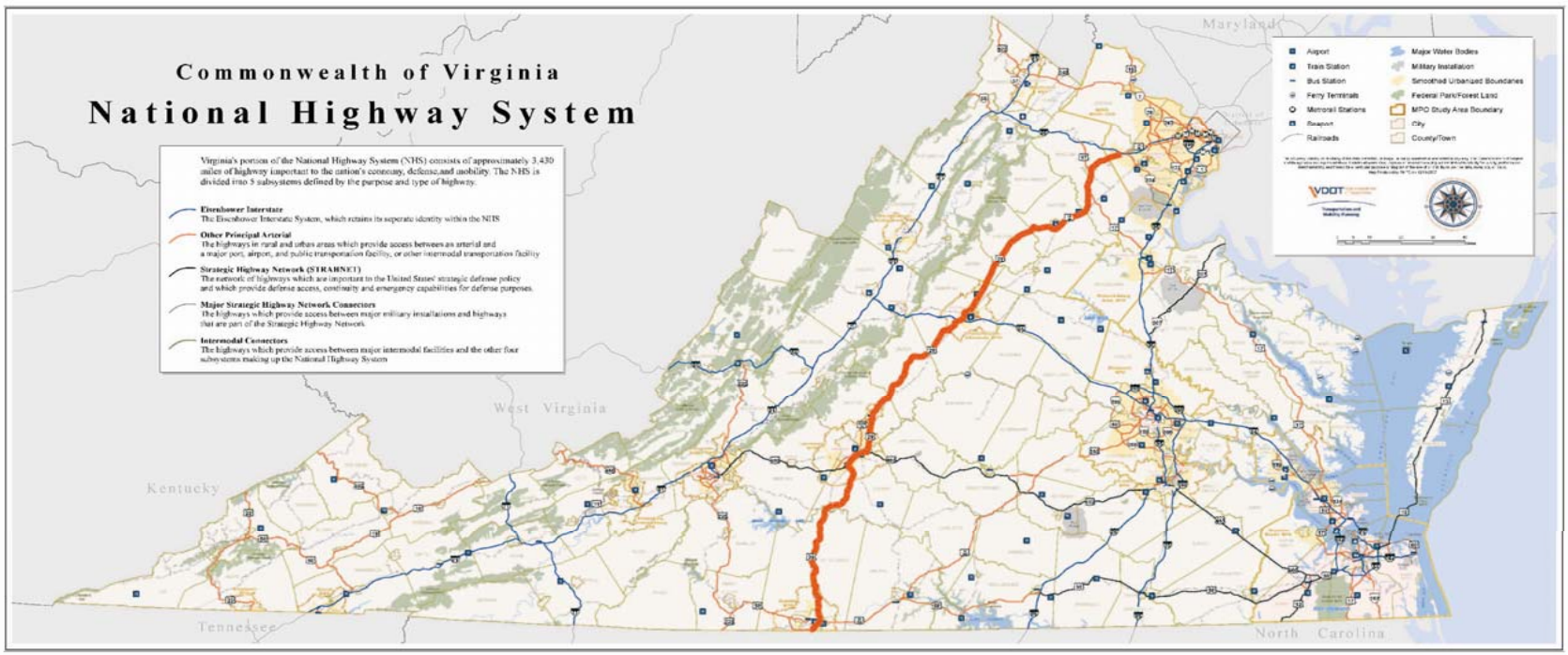
# Route 29 Corridor Study:
# Summary of Report and Recommendations

November 18, 2009

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Director, Office of Multi-Modal Planning
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Project Manager, Parsons Transportation Group

