



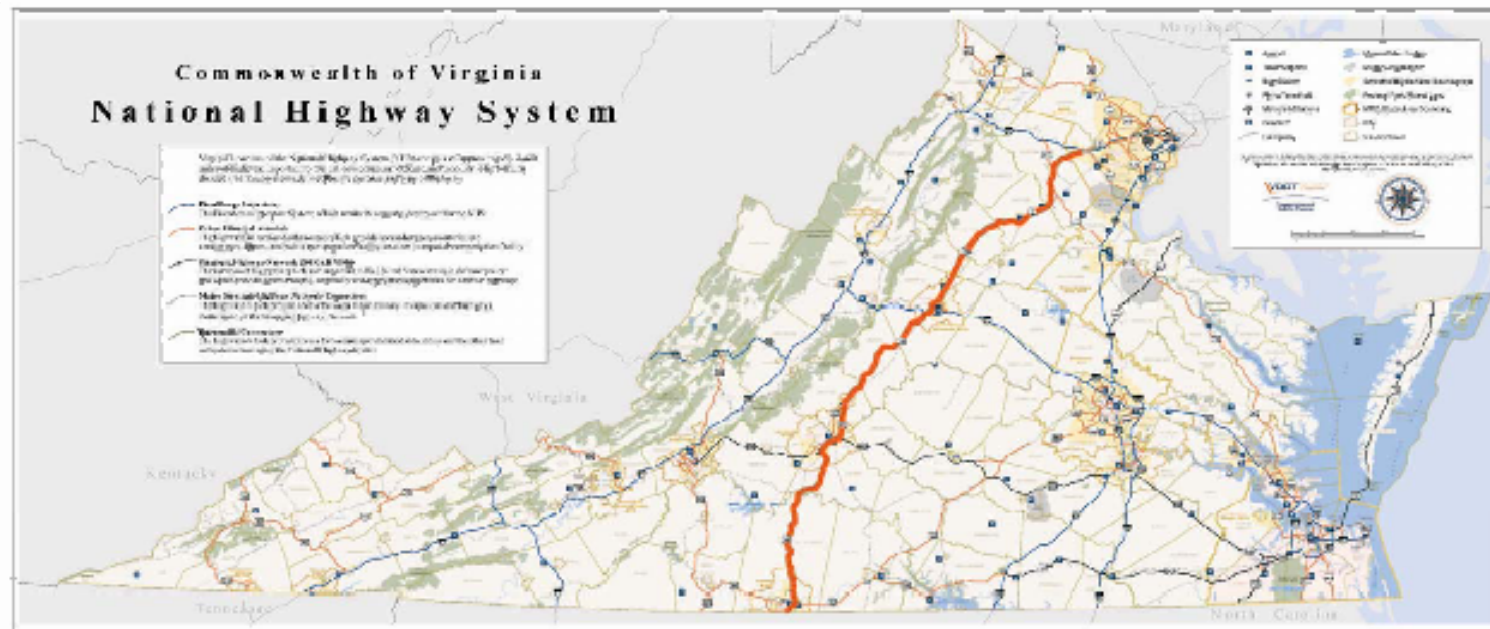
# Report and Recommendations of the CTB Subcommittee on the Route 29 Corridor

June 15, 2011

J. Douglas Koelemay

## Route 29 Corridor Background


- Corridor extends 219 miles: North Carolina to I-66 at Gainesville
- Principle Arterial and designated NHS Route
- Identified as a Corridor of Statewide Significance (CoSS) in VTrans 2035
- Interconnects 3MPO areas; connects rural areas to NOVA
- Serves long distance travel but also carries large volumes of local traffic
- Norfolk Southern provides rail service along the corridor



# Background

The Route 29 Corridor Study was presented to CTB as an element of the VTrans 2035 study effort and document in December 2009.

The CTB accepted the work through their Dec. 17, 2009 resolution and directed that further study effort be undertaken on specific items for the Route 29 Corridor Study.

