

# Route 29 Corridor Study

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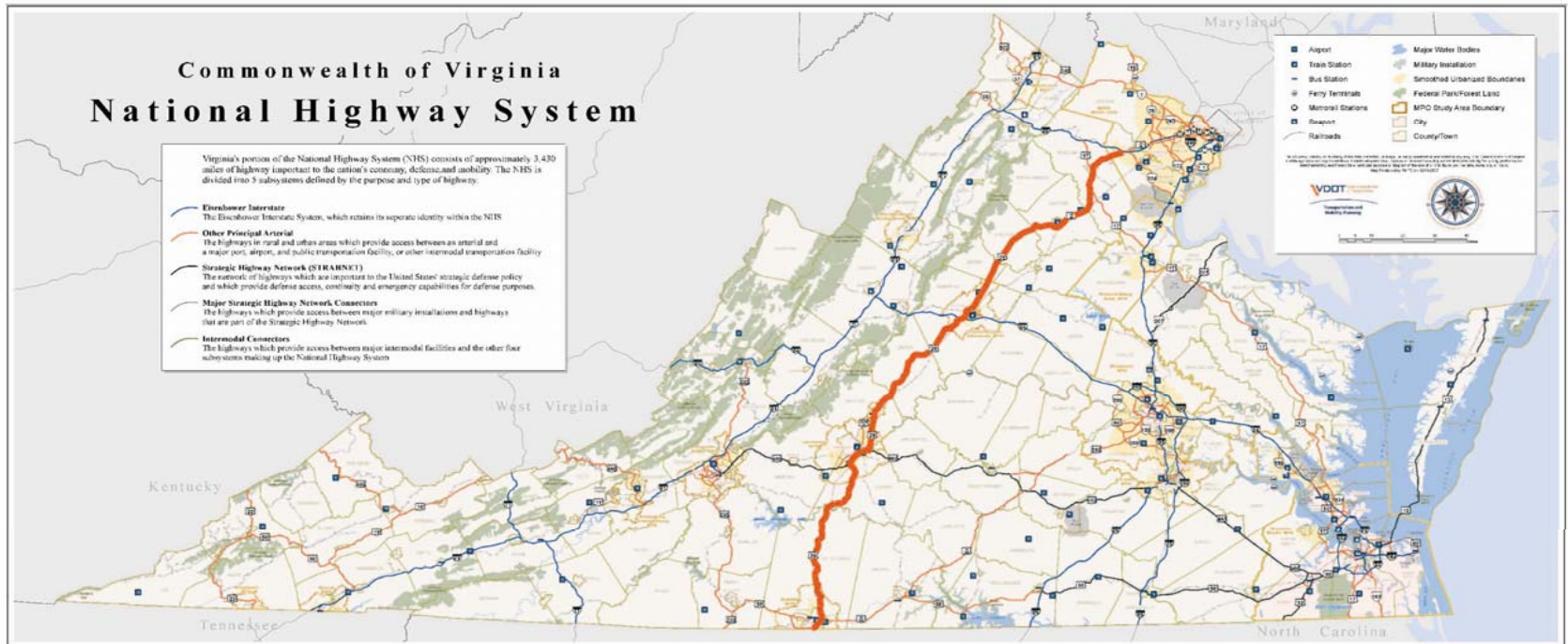
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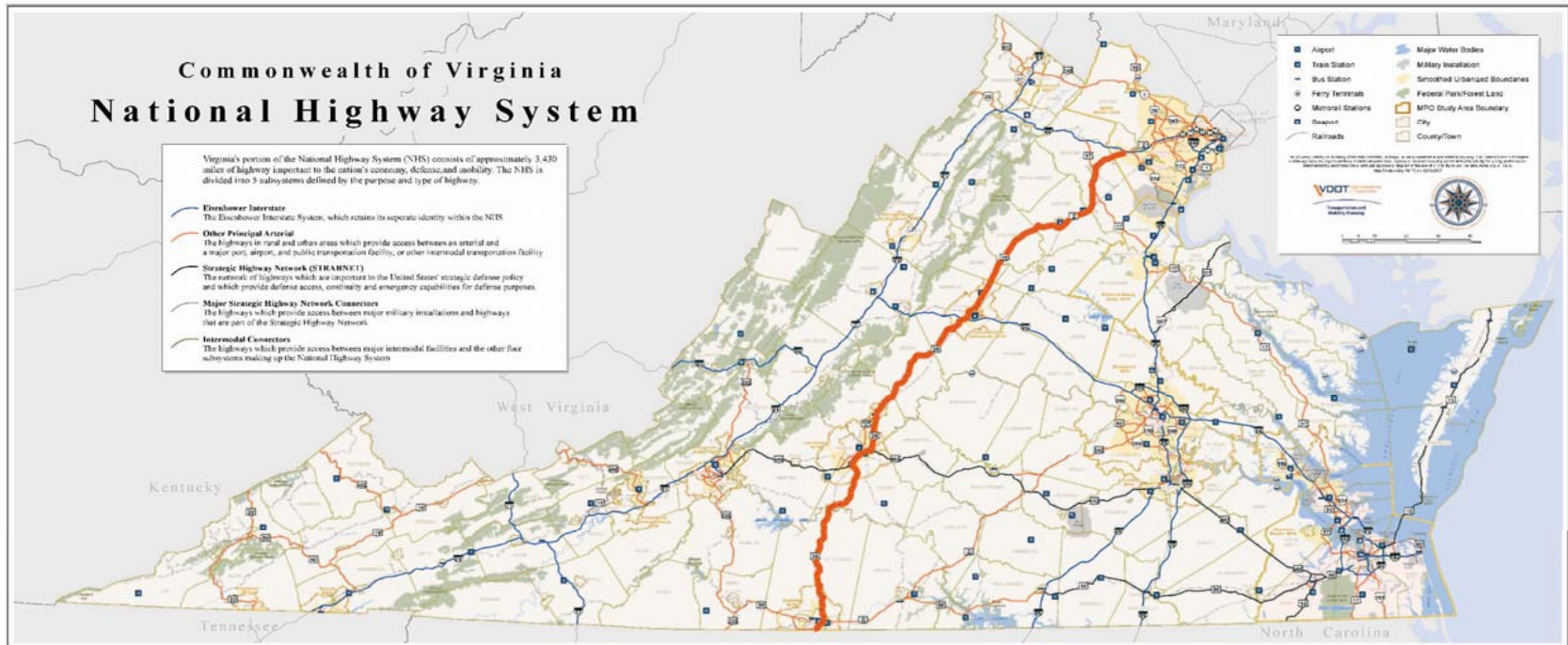
# Presentation Topics

