



US 29 Corridor Study

July 16, 2021

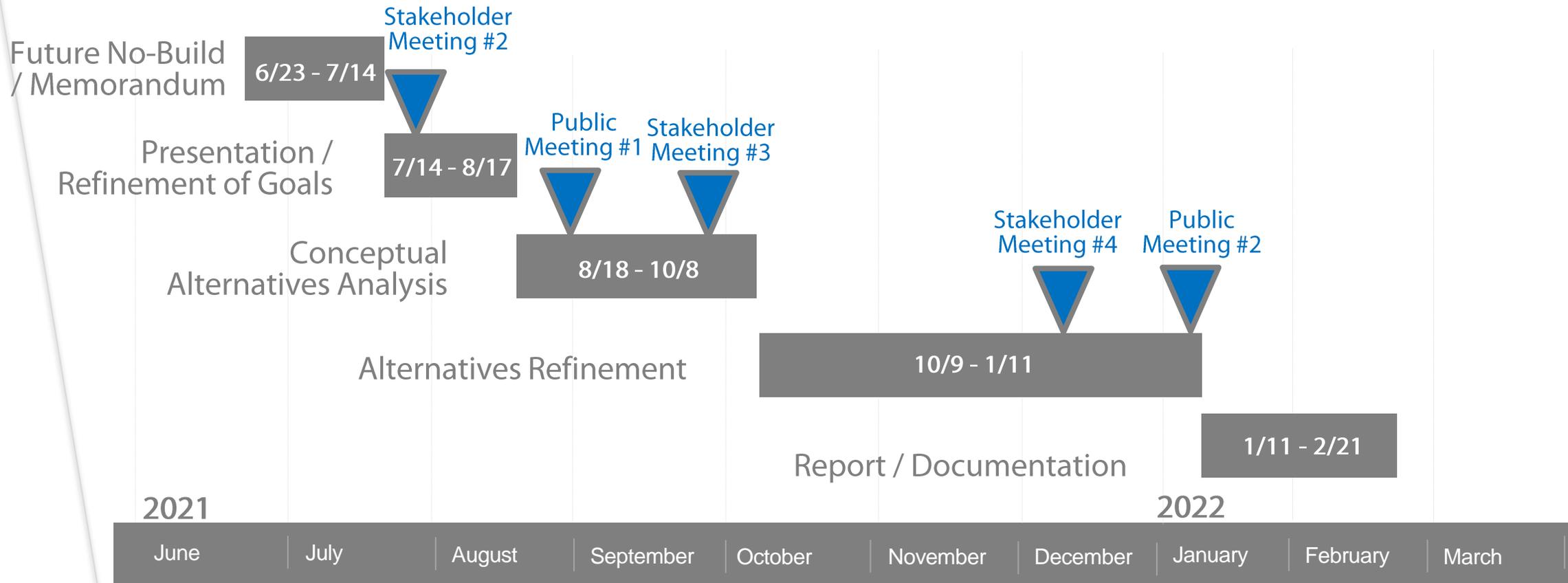


Agenda

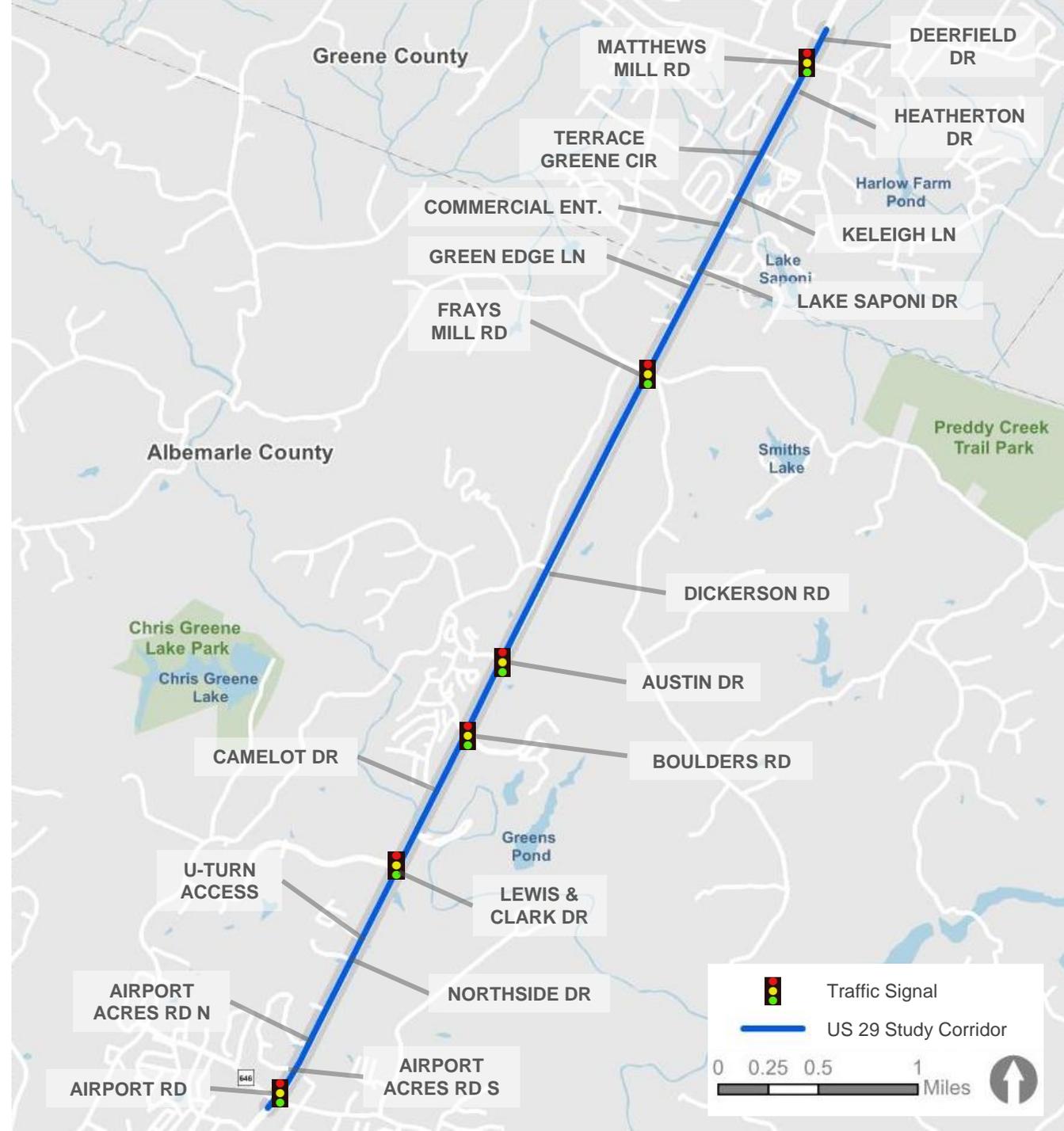
- No-Build Operational Overview
- Goals and Objectives
- Public Meeting Prep
- Next Steps



Phase 2 Study Schedule



Corridor Overview - Existing



No-Build Conditions

- Based on the discussion to date, the future year was determined to be 2045.
- In communication with VDOT, we determined the planning department's growth rates are to be used.