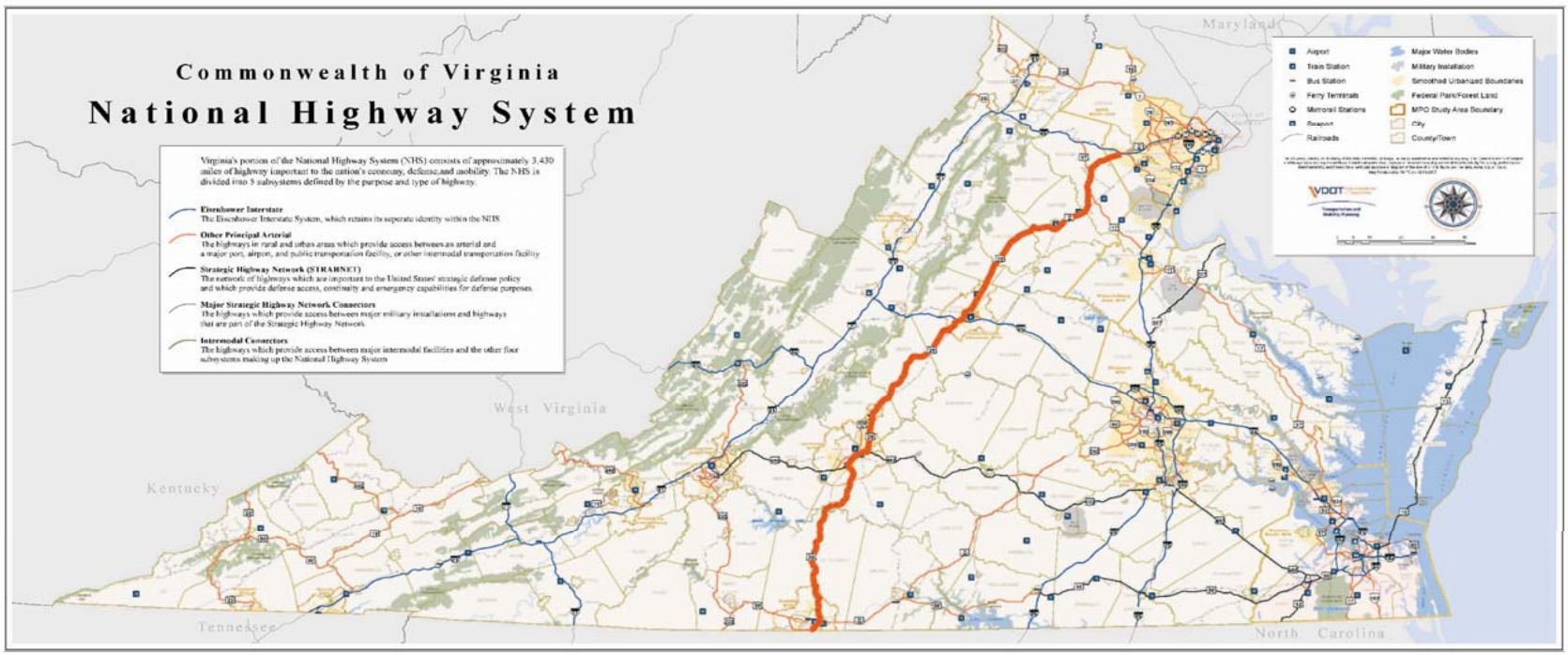
# Route 29 Corridor Background

- Corridor extends 219 miles: North Carolina to I-66 at Gainesville
- Principal 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
- Provides a blueprint for short, mid, and long-term improvements



# Presentation Topics

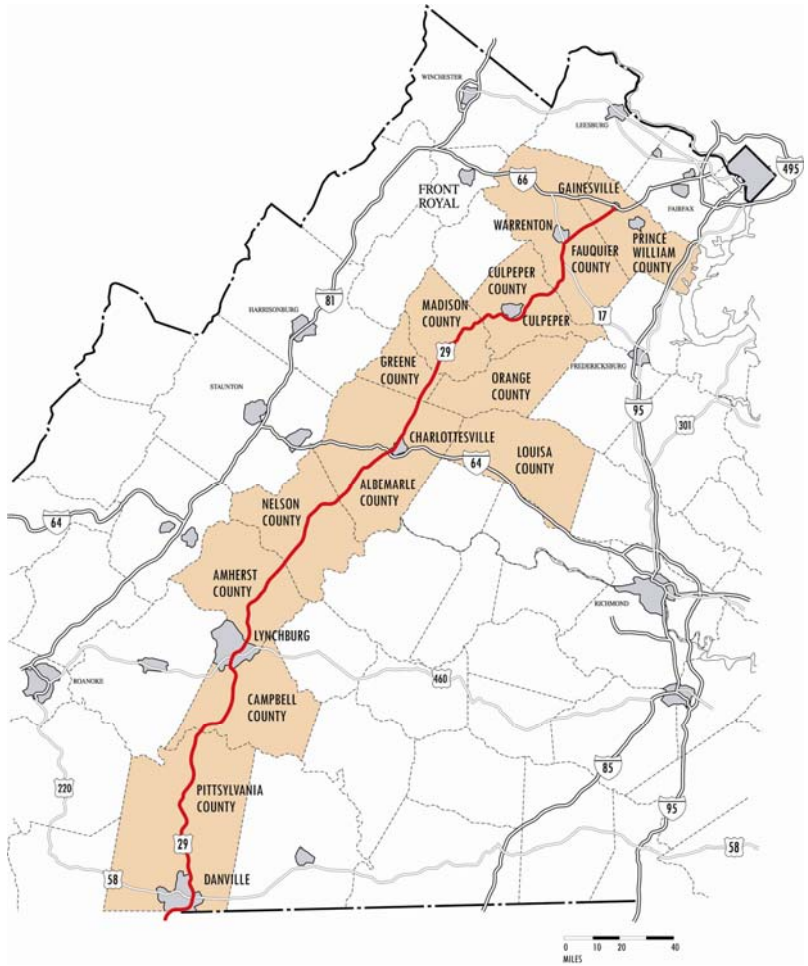
- Vision/Goals for the Corridor
- Study Outcomes
- Corridor-Wide Consensus Themes
- Realizing the Vision (Tools and Prototypes)
- Policy Recommendations
- Key Study Implications
- Next Steps