  
**COMMONWEALTH of VIRGINIA**  
*Commonwealth Transportation Board*  
 FAYE S. HUNTER  
 Chairman  
 1401 East Broad Street - Policy Division - CTB Session # 11106 (504) 750-1830  
 Richmond, Virginia 23219 Fax (804) 715-4700  
 Agenda Item # 281

**RESOLUTION  
 OF THE  
 COMMONWEALTH TRANSPORTATION BOARD**  
 December 17, 2009

**MOTION**  
**Made By:** Mr. White **Seconded By:** Mr. Dickens **Action:** Motion Carried, Unanimously  
**Title:** A Resolution on the Route 29 Corridor Study

**WHEREAS**, the Route 29 Corridor (the Corridor) is a major north-south roadway in the Commonwealth, that connects Northern Virginia with North Carolina (a distance of 219 miles), is designated as a National Highway System (NHS) Route, and serves both long-distance and local traffic, the interests of which can often be in conflict; and

**WHEREAS**, because the Route 29 Corridor is a major asset of the Commonwealth, the General Assembly is the steward of this asset, and the Commonwealth Transportation Board (Board) has a leadership responsibility in protecting this asset; and

**WHEREAS**, many studies have been incrementally conducted on the Corridor over the past 30 years, none of the studies have addressed the entire corridor in an inclusive manner, as an entity; and

**WHEREAS**, this Board held a meeting on January 16, 2008, with affected General Assembly members and other elected officials, to present and solicit comments on a plan for a corridor-wide study that would develop a blueprint for the Corridor to serve as a framework for future transportation improvements in the Route 29 Corridor and for other Corridors of Statewide Significance (the Blueprint); and

- the Blueprint fails to include several recommendations of the consultant team that were removed prior to presentation to the Board, some of which were apparently

April 1, 2010, for Route 29 and future corridor studies, that addresses the cited insufficiencies

commend both broad, the functionality of the move people and goods, serve Corridor through-travel and historic integrity of

ommending both broad, the functionality of the move people and goods, serve Corridor through-travel and historic integrity of

ommending both broad, the functionality of the move people and goods, serve Corridor through-travel and historic integrity of

h removal the Board

h removal the Board

h removal the Board

ected localities, transit agencies along

ected localities, transit agencies along

ected localities, transit agencies along

ation Group of Virginia, has R Route 29 Corridor Blueprint

ation Group of Virginia, has R Route 29 Corridor Blueprint

ation Group of Virginia, has R Route 29 Corridor Blueprint

of consensus strategies and sus strategies and goals"),

of consensus strategies and sus strategies and goals"),

of consensus strategies and sus strategies and goals"),

for development and ment in the Corridor; points on Route 29. Rather re parallel roads should be

for development and ment in the Corridor; points on Route 29. Rather re parallel roads should be

for development and ment in the Corridor; points on Route 29. Rather re parallel roads should be

se in developing for improvements in have access to the full

se in developing for improvements in have access to the full

se in developing for improvements in have access to the full

ased use of technology, for information; used and land use patterns that l be promoted; land use and transportation; ritional boundaries; erving the transportation and environmental resource

ased use of technology, for information; used and land use patterns that l be promoted; land use and transportation; ritional boundaries; erving the transportation and environmental resource

ased use of technology, for information; used and land use patterns that l be promoted; land use and transportation; ritional boundaries; erving the transportation and environmental resource

ss by which it was future planning for ited above;

ss by which it was future planning for ited above;

ss by which it was future planning for ited above;

se greater role which nking land use with so that local within their al boundaries;

se greater role which nking land use with so that local within their al boundaries;

se greater role which nking land use with so that local within their al boundaries;

se Corridor function differently ortation needs in context

se Corridor function differently ortation needs in context

se Corridor function differently ortation needs in context

alth Transportation r) Corridor Study Final ion (VDOT) and the iewide strategies and and regional planning missions, metropolitan n implementing them;

alth Transportation r) Corridor Study Final ion (VDOT) and the iewide strategies and and regional planning missions, metropolitan n implementing them;

alth Transportation r) Corridor Study Final ion (VDOT) and the iewide strategies and and regional planning missions, metropolitan n implementing them;

nd DRPT to work process to the Board by

nd DRPT to work process to the Board by

nd DRPT to work process to the Board by

## CTB Direction from the Dec 17, 2009 Resolution

1. The CTB accepted the Consensus Strategies and Goals of the Route 29 Corridor Study Final Report, and directed VDOT and DRPT to use the corridor-wide strategies and goals as a high level guide for local and regional planning within the corridor; and to work with the localities, planning district commissions, metropolitan planning organizations and transit agencies along the Corridor in implementing them.
2. The CTB directed VDOT and DRPT to “work closely with a Subcommittee of this Board” to develop and present a draft process to the board for Route 29 and future corridor studies.