2045

Future Year

| Segment | Growth Rate |
|------------------------------------|--------------|
| US 33 to Greene Co. Line | 0.63% |
| Greene Co. Line to Dickerson Rd. | 0.65% |
| Dickerson Rd. to Camelot Rd. | 0.64% |
| Lewis and Clark Dr. to Airport Rd. | 0.88% |
| South of Airport Rd. | 1.24% |

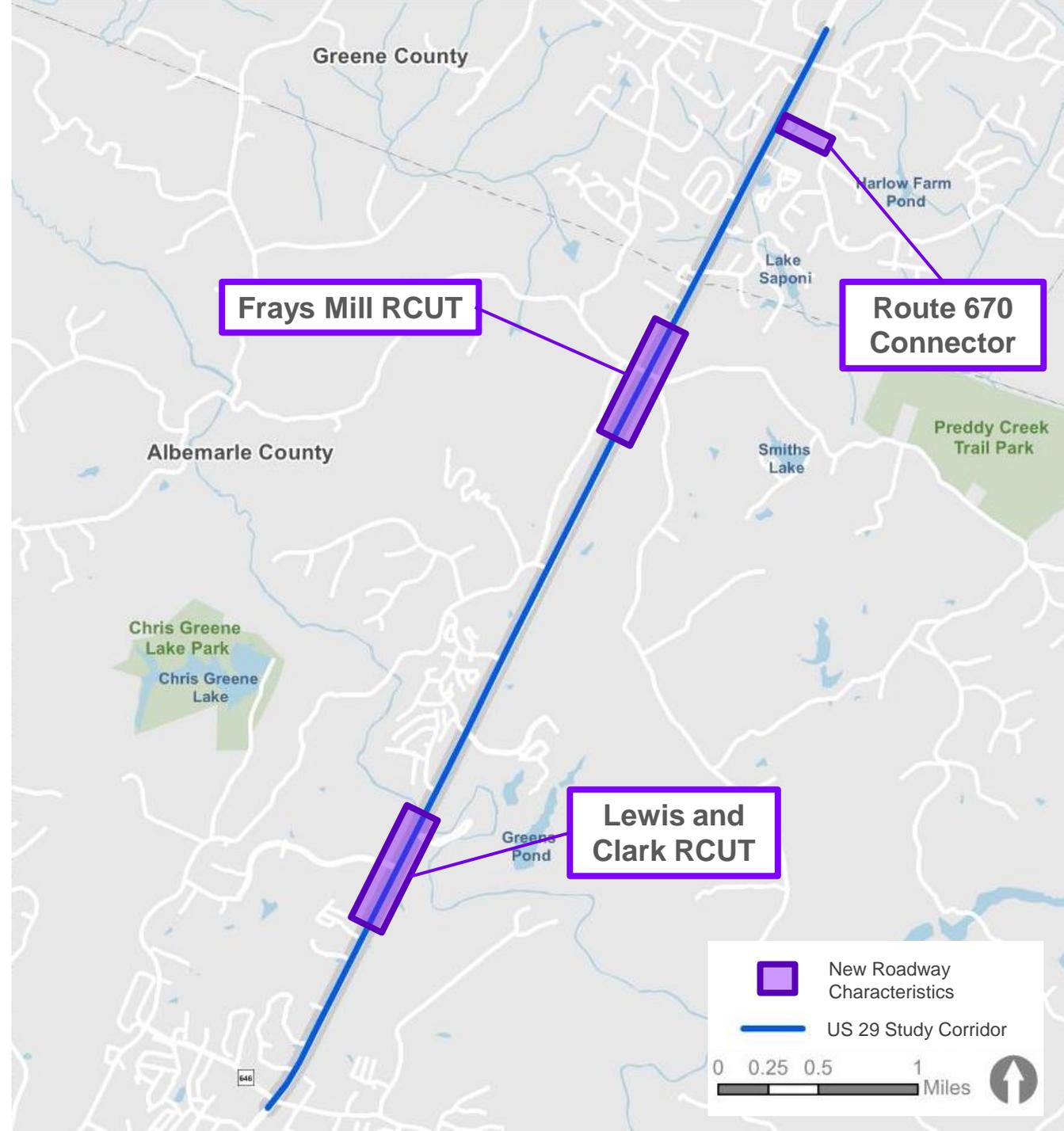
Planning Department Growth Rates



No-Build Conditions

