



Transportation and Land Use Forum: Regional and Rural Strategies

**A Shared Vision for the Route 29 Corridor
Overlay District in Campbell County**

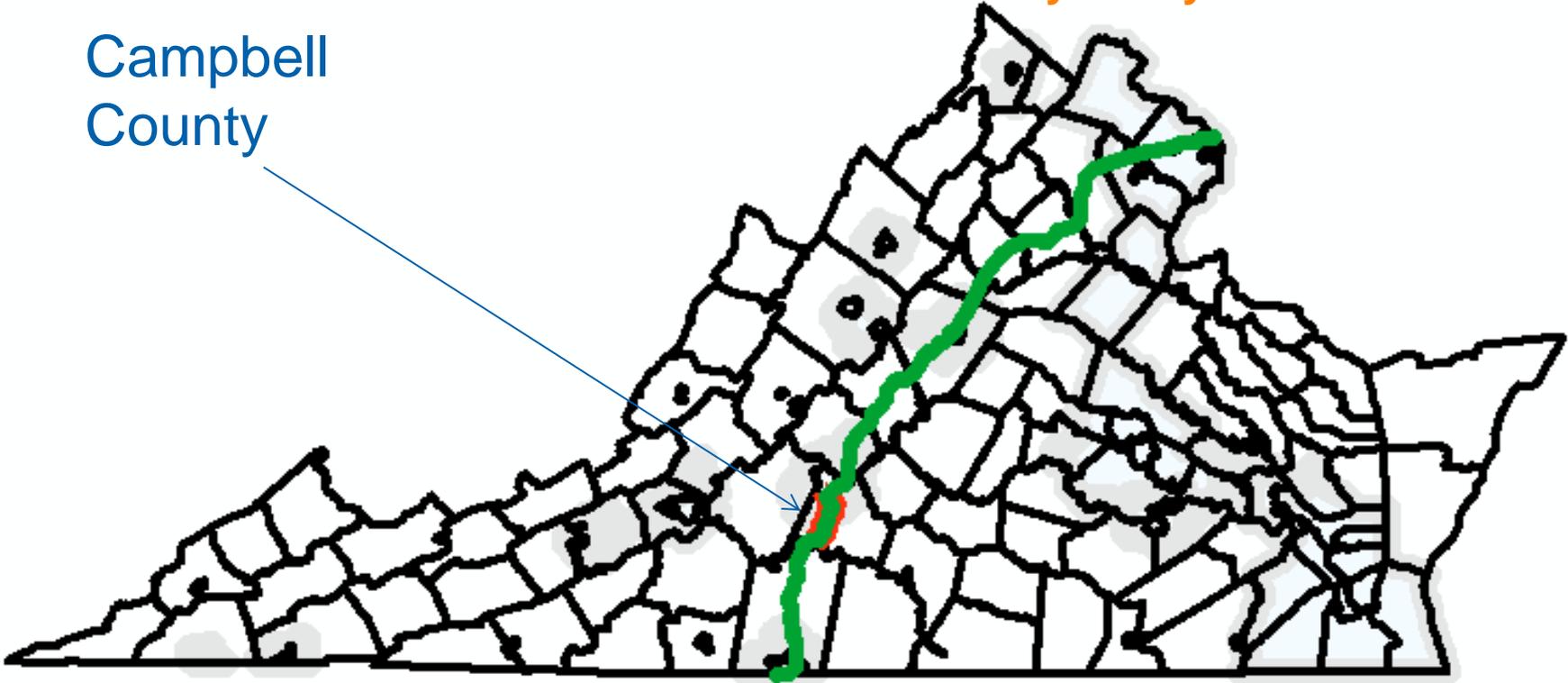
June 2, 2016



Route 29: The Most Studied Route in the Commonwealth!

- ❑ 1997: Phase 1 corridor study
- ❑ 2003: Phase 2 and 3 statewide study
- ❑ 2005: Development of a corridor overlay
- ❑ 2009: Statewide blueprint (CTB Addendum)
- ❑ 2010: Roadway safety audit

Campbell
County



Local Economic Development.....

ECONOMIC DEVELOPMENT GOALS & OBJECTIVES

COMMON THEMES

From the Listening Tours and Leadership Planning Forums, a number of common themes emerged on potential strategies for dealing with concerns and taking proactive steps to address problems on the corridor.

These included:

Access Control:

For long-term planning, the minimum level of access control on the Route 29 corridor 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 of development rights within the corridor
- Incentives for access to take place via secondary roads
- Purchase of limited access right of way
- Incentives to develop portions of grid system (parallel roads) in urbanizing portions of the corridor

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:

A corridor-wide master plan for transportation and corridor-adjacent land use through cooperative effort between VDOT, DRPT, and localities should be developed.

Land Use and Transportation:

Land use decisions should be better managed to minimize additional traffic congestion in the Route 29 corridor.

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 should be increased 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.



GOAL 1: Support existing industry expansion, the retention of existing businesses, the location of new industry within the County, and entrepreneurial activity.

Objective 1: Promote a skilled and trained work force in Campbell County through educational and workforce development.

Objective 2: Promote retail, commercial, and industrial growth throughout the County.

Objective 3: Develop marketable industrial and commercial properties.

Objective 4: Support entrepreneurship and encourage economic gardening.

Objective 5: Expand broadband access.

GOAL 2: Promote policies and practices that will support local economic development.

Objective 1: Support the maintenance and improvement of efficient transportation systems.

Objective 2: Raise awareness of state and local funding decisions and impacts.

Objective 3: Continue to invest resources into long-term planning.

GOAL 3: Promote local and regional tourism.

Objective 1: Work with tourism stakeholder groups to identify tourism issues and initiatives.

