

3. Unemployment

To accompany the county's high incomes relative to the incomes some neighboring localities, unemployment remains low. The total civilian labor force in Augusta County for June, 2005 was 36,507 of which 35,306 were employed and 1,201 were unemployed. The unemployment rate was 3.3 percent. Over the 10-year period from 1993 to 2003, the unemployment rate in the Augusta-Staunton-Waynesboro area had been steadily decreasing with a slight increase shown over the last three years. Low unemployment and its impact on the county's economy will most likely continue to attract in-migration.

4. Planning Issues

Based on the available data regarding employment and economy, the following planning issues have been identified:

- Wages in Augusta County are lower than the state average. What measures should the county consider to diversify the economic sector in order to provide wages at higher levels? How should the county address affordable housing needs as a result of low wages?
- Employment levels in the county have been strong for a decade and indicated by unemployment rates lower than the state average since 1993. However, these employment opportunities are not necessarily provided within the county as the area is considered a labor exporter. What should the county do to help reduce the amount of employment being exported?
- Population growth due to natural increase (births) and in-migration indicates that there is a strong future labor force potential. This is further illustrated by the increase in educational attainment levels over the last decade in the county. What programs, such as technical training and industry targeting, should the county consider to best use its future labor force?

G. Transportation

Augusta County's transportation systems are influenced by the varying—mountain and valley—terrain as well as the low density land use patterns that exist in the county. In general, the transportation system is denser and better connected in the county's higher growth and incorporated areas and not as dense, connected, or improved in rural and undeveloped areas. Narrow two-lane roads represent the majority of lane mileage in the county.

Similar to many other areas in Virginia and the United States, the most significant development and population growth have occurred along the county's two interstate routes where there are interchanges, along other prominent transportation corridors, and at the urban fringe. The county's transportation system links origins and destinations, whether they are accessed by sidewalk, bikeway, road, rail, or airport. This infrastructure facilitates the movement of goods and people, both efficiently and

inefficiently. Within Augusta County, a number of transportation systems exist and include:

- Sidewalks and bikeways
- Roadways
- Passenger railroad
- Freight railroad
- Airports

1. Sidewalks, Bikeways, and Greenways

Similar to most other rural counties, Augusta County has few sidewalks and no designated on-street bikeways. While opportunities exist to walk and bicycle, they are focused on recreation, not transportation. Many of the county's quiet rural roads are well-suited for, and used by, advanced cyclists. Popular with local bicycle advocacy groups, there are a number of undesignated (not signed) on-street bicycle routes within and running through the county that include the TransAmerica Route, Great Lakes Loops, Coast to the Caverns, Southern Augusta Ambler, the Tour de Valley, and a number of other routes.

In an effort to plan for improved bicycling and pedestrian conditions in the future, the Central Shenandoah Planning District Commission (CSPDC) recently completed *The Central Shenandoah Valley Greenway Plan (July 2004)*. This plan encompasses a five-county region that includes Augusta, Bath, Highland, Rockbridge, and Rockingham Counties. Detailed recommendations for the Augusta-Staunton-Waynesboro areas can be found in the plan document. Several recommendations specific to bicycling and walking in Augusta County include:

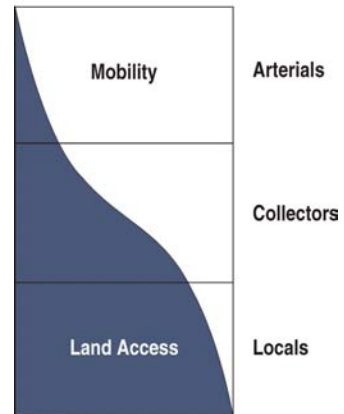
- Supporting the City of Waynesboro's Greenway Plan
- Developing a county greenway system using existing natural corridors and waterways to better link natural resources throughout the county
- Developing a greenway system in Staunton
- Developing a Bicycle-Pedestrian plan for the Augusta-Staunton-Waynesboro area that connects residential, commercial, and natural resources through the use of striped bicycle lanes, off-street paths, and marked routes
- Implementing rail trails in abandoned railroad corridors
- Opening the Blue Ridge Tunnel at Rockfish Gap to visitors to link trails on both sides of the Blue Ridge Mountains
- Expanding recreational trail opportunities at Western State Hospital, Woodrow Wilson Rehabilitation Center, Blue Ridge Community College, Former Western State Hospital, Virginia School for the Deaf and Blind, and the Frontier Culture Museum

2. Roadways

The characteristically rural roadway network in Augusta County is mostly comprised of two-lane roadways and the occasional divided highway. For the most part, traffic volumes on surface streets are minimal to moderate and roadway congestion is infrequent. While there has been considerable development on several of the major corridors that intersect I-64 between Waynesboro and I-81, such as US Route 250, Route 285/608 and Route 11, the majority of the county's transportation system remains rural in character. On roadways serving many of the newly developed areas, traffic volumes have increased and there are periods of the day when intersection congestion is commonplace.

The county's highway network is comprised of two interstate facilities, the State Primary System, and the State Secondary System. Decisions regarding changes to and modifications of Interstate routes are made by the Virginia Department of Transportation (VDOT) and the Federal Highway Administration (FHWA). State Primary Routes are the responsibility of VDOT and the State Secondary System is maintained by VDOT and has oversight by VDOT and Augusta County. The following sections briefly describe the three roadway systems that exist within Augusta County. Within these roadway systems, several different roadway classes exist and include:

Portion of Service



Arterials primarily serve mobility needs whereas local streets primarily serve land access needs.