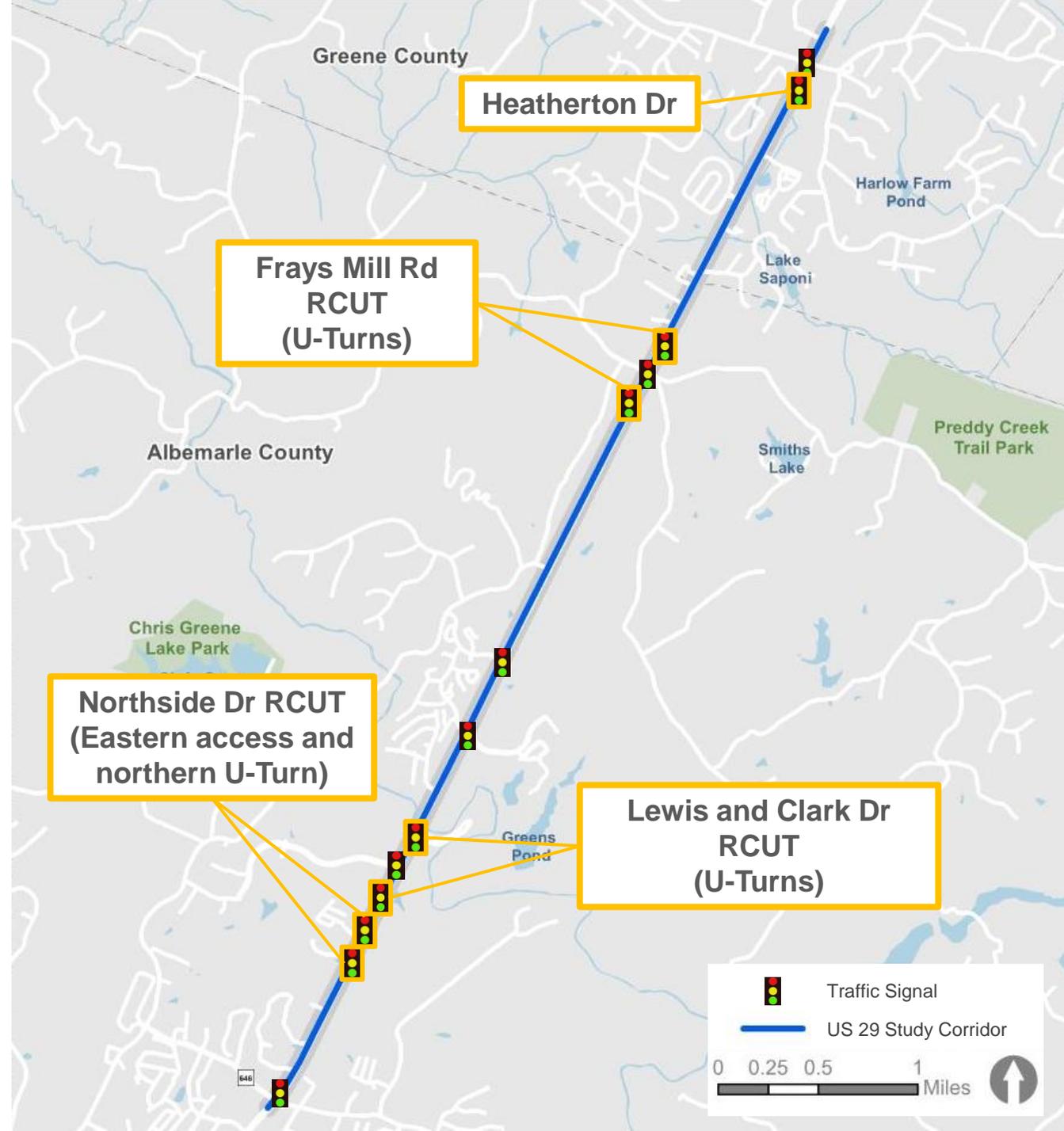
Roadway Characteristics

- Proposed RCUTs at Frays Mill and Lewis and Clark, in addition to those existing:
 - Northside Drive
 - Airport Acres Road N
 - U-Turn access north of Cypress Drive
- Route 670 Connector
 - Used information provided in Village at Terrace Greene TIA to reroute trips to and from this new roadway
- Signalization updates (next slide)