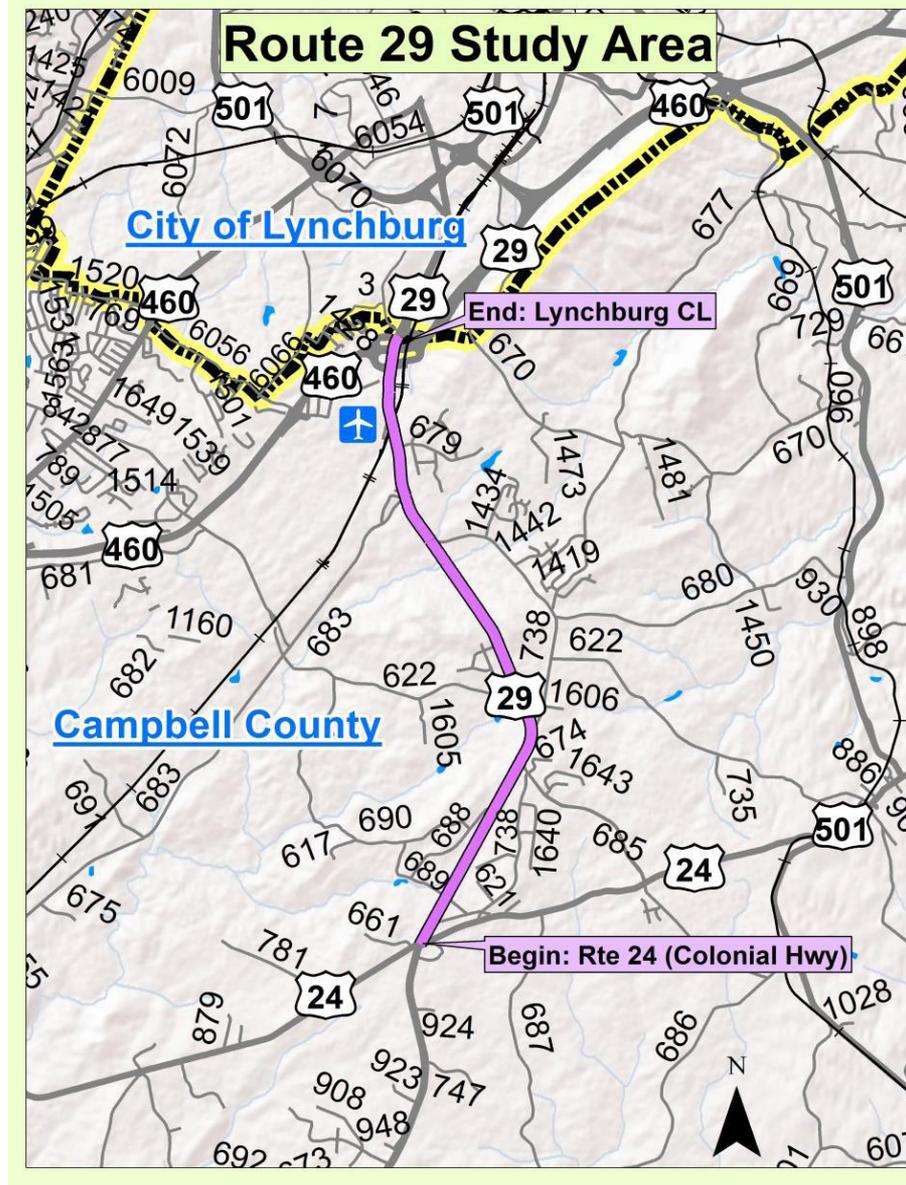
Objective 2: Collaborate with other organizations in the state and region to increase aware County points of interest.

Objective 3: Provide support for tourism-related businesses.

....and Statewide Mobility

What are we Coordinating?

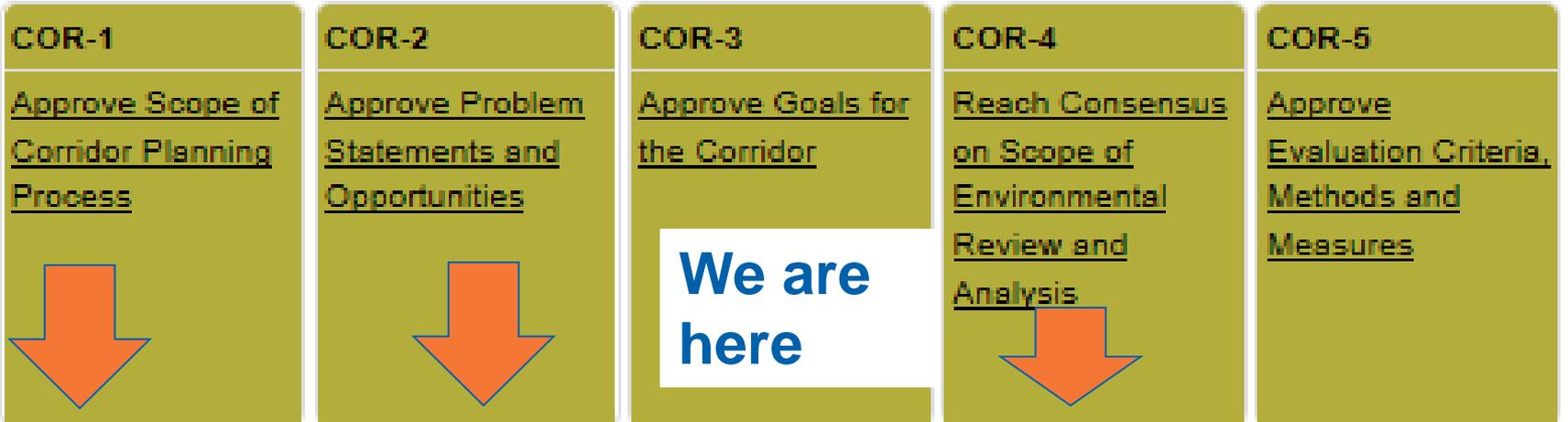
- ❑ A joint state and local strategy to guide development and transportation decisions
- ❑ Route 29 between Route 460 and Callahan Road
- ❑ Local advice: "Consider everyone's viewpoint"
- ❑ Use the new FHWA PlanWorks tool to assist collaboration among Campbell County, VDOT and CVMPO.



What is PlanWorks?

- ❑ An agency's "roadmap" for planning and implementing projects.

Corridor Planning (Steps 1-5)



Where is the study?
What ideas are considered?

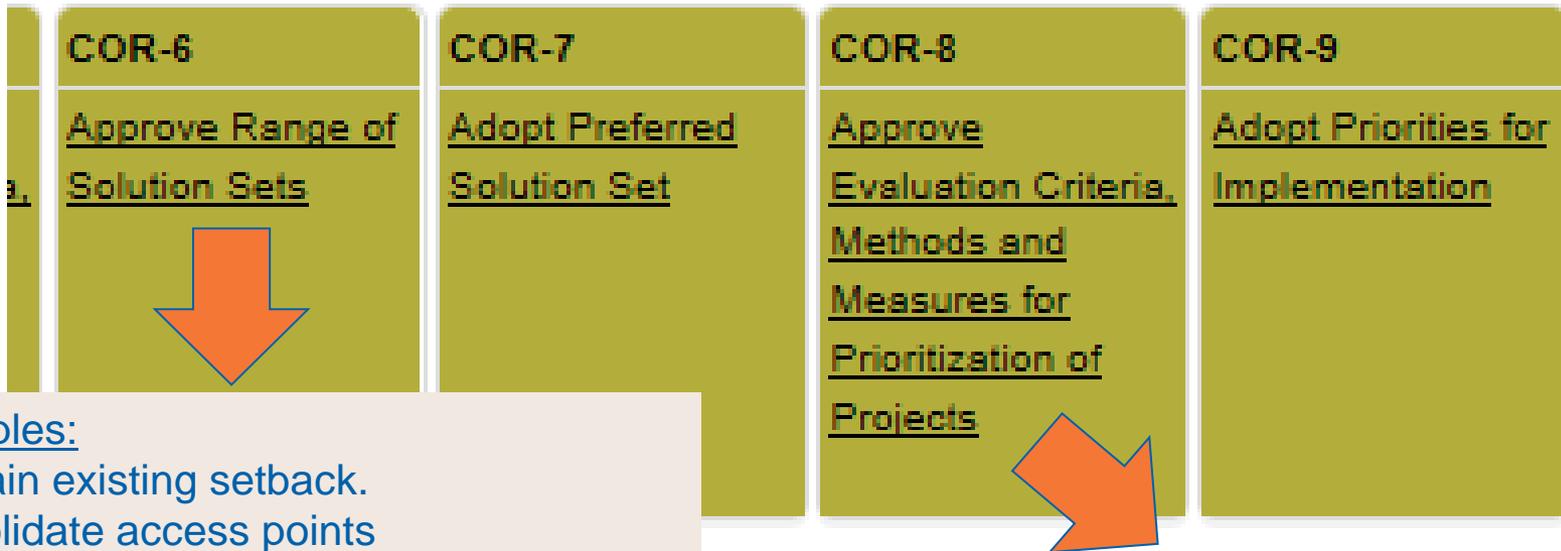
Example: identify areas of agreement (ROW preservation)