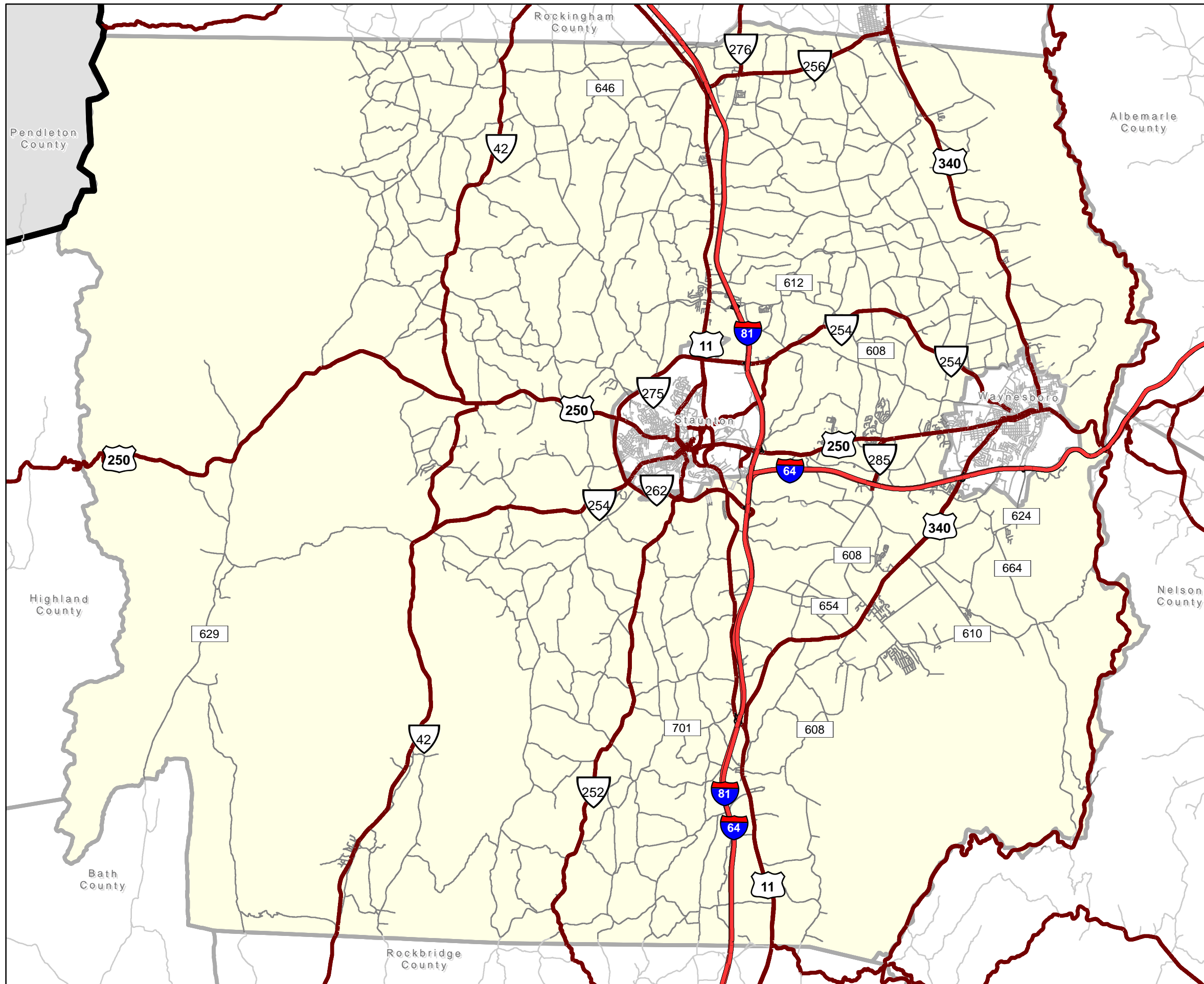
- **Arterials**—are the highest classification of street. They include facilities with full access control (freeways and expressways) as well as several types of thoroughfares. Typically these facilities provide high mobility, operate at higher speeds (45 mph and above), provide significant roadway capacity, and serve longer distance travel. In general, arterials connect to one another and to collector streets. Less frequently they connect to local streets. From the top of the arterial scale to the bottom, expressways and freeways are the top and provide the most mobility and least access—only at interchanges. Principal arterials typically have tightly controlled access and have few, if any, individual site driveways, and are intersected by freeways and expressways as well as minor arterials and other public streets. Minor arterials primarily serve a mobility function, but often have more closely spaced intersections, some individual site driveways, and generally lower design and posted speeds than other arterial types.
- **Collectors**—typically provide less overall mobility, have more frequent and greater access flexibility (with adjacent land uses), have lower posted speeds (45 mph and below), and serve shorter distance travel than arterials. The majority of collector streets connect with one another, with local streets, and with non-freeway/expressway arterials.

- **Locals**—provide a high level of access to adjacent land uses/development, serve short distance travel, have lower posted speed limits (45 mph and below), and have a lesser role in overall mobility. Local streets typically connect to one another, to collector streets, and less frequently to arterials.








