

SHRP2 and PlanWorks Background (New Route 29 Study 2015—2017)

- SHRP2 (STRATEGIC HIGHWAY RESEARCH PROGRAM 2) WAS CREATED BY FHWA TO FIND STRATEGIC SOLUTIONS TO NATIONAL TRANSPORTATION CHALLENGES INCLUDING THE REDUCTION OF CONGESTION, IMPROVEMENT OF METHODS FOR REHABILITATING BRIDGES AND ROADS, AND THE BETTERMENT OF HIGHWAY SAFETY
- SHRP2 WAS AUTHORIZED BY CONGRESS IN 2005
- PLANWORKS IS A SHRP2 PROCESS USED TO PLAN AND IMPLEMENT PROJECTS, A WEB RESOURCE THAT SUPPORTS COLLABORATIVE DECISION-MAKING IN TRANSPORTATION PLANNING, AND CAN IMPROVE HOW PLANNERS DEVELOP, PRIORITIZE, AND INFORM TRANSPORTATION PLANS AND PROJECTS
- VDOT LYNCHBURG DISTRICT AND CAMPBELL COUNTY RECEIVED A \$241,000 FHWA GRANT THROUGH THE SHRP2 PLANWORKS PROGRAM TO USE AN INNOVATIVE APPROACH TO CORRIDOR PLANNING ON RTE 29 IN CAMPBELL COUNTY
- NEW SHRP2 RTE 29 STUDY UTILIZES NINE PLANWORKS MODULES (PICTURED RIGHT) KNOWN AS COR MODULES FOR THE CORRIDOR PLANNING DECISION GUIDE PROCESS
- THE GOAL OF THIS PROCESS IS TO IDENTIFY CORRIDOR IMPROVEMENTS WHICH CAN BE SUPPORTED BY PLANNING PARTNERS AND STAKEHOLDERS
- PROFESSIONAL FACILITATORS FROM UVA INSTITUTE FOR ENVIRONMENTAL NEGOTIATION WILL ASSIST PLANNING PARTNERS IN IDENTIFYING SHARED GOALS FOR THE CORRIDOR.
- THE PLANWORKS PLANNING PROCESS SHOULD SUPPORT BOTH LOCAL ECONOMIC DEVELOPMENT AND STATEWIDE MOBILITY WITHIN THE CORRIDOR
- TIMELINE FOR SHRP2 RTE 29 STUDY: DEC 2015—FEB 2017
- STUDY STAKEHOLDERS: VDOT, GLTC, LYNCHBURG REGIONAL AIRPORT, LIBERTY UNIVERSITY, CENTRAL VIRGINIA MPO, REGION 2000, CAMPBELL COUNTY, FEDERAL HIGHWAY ADMINISTRATION,

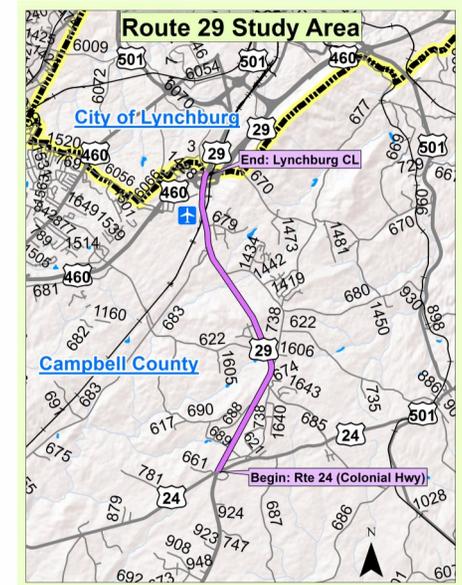
PlanWorks Corridor Module Planning Process and Timeline



Key Projects Tasks and Anticipated Timeline

Task #	Deliverable/Activity	Start
1	Develop scope, problem statements and opportunities. Conduct project assessment	December 1, 2015
2	Identify and approve goals, conduct partner assessment, determine roles.	Jan. 1, 2016
3	Determine how other elements (such as air quality) may be impacted	Mar. 1, 2016
4	Discuss reliability performance measures relating to project success.	Apr. 1, 2016
5	Identify and approve evaluation criteria, methods and measures for the corridor.	Jun. 1 2016
6	Compile and synthesize trade-offs, evaluate trade-offs.	Jan 1, 2016
7	Develop a range of options for solution sets.	Aug. 1, 2016
8	Develop a preferred solution set.	Oct. 1, 2016
9	Determine prioritization methods, establish and adopt implementation priorities.	Nov 1, 2016