Example: decide on the analysis time frame (1 year)

What is PlanWorks (cont'd) ?

- ❑ A web-based decision support tool showing the key steps in planning for projects

Corridor Planning (Steps 6-9)



Examples:

Maintain existing setback.
Consolidate access points
Other options
Do nothing or combine the above

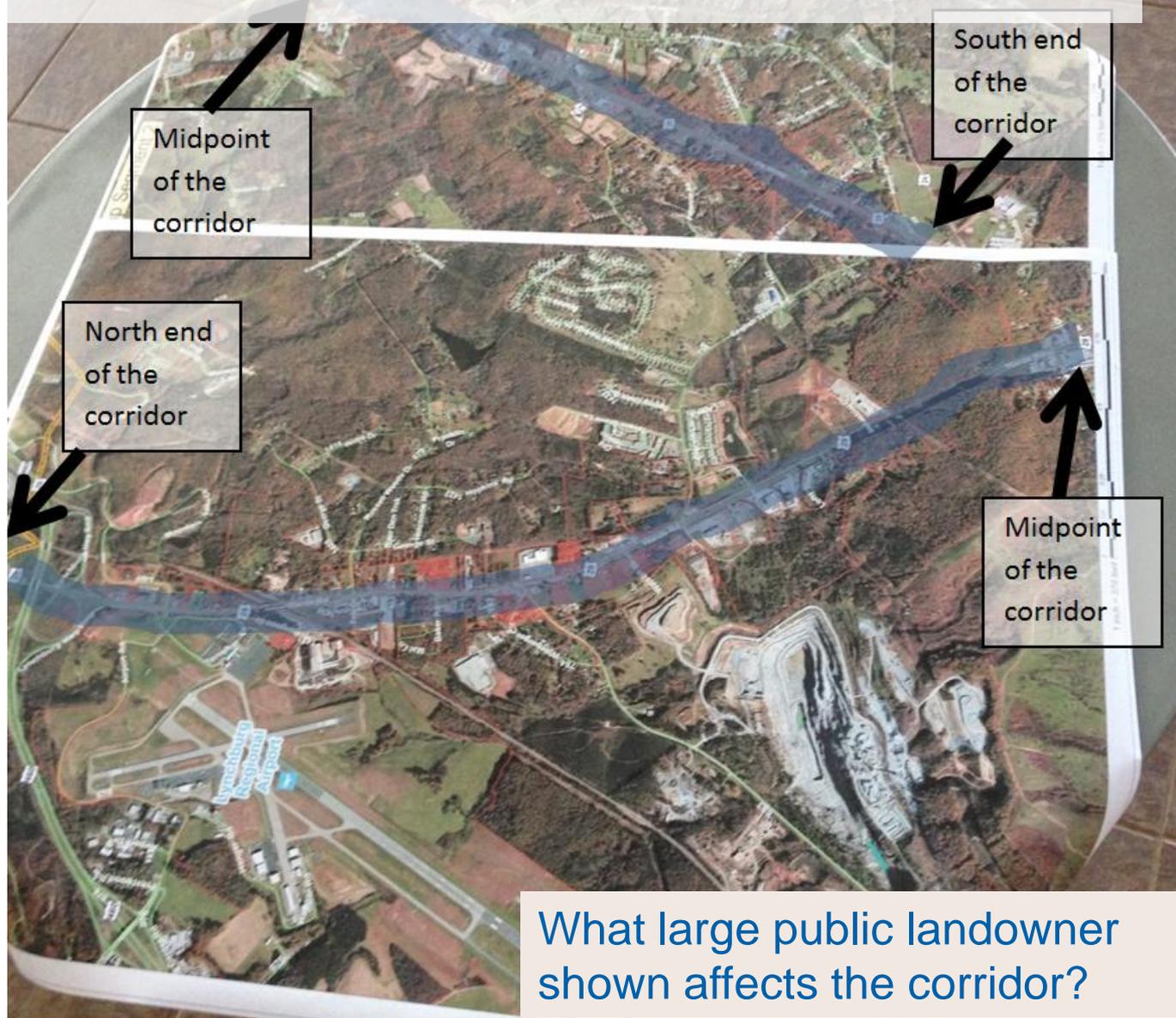
Example:

Map projects to funding requirements.

Public Input (COR-1)



Getting the Right Stakeholders (COR-1)

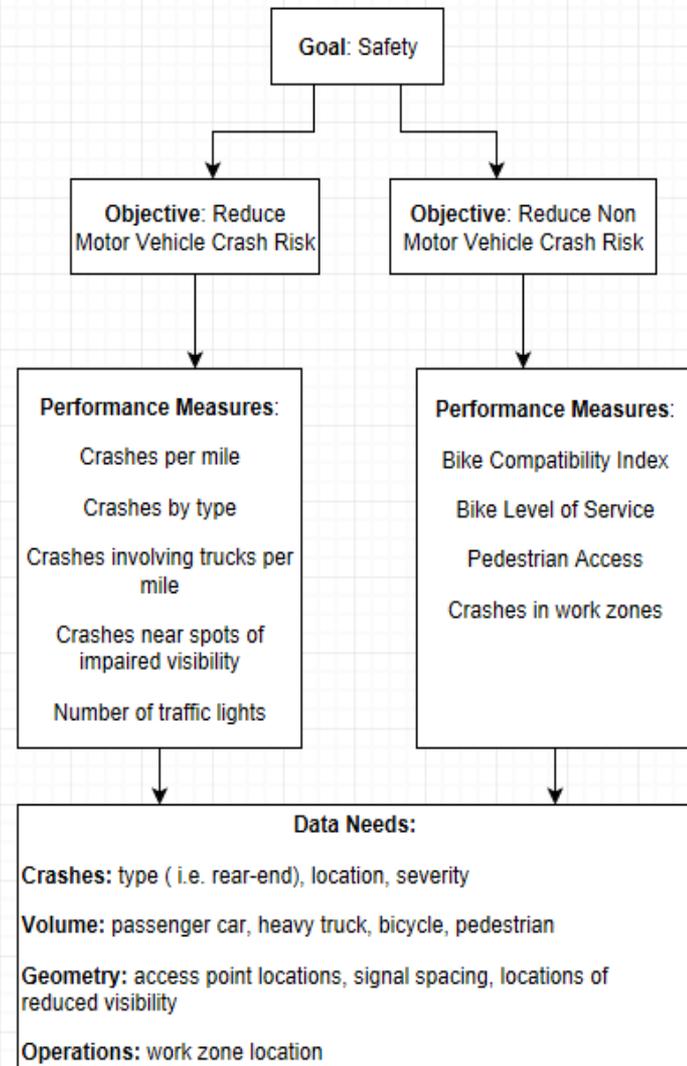


Public Education (COR-2): Which is NOT part of the Current Transportation Corridor Overlay District?