- **Background & Study Goals**
- **Listening Tour**
- **Regional Leaders Planning Forums**
- **Common Issues and Concerns**
- **Consensus Themes for Route 29**
- **Next Steps**



# Route 29 Corridor Background

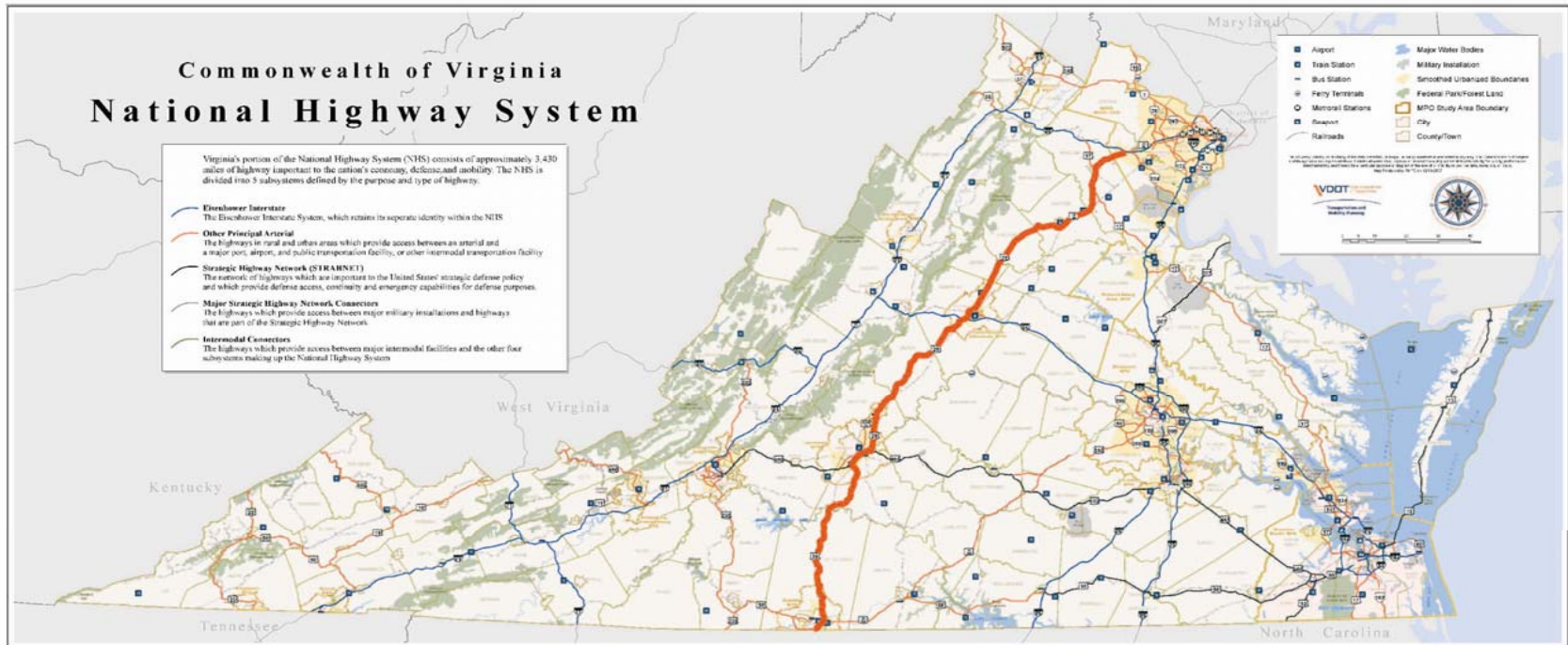
- Corridor extends 219 miles: North Carolina to I-66 at Gainesville
- Principle Arterial and designated NHS Route
- Interconnects 3 MPO areas; connects large rural areas to NOVA
- Serves long distance travel but also carries large volumes of local traffic
- Norfolk Southern provides rail service along the corridor



