steering committee for input and guidance on several occasions throughout the planning process. It was imperative for the HRTPO to correspond with this steering committee in order to gain and integrate the local knowledge for the County's active transportation plan. Major plan components, such as the survey, vision and goals, and recommendations for active transportation improvements, were vetted through the steering committee.



A Steering Committee Meeting

Public Involvement

Because transportation plays an integral role in society's quality of life, public involvement is essential during the planning process. The HRTPO conducted an extensive public outreach effort as part of this plan's development process.

Promoting Active Transportation

On April 30, 2016, the HRTPO participated in Community Fun Day 2016. At this free event, hosted by the High Street United Methodist Church and the James L. Camp Jr. YMCA, the HRTPO and the other 30+ participating groups engaged the residents of Southampton County and City of Franklin as they partook in the fun, family friendly activities. The HRTPO handed out bicycle and pedestrian materials, such as brochures and key chains, to promote active transportation.

Survey Overview

Working with the steering committee, the HRTPO developed a 17-question survey highlighting active transportation in Southampton County. The survey covered an array of active transportation topics including current walking and biking usage, preferences in walking and biking, desired destinations to travel to via walking and biking, and corridors that need walking and biking improvements.

The HRTPO disseminated the survey in two initiatives. As part of the first initiative, the HRTPO participated at the Franklin Southampton County Fair on Aug 9-12, 2017 and at the Franklin Fall Festival on October 7, 2017. Event goers completed surveys in person.

As part of the second initiative, HRTPO staff disseminated the survey in a paper brochure at the County Administration Building and at the Walter Cecil Rawls library. Additionally, the survey was made available to the public online.

Links to the survey were posted on the HRTPO website, on the Southampton County website, and on the Franklin Southampton Economic Development Facebook page. The survey dissemination for the second initiative lasted from March 1, 2018 to March 20, 2018.



Franklin Southampton County Fair



Franklin Fall Festival



County Administration Building



Walter Cecil Rawls Library

Franklin Southampton Economic Development

March 9 at 9:54am

Franklin Southampton Economic Development

Southampton County is getting its own active transportation plan, a plan that focuses on moving people via human-powered transportation options, such as biking and walking. Please visit the Southampton County website to share your thoughts and opinions in a survey as they will help shape Southampton County's active transportation plan. The online survey is available now through March 20th.

[Please click here to take the survey](#)

Southampton County Virginia | Growing Business | Economic Development in Southeastern Virginia

Founded in 1740, Southampton County, Virginia expands across 600 miles of land that has enhanced our economic heritage for agriculture and forestry. While good...

SOUTHAMPTONCOUNTY.ORG

Franklin Southampton Economic Development
Facebook Webpage

Following the two survey initiatives, the HRTPO conducted an analysis of the responses. In total, the HRTPO received 116 survey responses (41 – Franklin Southampton County Fair, 20 – Franklin Fall Festival, 16 – County Administration Building, 6 – Walter Cecil Rawls Library, 33 – Online).

As part of the analysis, the HRTPO gathered the following key takeaways:

- Among survey participants, exercise and recreation were the two most popular purposes for biking and walking in Southampton County (50% and 47% respectively).
- More walking than biking done in Southampton County.
- Approximately 72% of survey participants prefer to bike separately from motorized traffic.
- Approximately 73% of survey participants prefer active transportation facilities that accommodate both walking and biking.
- In regards to comfort, 30% of survey participants said they were somewhat comfortable riding on low traffic roads. Approximately 47% of survey participants are not comfortable riding next to motorized traffic, but would like to safely (separate from traffic).
- Survey participants would bike and/or walk more in Southampton County if there were more trails/off road paths (66%), if there were more biking and walking activities/events (46%), or if there were more space on the roads (36%).
- Trails and parks were the two most popular biking and walking destinations in Southampton County among the survey participants (70% and 64% respectively).

- In terms of biking and walking improvements in Southampton County, improved safety and better connections to destinations were most favorable among survey participants (69% and 48% respectively).
- Approximately 27.6% of survey participants believe bike trails/trails/off road paths would encourage more biking and walking in Southampton County over the next five years. In addition, survey participants envision bike trails/trails/off road paths as part of Southampton County's future.

See the appendix for the survey questions and results.

Public Comment Opportunities

The HRTPO attended Community Day 2018 held at the High Street Methodist Church in Southampton County to provide a public comment opportunity regarding the plan's draft vision, draft goals, and draft recommendations for active transportation improvements. No comments were received at this event.

As part of this public review and comment effort, the HRTPO ran an ad on Facebook targeting users in Southampton County only. Over the two-week period of the public notice, the ad appeared 33,409 times. Of the total Southampton County population, 4,225 people engaged the ad. Of that group, 163 people clicked through to review the draft active transportation plan items. Interest in the ad was slightly higher for women than men across most age groups. No comments were received from the public notice.



Community Day 2018

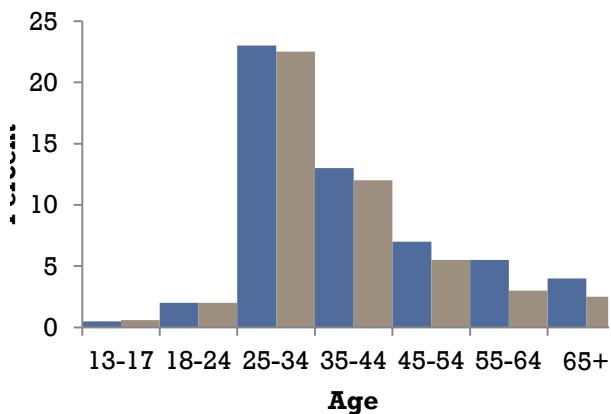


Figure 1: Interest in Facebook Ad

Chapter 5: Vision & Goals

Based on survey results and on the input of the steering committee, the HRTPO developed the following vision statement for this active transportation plan:

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.

The following goals are to support the established vision for active transportation in Southampton County:

Goal – Education and Awareness

Promote active transportation in Southampton County by increased education and awareness opportunities.

In order to extend the presence and longevity of active transportation in Southampton County, residents and visitors of the County must be well informed on the subject. Those affected should be given opportunities to gain information and the proper tools regarding active transportation safety and to learn about current active transportation events in Southampton County.

Goal – Representative of County Qualities

Plan for active transportation improvements that are representative of the County's qualities and showcase its history.

Southampton County is rich with agriculture and history. Any active transportation improvement should uphold and highlight the natural landscape of the County.

Goal – Increased Connectivity for All Users

Provide active transportation accommodations that increase connectivity throughout the County so that users with varying skill levels can travel to their destinations with ease.

Based on the survey results, the comfort levels of riding next to motorized traffic vary in Southampton County. Nearly half of the survey participants said that they were not comfortable riding next to motorized traffic, but they would like to safely (i.e. separate from the traffic), nearly one third said they were somewhat comfortable, and less than 1/5 said they were comfortable on all roads. Increased connectivity of active transportation facilities should be provided while meeting the comfort levels for all users.

Goal - Planning Supportive of Comprehensive Plan

Plan for active transportation improvements that support the goals of the County's comprehensive plan.

The active transportation improvements recommended in this plan should strive to meet the goals established in Southampton County's Comprehensive Plan in order to progress active transportation adaptation in the County. The following transportation goal is listed in Southampton County's 2015-2025 Comprehensive Plan:

Support the safe and efficient movement of people, freight, and services through cooperative efforts of the public and private sectors and encourage future land use planning that provides opportunities to integrate multiple modes of transportation.

Chapter 6: Recommendations

The recommendations discussed in this chapter are split into two categories: Non-Physical Active Transportation Improvements and Physical Active Transportation Improvements.