- a) Increased road frontage requirements
- b) 50 foot setbacks for "buildings and large structures"
- c) Signs in the setback area must be less than 100 ft² in area and 20 ft. in height
- ~~d) Signs on buildings outside the setback area are also restricted~~

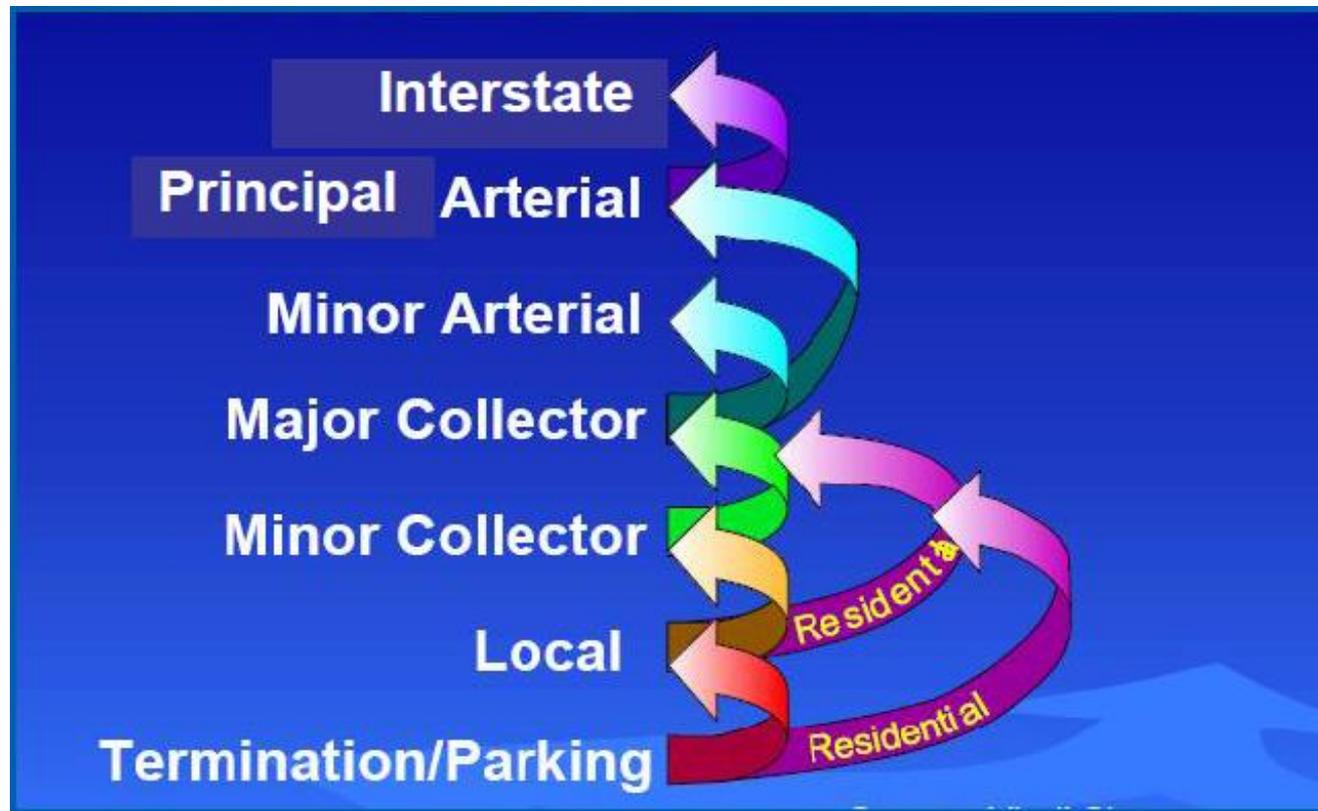
Goals of the Corridor (COR-3)

- ❑ Support economic development and vitality of study area
- ❑ Maximize transportation system efficiency and safety
- ❑ Minimize public investment required to support local development goals



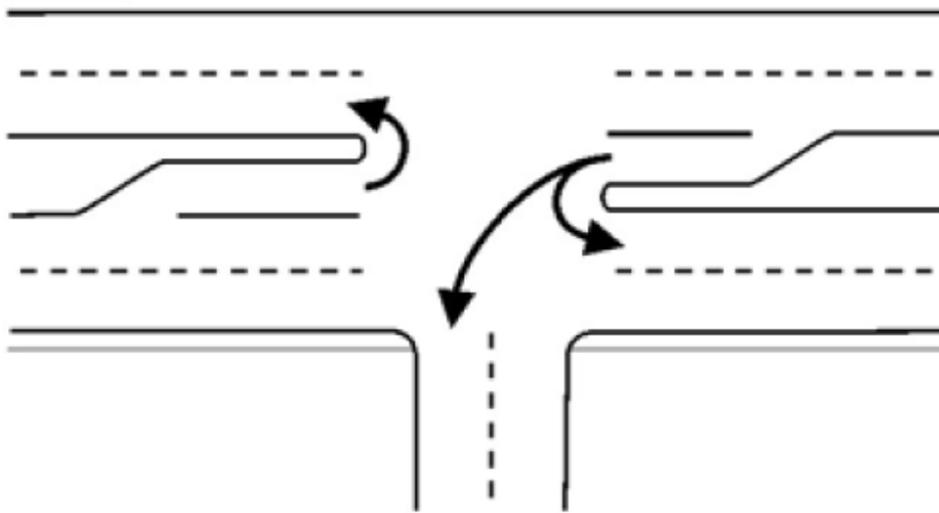
Study Score (COR-4) Roads Have Different Functions

- ❑ Travel involves movement through a network of roads
- ❑ Each road serves a distinct function