No-Build Conditions Signalization

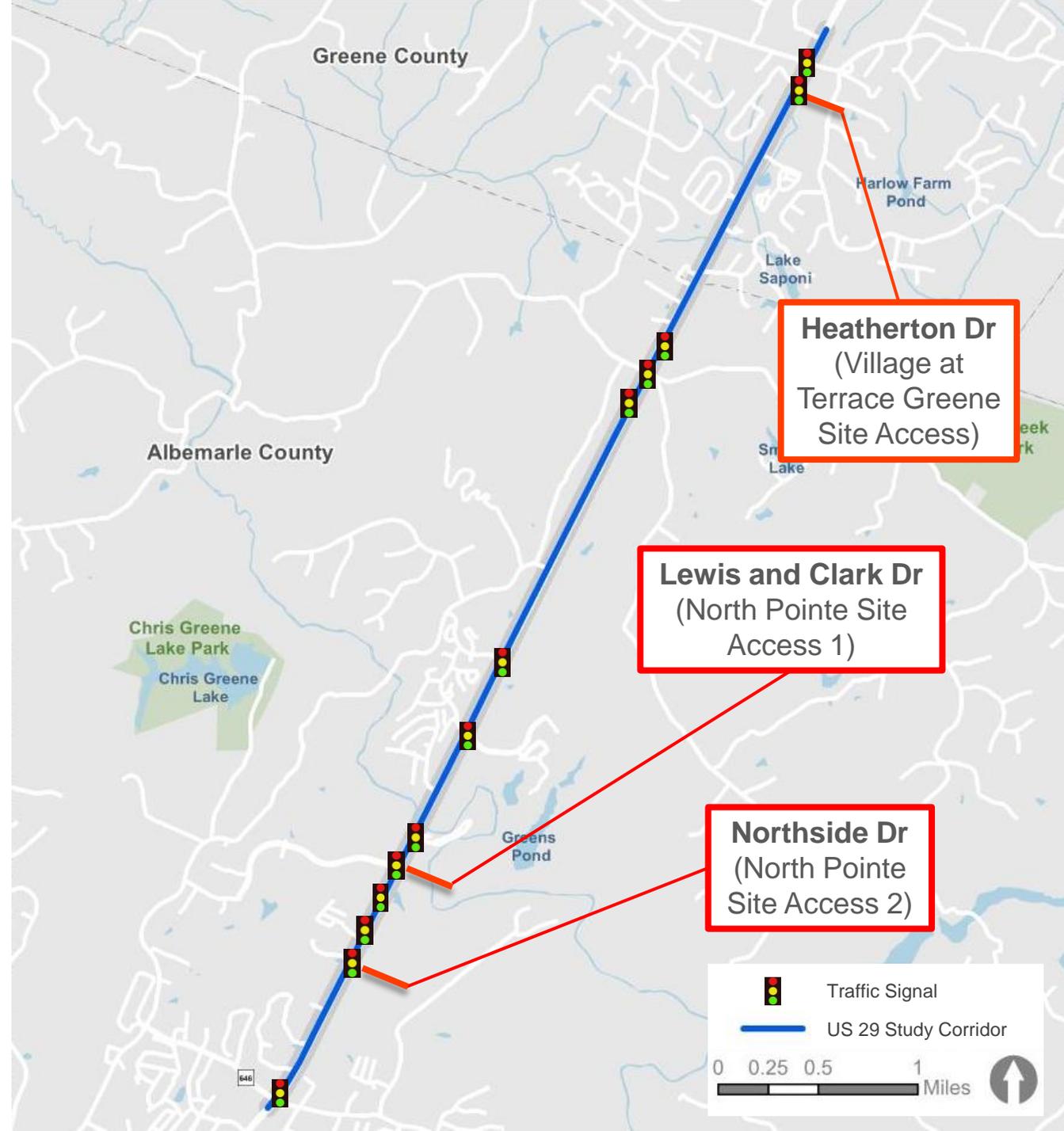
- Seven new signals were added for the no-build conditions based on previous studies.
 - Heatherton Drive
 - Frays Mill Road U-Turns
 - Lewis and Clark Drive U-Turns
 - U-Turn access east of Cypress Drive
 - Northside Drive (only eastern access, not western)



