



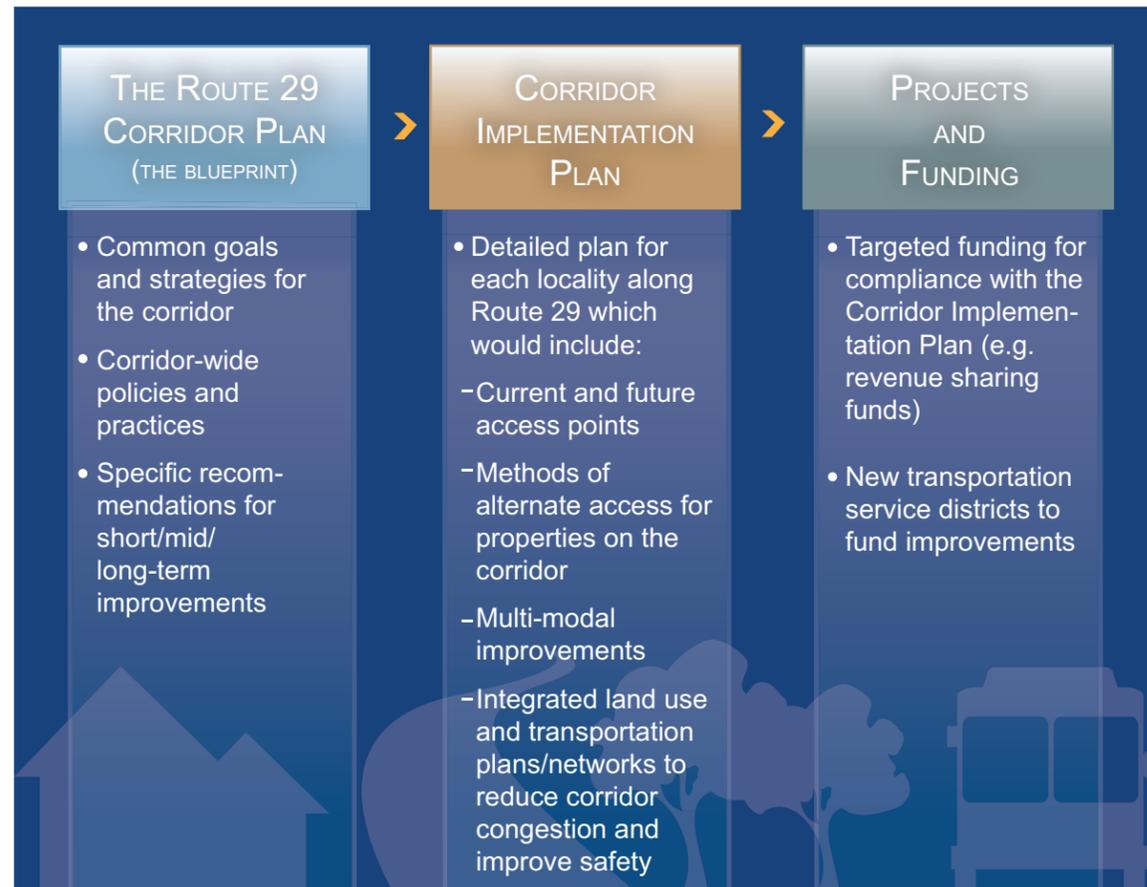
## Looking Forward: Implementation

### Creating a New Framework for the Future

One of the primary recommendations of the Route 29 Corridor Study is the development of a Corridor Implementation Plan (the Plan).

The Plan would be developed over the next one to two years by VDOT and the Virginia Department of Rail and Public Transportation in partnership with each locality on the corridor. It would be the primary mechanism for approving the design and funding of all future improvements and access in the Route 29 corridor.

The Plan responds to the need for VDOT to develop a coordinated corridor-wide strategy that addresses both transportation and land use concerns. The Plan would recognize the fact that localities control land use, but that land use decisions need to be more completely integrated with transportation planning. Conversely, the Plan would also recognize key relationships between state-level transportation planning and locality land use planning at both the micro and macro levels. The diagram below shows how the Plan fits into the overall planning framework for the Route 29 corridor.



All of the displays and presentations from this meeting are also available for your review at <http://www.virginiadot.org/route29>.