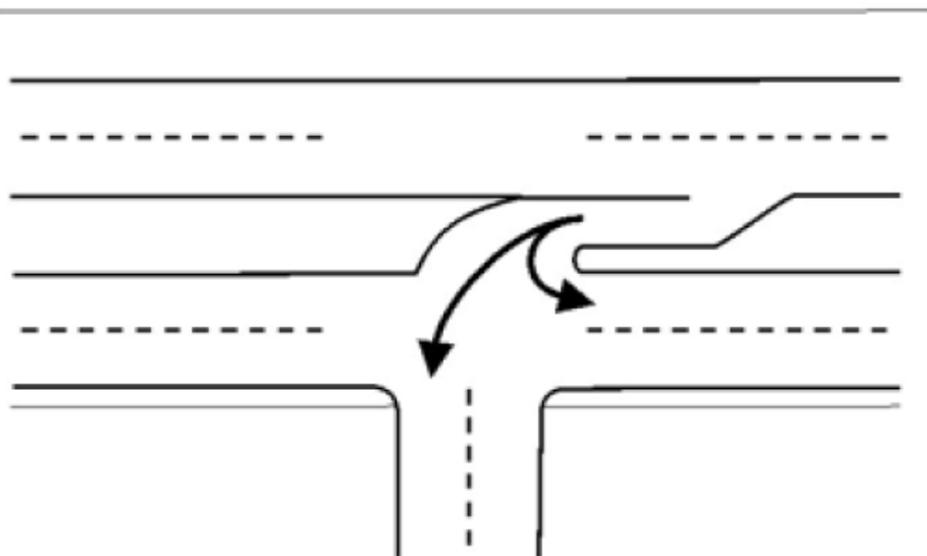
Evaluation Criteria (COR-5):

What is the impact on crash risk per million VMT?



Design 1

8.4 crashes



Design 2

1.4 crashes

Example of Possible Solution Sets (COR-6)

Plan Ahead—Reduce the Number of Access Points



How many connection points to Route 29 will we need?

Example of Possible Solution Sets (COR-6)

Plan Ahead—Reduce the Number of Access Points

- ❑ 1 Access point
- ❑ Notice channelization



Another Example of COR-6: Retrofits

Channelization





Priority Project Score Sheets- Project Rank #10

Project Number	67	Category	Access Management and Safety	Project List	Vision		
Jurisdiction	Route Name	Route Number	From	To	Length (mi)		
Campbell County	Wards Rd	29	S of Calohan Rd (Rt 685)	City of Lynchburg Corp Limits	4.7		
Proposed Improvement		Access mgmt, traffic ops, safety improvements			Est. Cost	\$10,000,000	
Capacity/Traffic Ops	Improves traffic ops	Safety Priority	Primary	Modes Served	Auto	Streetscaping	None
Project Benefit Score	73.2	Project Benefit-Cost Rating	High	Project Readiness Rating	Medium		

Benefit Score Calculation

Vision Theme: Mobility and Accessibility

Category	Result	Rating	Points	Weight	Score
Congestion	2040 V/C: 0.61	Low	33.3	37%	12.3
Traffic Volume	2040 Weighted Traffic Flow: 396 vph	High	100	23%	23.0
Freight	Truck Volume: 6.24%	High	100	20%	20.0
Alternative Transportation	None included	Low	33.3	20%	6.7
Total Mobility and Accessibility Score					62.0

Vision Theme: Safety

Category	Result	Rating	Points	Weight	Score
Accident Rate	2011-2013: 36.6 accidents per mile	High	100	61%	61.0
Safety Features	Primary: Access management and safety	High	100	39%	39.0
Total Safety Score					100.0

Vision Theme: Economy

Category	Result	Rating	Points	Weight	Score
Economic Development Plans	Corridor of Statewide Significance		66.7	25%	16.7
Commuter Travel	Primary commuter corridor without congestion	Medium	66.7	44%	29.3
Employment Density	Less than 1 job per acre	Low	33.3	31%	10.3
Total Economy Score					56.3

Vision Theme: Community and Nature

Category	Result	Rating	Points	Weight	Score
Cultural and Env. Resources	Resource Score: 11	Medium	66.7	30%	20.0
Corridor Beautification	No streetscaping features	Low	33.3	30%	10.0
Right of Way Sufficiency	No additional ROW needed	High	100	40%	40.0
Total Community and Nature Score					70.0

Vision Theme: Operational Efficiency

Category	Result	Rating	Points	Weight	Score
Functional Classification	Urban Other Principle Arterial	High	100	20%	20.0
Plan Coordination	Not recommended in other plans	Low	33.3	38%	12.7
Distribution of Benefits	Regional Corridor	High	100	42%	42.0
Total Operational Efficiency Score					74.7

Total Benefit Score		Vision Theme	Points	Weight	Score
		Mobility and Accessibility	62.0	20%	12.4
		Safety	100.0	25%	25.0
		Economy	56.3	25%	14.1
		Community and Nature	70.0	15%	10.5
		Operational Efficiency	74.7	15%	11.2
		Total Project Benefit Score			73.2

Benefit-Cost Calculation	Benefit Score	73.2
	Estimated Cost	\$10,000,000
	Estimated Users	35638
	Benefit-Cost Score	260.80
	Benefit-Cost Rating	High

Readiness Calculation	NEPA Screening	1
	Right of Way Acquisition	1
	Ongoing Project	0
	Readiness Score	2
	Readiness Rating	Medium

Potential Outcomes

- ❑ Land development plan (maybe a more complete plan for frontage roads and rear access.)
- ❑ Potential projects for submission
- ❑ However, at this point, this is just speculation—we are only at COR-3

Summary and Next Steps for Us

❑ With a professional facilitator and consultant, perform the remaining 6 steps of the corridor planning process in PlanWorks.

❑ "Go slow to go fast"

❑ "Build on what has been done"

❑ FHWA wants to see how to use this elsewhere—wants us to capture “lessons learned”

❑ Public meeting anticipated in June—much can change!