Non-Physical Recommendations

The following recommended non-physical active transportation improvements provide actions that support and encourage the advancement of the physical active transportation improvements for Southampton County:

Adoption as a Component of Southampton County's Comprehensive Plan

The Southampton County Active Transportation Plan should be adopted as a component of Southampton County's Comprehensive Plan. Doing so will help ensure that this plan is suitable in meeting the transportation goal described in the comprehensive plan:

Support the safe and efficient movement of people, freight, and services through cooperative efforts of the public and private sectors and encourage future land use planning that provides opportunities to integrate multiple modes of transportation.

Establish and strengthen collaborative relationships between Southampton County, law enforcement, VDOT, HRTPO, and future land developers to further advance transportation development efforts.

Collaboration is a key component for the development and advancement of transportation projects. It is important for Southampton County to strengthen its existing relationships with VDOT, law enforcement, and the HRTPO and establish relationships with future land developers if there are potential active transportation improvement opportunities.

Pursue available funding and grants for active transportation improvements.

Southampton County can pursue funding and grants to pay for proposed active transportation

improvement projects. Funding available for active transportation improvement projects include the Transportation Alternatives (TA) Set-Aside (within the Surface Transportation Block Grant Program of the *Fixing America's Surface Transportation Act*), Congestion Mitigation and Air Quality Improvement (CMAQ), Surface Transportation Program (STP), Transportation Investment Generating Economic Recovery program (TIGER), and the Community Prevention Grants (CPG) program.

Encourage active transportation improvement considerations as part of future and improved roadway designs.

Southampton County should seek opportunities where active transportation facilities can be implemented through future and improved roadway designs. In 2004, the Commonwealth Transportation Board (CTB) provided policy to help VDOT implement bicycle and pedestrian accommodations in the planning, design, construction, operation and maintenance of Virginia's transportation network.

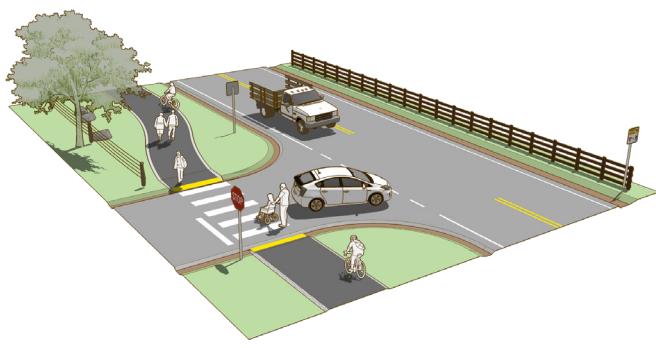
Implement programs to encourage and provide awareness of active transportation.

Southampton County should implement programs that encourage and provide awareness of active transportation to residents. Southampton County could seek to hold bicycle and walking rodeos, events where law enforcement interact with children in teaching proper, safe biking and walking etiquette. In addition, Southampton County can look into Safe Routes to School (SRTS) as another education and awareness program that may be worth pursuing for the advancement of active transportation in Southampton County. Active since 2007, the SRTS program provides assistance to schools and communities in making biking and walking to school a safer, comfortable experience. Grants are available for those interested in pursuing SRTS opportunities.

As part of this action, a maintenance program should be implemented to provide upkeep of the active transportation facilities in Southampton County if such action is not covered by VDOT.

Physical Recommendations

Based on the data inputs, the HRTPO recommends active transportation improvements that provide increased connectivity within the towns and village centers as well as increased connectivity across Southampton County. The HRTPO referred to the *Small Town and Rural Design Guide* during the development of the recommendations for active transportation improvements as it details active transportation facilities specifically designed for areas in rural settings. Most of the recommended active transportation improvements are variations of the active transportation facilities depicted below.

	<h3>Sidewalk</h3> <ul style="list-style-type: none">• Dedicated space for use by pedestrians• Physically separated from roadway by a curb or unpaved buffer space
	<h3>Sidepath</h3> <ul style="list-style-type: none">• Paved bidirectional shared used path located immediately adjacent and parallel to roadway (i.e. shared use path in Right-Of-Way)• Can offer a high quality experience for users of all ages and abilities
	<h3>Shared Use Path</h3> <ul style="list-style-type: none">• Paved travel area that does not follow roadway network• Low stress experience for users of all ages and abilities

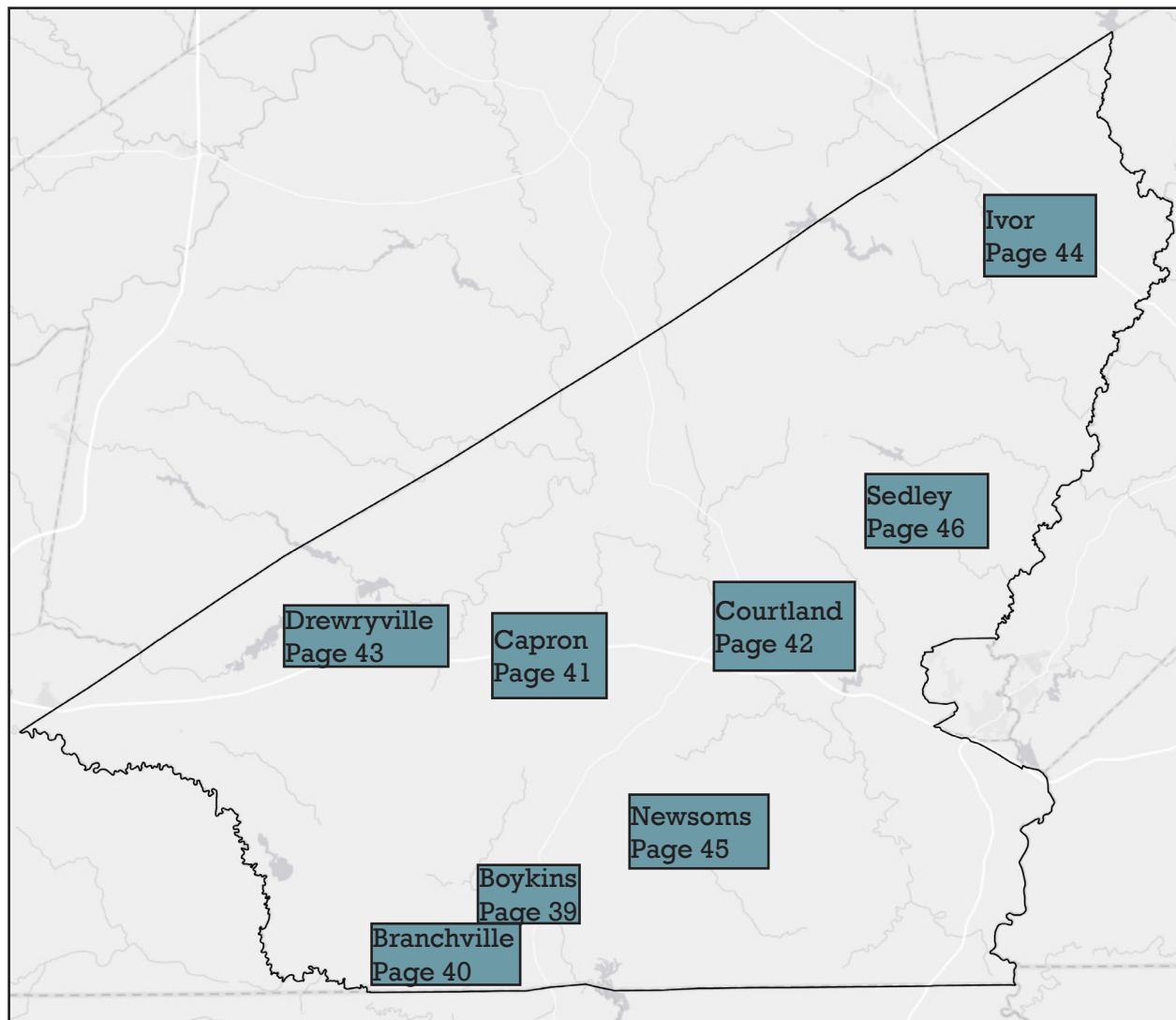
Source: *Small Town and Rural Design Guide*