No-Build Conditions

New Approaches

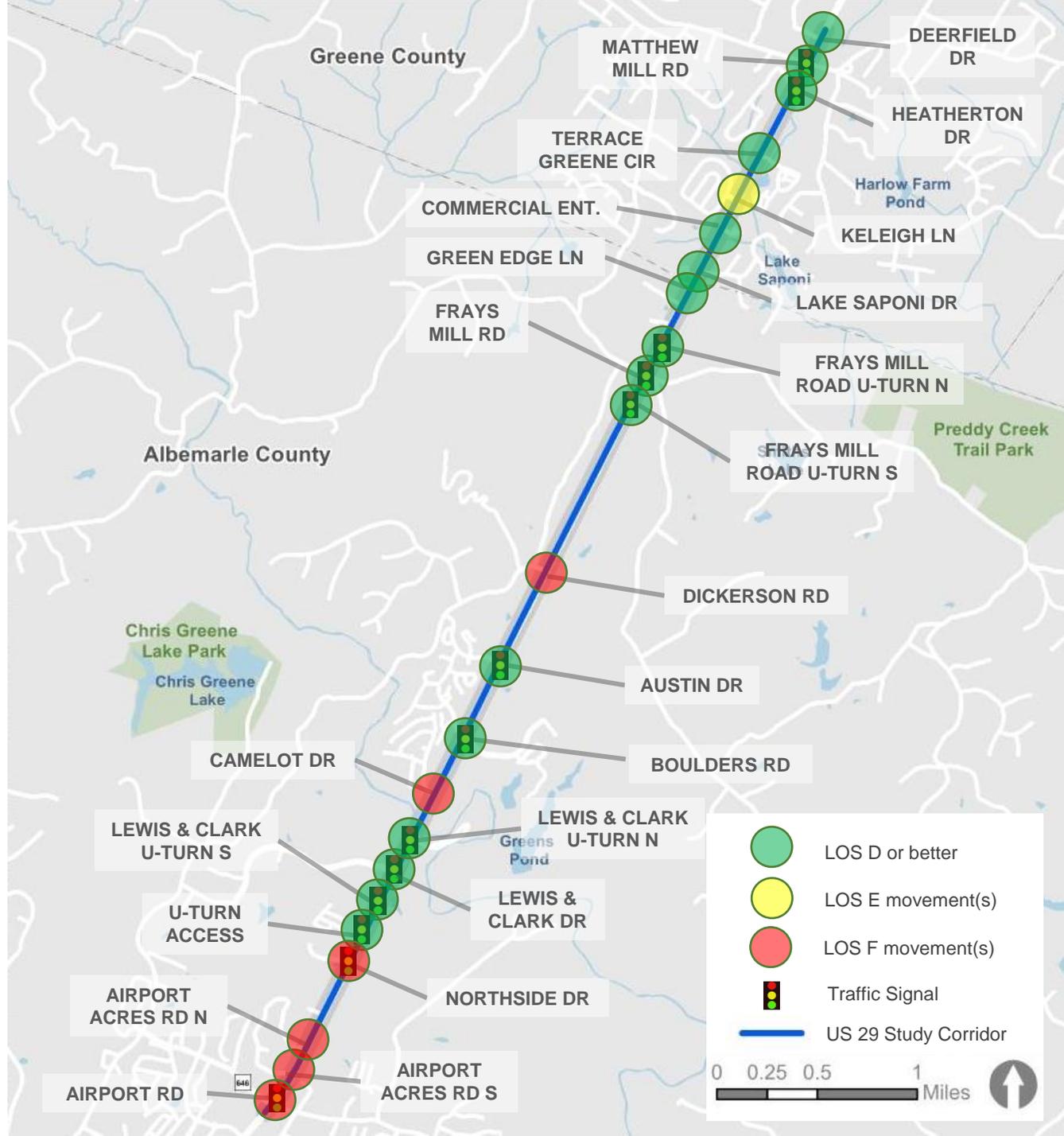
- Heatherton Drive (East)
 - This approach is right in, right out
- Lewis and Clark Drive (East)
 - This approach is part of RCUT – left/rights in, right out
- Northside Drive (East)
 - This approach is part of RCUT – left/rights in, right out



