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## Stakeholder Meeting #1 Minutes

### US 29 Corridor Study – Phase 1

June 15, 2021

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#### In attendance:

Jessica Ballering, TJPDC	Jim Frydl, Greene County
Lucinda Shannon, TJPDC	Alan Yost, Greene County
Nick Morrison, TJPDC	Juhawn Lee, Charlottesville Area Transit
Sandy Shackelford, TJPDC	Stephen Johnson, Jaunt
Adam Moore, VDOT	Andrew Butsick, Kittelson & Associates
Charles Proctor, VDOT	Chris Tiesler, Kittelson & Associates
Nathran Austin, VDOT	Kaitlyn Schaffer, Kittelson & Associates
Kevin McDermott, Albemarle County	Kylie Caviness, Kittelson & Associates

#### Welcome and Introductions

Kylie Caviness (Kittelson) welcomed and thanked the group for attending. She introduced herself as Project Manager and then asked each meeting attendee to introduce themselves. Following the introductions, the study team provided the Stakeholder Group with a summary of the findings from Phase 1, introduced the vision and objectives, and provided the scope for Phase 2 of the study.

#### Study Background

Kylie Caviness (Kittelson) provided a synopsis of the background and scope of the US 29 Corridor Study and its associated phases. The study includes Route 29 between Deerfield Drive in Greene County and Airport Road in Albemarle County. Of the 19 total intersections, 8 are in Greene County and 11 are in Albemarle County. While most traffic counts were collected in April 2021, six intersections have volumes pulled from previous 2018 studies. Kylie explained that the first phase is complete and existing conditions analyses will be presented during the meeting. The purpose of Phase 1 was to identify issues and opportunities, as well as analyze existing conditions and draft goals for a framework plan for Phase 2. The second phase of the corridor study will enact the framework plan developed during the first phase to identify transportation alternatives that will help meet the study goals and objectives.

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## Ongoing Work

Kylie Caviness (Kittelton) provided an overview of the Phase 1 schedule, which will go through June 2021. Phase 1 is in its first two tasks (What are the issues, opportunities, and objectives? What does the data tell us?), which will conclude in late May 2021. The first two tasks for Phase 1 involve data gathering, identifying issues and opportunities, and conducting an existing conditions assessment for the study area. The third task will involve identifying and refining draft goals, objectives, and a framework plan for Phase 2. A second stakeholder meeting will be held during the third task to review findings from the existing conditions assessment, provide feedback on the draft study goals, objectives, and scope. The second stakeholder meeting will be held in mid-June and the third task is scheduled to conclude at the end of June 2021.

Phase 2 of the US 29 Corridor Study is scheduled to start at the end of June 2021 and is expected to conclude within around seven (7) to nine (9) months.

## Corridor Overview

The study team provided a map of the Route 29 corridor and shared the following insights concerning existing zoning, generators, multimodal accommodations, planned and ongoing developments, projects, and studies.

### *Existing Zoning*

- Existing land use surrounding the corridor is largely rural with some industrial areas located south of the corridor and residential/commercial uses located north of the corridor in Greene County.
- Many of the existing rural areas surrounding the southern half of the corridor are in the process of development. Planned land uses adjoining the southern half of the corridor include industrial parks, shopping centers, and residential developments.

### *Generators*

- Generators along the corridor include the National Ground Intelligence Center (NGIC), University of Virginia (UVA) Research Park, and Charlottesville-Albemarle Airport.
  - The Stakeholders recommended adding Hollymead Town Center, a large commercial area south of the corridor to the list of generators.

### *Multimodal Accommodations*

- There are currently no pedestrian or bicycle facilities along the corridor.
- There are no transit stops along the corridor.
  - ParkConnect previously operated on the corridor and provided access to the UVA Research Park. The service ended due to the Covid-19 pandemic. However, the need for a transit service is expected to return as people begin to return to work.

- The Stakeholders recommended including the UVA Foundation in the next stakeholder meeting.

### ***Planned & Ongoing Developments, Projects, and Studies***

- In-process developments along the corridor include:
  - Villages at Terrace Greene (Greene County)
  - Cedar Run Townhomes (Greene County)
  - North Pointe (Greene County)
- Planned and ongoing projects along the corridor include:
  - Constructed RCUTs at Northside Drive, Airport Acres Road North, and U-turn access north of Cypress Drive
  - Route 670 (in design)
  - Striping improvements on Route 29 at Airport Road
  - RCUT at Lewis and Clark Drive (approved by VDOT and expected to move forward to development)
- Completed and ongoing studies along the corridor include:
  - Signal Coordination Study (ongoing)
  - Frays Mill Study (2018)
  - Ruckersville Small Area Plan (2018)
  - Greene County Corridor Study (2018)
  - Greene County Comprehensive Plan Update (ongoing)
  - Local Climate Action Initiatives in Charlottesville and Albemarle County
  - Charlottesville Area Transit Feasibility Study
    - Transit Hub and Park 'n Ride
  - Regional Transit Vision Study
  - Transit Feasibility Study with Albemarle County
- The Stakeholders recommended adding the UVA Research Park to the list of ongoing developments. UVA intends to expand their existing commercial and office spaces.
- The Stakeholders also recommended adding the development near Lewis and Clark Drive and the medium sized residential development on the eastside of the corridor near Camelot Drive to the list of ongoing developments.
- Information is still needed for Creekside Development (Greene County) and Judo Drive Development (Greene County).
- Greene County will provide information about additional developments surrounding the corridor including Seminole Casa.

