

**Now that the public meetings are complete, I have two questions: 1) What impact will my comments have on the study's recommendations? 2) What are the next steps for the study?**

The study team is in the process of reviewing feedback gained from the recent public meetings and has begun to adjust recommendations based on information provided by those who attended the meetings as well as those who responded by mailing in comment forms or responding by e-mail or letter. At this stage, the primary changes that will be made to the recommendations that will be presented to the Commonwealth Transportation Board (CTB) include:

1. The removal of the recommendation to establish a planning corridor for what was termed the "Center State Corridor." This conceptual planning corridor extended from I-64 at Keswick to Culpeper and passed in proximity to the Towns of Gordonsville and Orange, as well as Rapidan. Emphasis will shift to those study recommendations that seek to preserve the functionality of existing Route 29, as well as other means to reduce travel demand and encourage travel by other modes.
2. The removal of the recommendation to establish a planning corridor starting at or near Riley Road in Fauquier County and then extending north and east (skirting the Buckland historic areas) to connect to US Route 15 in Prince William County. It is anticipated that accommodating projected travel demands through this portion of the corridor will require ongoing attention to strong access management and land use controls, development of parallel roads to the maximum extent practical, as well as provision of substantially enhanced transit opportunities.
3. The removal of the recommendation to extend Leonard Sandridge Road in Albemarle County from the Route 250 Bypass to Hydraulic Road (several concepts were presented for public feedback). It is anticipated that sections of Route 29 just north of the Route 250 Bypass in Charlottesville and Albemarle County will continue to present a key congestion location and that local planning efforts should consider the need to serve local and regional travel demands through additional transportation capacity on the west side of Route 29 in this portion of the study corridor.

In addition, feedback from the public is being considered as we further refine other study recommendations.

The next step for this study is to present recommendations to the Commonwealth Transportation Board (CTB) at their meeting in November and to then publish a final report in December.