## CTB Direction from Dec 17, 2009 Resolution, (continued)

The CTB directed VDOT and DRPT to “work closely with a Subcommittee of this Board” to:

3. Undertake additional work for the Rte 29 Study Report and bring recommendations on the following issues:
  - A. Prioritized list of intersections to be replaced by grade separated intersections or interchanges.**
  - B. Plan to improve mobility and accessibility north of Charlottesville, evaluating various alternatives, and not limited to prior proposals.**
  - C. Plan to improve mobility and accessibility in the Gainesville, Haymarket and Buckland region, evaluating various alternatives, and not limited to prior proposals.**
  - D. Plan to minimize the number of traffic signals in the Corridor**

## CTB Direction from Dec 17, 2009 Resolution, (continued 2)

The CTB Resolution further resolved that . . .

4. The Board will authorize an implementation program (Corridor Master Plan) for the Route 29 Corridor once the new Blueprint is approved and the foregoing issues with the Study Report have been addressed; and
5. The cost for these activities would be paid for by transportation planning funds and multi-modal planning funds.

## The Route 29 CTB Subcommittee

**On February 8, 2010:**

**Secretary Connaughton appointed the Route 29 Corridor CTB Subcommittee:**

NOVA District: Doug Koelemay, Chairman

Culpeper District: (John J. "Butch" Davies) Jim Rich

Lynchburg District: (Kenneth White) Mark Peake,

Rural At-Large: (Peter Schwartz)

Urban At-Large: (Sharon Pandak) Gary Garczynski.

## Route 29 Corridor CTB Subcommittee – Status Report

**Item #1 - VDOT, DRPT, planning district commissions, the metropolitan planning organizations and the regional transit agencies are continuously working along the corridor to implement Strategies and Goals.**

**Item #2 – CoSS corridor study process was presented to and adopted by the CTB at the May 2010 CTB Meeting.**

### **Item #3 - Additional specific work and study**

- A. Prioritized list of intersections to be replaced by grade separated intersections or interchanges.
- B. Plan to improve mobility and accessibility north of Charlottesville, evaluating various alternatives, and not limited to prior proposals.
- C. Plan to improve mobility and accessibility in the Gainesville, Haymarket and Buckland region, evaluating various alternatives, and not limited to prior proposals.
- D. Plan to minimize the number of traffic signals in the Corridor

**Item #4 - Corridor Master Plan – presented at this meeting for the Board’s review and approval.**

**Item #5:** The cost for this additional work was funded from the remainder of the Route 29 contract in order to retain the original consultant to work with the CTB Subcommittee.



## Route 29 CTB Subcommittee Actions and Recommendations (1 of 5)

### **Item #3 - Additional specific work and study**

#### **A. Prioritized list of intersections to be replaced by grade separated intersections or interchanges.**

- **The Route 29 CTB Subcommittee has compiled a prioritized list of intersections based on safety and congestion to be replaced by grade separated intersections or interchanges.**
- **The list of intersections is included for consideration by the Board.**

See Handout

## Route 29 CTB Subcommittee Actions and Recommendations (2 of 5)

### **Item #3 - Additional specific work and study**

#### **B. Plan to improve mobility and accessibility north of Charlottesville, evaluating various alternatives, and not limited to prior proposals.**

- **The proposed Cross – Jurisdictional discussions are envisioned to begin with leaders from Charlottesville area, but must include representatives from the southern tier of the Corridor such as Lynchburg and the Danville areas.**
- **The Committee developed a proposal for these facilitated discussions for consideration by the Board.**

See Handout

## Route 29 CTB Subcommittee Actions and Recommendations (3 of 5)

### **Item #3 - Additional specific work and study**

**C. Plan to improve mobility and accessibility in the Gainesville, Haymarket and Buckland region, evaluating various alternatives, and not limited to prior proposals.**

- **A plan to improve mobility and accessibility in the Gainesville, Haymarket and Buckland Region must also begin with discussions between local leaders. These discussions must be lead by a professional facilitator with experience in resolving public disputes.**
- **The Committee developed a proposal for these facilitated discussions for consideration by the Board.**