### **Safety**

The study team conducted a high-level scan of six years of crash data along the study corridor (2015-2016).

- The top three crash types that occurred along the corridor between 2015 and 2020 were rear end (61%), angle (11%), and fixed object – off road (9%).
- Most of the study corridor crashes were located within in the influence area of intersections (485 total - 61%) as opposed to along segments (313 total – 39%).
  - The study team shared a map showing crash totals by intersection. Route 29 intersections with higher numbers of crashes included Matthews Mill Road, Frays Mill Road, Austin Drive, Boulders Road, Lewis and Clark Drive, and Airport Road. These intersections are the only signalized intersections along the corridor.
  - Many of the segment crashes were in close proximity to the influence area of intersections and could be related to long queues at some of the study intersections.
- Three fatal crashes occurred on the study corridor near Matthew Mill Road (2015, 2018, 2019).
  - The Stakeholders informed the study team that two of the three crashes involved pedestrians under the influence of alcohol.
  - FR-300 reports will be reviewed to gather more information.
- VDOT conducted a statewide safety needs assessment as part of the VTrans2040 Vision Plans and Needs Assessment. The safety needs assessment consisted of identifying the top intersections and segments each VDOT District based on Potential for Safety Improvements (PSI). A PSI score is the number of crashes minus the predicted for that type of intersection or roadway and the traffic volumes. The study team checked the intersections and segments identified for VDOT Culpeper District through the VTrans2040 safety needs assessment, and identified five locations along the Route 29 corridor:
  - US 29 & Frays Mill Road – District Rank 12
  - US 29 & Lewis and Clark Drive – District Rank 20
  - US 29 from Heatherton Drive to Matthews Mill Road – District Rank 90
  - US 29 form Matthews Mill Road to Deerfield Drive – District Rank 93
  - US 29 from Camelot Drive to Austin Drive – Rank 127

## Operations

The study team assessed existing intersection operations at signalized and unsignalized intersections located along the study corridor. Traffic volumes used in previous corridor studies and additional traffic volumes collected in 2021 were used to complete the operations analysis. The study team adjusted the 2021 traffic volumes to account for reduced travel during the Covid-19 pandemic.

### ***AM Peak Hour Analysis***

- Nine of the study intersections operate at a level of service (LOS) of D or better during the AM peak hour.
- The other ten study intersections operate at a LOS of E or LOS F. Most LOS E and LOS F movements are due to delay and are not near capacity.
- There is heavy southbound through traffic during the AM peak hour.
- The following intersections exceed capacity ( $v/c > 0.85$ ):
  - US 29 & Matthews Mill ( $v/c = 0.90$ )

- US 29 & Frays Mill Road ( $v/c > 1.00$ )
- US 29 & Airport Acres Road North ( $v/c = 0.89$ )
- US 29 & Airport Road ( $v/c > 1.00$ )

### ***PM Peak Hour Analysis***

- Twelve of the study intersections operate at a level of service (LOS) of D or better during the PM peak hour.
- The other seven study intersections operate at a LOS of E or LOS F. Most LOS E and LOS F movements are due to delay and are not near capacity.
- The following intersections exceed capacity ( $v/c > 0.85$ ):
  - US 29 & Frays Mill Road ( $v/c > 0.87$ )
  - US 29 & Dickerson Road ( $v/c = 0.87$ )
  - US 29 & Boulders Road ( $v/c = 0.86$ )
  - US 29 & Airport Road ( $v/c > 1.00$ )

### **Goals & Objectives**

The study team provided the stakeholders with a draft vision, goals, and objectives for Phase 2 of the Route 29 corridor study. The stakeholders will have the opportunity to review the goals and objectives and provide feedback to the study team. The study team will revise the goals and objectives before presenting them to the public in Phase 2 of the study.

### ***Vision***

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

### ***Stakeholder Feedback on Vision:***

- Stakeholders generally agreed with vision for the study.

### ***Goal: Improve Safety***

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

### ***Goal: Manage Congestion***

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

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**Goal: Increase Multimodal Usability and Accessibility**

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

**Goal: Support Future Growth**

- Develop access management strategies
- Provide transit services that offer other mode choices for commuters

*Stakeholder Feedback on Goals & Objectives:*

- Stakeholders generally agreed with the proposed goals and objectives of the study. Stakeholders recommended adding an economic development goal. Trucking and shipping operations are prominent on the corridor and these operations should be given significant consideration as the study team begins the alternative analysis process.
- The counties also noted that US 29 is an important entrance to both Albemarle County and Greene County. Therefore, the aesthetics of the corridor should be taken into consideration.
- Additionally, the stakeholders mentioned that US 29 has become a weekend commuter route. The corridor becomes congested on Friday afternoons. Though the entire corridor cannot be designed to accommodate Friday afternoon congestion, the stakeholders would like the study team to balance both local needs and regional demands.

**Next Steps**

Kylie Caviness thanked everyone for attending and reminded them that Phase 1 of the Route 29 corridor study was near its conclusion. She noted that the study team would present a scope for Phase 2 of the corridor study to VDOT, and that Phase 2 would likely kick off in mid- to late-June 2021.

Attachments: Meeting presentation, Framework Document

Cc: Stakeholders, Meeting Attendees