



Route 29 Corridor Assessment

**Campbell County Presentation
January 28, 2016**



Purpose of Corridor Assessment Study

Project Vision

To develop a joint state and local strategy to guide development and transportation decisions along Route 29 around and between the access points with Route 460 and Callahan Road in Campbell County

Project Goals

- *Utilize the new FHWA PlanWorks tool to assist in the coordination and collaboration among Campbell County, VDOT and the CVMPO.
- *Support economic development and vitality of study area
- *Maximize transportation system efficiency and minimize public investment required to support local development goals
- *Preserve and enhance public safety

Study funded through FHWA Strategic Highway Research Program Grant (1 of 6 DOT Agencies to receive funding, \$241,000)

What is PlanWorks?

□ An agency’s “roadmap” for planning and implementing projects. (The “roadmap” for corridor planning shows 9 steps, 5 of which are here.)

Corridor Planning (Steps 1-5)

Corridor Planning



COR-1	COR-2	COR-3	COR-4	COR-5
<u>Approve Scope of Corridor Planning Process</u>	<u>Approve Problem Statements and Opportunities</u>	<u>Approve Goals for the Corridor</u>	<u>Reach Consensus on Scope of Environmental Review and Analysis</u>	<u>Approve Evaluation Criteria, Methods and Measures</u>

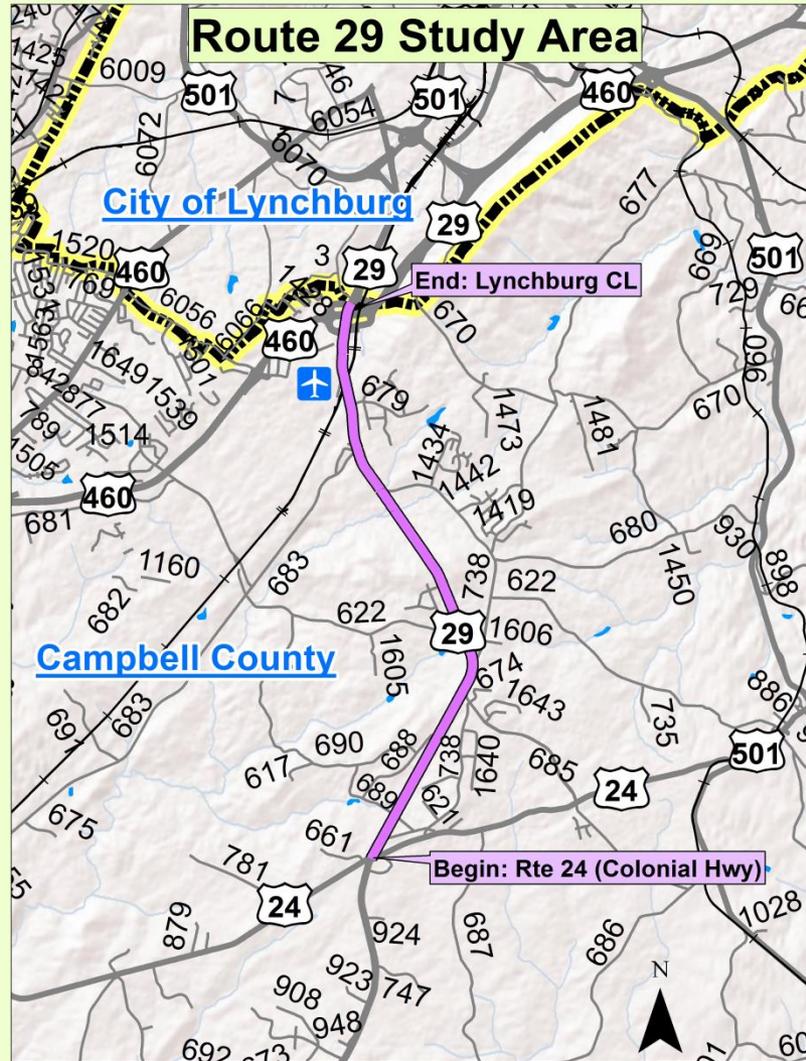
What is PlanWorks?