# Route 29 Corridor Study Goal

**Create a Blueprint for the corridor with three elements:**

- » **Short Term: 0 to 10 years**
- » **Intermediate: 10 to 20 years**
- » **Vision: beyond 20 years**



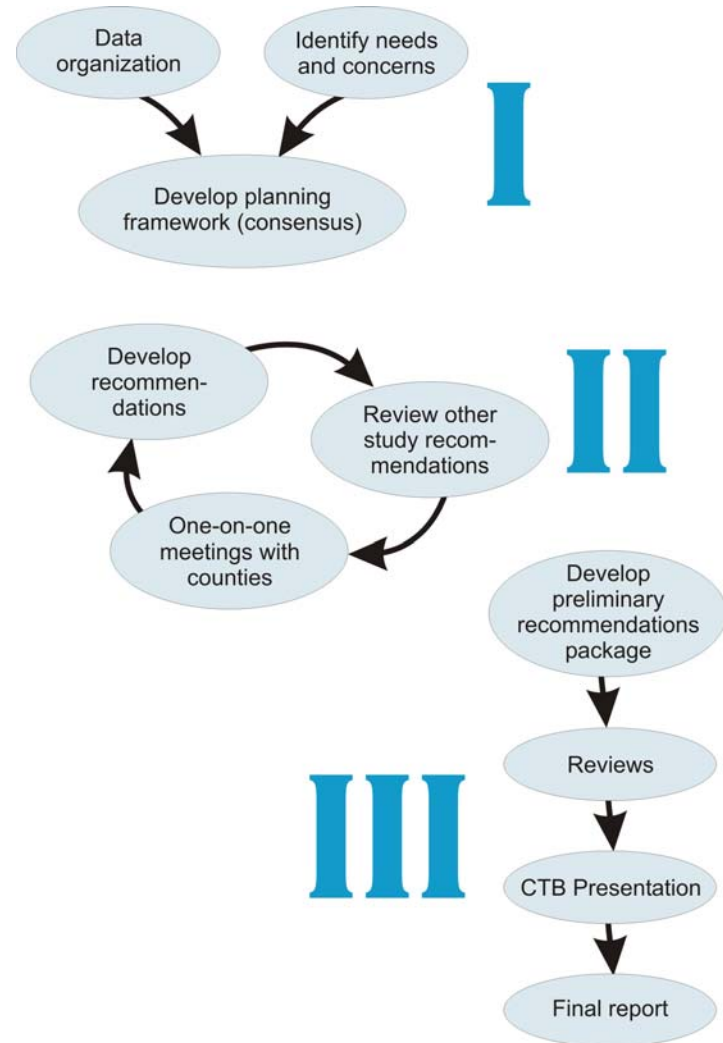


# Route 29 Study Outline

**I. Identify needs and establish planning framework**

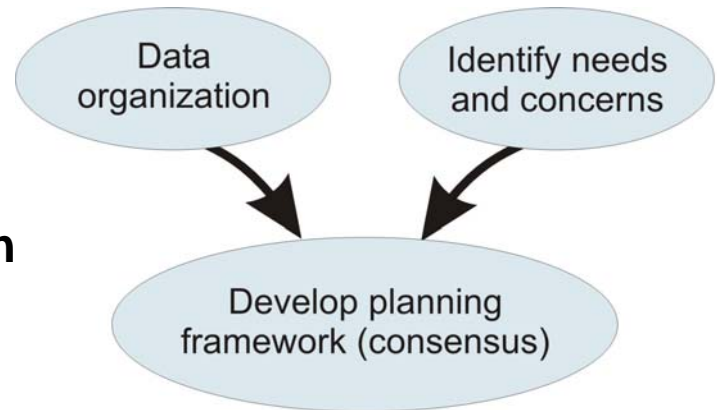
**II. Develop recommendations**

**III. Review and refine recommendations**



# Listening Tour Public Meetings

- **A key component of the first phase of the study**
- **Eight public meetings held in  
Pittsylvania County, Lynchburg,  
Nelson County, Charlottesville, Madison  
County, Culpeper, Warrenton, and  
Haymarket**
- **Additional meetings held with all Planning District Commissions and  
MPOs, plus individual meetings with several stakeholder groups**