No-Build Traffic Operations

AM Peak Hour

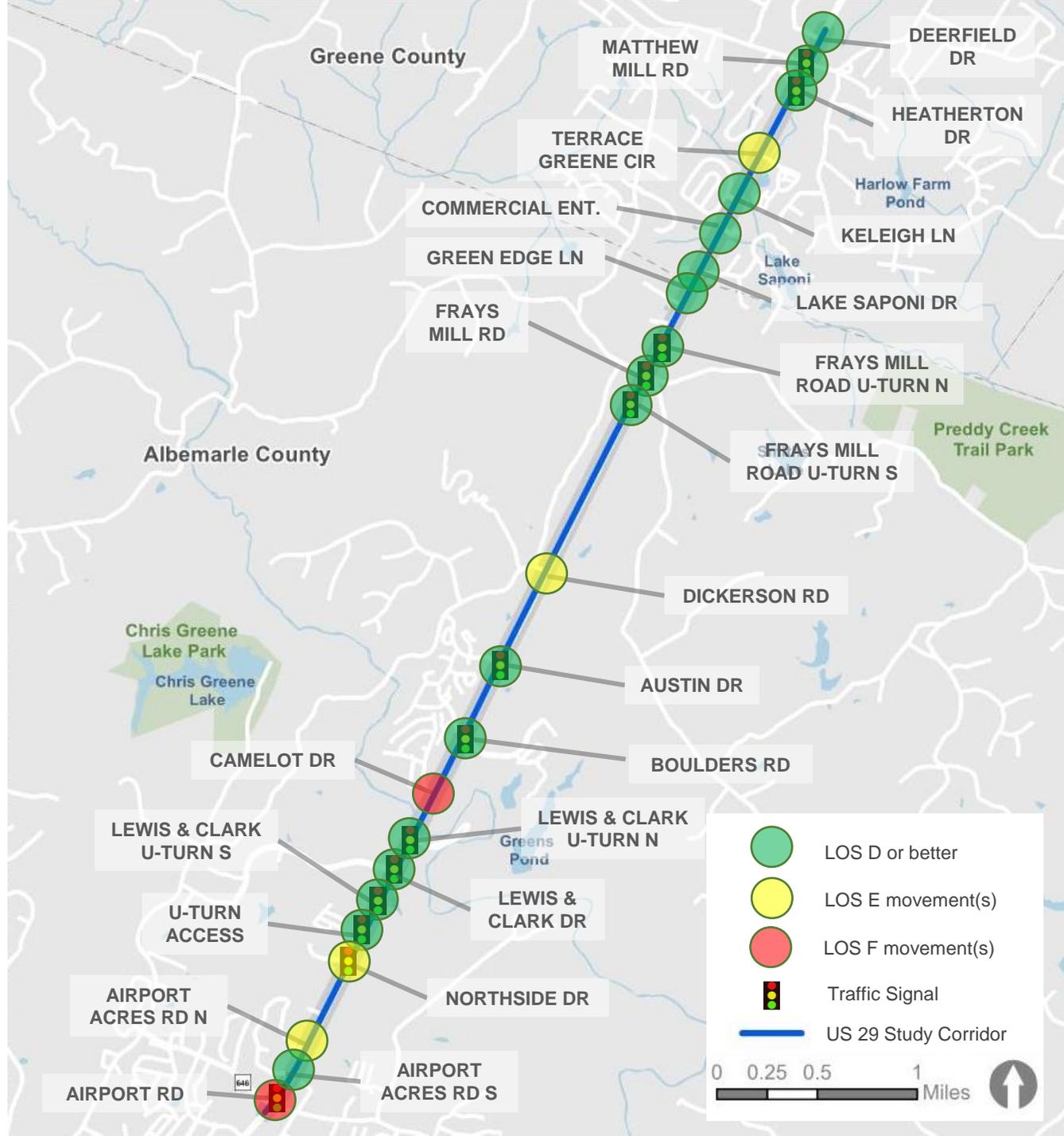
1. Seven intersections operating at LOS E or F
2. Five intersections at or over capacity
 - US 29/Frays Mill Rd
 - US 29/Austin Dr
 - US 29/Airport Acres Rd North
 - US 29/Airport Acres Rd South
 - US 29/Airport Rd