- A web-based decision support tool showing the key steps in planning for projects—enabling work with diverse stakeholders

Corridor Planning (Steps 6-9)

	COR-6	COR-7	COR-8	COR-9
a.	<u>Approve Range of Solution Sets</u>	<u>Adopt Preferred Solution Set</u>	<u>Approve Evaluation Criteria, Methods and Measures for Prioritization of Projects</u>	<u>Adopt Priorities for Implementation</u>

Study Area



Study Benefits

Anticipated results / potential benefits:

Land Owners

- +Blueprint for developers, adherence to plan = quicker approval from VDOT/Local Government**
- +Maintain size of market area (based on travel time to businesses)**
- +Better allow land owners to maximize densities allowed in Comprehensive/Master Plans**
- +Maintain a corridors' economic development potential by having a cohesive plan**

Regional and Local Travelers

- +Safer trips**
- +Quicker trips**
- +Easy access to destinations**

Project Team

- ❑ **VDOT Lynchburg District (Rick Youngblood)**
 - ❑ **VDOT Environmental**
 - ❑ **Greater Lynchburg Transit Company / Department of Rail and Public Transportation**
 - ❑ **Lynchburg Regional Airport / Department of Aviation**

- ❑ **Campbell County (Paul Harvey)**

- ❑ **Central Virginia MPO/Region 2000 (Bob White)**
 - ❑ **On call consultant (AECOM)**

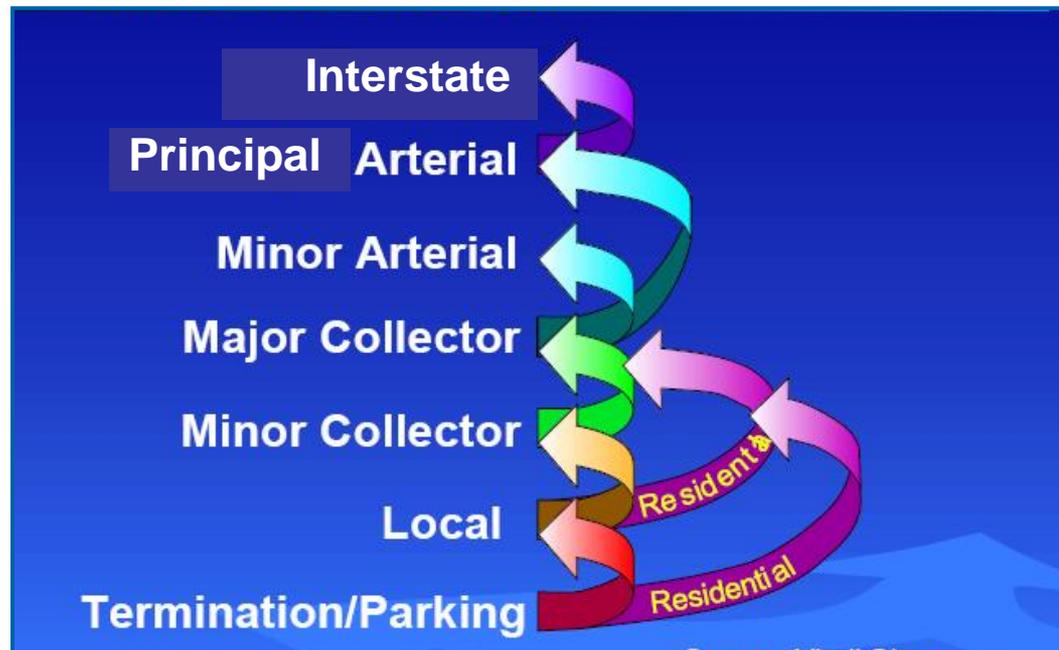
- ❑ **University of Virginia Institute for Environmental Negotiation (Judie Talbot, Tanya Cobb)**