Interstate Facilities

Interstates 64 and 81 run through Augusta County and are shown in **Map 25**. These rural interstate facilities—totaling approximately 41.4 miles—operate acceptably according to highway standards, except when incidents and inclement weather affect normal traffic flow. A range of typical roadway capacity for 4-lane rural interstates is 56,600 vehicles per day (vpd) to 63,000 vpd based on Average Daily Traffic Counts (ADT); however, the capacity of I-81 and I-64 is likely to be higher due to the relatively even hourly distribution of daily traffic volumes. A capacity of 68,000 to 74,000 vehicles per day is not unreasonable in these corridors.

- **I-81** runs in a generally north/south orientation along the western edge of Virginia. The majority of the I-81 corridor in Augusta County has a four-lane cross section and is rural in character with widely spaced interchanges and a 65 mile per hour posted speed limit. Between Staunton and Lexington, I-81 runs on a shared alignment with I-64. Throughout the I-81 corridor, in Augusta and other counties through which it passes, high volumes—approximately 30-percent—of heavy trucks substantially impact traffic conditions. In 2003, I-81 carried 45,000 vpd near the northern county line, 54,000 vpd just north of Staunton, 52,000 just south of I-64, and 42,000 vpd near the southern county line. Higher traffic volumes between the northern and southern county lines and Staunton indicate that county to city and city to county trips are being made on the interstate corridor.
- **I-64** runs in a generally east/west orientation through central Virginia. This important interstate route begins in the Hampton Roads area of the state and runs westward through Augusta County, where it merges with I-81. In the vicinity of Staunton, I-64 and I-81 merge and run on a shared alignment between Staunton and Lexington. Near Lexington, I-81 continues south, whereas I-64 continues westward. Throughout the county, I-64 is a four-lane rural interstate facility with a posted speed limit of 65 miles per hour. In 2003, I-64 was carrying 36,000 vpd immediately east of Staunton and 26,000 vpd near the eastern county line. Similar to I-81, the rise in volume of traffic approaching Staunton indicates that county to city, city to county, and city to city trips are being made on the interstate.

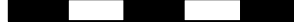


LEGEND

-  Interstate
-  Ramp
-  State Primary System
-  State Secondary System
-  Augusta County
-  West Virginia
-  State Boundaries



0 1 2 3 4 5 Miles



Map 25
Roadway Network
 Augusta County
 Comprehensive Plan
 2007-2027




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State Primary System—Primary Routes

Routes within this classification include the network of major US and state routes throughout the county. These roadways are owned and maintained by VDOT. By facility type, this system includes principal arterials, minor arterials, major collectors, and local roads. These facilities are paved and most have two-lane undivided cross sections. Typically, these roads have higher traffic volumes and carry a more significant proportion of through traffic than State Secondary Roads. Many of these routes have substantial horizontal and vertical alignment deficiencies, not to mention substandard travel way widths, despite being included in the State Primary System. Examples of primary routes include US 250, US 340, US 11, State Route 42, State Route 252, and State Route 285. Sample typical roadway capacities for rural primary routes with good geometrics and moderate design speeds are the following:



Looking north on State Route 252 in southern Augusta County.

- 2-lane undivided—8,600 vpd to 11,100 vpd
- 2-lane with left-turn lanes—11,200 vpd to 14,600 vpd
- 4-lane undivided—17,300 vpd to 22,100 vpd
- 4-lane median divided—23,000 vpd to 29,400 vpd

A summary of the inventory of the facilities included within this classification is shown in **Table 29**. The road network in Augusta County is shown in **Map 25**.

Table 29. State Primary System Summary

Facility Type	Mileage
Principal Arterial	0
Minor Arterial	100.53
Major Collector	62.83
Local Road	6.74
Total	170.1

Source: VDOT, 2005.

State Secondary System—Secondary Roads

Routes within this classification include the network of minor state routes throughout the county. Similar to the State Primary System, facility types within this system include arterials, major and minor collectors, and local streets. Unlike primary routes, not all secondary roads are paved; however, some are eligible to be improved under VDOT's Rural Rustic Road Program. The typical capacity of two-lane secondary roads ranges from 6,100 vpd to 7,600 vpd.



Looking east on Route 670.

A summary of the inventory of the facilities included within this classification is shown in **Table 30**. The road network in Augusta County is shown in **Map 25**. Generally, traffic volumes on these routes are between 100 vpd and 2,000 vpd.

Table 30. State Secondary Road System Summary

Facility Type	Mileage
Arterial	0
Major Collector	171.88
Minor Collector	103.5
Local Road	701.61
Total	976.99

Source: VDOT, 2005.

Rural Rustic Road Program

This program is administered by VDOT and assists Augusta, and other eligible counties, in paving currently unpaved State Secondary roads that meet specific guidelines. Currently, there are more than 300 miles of unpaved State Secondary Roads in Augusta County. The Rural Rustic Road Program currently enables Augusta County to complete 6 to 7 projects per year. For a road to be eligible for consideration in this program, the following guidelines from VDOT apply:

- Unpaved road already in the State Secondary System
- Carries between 50 vpd and 500 vpd
- Identified priority in an approved Secondary Six-Year Plan, regardless of whether the funding source is from normal, secondary construction allocations
- Designated Rural Rustic Road by the county in consultation with VDOT
- Predominantly used by local traffic
- Growth and significant new development will be prevented along the corridor and must be coordinated with the Comprehensive Plan

For roads that may not qualify for the Rural Rustic Roads program, VDOT also has the Pave in Place Program, which has the following eligibility guidelines:

- Traffic under 750 vehicles per day
- Only minor improvements needed
- Needed improvements can be made within the available, existing right-of-way