No-Build Traffic Operations

PM Peak Hour

1. Six intersections operating at LOS E or F
2. Five intersections at or over capacity
 - US 29/Dickerson Rd
 - US 29/Boulders Rd
 - US 29/Camelot Dr
 - US 29/Lewis & Clark U-Turn S
 - US 29/Airport Rd



Intersection & Segment Trends

Existing vs No Build Conditions

- **Matthew Mill Road** (and surrounding area)
 - Route 670 and Heatherton Drive signal improved LOS at Matthew Mill Road Intersection in AM and PM peak hours
- **Frays Mill Road**
 - RCUT improved LOS in AM and PM peak hours

- **Austin Drive to Camelot Drive**
 - Intersection of Camelot Drive: remains LOS F in AM and PM, but surrounding intersections have improved
- **Northside Drive to Airport Road**
 - Airport Road remains LOS F during AM and PM peak hours



Overall Trends

Existing vs No Build Conditions

Northern End

(Deerfield Drive – Frays Mill Road)

Increase in traffic is forecast to mostly be **mitigated by planned roadway projects**

Southern End

(Dickerson Road – Airport Road)

Significant congestion and delay still forecast at several locations



Vision

US 29 is a corridor that provides safe travel and adequate capacity for all uses and users of the roadway.



Updated Goals And Objectives

Goal:
Improve Safety

Objectives

- Reduce/manage vehicular conflict points
- Provide pedestrian crossing opportunities around commercial areas
- Provide separation between vehicle and bike/ped modes



Updated Goals And Objectives

Goal:
Manage
Congestion

Objectives

- Increase person throughput capacity
- Evaluate best intersection control types
- Reduce travel time variability
- Make efficient use of right-of-way for all users



Updated Goals And Objectives

Goal:

**Increase
Multimodal
Usability and
Accessibility**

Objectives

- Provide bicycle facilities that connect to nearby parks
- Provide ADA accessible transit stops along corridor
- Provide safe pedestrian crossings at target intersections



Updated Goals And Objectives

Goal:
**Support Future
Growth**

Objectives

- Develop access management strategies
- Support local traffic as well as regional demands
- Provide transit services that offer another mode choice for commuters



Updated Goals And Objectives

Goal:

**Support
Economic
Development**

Objectives

- Accommodate for prominent trucking and shipping operations
- Provide mode choice in access to employment opportunities
- Beautify the corridor



Public Meeting Preparation

Purpose:

to orient the public to the project and receive feedback on draft goals

Anticipated Window:

within two weeks after Labor Day
(September 6)



Public Meeting Preparation

For Broader Discussion...

- **What** format should the meeting follow?
- **What steps** need to be taken to have everything ready by the public meeting?



Thank You!