



# ROUTE 29

CORRIDOR STUDY

Developing a Blueprint for the Corridor

September Public Meetings



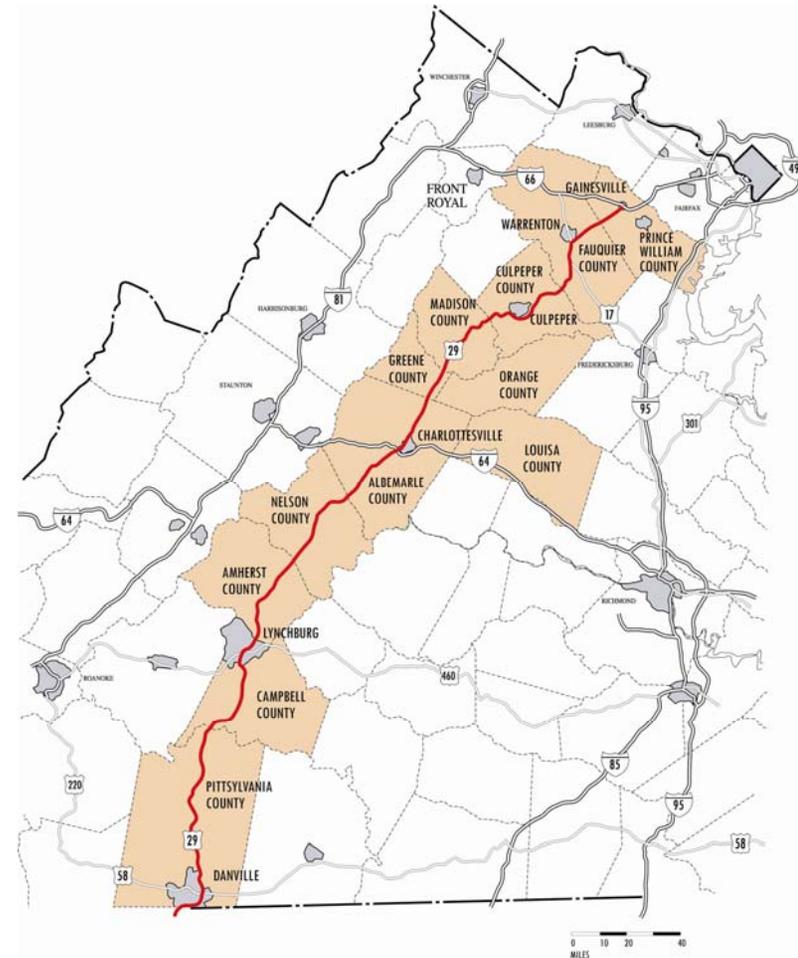
## Study Background

**Study initiated by the Commonwealth Transportation Board (CTB) and administered by VDOT in association with VDRPT.**

**Addresses the full 219-mile corridor**

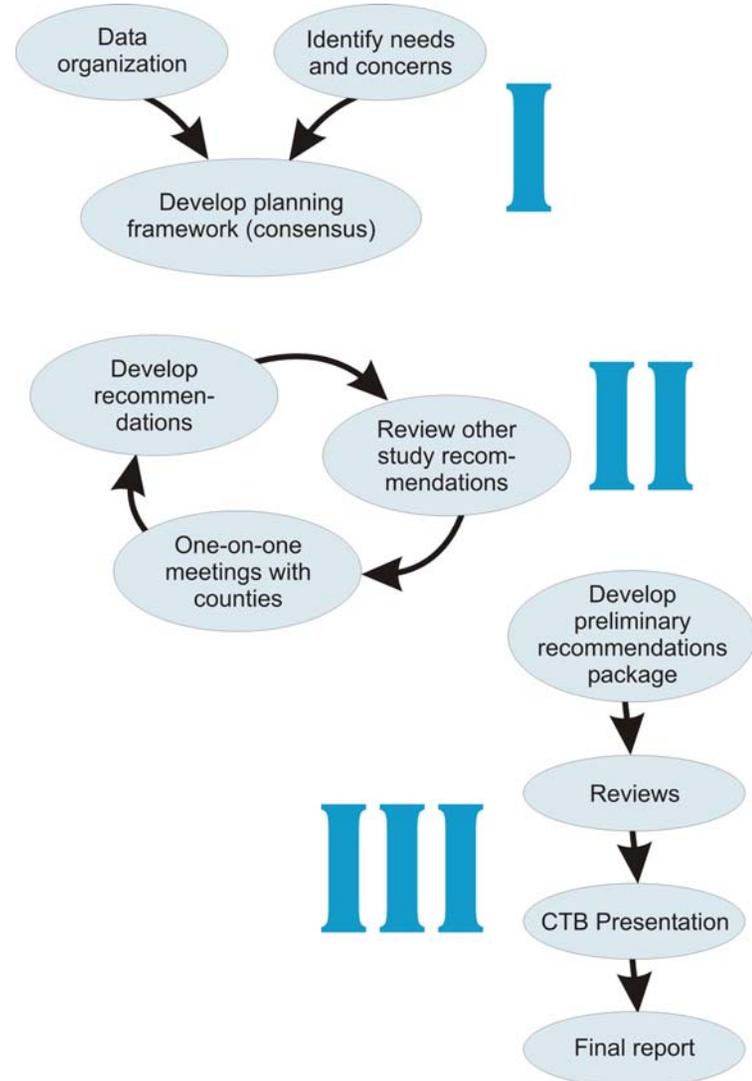
**Reviews and consolidates findings from previous studies**