# Vision/Goals for the Corridor

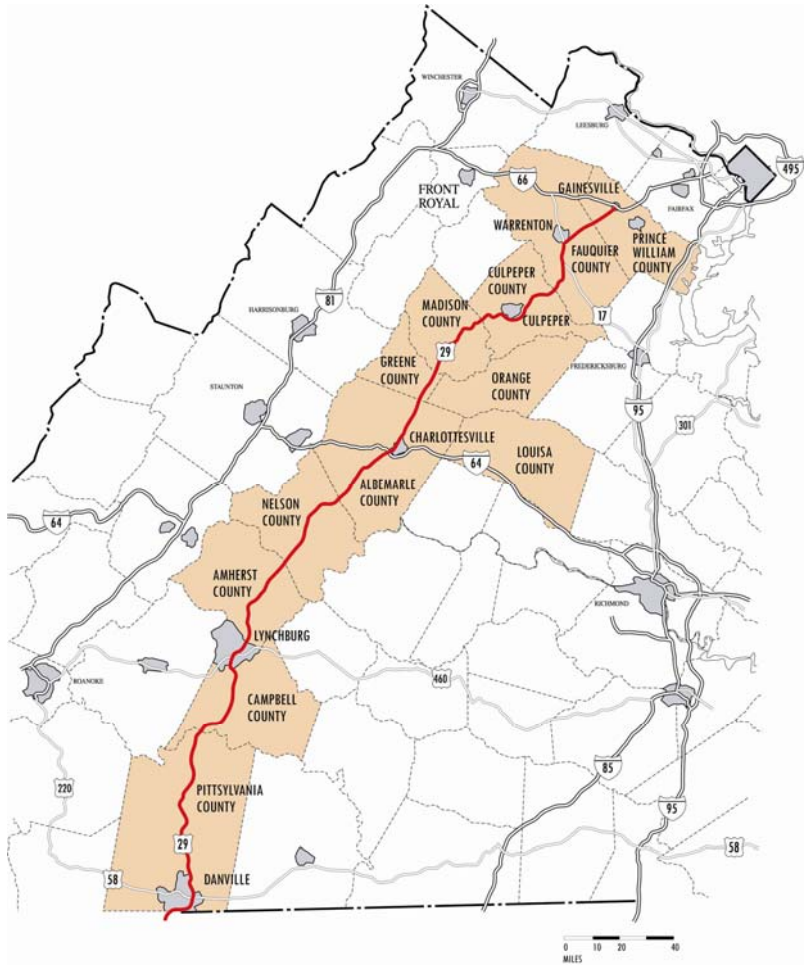
- Preserve the functionality of the corridor for through travel
- Enhance the economic vitality of the corridor
- Improve safety and reduce congestion
- Address local traffic and preserve corridor throughput
- Preserve the scenic and historic integrity of the corridor

**This vision is achievable, while accommodating growth, by more fully integrating transportation and land use planning, including substantial enhancements to non-auto modes of travel**



# Study Outcomes

- High-level guide for state, local, regional, and private sector planning in the corridor
- Best practice examples of how counties can accommodate growth while addressing corridor-wide transportation needs
- Guidance for consistently addressing local and corridor-wide transportation needs in context-sensitive ways
- Guidance for needed policy changes
- Model for other VTrans corridors of statewide significance



# Developing Corridor-Wide Consensus Themes

- Themes developed through a series of meetings including:
  - Eight public meetings
  - Four regional workshops
  - Bi-weekly studio sessions open to the public
  - Monthly technical advisory meetings which included members from corridor PDCs and MPOs
- Reviewed with local governing bodies throughout the corridor
- Five regional meetings were held to obtain input on preliminary recommendations
- Weekly electronic bulletins





# Corridor-Wide Consensus Themes

- There should be far fewer entrance and exit points on Route 29. Rather than center all development on the major route, more parallel roads should be used.
- Congestion must be addressed, for example, through increased use of technology, re-timing signals, and increased traveler information
- Travel by non-auto modes needs to be increased, especially transit. Land use patterns that support travel by transit, bicycle, and walk should be promoted.








# Corridor-Wide Consensus Themes

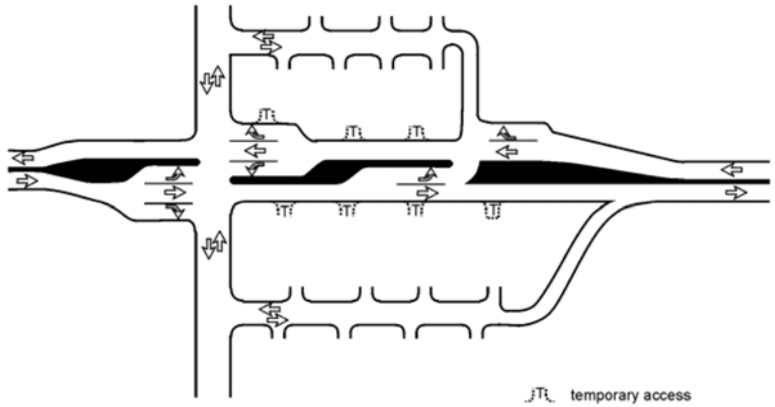
- Planning for the corridor should address both land use and transportation.
- Planning must be coordinated across jurisdictional boundaries.
- VDOT needs to play a stronger role in preserving the transportation investment and securing it as an economic development resource for Central Virginia.
- The Corridor is a statewide scenic, historic, and environmental resource and must be preserved.