Figure 2: Appropriate Active Transportation Facilities for Rural Areas

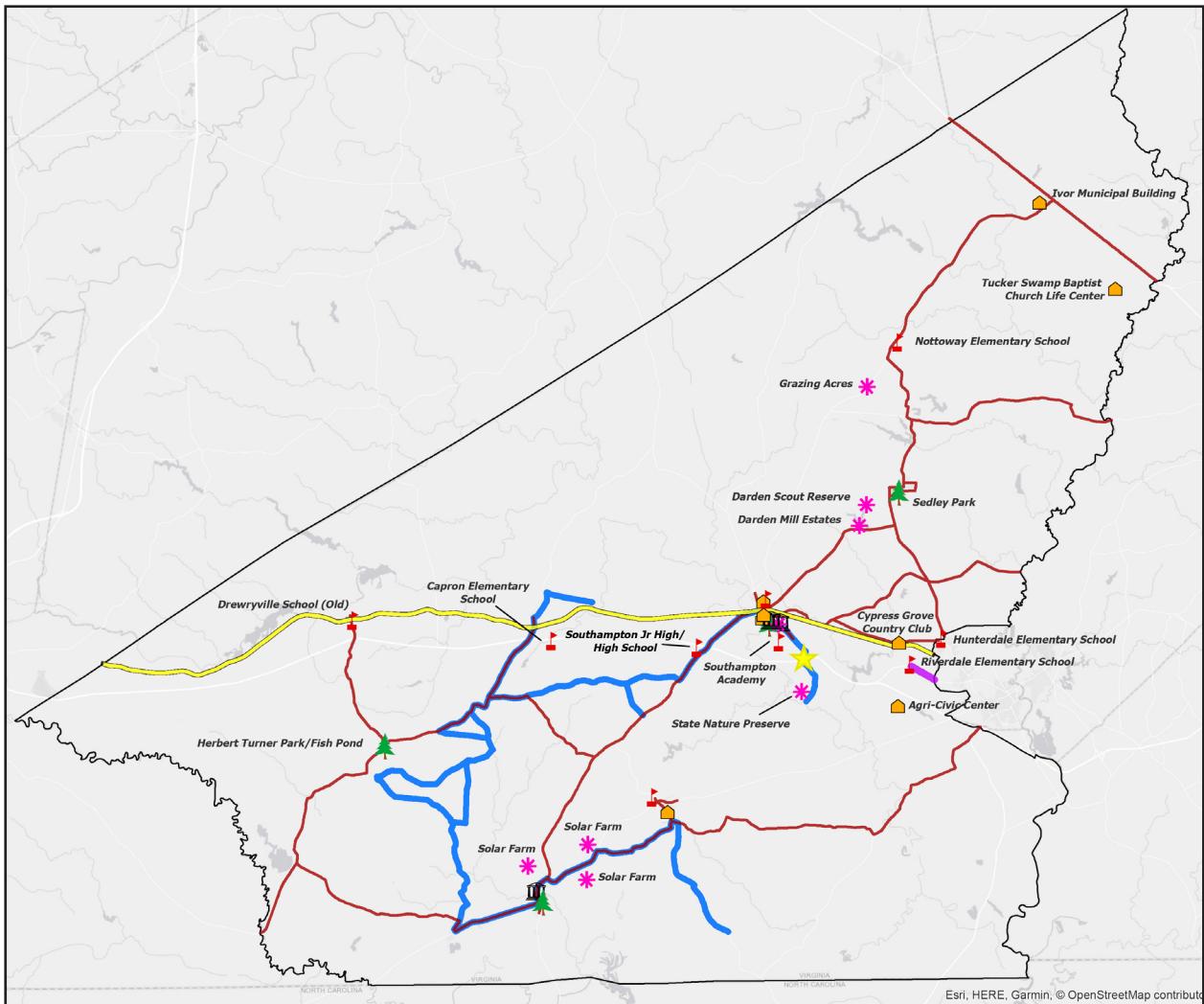
The recommended physical active transportation improvements for Southampton County are presented in the following maps. Please refer to the index below for specific recommendations at the town level. In addition, the recommended improvements are listed following the maps.

Note: The alignment of any recommendation is not set until the final design is completed.

Map 24: Physical Recommendations Map Index



Map 25: Southampton County Recommendations



Recommendations for Active Transportation Improvements

- Sidewalk or Multi-Use Path**
- Sidepath**
- Rail to Trail**
- Nat Turner Insurrection Trail (Sidepath & Signage)**

Points of Interest

- Community Facility**
- Museum**
- Park**
- School**
- Other**

Not all facilities are labeled. Please see town maps for further detail.

Map 26: Town of Boykins Recommendations



Recommendations for Active Transportation Improvements

- Sidepath
- Nat Turner Insurrection Trail (Sidepath & Signage)
- Road

Points of Interest

- ⌂ Community Facility
- 🏛 Museum
- 🌲 Park
- 🏫 School
- * Other

Map 27: Town of Branchville Recommendations



Recommendations for Active Transportation Improvements

- Sidepath
- Nat Turner Insurrection Trail (Sidepath & Signage)
- Road

Points of Interest

- Community Facility
- Museum
- Park
- School
- Other

Map 28: Town of Capron Recommendations



Recommendations for Active Transportation Improvements

- New Sidewalk
- Sidepath
- Rail to Trail
- Nat Turner Insurrection Trail (Sidepath & Signage)