**Considers all modes of travel, land use impacts, and the effects of measures to control growth**



# Study Process

- I. Identify needs and establish planning framework**
- II. Develop recommendations**
- III. Review and refine recommendations**



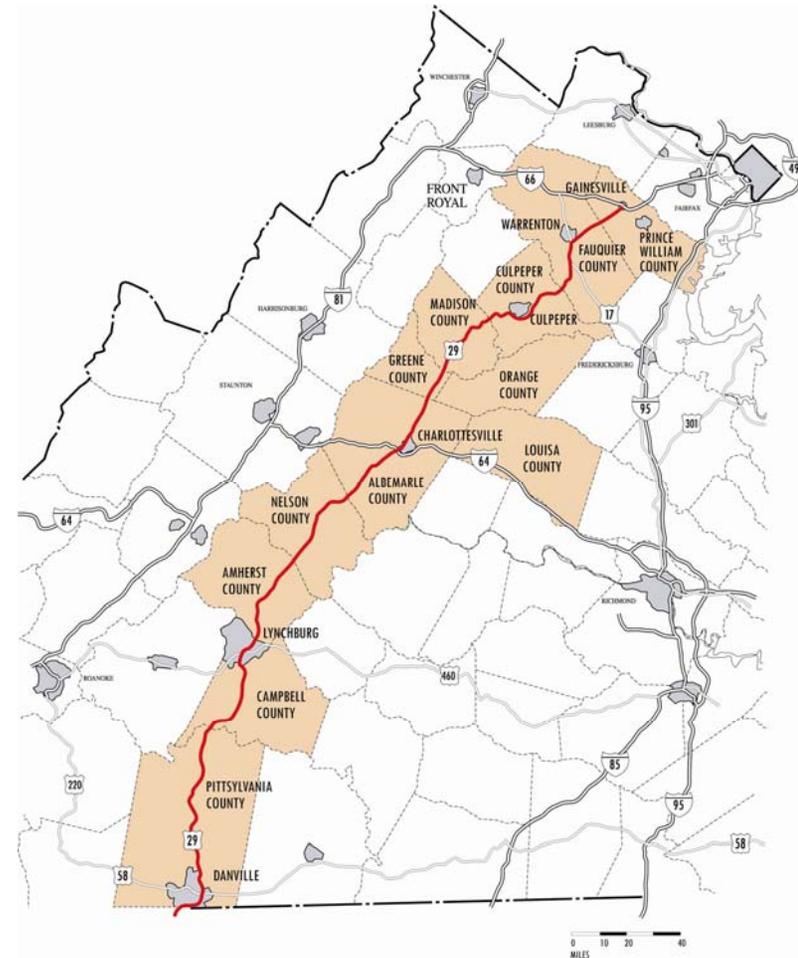
## Areas of Emphasis

**Establishment of overall planning framework for the corridor – sought consensus around this framework**

**Recommendations include projects, planning procedures, and policies**

**Recommendations include short, mid, and long-term recommendations and how these fit together**

**Development of recommendations included iterative analysis and reviews at local and statewide levels**



## Additional Area of Emphasis: Informed Discussion

**Eight listening tour public meetings (February)**

**Leadership Planning Forums (March/April)**

**Bi-Weekly Studio meetings held throughout corridor**

**One-on-one meetings with City Councils, Boards of Supervisors**

**Additional stakeholder group meetings (as requested) throughout the study**

## Preliminary Consensus Themes

**ACCESS CONTROL:** For long-term planning, the minimum level of access control on Route 29 should be “managed” access (access only at designated secondary road intersections)

**IMPLEMENTATION:** Steps should be taken to identify and implement alternative methods to manage access, including:

- Purchase (or transfer) of development rights within the corridor
- Incentives for access to take place via secondary roads
- Purchase of limited access ROW
- Incentives to develop portions of grid system (parallel roads) in urbanizing portions of the corridor

## Preliminary Consensus Themes (cont'd)

**CONGESTION MITIGATION:** Corridor congestion should be mitigated through a variety of approaches (intersection improvements, signal coordination and re-timing, construction of interchanges) to reduce delays for both short and long distance trips.

**CORRIDOR PLANNING:** Develop corridor-wide master plan for transportation and corridor-adjacent land use through cooperative effort between VDOT, DRPT, and localities.

**LAND USE AND TRANSPORTATION:** Land use decisions should be better managed in order to minimize traffic congestion in the Route 29 corridor

## Preliminary Consensus Themes (cont'd)

**CORRIDOR STEWARDSHIP:** VDOT's role as the "owner/steward" of transportation resources in the corridor and its ability to maintain the value of the Commonwealth's transportation investments along the Route 29 corridor should be increased..