COR-3: Approve Goals for the Corridor



Overview

Policy Questions

Stakeholder Inputs

Data

Links to Decisions

Examples

Integrated Planning

Special Topics

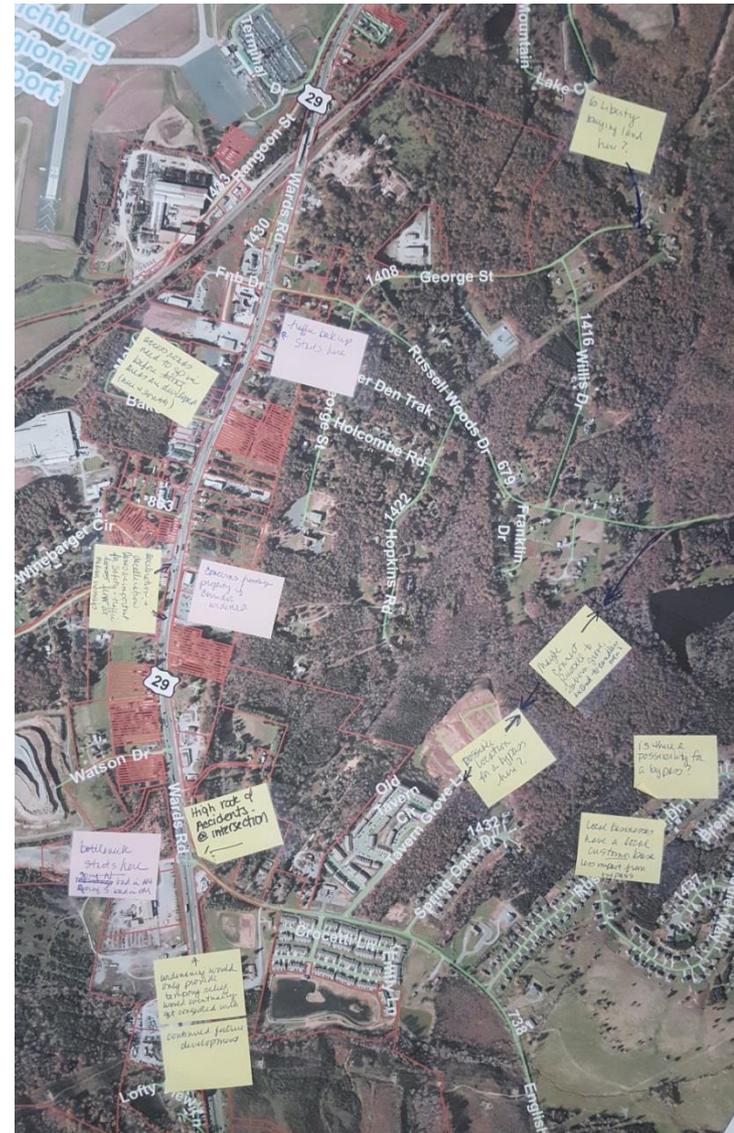
Maps for First Public Meeting

- ❑ Used ArcGIS to create maps of the Route 29 Assessment Study corridor area
- ❑ Broken into two segments so public could view the entire corridor easier (North and South)
- ❑ Indicated roads, driveways, crossovers, parcels
- ❑ Public attendees placed sticky notes with comments directly on the maps



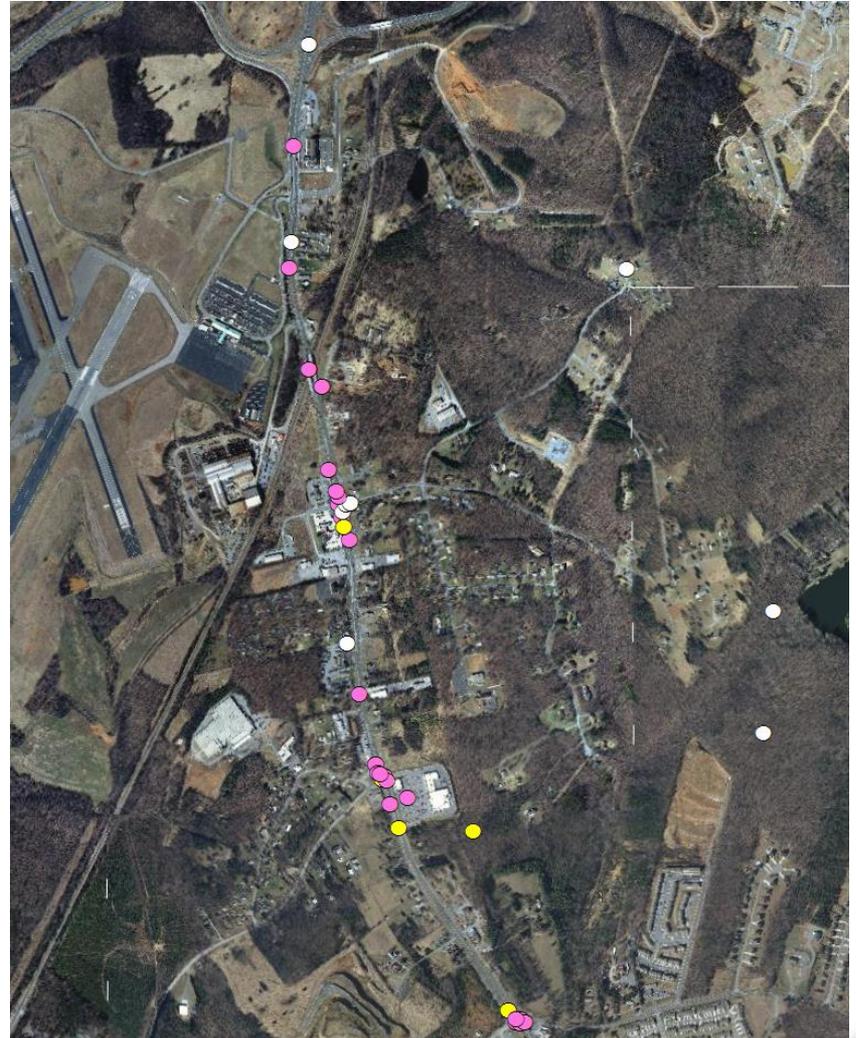
Maps for First Public Meeting

- ❑ Sticky notes for public comment came in three color types:
 - ❑ Pink: What the public doesn't like about specific points along the corridor
 - ❑ Yellow: What the public likes
 - ❑ White: General Comments about the corridor
- ❑ 71 total comments placed on the various maps of the corridor study area



Transferring comments into ArcGIS

- ❑ Created a new point features class in ArcGIS
- ❑ Plotted all 71 public comments in ArcGIS based on their locations on the public meeting maps
- ❑ Assigned Colors based on what color type of response was made in each individual comment
- ❑ In the attribute table, created a “Type” field and “Comment” field

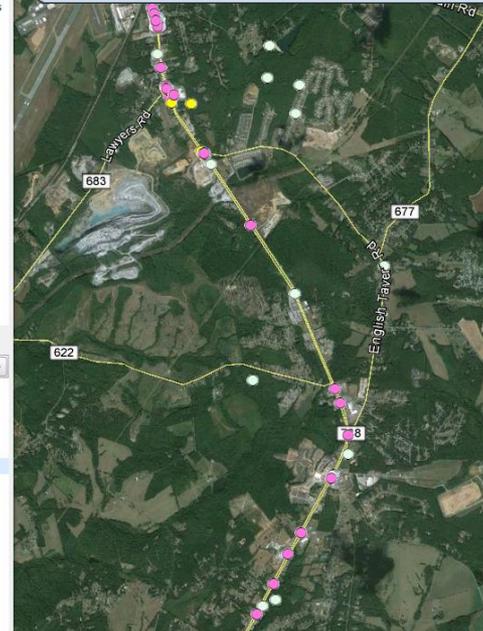
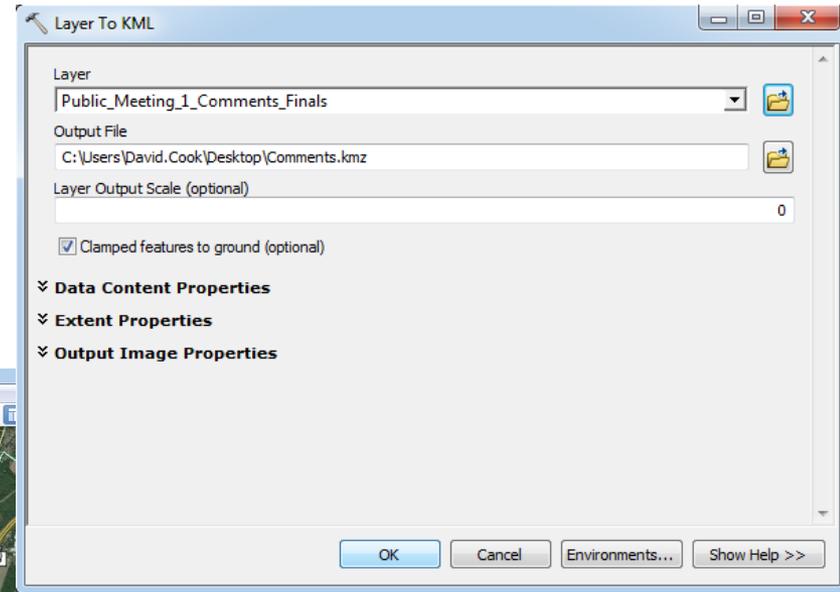