Route 29 SHRP2 Study Informational Brochure



VDOT Lynchburg District

4219 Campbell Avenue
Lynchburg, VA 24501
Phone: (434) 947-6559 (RICK YOUNGBLOOD)

VIRGINIA DEPARTMENT OF TRANSPORTATION

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DECEMBER 7 2015

Previous RTE 29 Studies and Plans

NATIONAL LEGISLATION IN THE 1990'S

- RTE 29 IDENTIFIED AS A HIGH PRIORITY CORRIDOR OF NATIONAL SIGNIFICANCE BY THE INTERMODAL SURFACE TRANSPORTATION AND EFFICIENCY ACT PASSED BY CONGRESS IN 1991
- RTE 29 CORRIDOR AFFIRMED AS A VITALLY IMPORTANT PRINCIPAL ARTERIAL IN THE TRANSPORTATION EQUITY ACT FOR THE 21ST CENTURY PASSED IN 1998

RTE 29 CORRIDOR MANAGEMENT STUDY (JULY 2001)

- PLAN DEVELOPED TO PRESERVE AND IMPROVE THE RTE 29 CORRIDOR IN CAMPBELL COUNTY WHILE ACCOMMODATING AND ENHANCING GROWTH
- STUDY AREA: RTE 699 (GLADYS ROAD) TO LYNCHBURG AIRPORT ENTRANCE (14.4 MI)
- 589 ACCESS POINTS AND 63 MEDIAN BREAKS IDENTIFIED
- 1997 AADT RANGED FROM 16,600 TO 28,800
- STUDY ANTICIPATED SUSTAINED GROWTH IN TRAFFIC AND ECONOMIC DEVELOPMENT ALONG CORRIDOR TO 2021
- PLAN RECOMMENDATIONS:
 1. EXPAND PUBLIC AND PRIVATE FUNDS TO IMPROVE RTE 29
 2. MANAGE ACCESS POINTS AND MEDIAN CROSSOVERS IN THE CORRIDOR
 3. IMPLEMENT REGULATIONS THAT SUPPORT LONG-TERM, SUSTAINABLE ECONOMIC DEVELOPMENT AND PRESERVE THE MOBILITY FUNCTION OF RTE 29
 4. IMPLEMENT ZONING OVERLAY THAT PROVIDES INCENTIVES FOR SHARED OR INDIRECT ACCESS TO RTE 29
 5. DESIGN ROADWAY THAT SUPPORTS THE IMPROVEMENTS TO RTE 29 AS CAMPBELL COUNTY'S GATEWAY

Previous Studies Continued

ROUTE 29 CORRIDOR DEVELOPMENT STUDY NORTH CAROLINA TO I-64 (COMBINED PHASES II/III) (2003)

- STUDY OBJECTIVE TO EVALUATE ALL MODES OF TRANSPORTATION WITHIN THE CORRIDOR AND DEVELOP SHORT AND LONG-TERM RECOMMENDATIONS TO PRESERVE AND ENHANCE THE TRANSPORTATION RESOURCES ALONG THE US 29 CORRIDOR
- RTE 29 IN CAMPBELL COUNTY ID'D IN SECTION 4 OF THE STUDY AREA (DANVILLE TO LYNCHBURG)
- STUDY WINDOW BUFFER OF 1/2 MILE APPLIED TO EITHER SIDE OF RTE 29 CORRIDOR FOR THE FOCUS AREA
- SEVEN STEP PROCESS INCLUDED REGULAR MEETINGS WITH ELECTED OFFICIALS, PROJECT STEERING COMMITTEE, PROJECT TECHNICAL COMMITTEE, LOCAL PLANNERS, LOCAL BOARD OF SUPERVISORS, AND THE PUBLIC
- EXISTING CONDITIONS INFORMATION FOR THE CORRIDOR INCLUDING THE EXISTING CORRIDOR PHYSICAL FEATURES, LAND USE, DEMOGRAPHICS, ECONOMIC CONDITIONS, ENVIRONMENTAL CONSTRAINTS, AND ENGINEERING CONSTRAINTS IDENTIFIED
- FINAL STUDY RECOMMENDATIONS:
 1. UPGRADE RTE 29 IN CAMPBELL COUNTY TO 4 LANE FREEWAY FACILITY WITH NEW ALIGNMENT FROM RTE 24 TO RTE 29 BUS AND UPGRADE TO 4 LANE FREEWAY ON EXISTING ALIGNMENT FROM 29 BUS TO RTE 43
 2. CONSTRUCT/IMPROVE 7 INTERCHANGES ALONG CORRIDOR
 3. INCREASE FIXED-ROUTE PARATRANSIT MILEAGE BY 30%
 4. IMPLEMENT COMMUTER VAN SERVICE BETWEEN YELLOW BRANCH AND LYNCHBURG