- ❑ **FHWA Virginia Division (Cheng Yan)**

- ❑ **VCTIR (Amy O'Leary, John Miller)**

Roads Have Different Functions

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

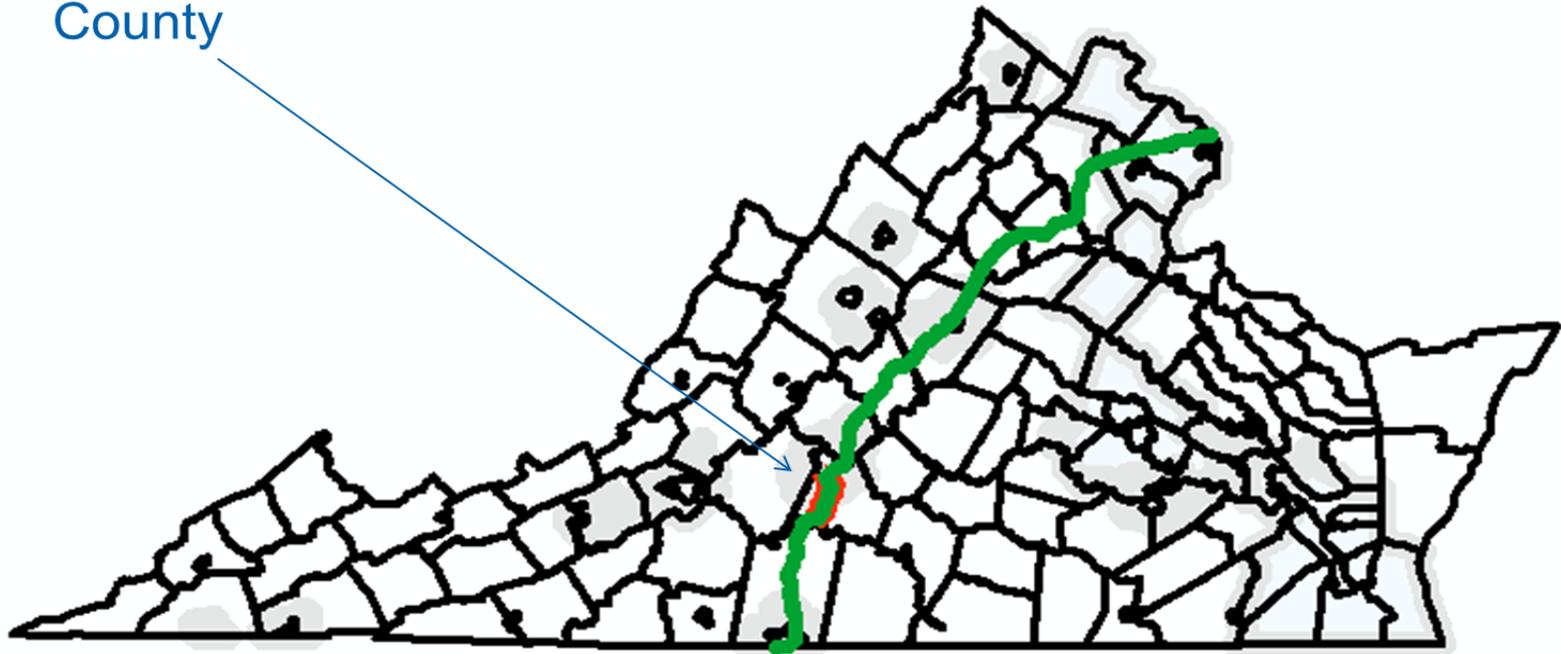


Study Efforts

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



Moving to Specifics

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.



Campbell County Economic Development

ECONOMIC DEVELOPMENT GOALS & OBJECTIVES

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 awareness of County points of interest.

Objective 3: Provide support for tourism-related businesses.

Campbell County Economic Development

4. Transportation/Airport Development

- Keep abreast of the latest plans of the state legislature regarding transportation funding.
- Track legislation dealing with road construction and maintenance funding formulas.
- Lobby local legislatures for favorable transportation legislation.
- Continue working with local officials on the creation of a regional airport governing authority.
- Be aware and track measures to shift transportation costs to local governments.
- Build regional coalitions to support transportation policies favorable to local government.
- Work with airport officials to promote additional carriers and/or destination cities, especially a "northern connection".

Central Virginia MPO

CENTRAL VIRGINIA LONG RANGE TRANSPORTATION PLAN 2040 UPDATE CHAPTER 7



Future Priority Projects

Given the results shown in Figure 7.2, the CVMPO has identified the top ten projects from that list as the region's future priority projects. These projects, which are shown again in Figure 7.3 below, provide improvements that are most consistent with the region's transportation needs and priorities, and should be given priority access to future funding as it becomes available.

Following this page, the individual project score sheets for each of the ten projects are provided in order of final ranking. These score sheets present all of the information that was used to determine the project ratings. These sheets, along with the score sheets for every project reviewed during the planning effort, are also provided in Technical Appendix A.