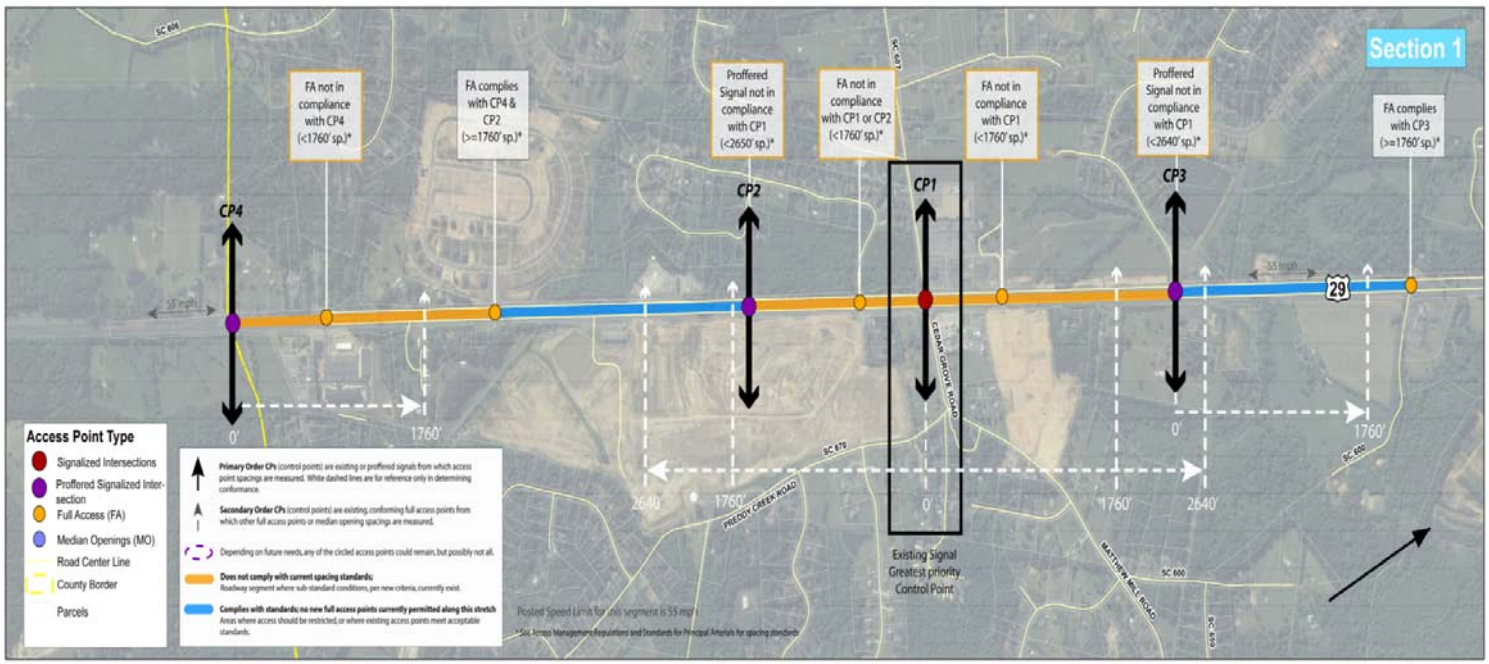


# Getting to the Vision

- **Manage the number of access and egress points**
- **Create parallel networks (portions built as part of private development)**