See Handout

## Route 29 CTB Subcommittee Actions and Recommendations (4 of 5)

### **Item #3 - Additional specific work and study**

#### **D. Plan to minimize the number of traffic signals in the Corridor**

- **A plan to minimize the number of traffic signals on the Route 29 Corridor must begin with a plan for providing adequate access while controlling the number of direct access points on Route 29 and other Corridors of Statewide Significance.**
- **The Committee proposes the development of Corridor Master Plans on Route 29 and the CoSS to better control access and congestion and to ensure safety for long distance travel and limit the number of traffic signals.**
- **The CoSS system is a resource of Commonwealth. Corridor Master Plans will help preserve the Commonwealth's investment and preserve transportation resources. Too often our transportation resources are inundated by local commercial entrances.**

## Route 29 CTB Subcommittee Actions and Recommendations (5 of 5)

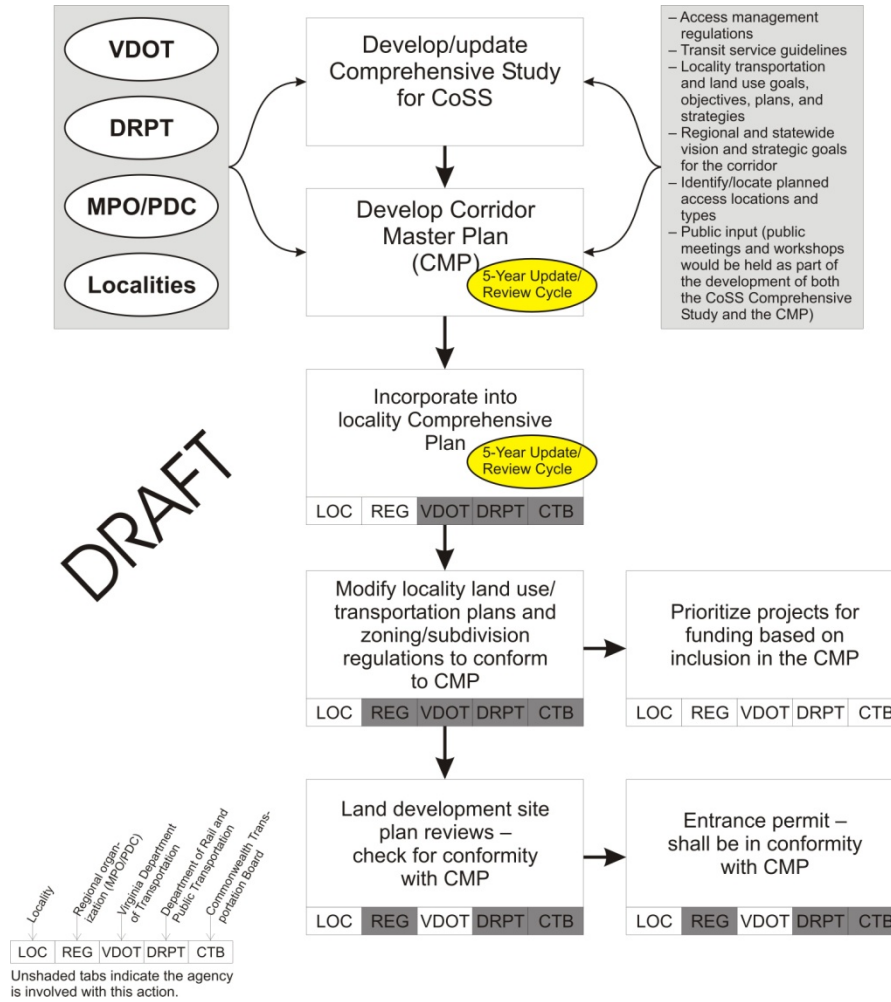
### **Item #4 - Corridor Master Plan – to be presented at this meeting for the Board's review and approval.**

- **Corridor Master Plans will identify ways to preserve the CoSS function and provide guidance for localities, landowners, and developers in locating and designing appropriate access for future development.**
- **Corridor Master Plans must be developed jointly with local jurisdictions and must become an element of the local Comprehensive Plans.**
- **The Committee recommends a pilot study to develop the Corridor Master Plan proposal. An appropriate segment of Route 29 or another CoSS facility should be selected for refining the proposal.**

**The Committee's recommendation for local Corridor Master Plans on the CoSS is included for your consideration.**

See Handout

# Diagram for Corridor Master Plans on the CoSS



DRAFT