## Listening Tour Public Meetings (cont'd)

- **Questions asked:**
  - **Why is the corridor important to the public?**
  - **How is the corridor used by the public?**
  - **What are the public goals for safe and efficient transportation (existing and future) in the corridor?**
  - **Where are problem areas for congestion and safety?**
- **Study team recorded need for improvements, key areas of concern, diversity of opinions**

## Common Issues and Concerns

- **Concerns for safety: speed limits, truck traffic, geometry, safety**
- **Congestion in spot locations**
- **Proliferation of traffic signals**
- **Need for bypasses, limited access facilities, alternative corridors**
- **Concern for impacts of roadway widening or new roads**
- **Preservation of historic and scenic resources**
- **Maintain rural character of most of the corridor**
- **Economic development**



## Common Issues and Concerns (cont'd)

- **Lack of modal choices**
- **Growth management**
- **Needs:**
  - **Corridor-wide Master Plan for Transportation and Land Use; joint comprehensive planning with VDOT**
  - **Preservation of rights-of-way for the establishment of grid systems (parallel roadways) in urbanizing areas of the corridor, and for potential alternative corridors**
  - **Additional rail service from Lynchburg to DC; extension of service or alternative connections (i.e., bus) to provide service to Danville**

## Regional Leaders Planning Forums

- **Four separate workshops held in Chatham, Lynchburg, Charlottesville, and Culpeper; invitations extended to elected officials but also open to the public**
- **Explored generalized options for corridor improvements regionally and at the statewide level**
- **Identified issues relative to:**
  - **Planning (land use and transportation)**
  - **Policies/procedures (access control, decision-making)**
- **Sought to identify consensus themes for the entire corridor**

## Preliminary Consensus Themes

- **For long-term planning, the minimum level of access control on Route 29 should be “managed” access (access only at designated secondary road intersections).**
- **A common understanding of maximum acceptable delays for non-local trips should be developed, and an agreed-upon approach to minimizing delays (intersection improvements, signal coordination and re-timing, construction of interchanges) should be developed.**
- **Develop corridor-wide master plan for transportation and corridor-adjacent land use through cooperative effort between VDOT and localities.**
- **Increase VDOT “ownership” and ability to maintain the value of its transportation investments on Route 29. VDOT would develop and implement additional incentives and disincentives to local governments to preserve the transportation functionality of Route 29.**

## Preliminary Consensus Themes (cont'd)

- **Identify and implement alternative methods to manage access including:**
  - **Purchase of development rights within the corridor**
  - **Incentives for access to take place via secondary roads**
  - **Incentives to develop portions of grid system (parallel roads) in urbanizing portions of the corridor**
- **Increase capacity of the rail system through the corridor to better support effective passenger rail service.**
- **Time the implementation of improvements in the transportation system in order to enhance the competitive advantage of rail, transit, and other modes.**
- **Manage growth to minimize the addition of vehicle-miles traveled in the Route 29 Corridor.**

# Broad Recommendations Categories

- **Land use/transportation planning**
- **Economic development**
- **Transit opportunities**
- **Road improvements**
- **Access management**
- **Congestion relief**
- **Regional collaboration**
- **Policy and legislation**



## Next Steps

- **Develop overall planning framework (guiding goals/principles, identify appropriate “toolbox” of projects, policies, legislation, etc.)**
- **Develop specifics with respect to “toolbox” items (i.e., proposed access standards and specifications, legislation, modal choice, traffic metering, etc.)**
- **Assess the overall applicability and effectiveness of recommendations from other studies and plans for corridor.**
- **Identify and address conflicts between near-term economic development opportunities and appropriate local, regional, and statewide roles for Route 29 (managing new access is critical).**



## Next Steps (cont'd)

- **Assess new access management standards: current application, effectiveness in meeting needs, potential “strengthening” through legislation.**
- **One-on-one meetings with local governments to develop and review specific recommendations that conform to role of Route 29.**
- **Develop Master plan that recognizes the diversity along the corridor from rural to high density urban activities.**