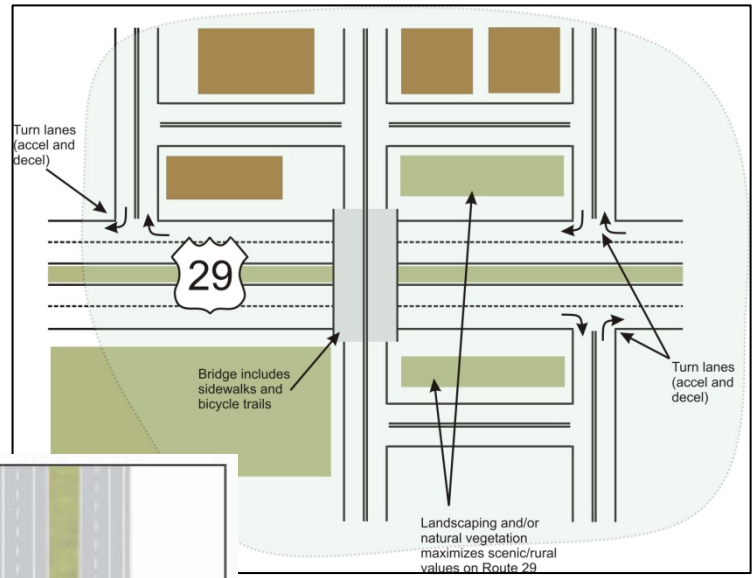


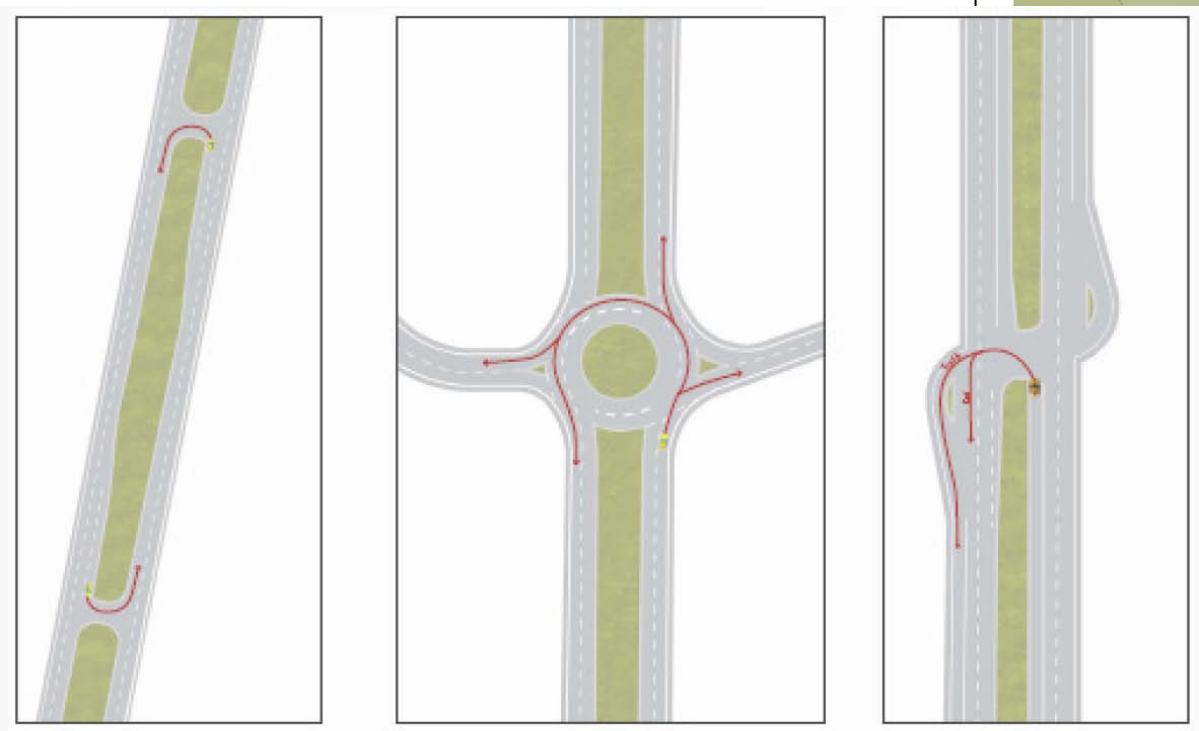

September 2009
Greene County Multimodal Corridor Study for US29 and US33 – ACCESS MANAGEMENT MAP



# Getting to the Vision

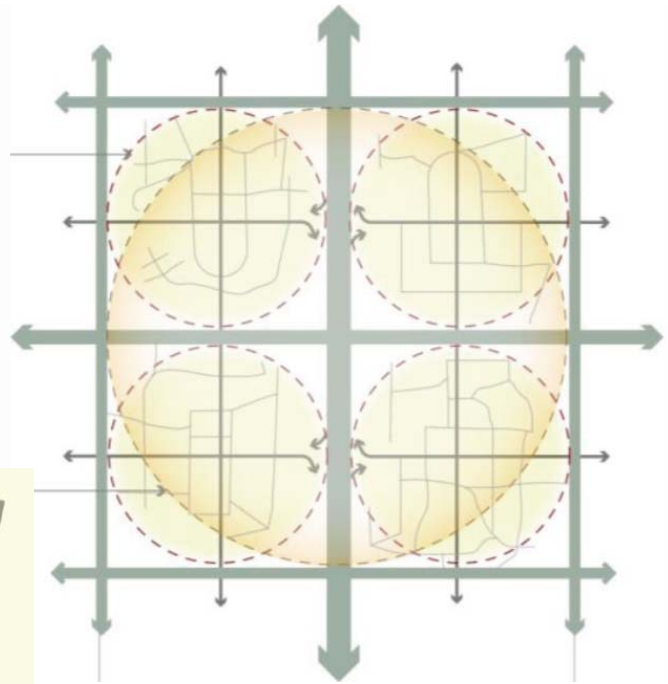
- **Design roadway connections that are consistent with the rural/urban nature of the surroundings**