★ Crosswalk Feasibility Study

— Road

Points of Interest

- ▲ Community Facility
- Museum
- ▲ Park
- School
- ✳ Other

Map 29: Town of Courtland Recommendations



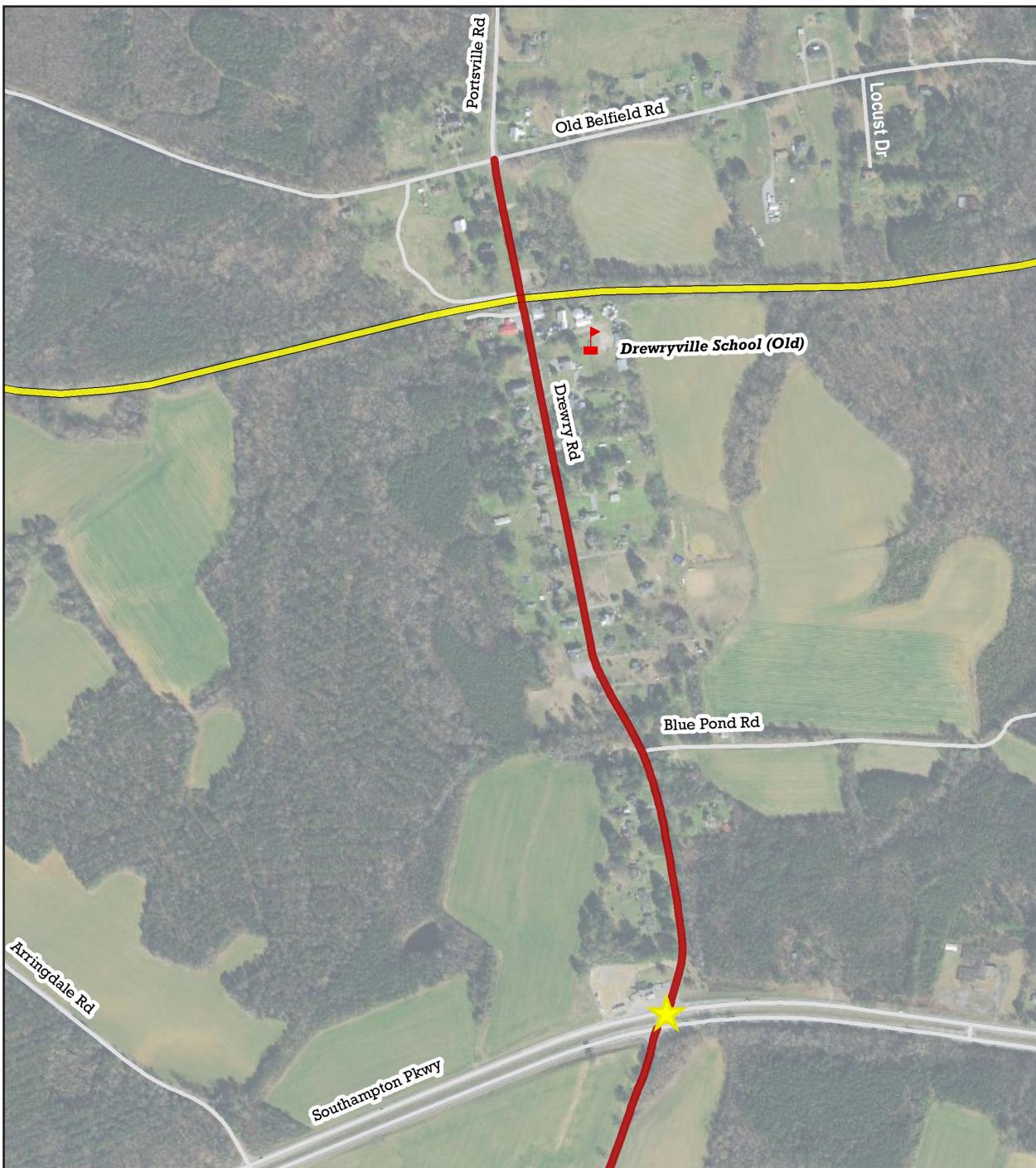
Recommendations for Active Transportation Improvements

- New Sidewalk
- Widen and Extend Sidewalk
- Sidepath
- Rail to Trail
- Nat Turner Insurrection Trail
(Sidepath & Signage)
- Road

Points of Interest

- Community Facility
- Museum
- Park
- School
- Other

Map 30: Drewryville Recommendations



Recommendations for Active Transportation Improvements

- Sidepath
- Rail to Trail
- ★ Crosswalk Feasibility Study
- Road

Points of Interest

- Community Facility
- Museum
- Park
- School
- Other

Map 31: Town of Ivor Recommendations



Recommendations for Active Transportation Improvements

■ Widen and Extend Sidewalk

■ Sidepath

★ Crosswalk Feasibility Study

■ Road

Points of Interest

- Community Facility
- Museum
- ▲ Park
- School
- Other

Map 32: Town of Newsoms Recommendations



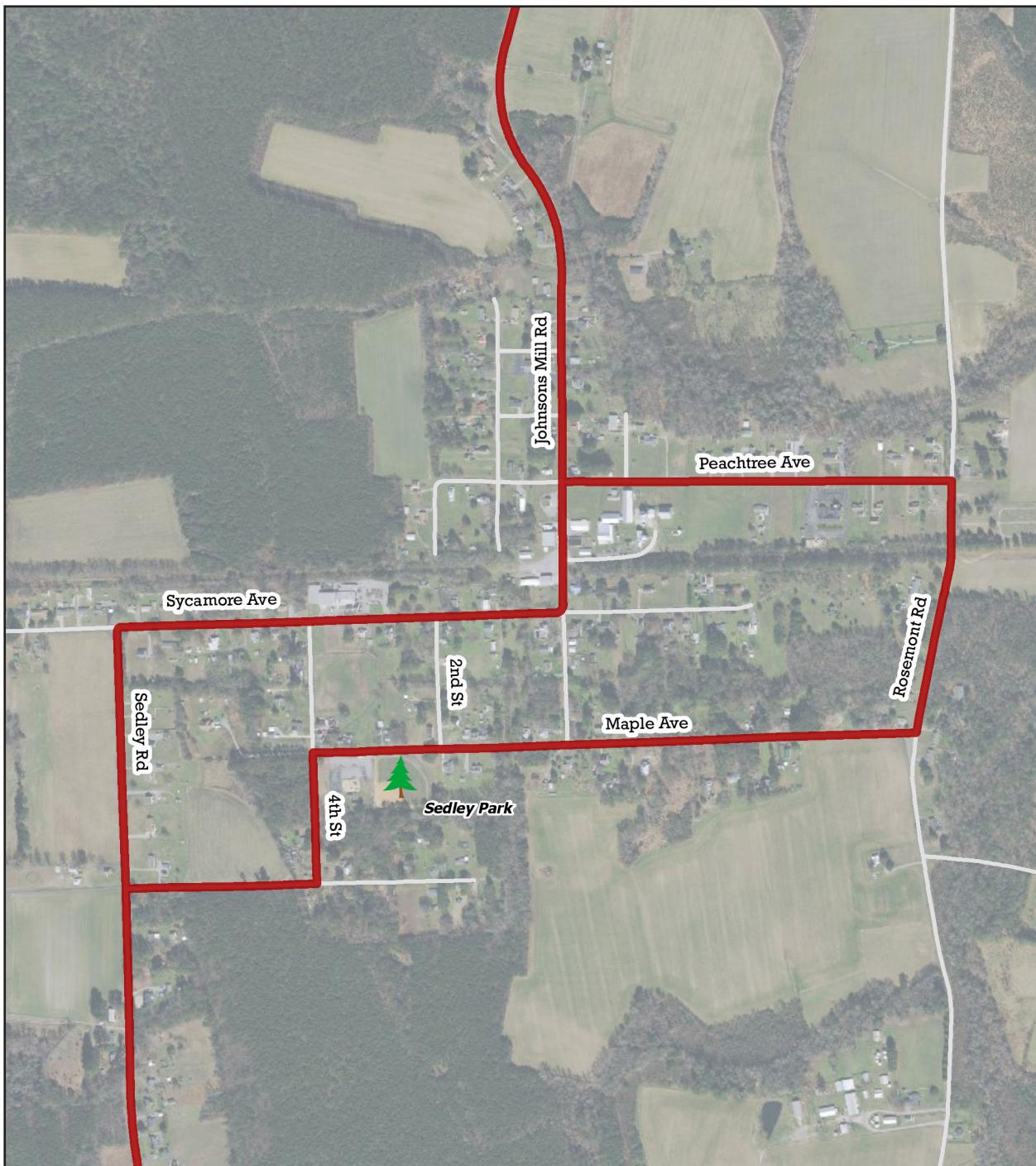
Recommendations for Active Transportation Improvements

- New Sidewalk
- Road
- Sidepath
- Nat Turner Insurrection Trail (Sidepath & Signage)
- Crosswalk Feasibility Study