**MULTI-MODAL:** Capacity of the rail system through the corridor to better support effective passenger rail service. Also, implementation of improvements in the transportation system should be timed in order to enhance the competitive advantage of rail, transit, and other modes.

# Corridor-Wide Recommendations

## 1. SHORT-TERM SAFETY & OPERATIONS

Intersection and segment improvements, including signage, pavement, turn bays, sight distance improvements, median closures and/or improvements, etc.

Short-term improvements, but are also consistent with mid- and long-term recommendations

# Corridor-Wide Recommendations

## 2. REGIONAL & CORRIDOR-WIDE TRAVEL NEEDS

Refine and expand VDOT's role as steward of the Route 29 transportation system; modify current policies and procedures

Implement transportation, land use, and access management projects and policies:

- Minimize new access points
- Distributed network of streets
- Remove traffic signals and change policies/procedures with respect to traffic signals

## Corridor-Wide Recommendations

### **3. MID-TERM SAFETY, OPERATIONS & CAPACITY NEEDS**

Construct grade separations at key locations

Crossover consolidation and improvement programs

Signal re-timing program (3-year cycles)

Construct side-street acceleration lanes where appropriate

Increased video detection, queue detectors, traveler information, emergency response

## Corridor-Wide Recommendations

### **4. MANAGE VEHICULAR TRAVEL DEMAND**

Promote and implement transit, carpool, bicycling, walking, flex-time, telecommuting, and other travel demand programs

### **5. ENHANCE RAIL SERVICE**

Double-track rail line through entire corridor

Continue to promote increased use of freight rail

## Corridor-Wide Recommendations

### **6. LAND USE PLANNING**

Promote transportation-efficient land use patterns and increased coordination between transportation and land use planning

### **7. SCENIC, ENVIRONMENTAL & HISTORIC FEATURES**

Preserve and enhance quality of life and the historic, environmental and visual qualities of the corridor

## Corridor-Wide Recommendations

### 8. CORRIDOR IMPLEMENTATION PLAN

Coordinated planning and implementation of transportation and land use changes throughout the corridor. Includes financing mechanisms and allocation of funds to serve corridor-wide needs

Connections across regions and across travel modes

Enhance planner/practitioner toolkit to include purchase/transfer of development rights, incentives to develop distributed roadway network

## Implications of the Recommendations Package

### **GOAL:**

- Eliminate/minimize traffic signals on Route 29

### **CHALLENGES:**

- Development pressures and proliferation of access points on Route 29
- Short-term benefits of signals often outweigh impacts
- Benefits accrue locally but impacts are more geographically spread
- Traffic signalization costs are relatively low and impacts on adjacent land uses and the environment are relatively low
- Signals often represent a “quick fix”

## Implications of the Recommendations Package

### **GOAL:**

- Eliminate/minimize traffic signals on Route 29

### **ACHIEVING THE GOAL:**

- Recognize the true costs of traffic signals, including long-term impacts on capacity as well as the visual impacts of conversion to signalized arterial
- Manage access
- Implement expectations and procedural changes
- Implement a framework for transportation and land use to achieve the goal incrementally
- Develop and implement a creative and context-sensitive approach for an uninterrupted-flow roadway

## Implications of the Recommendations Package

### **GOAL:**

- Eliminate/minimize traffic signals on Route 29

### **STUDY RECOMMENDATIONS:**

- Strengthen access management regulations (legislation and regulation); educate and change expectations
- Change local land use plans to reflect distributed networks and nodal development patterns
- Enhance available tools (regulatory and incentive-based), including transfer/purchase of development rights, shared access, construction of local parallel roads, etc.

## Implications of the Recommendations Package

### **GOAL:**

- Coordinated transportation and land use planning through the corridor

### **CHALLENGES:**

- Disconnect between transportation and land use planning
- Need for additional “ownership” by the Commonwealth of primary highways such as Route 29; redefine partnerships
- Need for balance between serving shorter and longer-distance trips
- Coordination across jurisdictions with respect to both transportation and land use planning
- Need for additional funding for transportation

## Implications of the Recommendations Package

### **GOAL:**

- Coordinated transportation and land use planning through the corridor

### **ACHIEVING THE GOAL:**

- Change existing procedures, guided by a framework that addresses the need to address corridor-wide requirements
- Consistency across entire corridor with respect to overall goals and performance measures, but allow for implementation specifics that address local requirements as well as context sensitivity

## Implications of the Recommendations Package

### **GOAL:**

- Coordinated transportation and land use planning through the corridor

### **STUDY RECOMMENDATIONS:**

- Legislation to require VDOT and localities to develop the Corridor Implementation Plan; tie-in to increased control/management of access. Locality land use plans adjusted accordingly.
- Funding authority granted in conjunction with Corridor Implementation Plan
- The Route 29 Blueprint provides the structure for the Corridor Implementation Plan



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