Public Comments Feature Class Attribute Table

FID	Shape *	OBJECTID	Color	Type	Comment
11	Point	12	White	Access	Access roads need to go in before areas are developed (here and south).
23	Point	24	White	Access	Would access roads help eliminate stop lights and help traffic?
25	Point	26	Pink	Access	Access concern at Branham Property.
30	Point	31	Pink	Access	Access is difficult.
31	Point	32	Pink	Access	Entrances with no turn lanes.
46	Point	47	White	Access	Where businesses are built, consider requesting proffer of a turn lane on their property.
51	Point	52	Pink	Access	Access to Liberty property is currently extremely difficult as there is no turn going S. and N. turns are prohibited.
58	Point	59	Pink	Access	No access from these properties onto 29. Want access.
64	Point	66	White	Access	Need to guide future development access to 29.
2	Point	6	White	Bypass	Possible Location for a bypass here?
4	Point	4	White	Bypass	Local businesses have a local customer base. Less input from bypass.
5	Point	5	White	Bypass	Is there possibility for a bypass.
14	Point	15	White	Bypass	Could you use an overpass for a bypass (like Richmond did)?
17	Point	18	White	Bypass	Bypass connectivity to 29 at the James River. How does that fit in (didn't advance out of preliminary phase)?
18	Point	19	White	Bypass	Could bypass start at Suburban Rd and connect back with 501 (Campbell Ave)?
24	Point	25	Pink	Bypass	Concerned about bypass.
48	Point	49	White	Capacity	Russell Woods Drive needs additional lane in - because of new Bojangles. At least couple hundred feet.
49	Point	50	White	Capacity	On outgoing lane, need additional lane on right to prevent backups.
54	Point	55	Pink	Congestion	Turn lane SB onto Lawyers RD has heavy truck traffic.
66	Point	68	Pink	Congestion	Too much congestion for existing traffic.
1	Point	2	Pink	Congestion/Corridor	Bottleneck starts here. Bad heading North in AM and bad heading South in PM.
13	Point	13	Pink	Congestion/Corridor	Traffic backup starts here.
56	Point	57	Pink	Congestion/Corridor	Backups start here going north morning 7 - 8 AM.
32	Point	33	Pink	Congestion/Intersection	This intersection will become congested.
3	Point	3	White	Corridor Widening	Widening would only provide temporary relief. Would eventually get congested with continued future development.
8	Point	9	Pink	Corridor Widening	Concerns frontage property if corridor widened.
60	Point	61	White	Corridor Widening	Think proactively and possible widening to 3 lanes starting here.
69	Point	70	White	Design	Parallel road between English Tavern and Livestock Road would help.
15	Point	16	White	General Comment	People taking Atlanta Ave to Wards Ferry to avoid 29 South.
26	Point	27	White	General Comment	No real planning - what will happen?
27	Point	28	Pink	General Comment	They need a way to turnaround.
34	Point	35	White	General Comment	How many people travelling to city vs going through?
62	Point	64	White	General Comment	Tractor trailer traffic 29 South. 9690 Wards Road, Rustburg, VA.
16	Point	17	Pink	Geometric	Crossing at 501 and Candler is a problem. People going from one side of the road to other to get to 460 or mall.

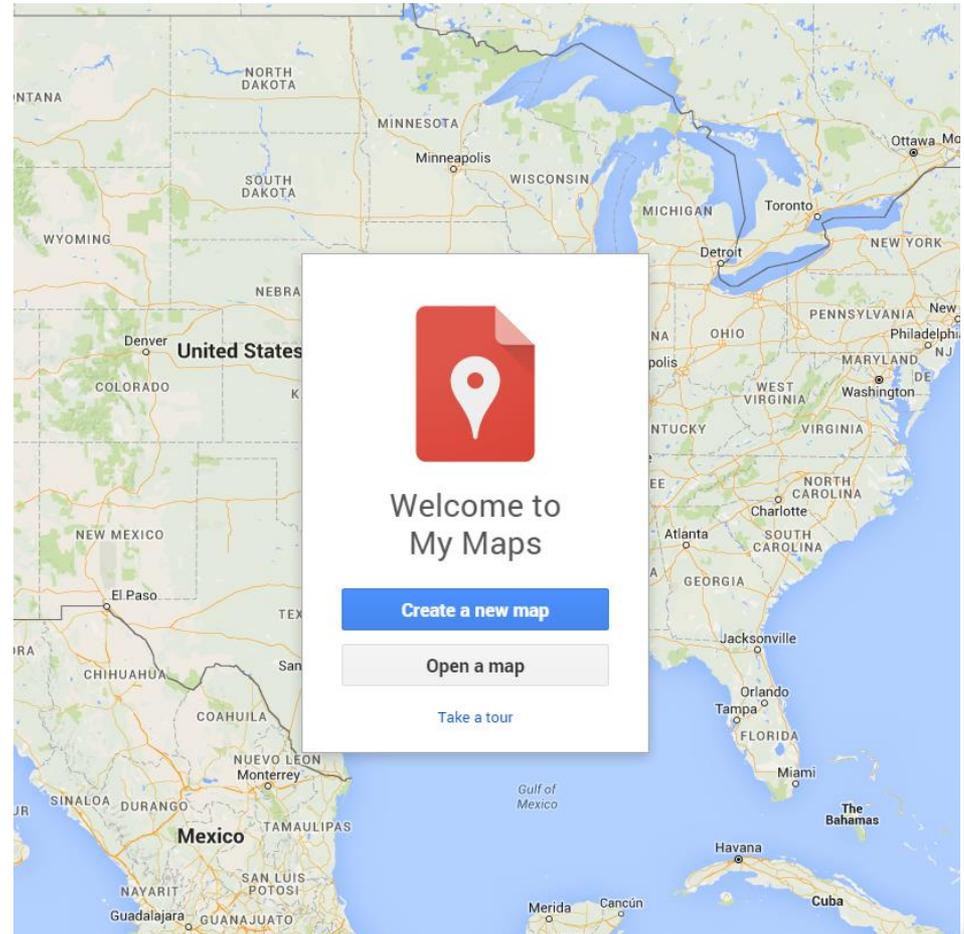
Layer to KML Conversion

- ❑ Used Layer to KML tool in ArcGIS conversion tool
- ❑ Comments point file can now be opened in Google Earth