Points of Interest

- Community Facility
- Museum
- Park
- School
- Other

Map 33: Sedley Recommendations



Recommendations for Active Transportation Improvements

— Sidepath

— Road

Points of Interest

- Community Facility
- Museum
- Park
- School
- Other

Table 2: Recommended Physical Improvements in Towns & Village Centers

Location	Road	From	To	Improvement
Boykins	Beaton Ave	West Town Line	Route 35 (Main St)	Sidepath
Boykins	Route 35 (Main St)	Beaton Ave	North Town Line	Sidepath
Boykins	Route 35 (Main St)	Johnson St	Beaton Ave	Sidepath
Branchville	Darden St	North Town Line	Woodard St	Sidepath
Branchville	Woodard St	Darden St	Broad St	Sidepath
Branchville	Broad St	Woodard St	East Town Line	Sidepath
Capron	Meadow St	Elm Ave	Barham Ave	Sidewalk
Capron	Barham Ave	Meadow St	Route 653 (Main St)	Sidewalk
Capron	US 58 at Route 653 (Main St)	N/A	N/A	Crosswalk Feasibility Study
Capron	Route 653 (Main St)	North Capron Corporate Limit	South Capron Corporate Limit	Sidepath
Courtland	Route 35 (Main St)	Rebecca Vaughan House	Railroad	Nat Turner Insurrection Trail - Sidepath & Signage
Courtland	Route 35 (Main St)	North Courtland Corporate Limit	South Courtland Corporate Limit	Sidepath
Courtland	Shand Dr	Route 35 (Main St)	Old Plank Rd	Sidewalks
Courtland	Old Plank Rd	Southampton Academy	Route 35 (Main St)	Sidewalks
Courtland	Liden St	Route 35 (Main St)	Rochelle St	Sidepath
Courtland	Liden St	Rochelle St	Bride St	Widen Sidewalk
Courtland	Rochelle St	East Town Line	Bus US 58 (Main St)	Sidepath
Courtland	Oak Trail	Route 35 (Main St)	Stevens Wood Apartments	Sidewalks
Courtland	Florence St	Route 35 (Main St)	Aurora St	Widen and Extend Sidewalk
Drewryville	US 58 at Drewry Road	N/A	N/A	Crosswalk Feasibility Study
Drewryville	Drewry Rd	Old Belfield Rd	US 58	Sidepath
Ivor	Rawls Dr	Route 616 (Main St)	Bell Ave	Widen and Extend Sidewalk
Ivor	Bell Ave	Route 616 (Main St)	Rawls Dr	Widen and Extend Sidewalk
Ivor	Gale Ave	Route 616 (Main St)	Babb Dr	Widen and Extend Sidewalk
Ivor	Church St	Rawls Dr	Gale Ave	Widen and Extend Sidewalk
Ivor	Babb Dr	Bell Ave	Railroad Ave	Widen and Extend Sidewalk
Ivor	US 460 at Route 616	N/A	N/A	Crosswalk Feasibility Study

Location	Road	From	To	Improvement
Ivor	Route 616 (Main St)	South Ivor Coporate Limit	US 460	Sidepath
Ivor	US 460	West Ivor Coporate Limit	East Ivor Coporate Limit	Sidepath
Newsoms	Main St at Route 671 (General Thomas Hwy)	N/A	N/A	Crosswalk Feasibility Study
Newsoms	Westbrook St at Route 671 (General Thomas Hwy)	N/A	N/A	Crosswalk Feasibility Study
Newsoms	Route 671 (General Thomas Hwy)	East Town Line	West Town Line	Sidepath
Newsoms	Main St at Route 671 (General Thomas Hwy)	N/A	N/A	Crosswalk Feasibility Study
Newsoms	Westbrook St at Route 671 (General Thomas Hwy)	N/A	N/A	Crosswalk Feasibility Study
Newsoms	Route 671 (General Thomas Hwy)	East Town Line	West Town Line	Sidepath
Newsoms	Main St	Meherrin Elementary School	South Town Line	Sidepath
Newsoms	Railroad St	Main St	Everett St	Sidewalk
Newsoms	Everett St	Railroad St	Route 671 (General Thomas Hwy)	Sidewalk
Newsoms	Westbrook St	Everett St	Thomaston St	Sidewalk
Newsoms	Thomaston St	Westbrook St	Main St	Sidewalk
Sedley	Route 641 (Sedley Rd)	Oak Ave	Route 641 (Sycamore Ave)	Sidepath
Sedley	Route 641 (Sycamore Ave)	Route 641 (Sedley Rd)	Route 641 (Johnsons Mill Rd)	Sidepath
Sedley	Route 641 (Johnsons Mill Rd)	Route 641 (Sycamore Ave)	Route 1006 (Peachtree Ave)	Sidepath
Sedley	Route 1006 (Peachtree Ave)	Route 641 (Johnsons Mill Rd)	Route 646 (Rosemont Rd)	Sidepath
Sedley	Route 646 (Rosemont Rd)	Route 1006 (Peachtree Ave)	Route 642 (Maple Ave)	Sidepath
Sedley	Route 642 (Maple Ave)	Route 646 (Rosemont Rd)	Route 1003 (4th St)	Sidepath
Sedley	Route 1003 (4th St)	Route 642 (Maple Ave)	Oak Ave	Sidepath
Sedley	Oak Ave	Route 1003 (4th St)	Route 641 (Sedley Rd)	Sidepath

Table 3: Recommended Physical Improvements Across Southampton County

Location	Road	From	To	Improvement
Southampton County	US 58 at Old Bridge Rd	N/A	N/A	Crosswalk Feasibility Study
Southampton County	Bus US 58 (Camp Pkwy)	Riverdale Elementary School	Franklin City Limit	Proffered alignment (Sidewalk or Multi-Use Path)
Southampton County	Abandoned Norfolk Southern Railroad	West County Limit	Franklin City Limit	Rail to Trail (Shared Use Path along Rail Right-Of-Way)
Southampton County	Statesville Rd - Sands Rd - Statesville Rd	Barnes Church Cir	Cypress Bridge Rd	Nat Turner Insurrection Trail - Sidepath & Signage
Southampton County	Cypress Bridge Rd - Main St - Old Chapel Rd - Cross Keys Rd - General Thomas Hwy - Main St - Pittman St - Woodard St - Darden St - Old Branchville Rd	Statesville Rd	Vicks Millpond Rd	Nat Turner Insurrection Trail - Sidepath & Signage
Southampton County	Vicks Millpond Rd	Old Branchville Rd	White Meadow Rd	Nat Turner Insurrection Trail - Sidepath & Signage
Southampton County	White Meadow Rd	Vicks Millpond Rd	Cabin Pond Ln	Nat Turner Insurrection Trail - Sidepath & Signage
Southampton County	Cabin Pond Ln	White Meadow Rd	Clarksbury Rd	Nat Turner Insurrection Trail - Sidepath & Signage
Southampton County	Clarksbury Rd	Cabin Pond Ln	Pinopolis Rd	Nat Turner Insurrection Trail - Sidepath & Signage
Southampton County	Peter Edwards Rd	Clarksbury Rd	Pinopolis Rd	Nat Turner Insurrection Trail - Sidepath & Signage
Southampton County	White Meadow Rd	Vicks Millpond Rd	Porter House Rd	Nat Turner Insurrection Trail - Sidepath & Signage
Southampton County	Barrow Rd	Pinopolis Rd	Route 35 (Meherrin Rd)	Nat Turner Insurrection Trail - Sidepath & Signage
Southampton County	Dickens Ln	Route 35 (Meherrin Rd)	Barrow Rd	Nat Turner Insurrection Trail - Sidepath & Signage
Southampton County	Carys Bridge Rd - Buckhorn Quarter Rd	North Capron Corporate Limit	Popes Station Rd	Nat Turner Insurrection Trail - Sidepath & Signage