Scenic Roads

The Blue Ridge Parkway and Skyline Drive are assets to the transportation system and popular tourist attractions in Augusta County. The Blue Ridge Parkway, over 469 miles long and running from the Great Smoky Mountains National Park to Shenandoah National Park, is a unique roadway corridor. This highway was specifically designed and constructed to offer the motoring public a unique natural experience and unparalleled views from the slopes of the Blue Ridge Mountains. Skyline Drive begins at the northern terminus of the Blue Ridge Parkway in Rockfish Gap. This scenic highway runs for 105 miles in Virginia in a generally north/south orientation through Shenandoah National Park. It provides vehicular and non-vehicular access to destinations within, as well as north and south of, Shenandoah National Park. The Blue Ridge Parkway and Skyline Drive are intended to carry vehicular traffic; however, they are not intended to be primary routes for general through traffic.

3. Incidents

Incidents include a number of occurrences on the highway network, the most visible and inconvenient of which are vehicle crashes on the interstate and major highway network. **Table 31** shows the summary of crashes reported by the Virginia State Police Crash Facts from 1999 to 2003. The Virginia Traffic Crash Facts document results from the cooperative efforts of the Virginia Department of Motor Vehicles, the Virginia Department of State Police and the Virginia Department of Transportation. It provides a comprehensive statistical overview of traffic crashes occurring in Virginia. It should be noted that these are reported crashes; countless incidents go unreported each year.

Table 31. Augusta County Crash Summary, 2001-2003

	1999	2000	2001	2002	2003	Average
Total Accidents	1,218	1,244	1,312	1,432	1,472	1,336
Fatalities	11	18	14	11	18	14
Injuries	814	779	731	768	798	778

Source: Virginia State Police, Crash Facts, 2004.

Specifically related to interstates in Augusta County, VDOT estimates that one to two major incidents occur each day on I-81 and I-64. Often involving trucks and other heavy vehicles, major incidents can block the shoulder, individual travel lanes, and the facility entirely. Following the arrival of responders to an incident,

VDOT estimates that the time needed to restore traffic flow is typically 45 minutes to an hour. To the extent that it is reasonable and possible, during this period, traffic is diverted to other routes and facilities.

In addition to major incidents, numerous minor reported and unreported incidents occur on these corridors. Some of these incidents are quickly addressed by the State Police, while others result in a vehicle being left on an interstate shoulder for an extended period.

4. Currently Planned Roadway Improvements

A number of roadway improvement projects have been identified by Augusta County and VDOT for the county's road system. These projects are included in the VDOT Six-Year Improvement Program and in the Secondary System Construction Program. The following summarizes programmed roadway expenditures and improvements within the VDOT Six-Year Improvement Plan and the Secondary Road System Construction Program for Augusta County:

VDOT Six-Year Plan (2006 to 2011)

Primary Road System and Interstates

- **I-64**—eastbound off-ramp improvements and the installation of a traffic signal at the US Route 340/I-64 eastbound off-ramp intersection: \$1,411,000 (engineering and right-of-way acquisition only)
- **I-64**—widen Route 285 from Route 935 to Route 636, includes the widening of the existing bridge over I-64: \$16,334,000 (total cost), \$12,942,000 (construction)
- **I-64 eastbound off-ramp/US Route 340 intersection**—install a traffic signal at the intersection: \$142,000 (total cost), \$134,000 (construction)
- **US Route 250/Route 638 intersection**—install a right-turn lane on US Route 250 and install a traffic signal at the intersection: \$191,000 (total cost), \$128,000 (construction)
- **US Route 250/Route 721 intersection**—install left-turn lanes on westbound Route 250: \$2,295,000 (total cost), \$1,860,000 (construction)
- **US Route 256**—construct intersection improvements at the Route 256/Route 276 intersection (install a left-turn lane in each directions on Route 256 and on Route 276): \$689,000 (total cost), \$451,000 (construction)
- **Route 262 (Southern Route)**—construct a 2-lane roadway (4-lane right-of-way) on new alignment from Route 254 to Route 252 on a 4-lane right-of-way: \$25,046,000 (total cost), \$18,240,000 (construction)
- **Route 262 (Southern Route)**—construct a 2-lane roadway (4-lane right-of-way) on new alignment from US Route 250 to Route 254: \$18,679,000 (total cost), \$12,406,000 (construction)

Secondary Road System

- **Route 685**—replace bridge at Little Calfpasture River: \$951,000 (total cost), \$820,000 (construction)
- **Route 744**—improve approaches (at an unnamed stream) and replace bridge with pipe: \$735,000 (total cost), \$456,000 (construction)

Summarized Estimated Project Costs

- **Interstate**—\$17,879,000
- **Primary**—\$46,900,000
- **Secondary**—\$1,686,000
- **Total**—\$66,465,000

Secondary Road System Construction Program

A number of construction projects are included in this program for Augusta County. Projects include road construction, paving (Rural Rustic Road Program), bridge replacement, railroad crossing improvements, safety improvements, drainage improvements, and other related minor roadway modification projects. **Table 32** identifies estimated allocations in this program.