RTE 29 TRANSPORTATION CORRIDOR OVERLAY (2006)

- ESTABLISHED PURPOSE FOR TRANSPORTATION AND SAFETY AND INCLUDES ALL PARCELS ABUTTING EITHER SIDE OF RTE 29
- OVERLAY ALTERED SIGN REGULATIONS DEALING WITH FRONT SETBACKS FOR SIGNS, AND MINIMUM AMOUNT OF ROAD FRONTAGE NEEDED TO SUBDIVIDE LOTS
- TRANSPORTATION CORRIDOR OVERLAY DOES NOT IMPACT

Previous Studies Continued

ZONING, PARKING LOTS, AND LANDSCAPING

- FRONT SETBACKS FOR BUILDINGS INCREASED TO A MINIMUM OF 50 FEET TO PRESERVE SPACE AND FUTURE ROAD WIDENINGS
- SIGNS ALLOWED WITHIN 50-FOOTSETBACK, BUT SIZE LIMITED
- ROAD FRONTAGE REQUIREMENTS INCREASED TO DISCOURAGE NEW LOTS THAT REQUIRE NEW ACCESS POINTS (ROAD FRONTAGE REQUIREMENTS CAN BE AVOIDED IF LANDOWNERS AGREE TO SHARE ENTRANCES)

ROUTE 29 CORRIDOR STUDY (2009)

- PLAN IDENTIFIED SAFETY CONCERNS ALONG RTE 29, THE EFFECTS OF LOCAL TRAFFIC AND LIMITED LEVELS OF ACCESS CONTROL ON TRAVEL WITHIN THE CORRIDOR, THE NEED FOR INTEGRATION OF LAND USE AND TRANSPORTATION PLANNING AND PRESERVATION OF THE SCENIC/HISTORIC INTEGRITY OF THE CORRIDOR
- CORRIDOR-WIDE NEEDS IDENTIFIED INCLUDED ACCESS POINT CONTROL, MOBILITY ENHANCEMENT AND CONGESTION MITIGATION, EXPANSION OF TRAVEL MODE OPTIONS, NEED FOR TRANSPORTATION AND LAND USE PLANNING, AND AN ENHANCED STEWARDSHIP ROLE FOR VDOT TO MAINTAIN THE INTEGRITY OF THE CORRIDOR AS A STATEWIDE SCENIC RESOURCE
- NEW FUNDING OPPORTUNITIES IDENTIFIED INCLUDING CREATION OF LOCALLY CONTROLLED TRANSPORTATION IMPROVEMENT DISTRICTS, A REGIONAL TRANSPORTATION COALITION, AND CORRIDOR TRANSPORTATION PARTNERSHIP
- RECOMMENDATIONS FROM PLAN SPECIFIC TO CAMPBELL
 1. UPGRADE RTE 29 TO 4-LANE FREEWAY ON NEW ALIGNMENT FROM YELLOW BRANCH TO RTE 460
 2. ESTABLISHMENT OF PLANNING CORRIDOR FOR 4-LANE DIVIDED LIMITED-ACCESS HIGHWAY FROM RTE 24 TO RTE 460
 3. CONSTRUCTION OF NEW INTERCHANGES
 4. CLOSING AND CONSOLIDATION OF CROSSOVERS
 5. CONSTRUCTION OF PARK AND RIDE LOT AT YELLOW BRANCH