Location	Road	From	To	Improvement
Southampton County	Jerusalem Rd - Old Bridge Rd	Courtland Corporate Limit	Cypress Bridge Swamp	Nat Turner Insurrection Trail - Sidepath & Signage
Southampton County	Pinopolis Rd - Main St	Peter Edwards Rd	Carys Bridge Rd	Nat Turner Insurrection Trail - Sidepath & Signage
Southampton County	Meherrin Rd	Barrow Rd	Main St (in Courtland)	Nat Turner Insurrection Trail - Sidepath & Signage
Southampton County	Little Texas Rd - Whitehead Rd - Darden St - Woodard St - Pittman Rd - Main St - General Thomas Hwy - Cross Keys Rd - Old Chapel Rd - Main St - Cypress Bridge Rd - Mt Horeb Rd - Monroe Rd - Sycamore Church Rd - Dogwood Bend Rd - Smiths Ferry Rd	Greenville County Line	Franklin City Limit	Sidepath
Southampton County	Little Texas Rd - Pinopolis Rd - Drewry Rd	Whitehead Rd	US 58	Sidepath
Southampton County	Pinopolis Rd	Drewry Rd	Capron South Corporate Limit (Old Lamb Rd)	Sidepath
Southampton County	Barrow Rd - Old Place Rd - Garris Mill Rd	Pinopolis Rd	Route 35 (Meherrin Rd)	Sidepath
Southampton County	Route 35 (Meherrin Rd)	Boykins Corporate Limit	Bus US 58 (Main St)	Sidepath
Southampton County	Flaggy Run Rd - Country Club Rd	Courtland Corporate Limit	Franklin City Limit	Sidepath
Southampton County	Flaggy Run Rd - Storys Station Rd	Country Club Rd	Route 641 (Sedley Rd)	Sidepath
Southampton County	Route 641 (Sedley Rd)	Franklin City Limit	Oak Ave	Sidepath
Southampton County	Johnsons Mill Rd - Unity Rd - Cottage Hill Rd	Peachtree Ave	Route 616 (Ivor Rd)	Sidepath
Southampton County	Route 616 (Ivor Rd)	Cottage Hill Rd	Ivor West Corporate Limit	Sidepath
Southampton County	Route 603 (Unity Rd)	Isle of Wight County Limit	Johnsons Mill Rd	Sidepath
Southampton County	Route 611 (Black Creek Rd/ Joyners Bridge Rd)	Route 641 (Sedley Rd)	Isle of Wight County Limit	Sidepath

Chapter 7: Next Steps

This plan's purpose is to ultimately bring active transportation to the forefront in Southampton County. The vision, goals, and recommendations for active transportation improvements discussed in this plan are to open doors and provide opportunities for active transportation implementation in Southampton County such that commuting and recreational needs are met.

As next steps, further analysis of the recommendations for active transportation improvements should be conducted via the HRTPO's Project Prioritization Tool. The Project Prioritization Tool prioritizes candidate transportation projects based on their technical merits and benefits. For the purposes of prioritization, candidate transportation projects are categorized into the following evaluation categories to enable decision-makers to more efficiently compare projects: Highways, Bridges/Tunnels, Transit, Intermodal, Active Transportation, and Systems Management. The recommendations for active transportation improvements presented in this plan would be evaluated under the Active Transportation category in the Project Prioritization Tool.

Pursuing funding to implement the recommended active transportation improvements is also part of next steps. Further evaluation of the available sources described in this plan, such as the Transportation Alternatives (TA) Set-Aside and the Congestion Mitigation and Air Quality Improvement (CMAQ), should be conducted as part of project implementation.

Additionally as next steps, promoting active transportation as a viable and safe transportation choice in Southampton County should be conducted.



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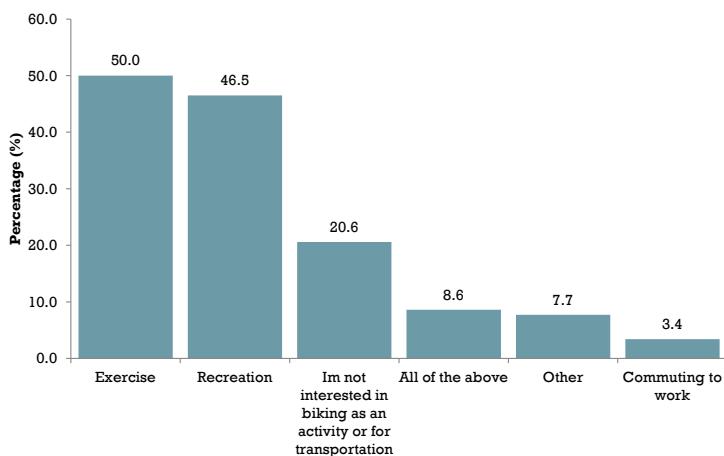
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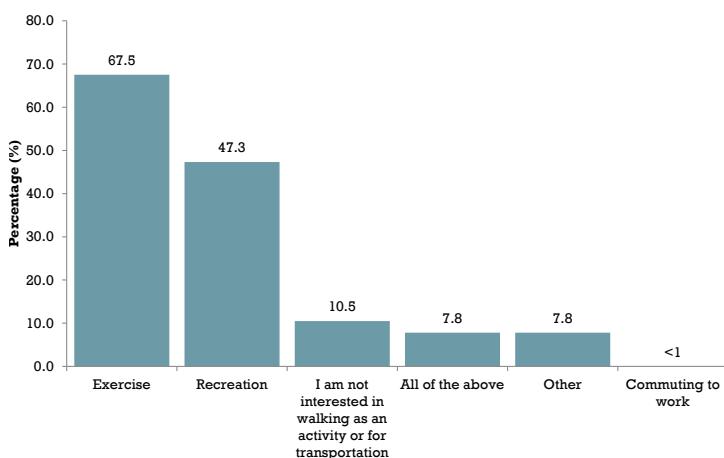
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Appendix: Survey Results

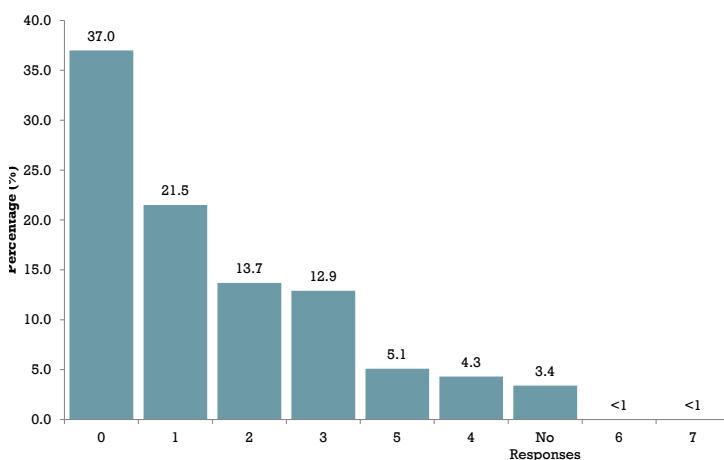
Q1: For what purpose(s) do you bike now in Southampton County?