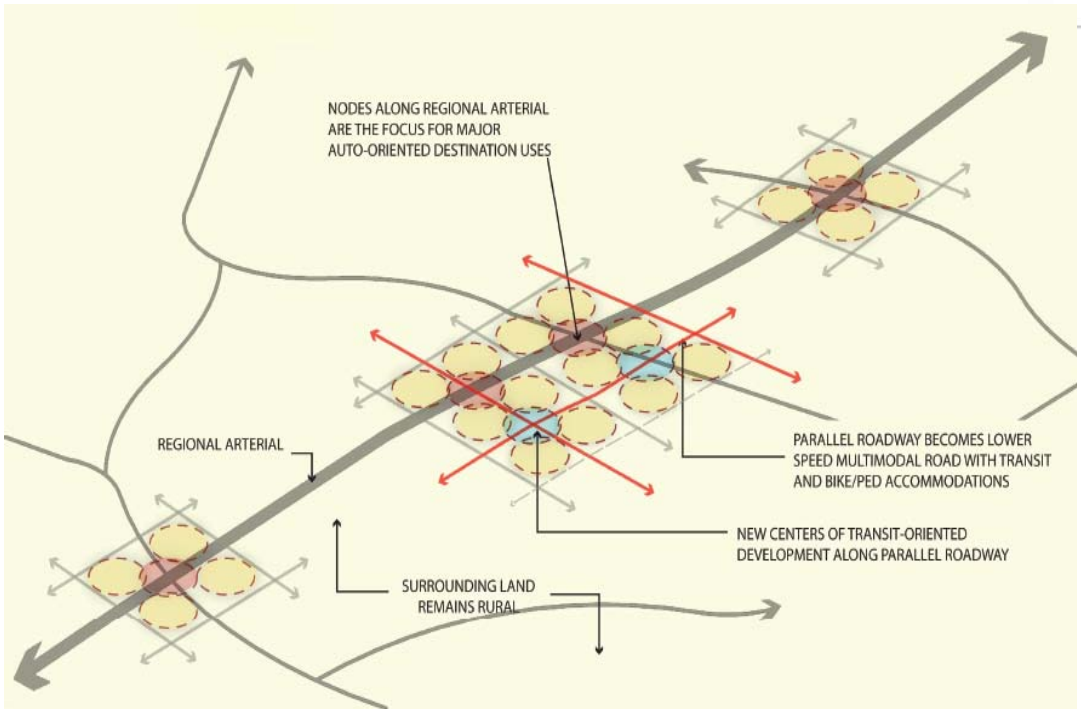


# Getting to the Vision

- **Rather than promoting strip development, focus development around major activity areas (nodes) and increase the density**

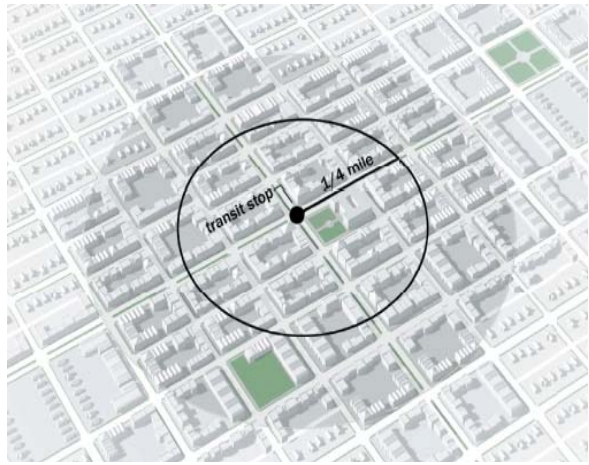







# Getting to the Vision

- **Promote compact, mixed-use development street networks that would provide the density needed for transit**






# Getting to the Vision

- **Rail enhancements will provide alternatives for the movement of both people and goods**

- **Local and regional transit options will increase travel choice and reduce demands on roads, bus utilization for commuter travel is needed particularly in the northern part of the corridor**

- **Bicycle and pedestrian travel provide mobility and health benefits, and are supported by more compact development patterns**



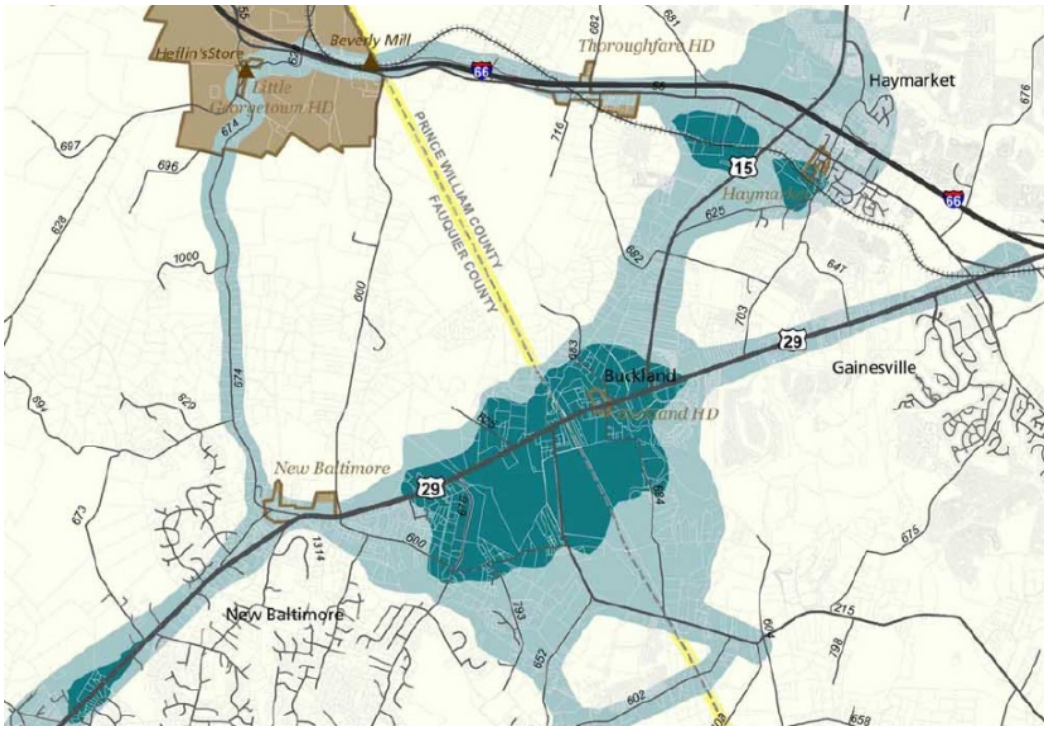





# Getting to the Vision

- **Protect the corridor's natural environment, as well as its scenic and historic resources is an integral part of the vision for the Corridor**