Figure 7.3: Future Priority Projects

ID #	Jurisdiction	Route #	Route Name	From	To	Project Description	Estimated Cost	Final Rank
49	Bedford County	221	Forest Rd	Gristmill Dr (Rt 1426)	Graves Mill Rd (Rt 126)	Access Management and Intersection Improvements	\$3,140,000	1
70	Campbell County	460	Timberlake Rd	Waterlick Rd (Rt 622)	--	Median & turn lane improvements, add lanes	\$2,344,000	2
90	City of Lynchburg	501	Lynchburg Expressway	S of Rt 221	Northwest Expressway (Rt 501)	New 4 lane road (One way pairs)	\$37,383,000	3
30	Amherst County	29	South Amherst Highway	Amherst St (Rt 163)	S Coolwell Rd (Rt 604)	Traffic Operations/ Signal Coordination	\$1,625,500	4
68	Campbell County	29	Wards Rd	English Tavern Rd (Rt 738)	Terminal Dr	Access Management	\$4,000,000	5
91	City of Lynchburg	501	Candlers Mountain Rd	Richmond Highway (US 460)	Lynchburg Expressway (US 29)	Widen to 6 lanes	\$23,068,000	6
83	City of Lynchburg	29	Lynchburg Expressway	Odd Fellows Rd	--	Improve interchange	\$7,320,000	7
84	City of Lynchburg	29/ 501	Lynchburg Expressway	Candlers Mountain Rd (Rt 501)	--	Improve interchange	\$16,220,000	8
80	City of Lynchburg	29	Lynchburg Expressway	Miller St/Robbin Rd	--	Improve interchange	\$200,000	9
67	Campbell County	29	Wards Rd	S of Calohan Rd (Rt 685)	City of Lynchburg Corp Limits	Access mgmt, traffic ops, safety improvements	\$10,000,000	10

CENTRAL VIRGINIA LONG RANGE TRANSPORTATION PLAN 2040 UPDATE
CHAPTER 7



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	High	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

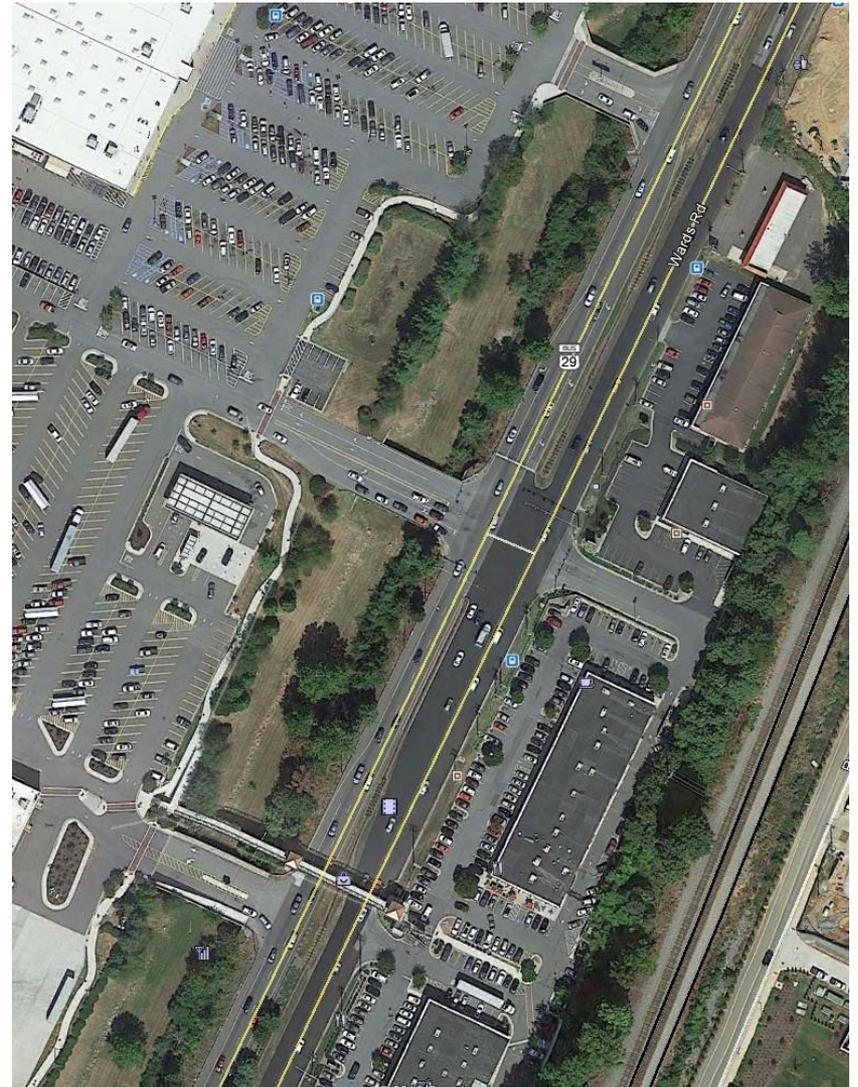
Total Benefit Score		Vision Theme	Points	Weight	Score
		Mobility and Accessibility	62.0	20%	12.4
		Safety	100.0	25%	25.0
		Economy	56.3	25%	14.1
		Community and Nature	70.0	15%	10.5
		Operational Efficiency	74.7	15%	11.2
		Total Project Benefit Score			73.2

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

Local Examples

Wards Road



Local Examples

Airport Intersection and vicinity



Additional Information

VDOT, CVMPO and Campbell County Websites

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-cvmppo.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