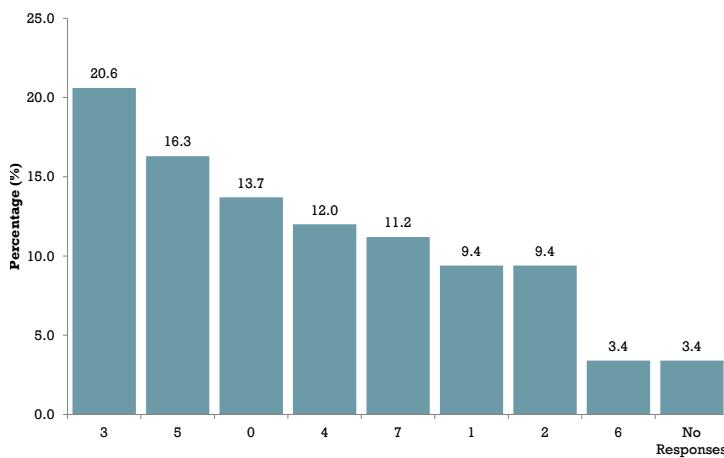
Q2: For what purpose(s) do you walk now in Southampton County?



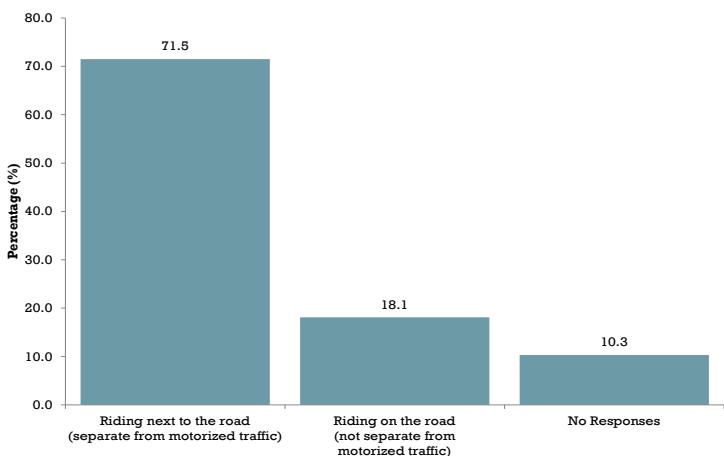
Q3: On average, how many days per week do you bike in Southampton County?



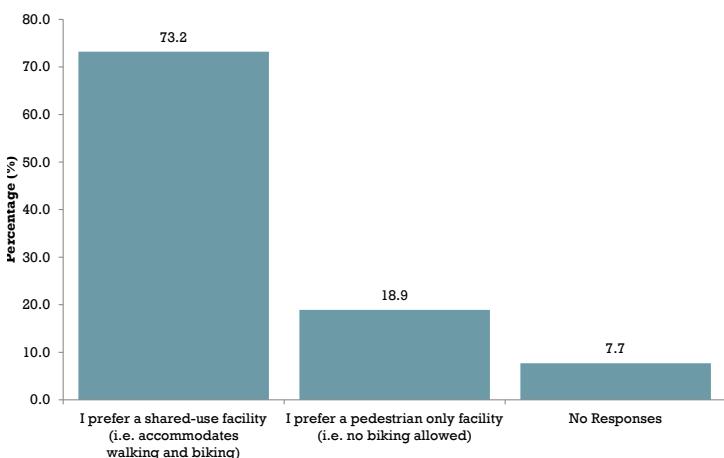
Q4: On average, how many days per week do you walk in Southampton County?



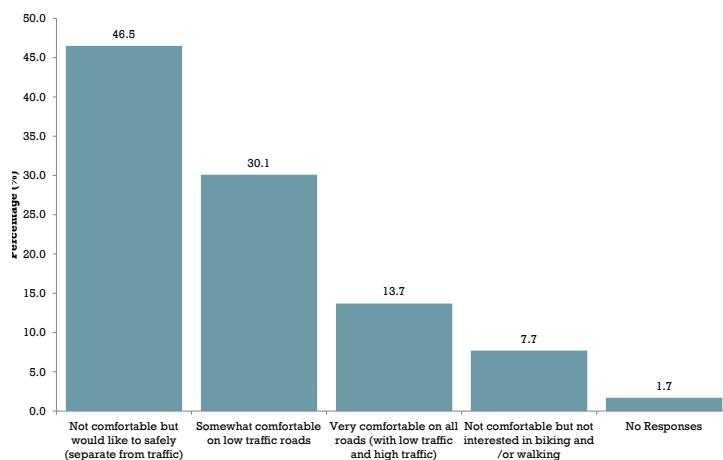
Q5: What is your preference regarding biking in Southampton County?



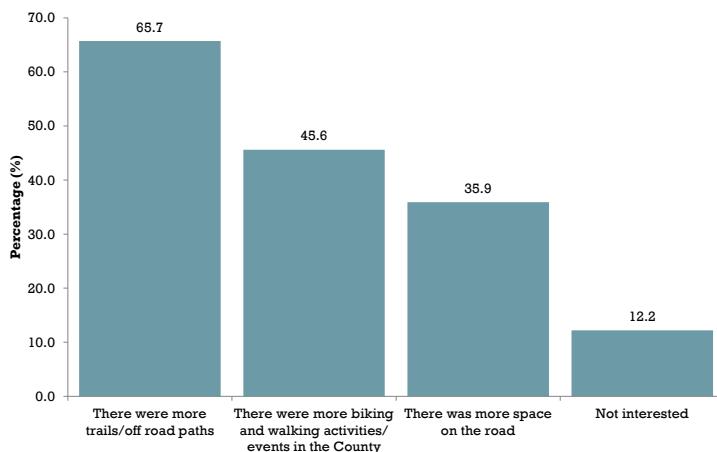
Q6: What is your preference regarding off-road walking accommodations in Southampton County?



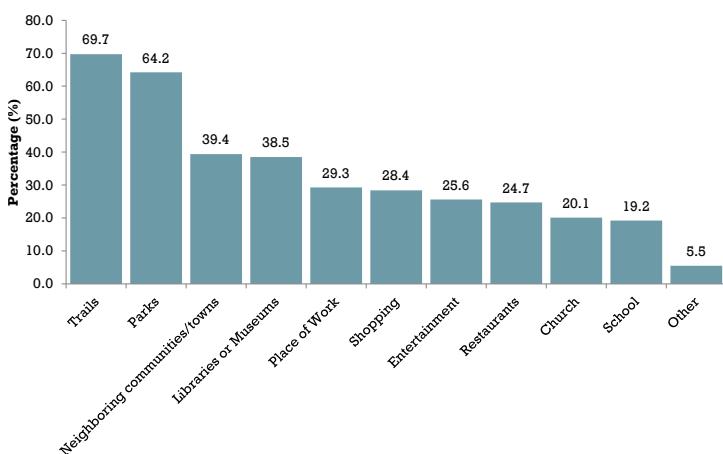
Q7: How comfortable are you biking and/or walking next to motorized traffic in Southampton County?



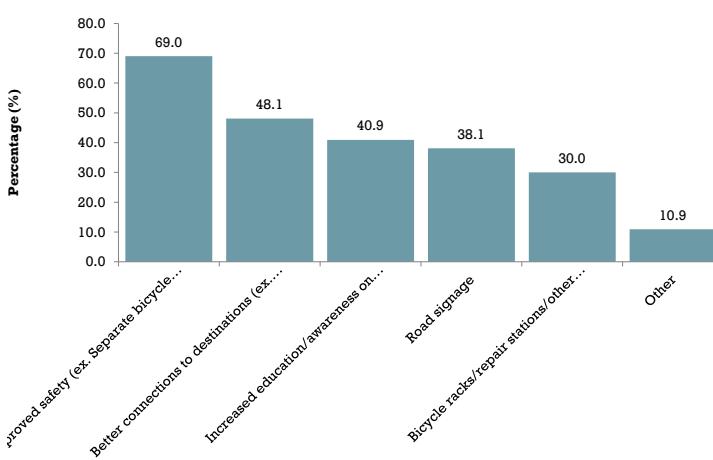
Q8: I would bike/walk more if...? Pick all that apply.