Table 32. Secondary Road System Construction Program Allocations for Augusta County, 2005-2011

Fiscal Year	Incidental Construction	Regular Construction	Unpaved Construction	Total
2005-2006	\$325,000	\$2,127,983	\$800,903	\$3,253,886
2006-2007	-	\$2,484,299	\$719,451	\$3,203,750
2007-2008	-	\$2,338,926	\$643,908	\$2,982,834
2008-2009	-	\$2,333,614	\$672,141	\$3,005,755
2009-2010	-	\$1,993,166	\$466,228	\$2,459,394
2010-2011	-	\$1,958,622	\$500,772	\$2,459,394
Totals	\$325,000	\$13,236,610	\$3,803,403	\$17,365,013

Source: VDOT, 2005.

I-81 Corridor Improvement Study²⁹

In the fall of 2003 the FHWA and VDOT launched an I-81 Corridor Improvement Study. The intent of the study was to objectively identify deficiencies along the interstate as well as opportunities for improvements throughout the corridor in Virginia. Some of these improvement concepts include opportunities for separation of trucks and passenger vehicles, as well as rail improvements. In addition, the study evaluates tolling as a funding source.

In November 2003, VDOT and FHWA announced that the agencies had agreed to streamline the corridor improvement study by dividing it into two phases, or tiers.

²⁹ www.I-81.org

The Tier 1 Draft Environmental Impact Statement (DEIS) was released to the public on November 29, 2005. With the Tier 1 EIS complete, decisions on the following are expected to be made:

- Improvement concepts for highway and rail facilities, such as the number of additional highway lanes that may be needed; partial or complete separation of trucks and passenger vehicles; and additional rail capacity.
- Approval to advance I-81 as a toll pilot project under current federal law
- Roadway and rail components to be studied in Tier 2
- Possible purchase of right-of-way parcels on a case-by-case basis

If major improvements are decided on for I-81, the environmental study will provide the basis for selecting a design.



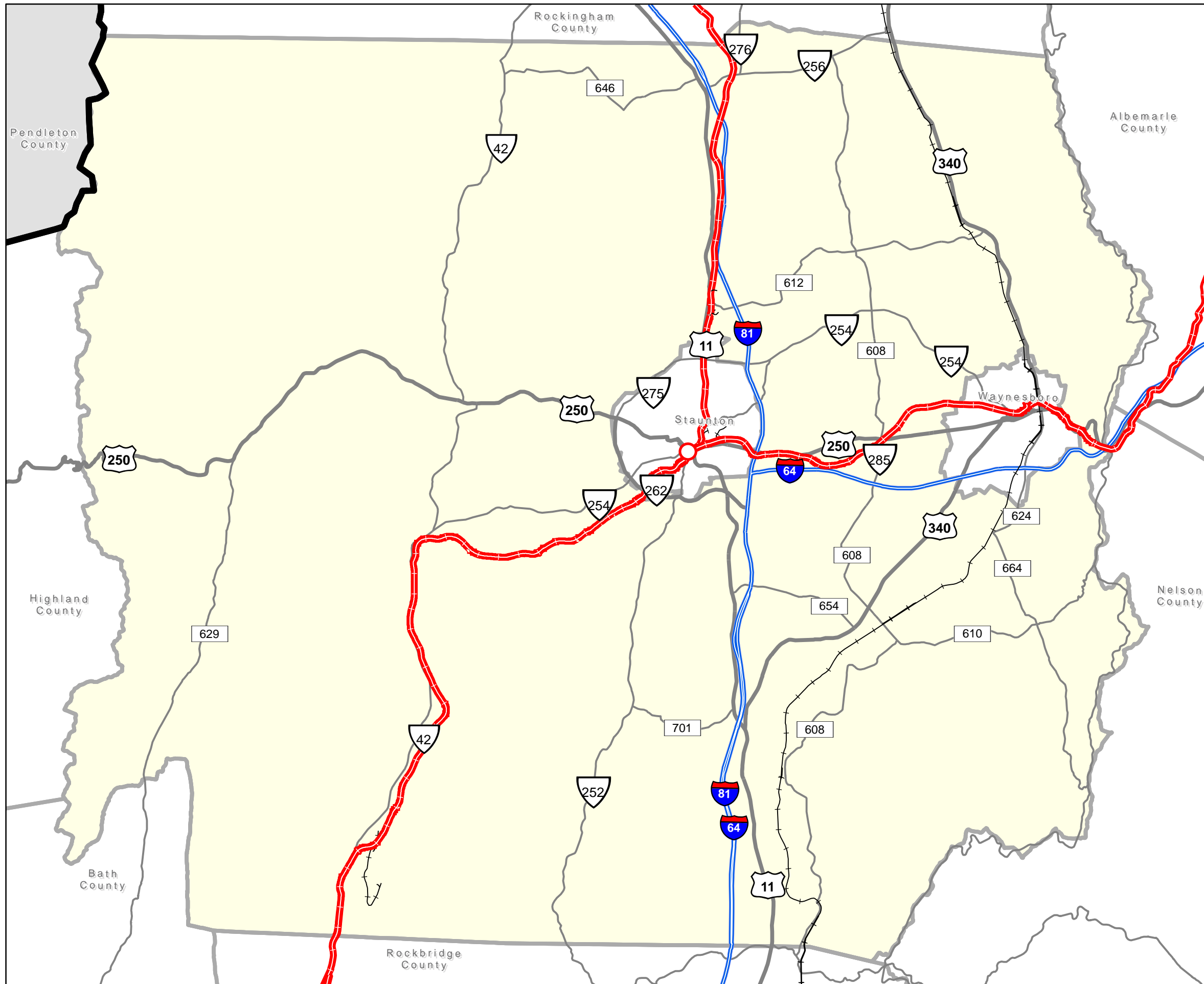
Figure 3 –The Cardinal/Hoosier State Amtrak Route

Source: Amtrak

5. Passenger Rail

Limited passenger rail service in Staunton is offered on the Amtrak Cardinal/Hoosier State route that runs between New York City and Chicago. This route runs on CSX-owned rail lines through the county. The Cardinal route includes 228 miles that traverse Virginia, with stops in Alexandria, Manassas, Culpeper, Charlottesville, Staunton, and Clifton Forge. Westbound and eastbound trains operate three times a week. The overall route for this service is shown in **Figure 3** and the Augusta County portion is shown in **Map 26**.