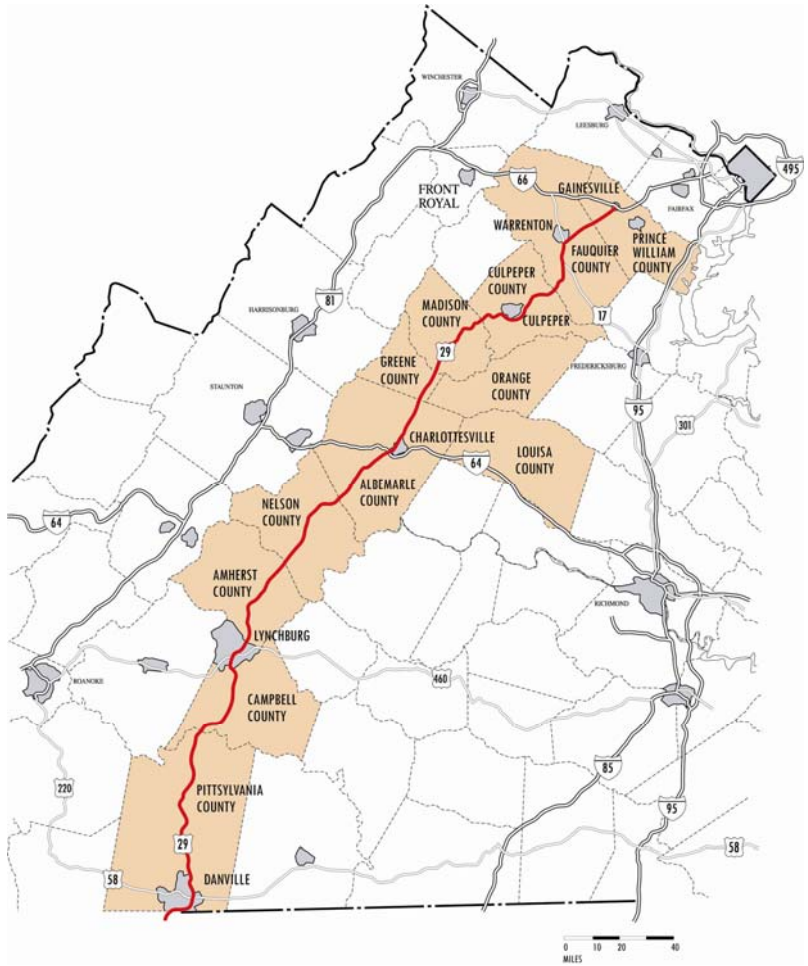





Battlefields in Fauquier County and Prince William County

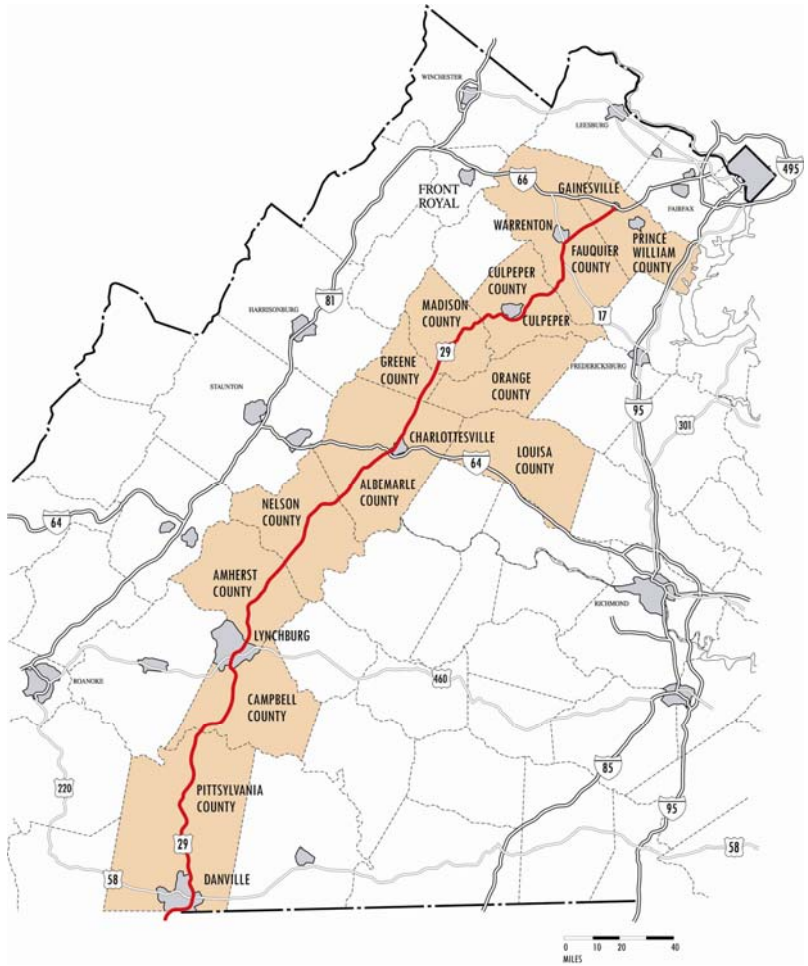
# Policy Recommendations

- **Voluntary (Tier 1):** Localities apply the principles in the Route 29 Corridor Study through detailed access management plans, conceptual roadway networks, design standards, etc.
- **Incentive-Based (Tier 2):** Use of funding programs and grants to reward compliance with the Route 29 Corridor Study recommendations. This would include a policy of not allocating funding to projects where localities cannot guarantee, through land use planning, the long-term functionality of the improvement .