Q9: What destinations in Southampton County would you most like to get to via biking and/or walking? Pick all that apply.



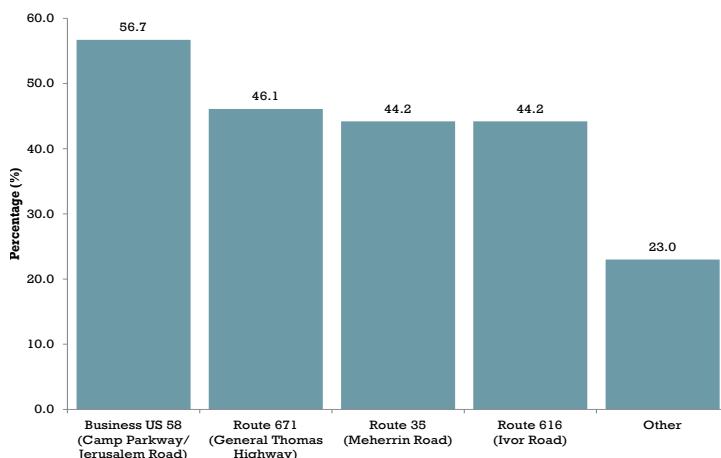
**Q10: What biking and walking improvements would you like to see in Southampton County?
Pick all that apply.**



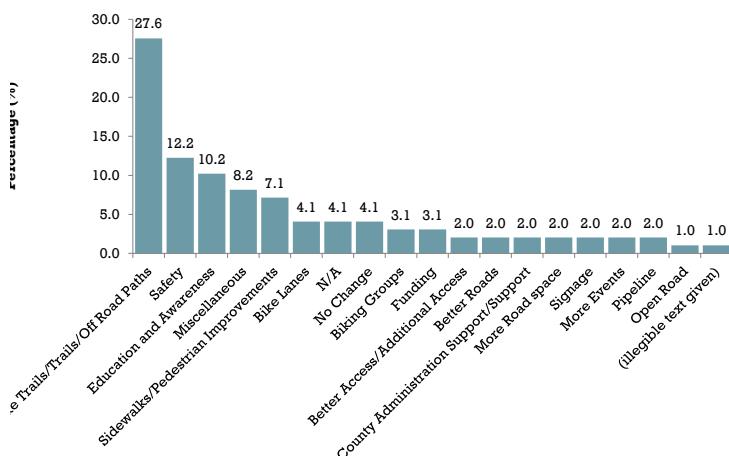
Available multiple choice answers:

- a. Better connections to destinations (e.g. Work, school, church, park, etc.)
- b. Improved safety (e.g. Separate bicycle and walking facilities)
- c. Increased education/awareness on biking and walking in the County
- d. Road signage
- e. Bicycle racks/repair stations/other accommodations
- f. Other _____

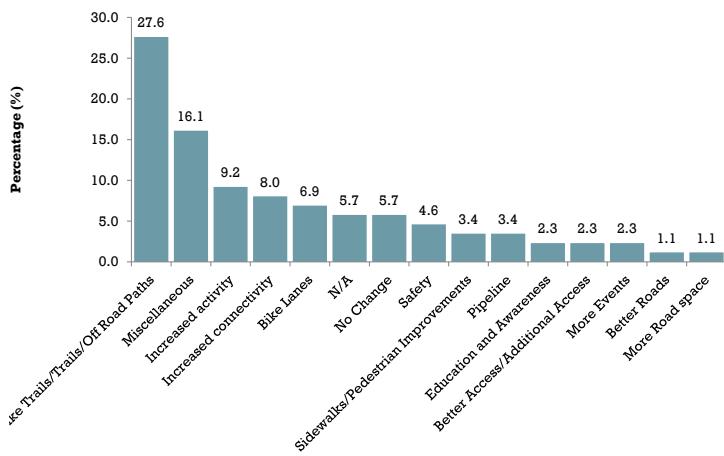
Q11: In your opinion, what do you think are the corridors that need biking and walking improvements the most? Pick all that apply.



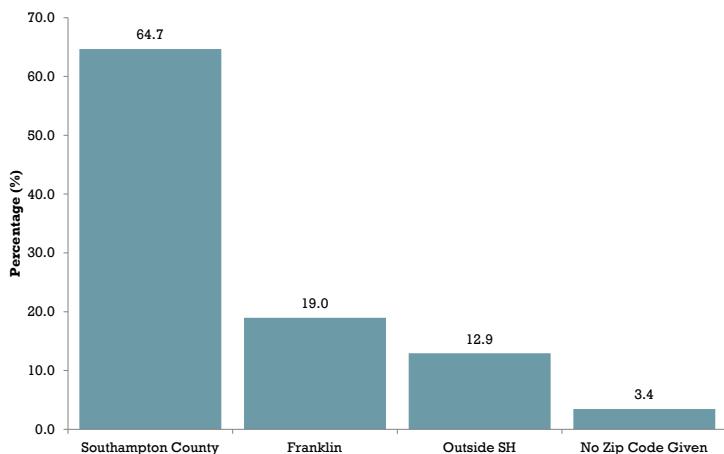
Q12: What is one specific thing you think needs to happen to encourage more biking and walking in Southampton County over the next 5 years?



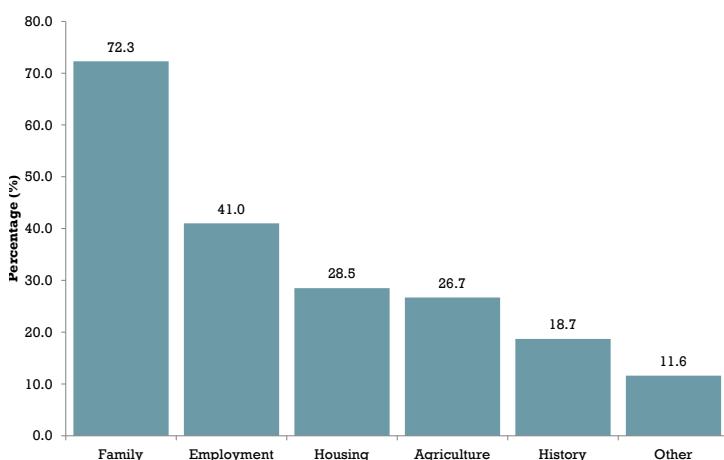
Q13: What is your vision for biking and walking in Southampton County in 20 years?



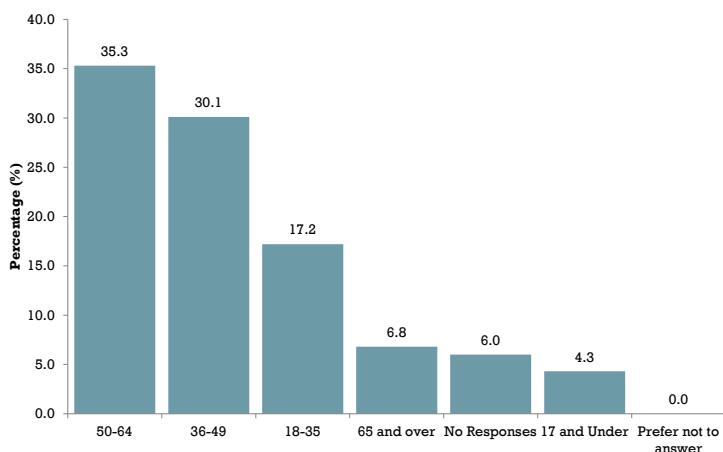
Q14: What is your zip code?



Q15: Why do you choose to live in Southampton County? Pick all that apply.



Q16: How old are you?



Q17: What is your gender?