Throughout the United States, passenger rail services are struggling to achieve financial health. Many of the longest routes have already been cut or had major service reductions. Changes in service have been necessary on some of the busiest and most sustainable routes due in part to the continued low cost of driving or flying. As it relates to an increase or difference in service, rail service through Augusta County is likely to continue to be oriented to serve the largest markets along the route, leaving smaller markets and communities with no control over the services that are provided.



LEGEND

- Amtrak Corridor (CSXT)
- Other Railroads
- Rail Station
- Interstate
- US Highway
- State Highway
- Augusta County
- West Virginia
- State Boundaries

Source: Virginia State Railroad Plan
 Tiger (Census) Data

Map 26
Passenger Railroads
 Augusta County
 Comprehensive Plan
 2007-2027




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Throughout the United States, commuter rail service is only found in the largest metropolitan areas such as Los Angeles, Chicago, New York, Baltimore, Boston, and Washington D.C. In Virginia, the Virginia Railway Express (VRE) is operated in Northern Virginia and Washington D.C. Throughout the United States, emerging large metropolitan areas, many of which are well over a million in population, are seeking or have secured funding to continue the study, design, and construction of new fixed-guideway transit systems. Transit funds are scarce and it is unlikely that rural areas will be successful in competing for these funds.

6. Freight Rail

Currently, Augusta County is served by two Class I freight railroads—Norfolk Southern Corporation and CSX Transportation. Lines operated by these railroads within the county are shown in **Map 27**.

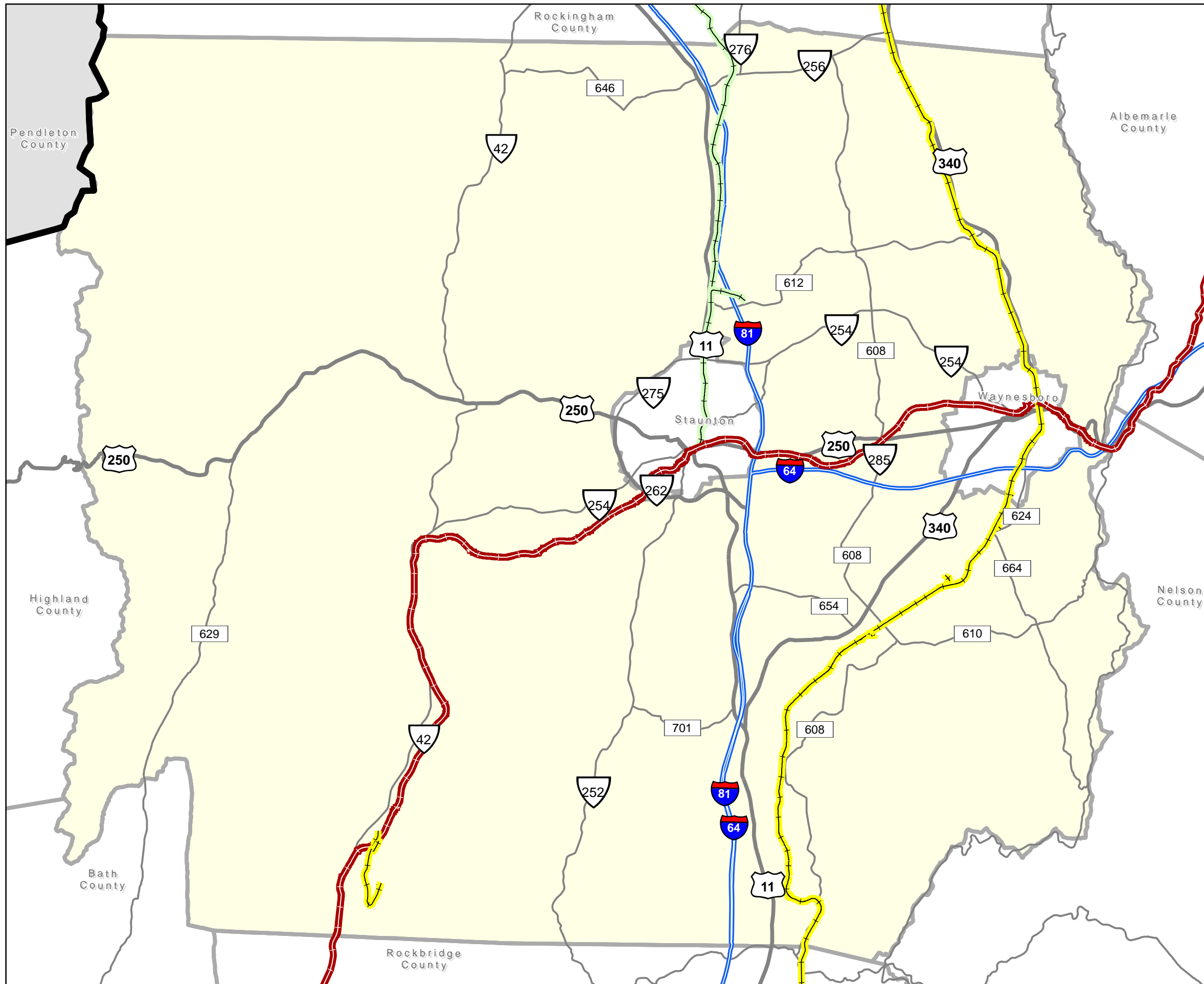
Through a series of mergers and acquisitions, Norfolk Southern has acquired rail lines formerly controlled by the Southern, Central of Georgia, N&W, Virginian, Wabash, Nickel Plate, Conrail (58 percent), and a number of other railroads. Similarly, over a period of time CSX has acquired the C&O, B&O, ACL, SAL, Louisville & Nashville, Conrail (42 percent), RF&P, and a number of other railroads. Within Augusta County, Norfolk Southern operates a predominantly north/south rail line and CSX operates a predominantly east/west line.