**Contact Information**  
Joseph Springer  
Parsons Transportation Group  
202-775-3493 / 434-489-7131  
Joseph.S.Springer@parsons.com  
[www.virginiadot.org/route29](http://www.virginiadot.org/route29)



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### WELCOME

The Route 29 Corridor Study Team welcomes you to the second series of citizen information meetings, designed to gather your input and feedback on the study's progress. At the first series of meetings, we highlighted the purpose of the study and received your feedback and vision on the future of the Route 29 corridor. At this stage in the process, we are ready to present the themes that have emerged from our meetings and to discuss the preliminary recommendations that we have compiled.

enhancing mobility through choice of transportation modes, and boosting economic activity within the corridor. The Route 29 Corridor Blueprint will also include policy recommendations that will help ensure the continued viability of Route 29 as a major transportation corridor in the commonwealth. Ultimately, the study team is focused on building consensus with various governments and citizens along the corridor on these "common ground" recommendations. Following CTB action, an effort will be undertaken to have all localities along the corridor pass a resolution indicating their support for the Route 29 Corridor Blueprint.

### What is the Status of the Route 29 Corridor Blueprint?

After the Commonwealth Transportation Board (CTB) initiated the study in early 2008, the study team held a series of meetings with localities along the corridor to gather input and suggestions for the future of the corridor. Now that the study is coming to an end, the team is focused on developing the draft Route 29 Corridor Blueprint, to be delivered to the CTB in November 2009. The Route 29 Corridor Blueprint will identify short, intermediate, and long-range improvements that focus on increasing safety,

### Purpose of These Meetings

From the very beginning of the Route 29 Corridor Study process, we have called for early and active public participation. Now that the study is nearing an end, we would again like your input and feedback on the preliminary recommendations for the Route 29 Corridor Blueprint – A Vision for the Future. Tonight, we will be presenting corridor-wide and area-specific recommendations to improve safety and enhance mobility within the Route 29 corridor from the North Carolina state line to Gainesville, Virginia. The Route 29 Corridor Blueprint will also include policy recommendations to ensure the continued viability of Route 29 as a major multi-modal transportation corridor in the commonwealth.



### Citizen Information Meetings

#### September 22, 2009

Danville Community College  
Regional Center for Advanced Technology and Training  
Danville, VA

#### September 24, 2009

VDOT Lynchburg District Office  
Ramey Memorial Auditorium  
Lynchburg, VA

#### October 1, 2009

John Barton Payne Community Room  
Warrenton, VA

#### October 6, 2009

Germana Community College  
Daniel Technology Center  
Culpeper, VA

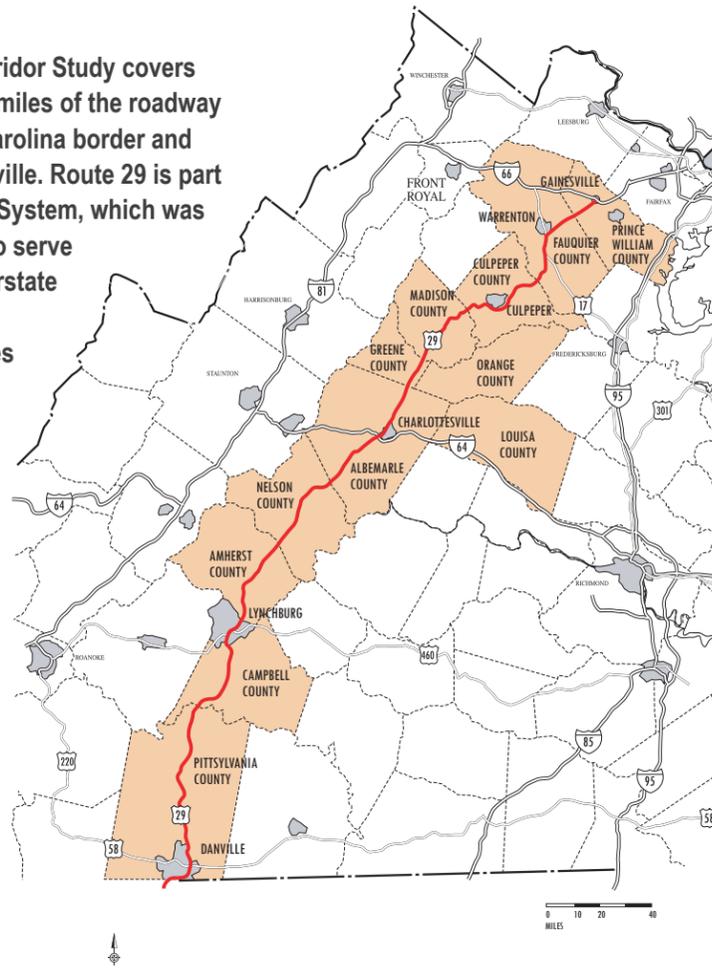
#### September 29, 2009

Virginia Department of Forestry  
Charlottesville, VA

Additional details on the meeting locations and times can be found at [www.virginiadot.org/route29](http://www.virginiadot.org/route29).