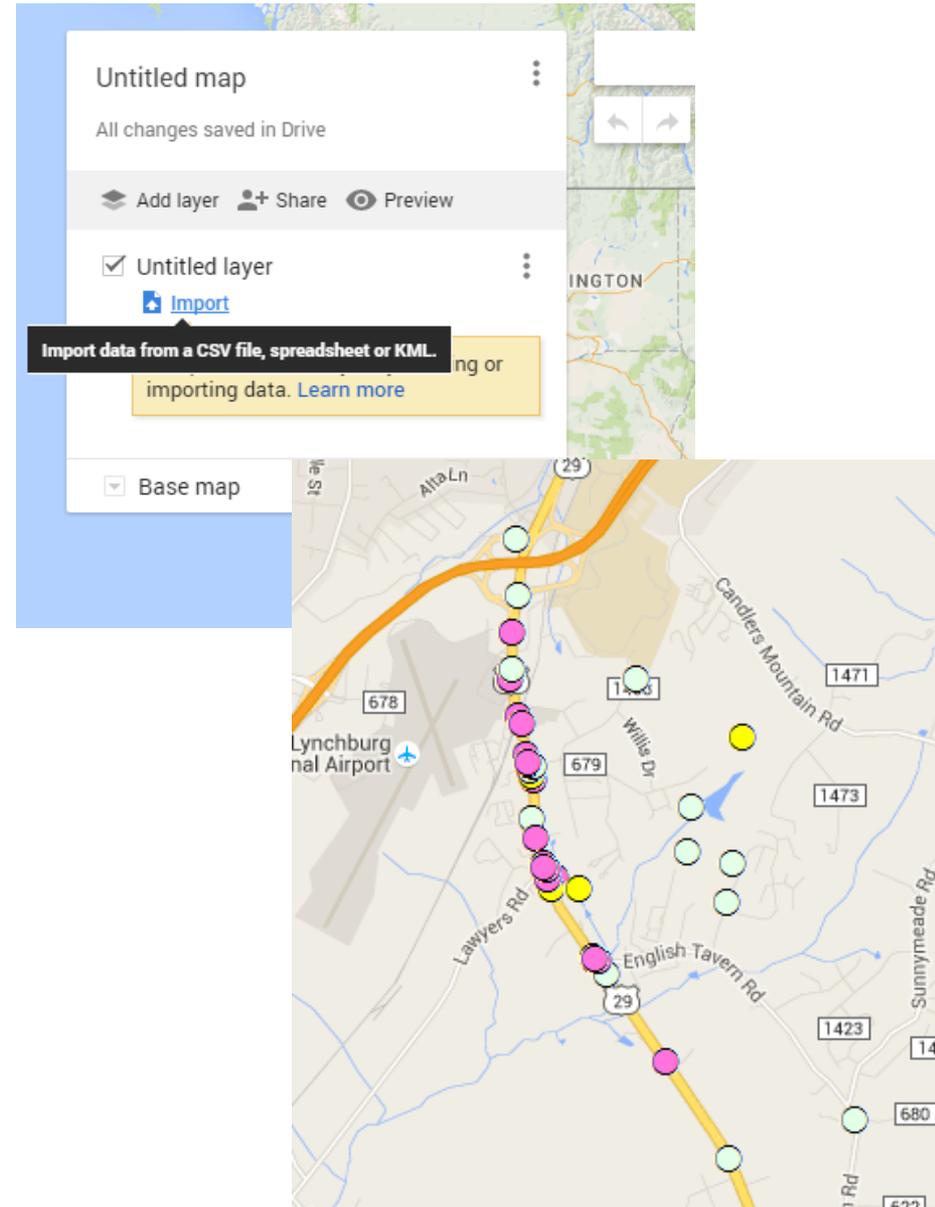
Google My Maps

- ❑ Used Google My Maps to import KML file to online map tool
- ❑ Free and open custom mapmaking tool available through Google
- ❑ Need Google Account Login
- ❑ <https://www.google.com/maps/d/>



Import the KML File

- ❑ Google My Maps allows users to import KML files directly to the New Custom Map
- ❑ All affiliating attribute data is imported as well
- ❑ Nine different base maps available through Google My Maps
- ❑ Various restriction levels for sharing maps can be set



Embedding the map

- ❑ Newly created interactive google map embedded to the VDOT Route 29 Assessment Study page
- ❑ Embedded with assistance from the VDOT Webmaster
- ❑ http://www.virginiadot.org/project/s/lynchburg/route_29_corridor.asp
- ❑ Public can now view public comment locations and bring up comment descriptions

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Other Links

- VirginiaRoads.org Portal
- Open to the Public
- Highway Safety Challenge
- Six-Year Improvement Program database
- Organizational Chart
- E-Z Pass Virginia
- Transparency in Procurement 

Comments

Click a pin below to view the comments provided by nearby residents at the Jan. 28 meeting.

Public Comment 56

Public Comment 56

description

Color: Pink

Type: Geometric

Comment: Want turning lane south into Food Lion to be longer.



Possible Funding Alternatives for Studies

- ❑ Consult with your Planning District Commission (PDC)

- ❑ Contact your VDOT District Planner
 - ❑ **Strategically Targeted Area Roadway Solutions**
http://www.virginiadot.org/projects/stars_ii.asp
 - ❑ Develop innovative, cost-effective solutions
 - ❑ Evaluate potential solutions more thoroughly
 - ❑ Identify potential project risks and costs
 - ❑ Build stakeholder consensus
 - ❑ Improve readiness for project implementation

 - ❑ **VDOT –Transportation and Mobility Planning Division General On Call**

 - ❑ **Arterial Management Plans**
http://www.virginiadot.org/projects/arterial_management_plans.asp

Resources

- ❑ **Capacity Analysis for Planning of Junctions (Cap-X) Tool**
<http://www.fhwa.dot.gov/software/research/operations/cap-x/>
- ❑ **Alternative Intersections/Interchanges: Informational Report (AIR)**
<http://www.fhwa.dot.gov/publications/research/safety/09060/>
- ❑ **Alternative Intersections**
<http://www.alternativeintersections.org/>

For Additional Information

- ❑ http://www.virginiadot.org/projects/lynchburg/route_29__corridor.asp
- ❑ <http://www.virginiadot.org/projects/lynchburg/default.asp>
- ❑ http://www.virginiadot.org/info/access_management_regulations_and_standards.asp
- ❑ <http://www.localgovernmentcouncil.org/transportation-lgc/urban-planning-cvmpo.html>
- ❑ <http://www.co.campbell.va.us/Pages/index.aspx>

VDOT

Virginia Department of Transportation



Institute for Environmental Negotiation

Empowering communities to create shared solutions