In addition to Norfolk Southern and CSX lines in Augusta County, the Shenandoah Valley short-line railroad runs north from Staunton, approximately paralleling the I-81 corridor, to its terminus near the northern county line. A new service on the Shenandoah Valley Line, directed towards tourists, is also being provided between Verona and Pleasant Valley in Rockingham County. At the northern county line, the Shenandoah Valley railroad joins the Chesapeake Western railroad, which runs eastward and connects to the primary north/south Norfolk Southern rail line.

Data presented in the *Virginia State Rail Plan (2004)*, published by the Virginia Department of Rail and Public Transportation, indicates that no rail freight originated in Augusta County in 2001. This same study indicated that 500,000 to 1,000,000 tons of rail freight was destined for Augusta County in 2001.

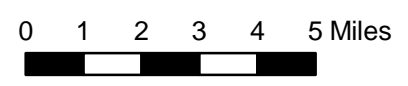
To improve railroad and roadway safety at at-grade railroad crossings, several projects are programmed within the Secondary Road System Construction Program. These include the following:

- McGuslin Lane (Route 628)—installation of crossing gates and upgrades to existing warning beacons
- Jericho Road (Route 637)—installation of crossing gates and improvements to crossing approaches (roadway)
- Belvidere Road (Route 616)—installation of crossing gates
- Draft Avenue (Route 608)—installation of a concrete crossing surface



LEGEND

- Railroads
 - Shortline Railroads
 - CSX Transportation
 - Norfolk Southern
 - Interstate
 - US Highway
 - State Highway
- Augusta County
- West Virginia
- State Boundaries



Source: Virginia State Railroad Plan
Tiger (Census) Data

Map 27
Freight Railroads
 Augusta County
 Comprehensive Plan
 2007-2027



7. Airports

Two public-use airports are located in Augusta County—Shenandoah Valley Regional Airport and Eagle’s Nest. These are shown in **Map 28**. The county’s primary airport is the Shenandoah Valley Regional Airport, centrally located between Harrisonburg, Staunton, and Waynesboro in northern Augusta County. Eagle’s Nest is a privately owned, public use facility that is located west of Waynesboro, north of the I-64 corridor.

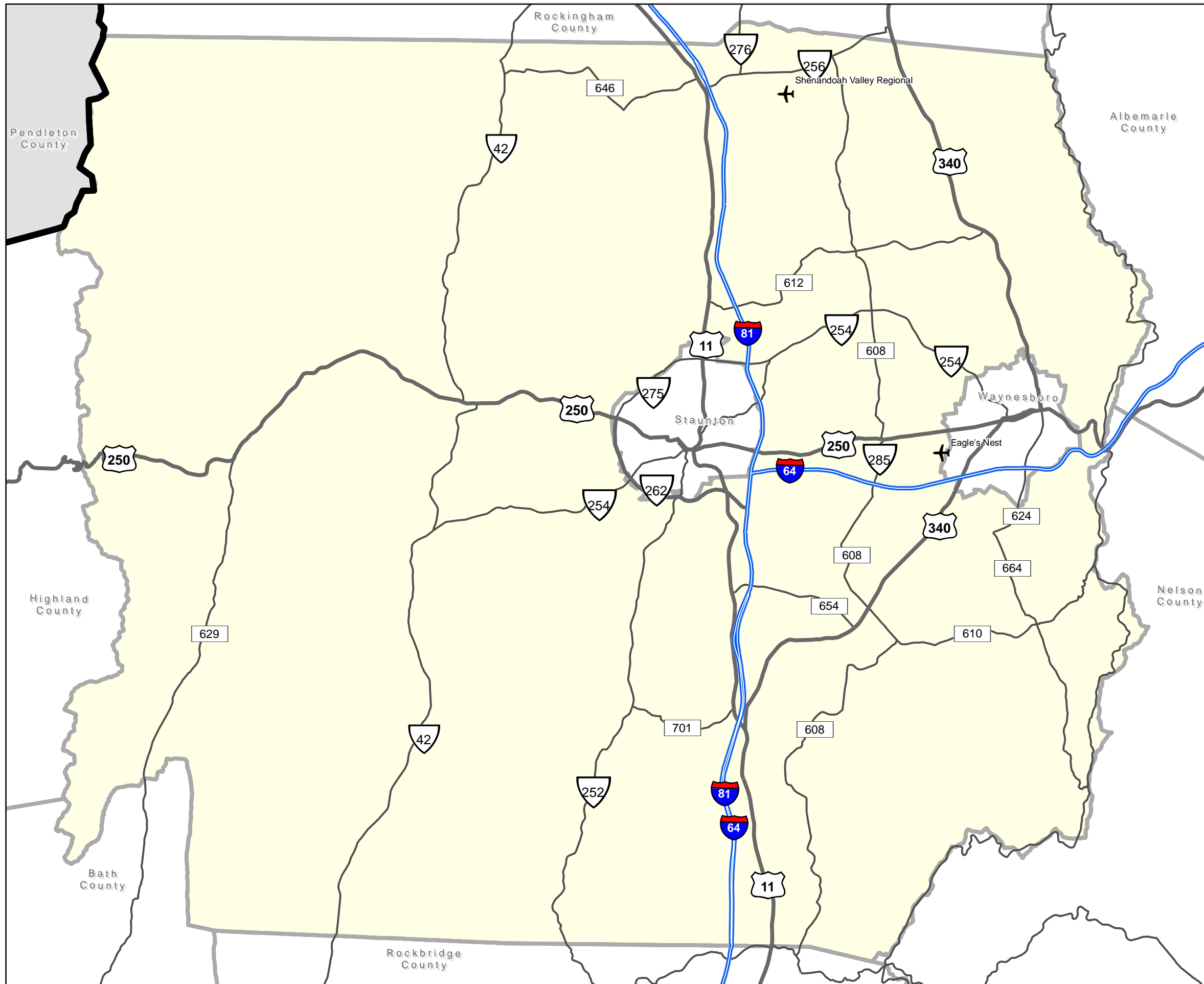
Shenandoah Valley Regional Airport (SHD) is located east of I-81 near the northern Augusta County line. This facility has a single asphalt runway approximately 6,000 feet long and 150 feet wide. This airport serves general aviation and commercial airline traffic. Schedule passenger service is offered at this facility. The airport reported serving approximately 34,700 aircraft operations in 2003.