# Route 29 Corridor

The Route 29 Corridor Study covers approximately 219 miles of the roadway between the North Carolina border and Interstate 66 in Gainesville. Route 29 is part of the National Highway System, which was designated by Congress to serve as a primary means for interstate travel and the movement of goods. The corridor also serves as an important route for local traffic, connecting communities and neighbors. While previous studies were completed for several sections along the corridor, none focused on the entire length of corridor addressed by this current study. In 2008, the CTB, elected officials, and local leaders met to discuss this study. The primary issues of concern noted from the meeting included safety (congestion), through traffic, local traffic (access control), and land use / transportation planning.



## Corridor-Wide Recommendations

- Implement cost-effective improvements over the short term to address existing operations and safety needs; ensure that short-term solutions are consistent with mid- and long-term recommendations
- Refine and expand VDOT's role as steward of the Route 29 transportation system; modify current policies and procedures to ensure that VDOT can adequately preserve the public's transportation investments in the corridor
- Implement transportation, land use, and access management projects and policies that support Route 29's role as a corridor of statewide significance and as a higher-level roadway primarily intended to serve regional and corridor-wide travel needs
- Implement roadway improvements to address mid- and long-term safety, operational, and capacity needs
- Develop transportation improvement strategies that seek to address travel demand requirements first through transit, commuter and carpool services, bicycling, and walking, rather than improvements that serve single-occupant motor vehicles
- Enhance capacity and improve reliability of intercity passenger rail service
- Promote transportation-efficient land use patterns, and ensure that the location of various patterns matches existing and future transportation plans
- Promote transportation that enhances quality of life and seeks to preserve the historic, environmental, and visual qualities of the corridor
- Ensure coordinated planning and implementation of transportation improvements and land use changes throughout the corridor

### Focus on: Safety



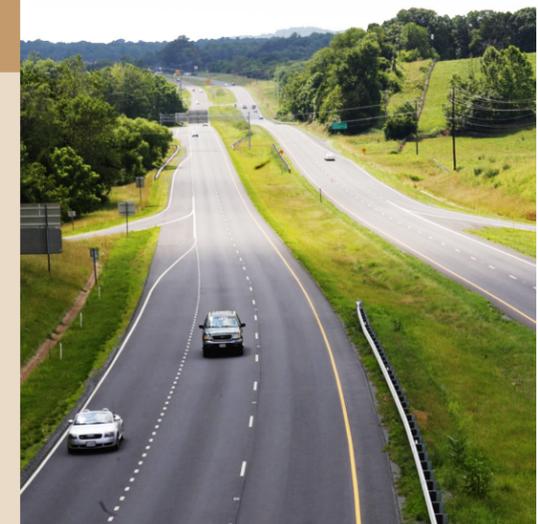
The Route 29 corridor is a major north-south link for local, regional, and statewide traffic in the commonwealth's transportation network. In recent years, increasing traffic volumes, coupled with significant development in key areas, has created conflicts resulting in congestion and safety concerns. First and foremost, the study team is focused on how best to integrate safety improvements along the entire corridor to help ease these points of conflict. For example, in order

to address issues related to congestion in many parts of the corridor, we are considering the introduction and/or improvement of various modes of transportation, including passenger rail service. We are also addressing safety concerns by integrating better access management standards to help avoid unsafe and congested traffic operations. Read more about access management on the next page.

### Focus on: Access Management

Access management takes into account these various needs and serves as a comprehensive approach for controlling the location, spacing, design, and operation of entrances, street intersections, median openings, and traffic signals. Each of these creates conflict points where vehicles have to stop or slow down, disrupting the flow of traffic. As the number of conflict points increase, so does traffic congestion and traffic crashes affecting the traffic carrying capacity of the road. Managing access, therefore, seeks to limit and separate entrances, intersections, median openings, and traffic signals to maintain and improve the flow of traffic and enhance public safety.

The reason so many principal arterials are congested and have high traffic crash counts – like many parts of the Route 29 corridor – is because multiple entrances, intersections, and traffic signals have been allowed to serve development, affecting the arterial's primary function to move traffic. In the case of the Route 29 corridor, much of this development occurred prior to the establishment of access management guidelines. Now, the Route 29 Corridor Study is tasked with addressing past issues while looking at future land use throughout the corridor. Such considerations include limiting the number of new entrances and safely spacing them from each other and requiring that lots created from the subdivision of a parcel access the



highway using an internalized street circulation system. The team's access management goal is to seek to best balance the right of property owners to reasonable highway access with the right of users of the roads to mobility, safety, and efficient expenditure of public funds.