# Policy Recommendations

- **Corridor-Wide Stewardship (Tier 3):** Legislation, plans, and requirements developed jointly by VDOT and localities as part of a Corridor-Wide Implementation Plan (Master Plan) that requires specific land use and transportation planning activities. These policies would not preclude the previous two tiers, but could enhance either approach by providing a regulatory underpinning to ensure more widespread implementation.

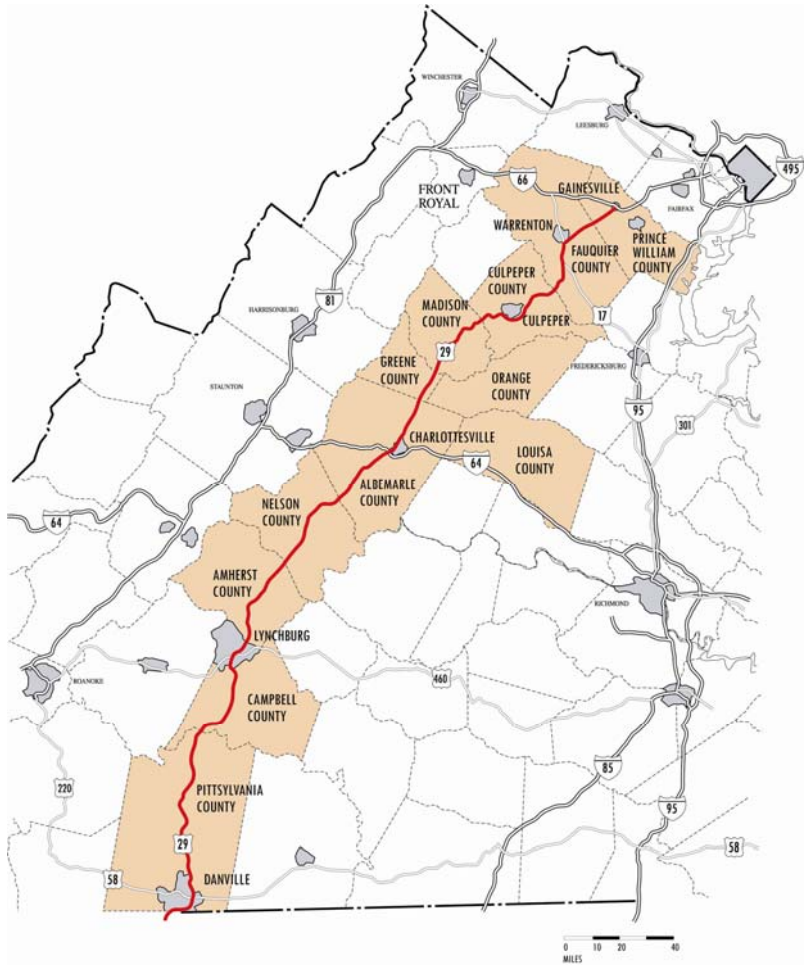


# Key Study Implications

- Route 29 is of key importance for the economic vitality of the entire study corridor.
  - Study recommends converting Route 29 into an “uninterrupted flow” facility by converting existing traffic signals to access types that do not stop traffic on mainline Route 29. A variety of context-sensitive access types (in conjunction with effective land use planning) can be used to implement this recommendation.
- Major congestion points in the corridor are in the Charlottesville/ Albemarle County area and the Fauquier/Prince William County area
  - Local plans in the Charlottesville/Albemarle region provide for the construction of parallel roads to separate local and regional traffic, and to construct interchanges at key intersections. The study recommends the implementation of these local plans, with priority given to several key projects.
  - Growth in travel demand in the northern portions of the corridor will need to be accommodated by removing traffic signals and through aggressive expansion of commuter bus and carpooling. The effects of the new interchange at I-66 and upcoming interchange at Linton Hall Road will need to be assessed in developing more specific follow-on actions.

# Key Study Implications

- **Study does not recommend constructing the Charlottesville Bypass**
- If property for the Western Charlottesville Bypass is not used for transportation purposes, state and federal law require that it be sold
- Unless Albemarle County and the MPO come forward with a transportation use for the property by January 1, 2012, VDOT must begin the process of selling the land
- **Therefore, it is recommended that VDOT plan for disposing of the property**



# Next Steps

- Adopt resolution (December 2009)
  - Accept the Route 29 Corridor Study as meeting the multi-modal concepts for the study
  - Request local governments, planning districts, and MPO's to review and adopt the Route 29 Corridor Study
  - Direct VDOT and DRPT to develop a corridor implementation program (Master Plan) in cooperation with localities, MPOs and planning districts (may include transportation districts as a funding option)
  - Request that future Boards implement the recommendations of this study
- The Board asks localities to provide resolutions adopting the plan. Following adoption by localities, an ongoing dialogue should begin with respect to policy options (including regulatory requirements).