Eagle’s Nest (W13) is located immediately west of Waynesboro, between US Route 250 and I-64. It has a single asphalt runway approximately 2,000 feet long by 50 feet wide. This airport exclusively serves general aviation traffic. The airport reported serving approximately 10,500 aircraft operations in 2003.

8. Planning Issues

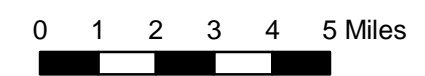
Based on the available data regarding transportation, the following planning issues have been identified:

- More than 300 miles of the county’s minor roads remain unpaved. For the most part, these are gravel and soil roads with narrow rights-of-way, numerous alignment issues, and experience minimal traffic volumes. The Rural Rustic Road Program provides assistance to the county in paving these roads, but only provides for the initiation of six to seven projects each year. How should the county determine which roads to pave? Should the link between paving and future development be considered when deciding where to pave?
- As in many other developing areas, new development in Augusta County has located along major roadways and in the vicinity of interchanges. A number of issues have been created by the location of development along these corridors, including new and problematic driveways; turning conflicts; increases in vehicular volumes; peak-hour traffic congestion; and a decline in aesthetic quality of roadway corridors. What mechanisms should the county consider, such as overlays, to address impacts from development along major roadways and interchanges?
- VDOT estimates that one to two major incidents occur each day in Augusta County on I-81 and I-64. Major incidents can block the shoulder, individual travel lanes, and the facility entirely stopping traffic for an average period of 45 minutes or more. What methods should the county



LEGEND

- Airport
- Interstate
- US Highway
- State Highway
- Augusta County
- West Virginia
- State Boundaries



Map 28
Airports

Augusta County
Comprehensive Plan
2007-2027



employ to help address increases in volumes on adjacent roadways due to diverted traffic from incidents on I-81 and I-64? Should the county's fire and rescue resources be changed in order to address the growing number of incidents on the interstates that the county responds to annually?

- Augusta County has a growing rural elderly population. As these people age and have less personal mobility, reliance on available public transportation will increase. How should the Coordinated Area Transportation System (CATS) be changed to address the future transportation needs of the projected elderly population? How can the transportation needs of the elderly and disabled populations in the county be better served?
- VDOT is required (by state law) to reserve an adequate level of funding to maintain and operate its existing system of roads prior to allocating funds for road improvements. With the current rate of growth of the state road system and only minimal growth in transportation funds, VDOT will have a decreasing allocation for new construction. How should the county plan financially to provide funding for future road improvements?

H. Supplemental Transportation Section

1. Introduction

This section is a supplement to the “Augusta County Comprehensive Plan 2005-2025, Existing Conditions Analysis.” This report contains supplemental data and maps that were not included in the original report.

2. Overview

A three step process for analyzing existing and projecting future transportation conditions was introduced, and endorsed, by participants at the Augusta County Workshop on September 28, 2006. These three steps were.

Step 1: Analyze existing transportation network.

- Existing Conditions Results
- Road Segment Classification and Capacity Analysis
- Preparing GIS Road Network Data for Analysis

Step 2: Develop traffic growth projections.

- 2025 AADT projection
- Projecting 2025 Population by Policy Area
- Calculating 2005 Population by Policy Area
- Road Segment Classification by Policy Areas

Step 3: Identify future network constraints.

- Identify Network Constraints
- Level of Service Analysis

More information on the methodology and the results for the three steps follows.