

Corridors of Statewide Significance

Seminole Corridor – U.S. 29

**Prepared by the West Piedmont Planning District
Commission**

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Corridors of Statewide Significance

Corridors of Statewide Significance (CoSS), originally introduced as Multimodal Transportation Networks (MINS) in VTrans2025, were conceptualized as corridors in which high-priority multimodal projects would take place, as opposed to a single-mode response to mobility issues, and where statewide investment was to be focused. MINS, and presently, CoSS are to accommodate all modes of travel and are comprised of vehicular highways (and parallel roads), rail infrastructure, transit services, airports, and port facilities. Additionally, CoSS must connect regions, states, or major activity centers such as cities or large towns; must accommodate a high travel volume; and must provide a unique function to the state and/or address statewide goals.¹

Seminole Corridor U.S. 29



Introduction to the Seminole Corridor – U.S. 29

The Seminole Corridor, U.S. 29, extends within the West Piedmont Planning District from the North Carolina state line at Pittsylvania County north throughout the county to the boundary of Campbell County. Population centers encompassed by the corridor in the West Piedmont Planning District, from south to north, include the City of Danville and the towns of Chatham, Gretna, and Hurt. This section, and those that follow, provide a wealth of information pertaining to this corridor.

¹ Draft – Virginia’s Corridors of Statewide Significance, Chapter 3. Page 25

- Parallel roadways to U.S. 29 are also included with the main corridor roadway – ex. U.S. 11 in addition to Interstate 81.²
- U.S. 29 is more than 1,000 miles in length; its northern terminus is Ellicott City, Maryland, and its southern terminus is Pensacola, Florida. In Virginia, U.S. 29 is a major north/south corridor serving the central portion of state, as Interstate 81 serves the western portion of the state, and Interstate 95, the eastern portion. The corridor links Washington D.C. with Charlottesville, Lynchburg, and Danville in Virginia. U.S. 29 is also a National Scenic Highway³ and Heritage Trail.⁴
- In addition to automobile infrastructure, Greyhound bus service is offered along the Seminole Corridor; the only station in the West Piedmont Planning District is located in Danville. Norfolk Southern railroad service operates along virtually the entire corridor; the eastern line of the railroad’s Crescent Route runs parallel to U.S. 29; connections can be made to the Virginia Inland Port, located along I-81.⁵ Amtrak runs along the Seminole Corridor, on Norfolk Southern tracks; Amtrak has a station in Danville. Within the West Piedmont Planning District, Danville Regional Airport is the only aviation facility located along the Seminole Corridor.⁶

² Commonwealth of Virginia. Corridors of Statewide Significance An Overview. March 16, 2011. Page 7.

³ Commonwealth Transportation Board. Virginia’s Long-Range Multi-Modal Transportation Plan. Corridors of Statewide Significance: Seminole Corridor. March 2010. Page 1-1.

⁴ Commonwealth Transportation Board. Virginia’s Long-Range Multi-Modal Transportation Plan. Corridors of Statewide Significance: Seminole Corridor. March 2010. Page 2-1.

⁵ Commonwealth Transportation Board. Virginia’s Long-Range Multi-Modal Transportation Plan. Corridors of Statewide Significance: Seminole Corridor. March 2010. Page 1-7.

⁶ Commonwealth Transportation Board. Virginia’s Long-Range Multi-Modal Transportation Plan. Corridors of Statewide Significance: Seminole Corridor. March 2010. Page 1-8.

Section 1: Freight



- According to *VTrans 2035: Virginia's Long Range Multimodal Transportation Plan*, published in March 2010, most freight tonnage movement along the Seminole Corridor – 72.8 percent - was accomplished by truck and this corridor was used as an alternative to the I-81 and I-95 corridors; freight rail accounted for the virtual remainder of 27.1 percent. In terms of freight value transported, truck transport accounted for 99.2 percent of freight movement and railroad freight movement accounted for 0.7 percent.⁷
- In terms of freight tonnage moving through Virginia along the Seminole Corridor, about 67.3 percent consisted of through-travel, 22.2 percent was inbound, only 6.7 percent was outbound, and 3.8 percent was internal. It is anticipated that freight volume along the corridor will continue to increase and will be influenced by factors resulting in increased transportation demand, such as population increases, changes in national and international logistics patterns, as well as the evolving industry structure of the corridor. Such increases will demand that enhancements are made to the corridor to meet these increases, on both the corridor's road and rail components. Norfolk Southern plans to make enhancements along the corridor, including single-to-double tracks, adding/expanding passing sidings, and incorporating double-stack capacity.⁸

⁷ Commonwealth Transportation Board. Virginia's Long-Range Multi-Modal Transportation Plan. Corridors of Statewide Significance: Seminole Corridor. March 2010. Page 2 - 2.

⁸ Commonwealth Transportation Board. Virginia's Long-Range Multi-Modal Transportation Plan. Corridors of Statewide Significance: Seminole Corridor. March 2010. Page 2 - 5.

Section 2: Vehicular Traffic (AADT)



In terms of weighted Annual Average Daily Traffic (AADT) on the Seminole Corridor, Pittsylvania County ranked just under 4 percent of all traffic and the City of Danville ranked between 4 and 5 percent. In terms of the percentage of commercial unit trucking, Pittsylvania County and the City of Danville were ranked highest along the corridor, at approximately 14 percent and 16 percent, respectively.⁹

Tables 2.1 – 2.3 that follow show the Annual Average Daily Traffic (AADT) in localities within the West Piedmont Planning District through which the Seminole Corridor passes. The estimates are based on 2010 data from the Virginia Department of Transportation.

⁹ Commonwealth Transportation Board. Virginia's Long-Range Multi-Modal Transportation Plan. Corridors of Statewide Significance: Seminole Corridor. March 2010. Page 2 - 3.

City of Danville AADT								
Link ID	Route Prefix	Route Number	Route Alias	Physical Jurisdiction	Link Length	Start Label	End Label	AADT
623106	US	00029	Danville Expwy	City of Danville	1.12	US 58	Elizabeth St	16000
623104	US	00029	Danville Expwy	City of Danville	2.63	Elizabeth St	SR 86, S Main St	14000
623105	US	00029	Danville Expwy	City of Danville	1.85	SR 86, S Main St	Goodyear Blvd	17000
030436	US	00029	Danville Expwy	City of Danville	1.36	Goodyear Blvd	US 58, US 360 South Boston Rd	19000
623555	US	00029	Danville Expwy	City of Danville	2.00	US 58, US 360 South Boston Rd	NCL Danville	10000

Table 2.1: Annual Average Daily Traffic in the City of Danville

Pittsylvania County AADT								
Link ID	Route Prefix	Route Number	Route Alias	Physical Jurisdiction	Link Length	Start Label	End Label	AADT
623106	US	00029	Danville Expwy	City of Danville	1.12	US 58	Elizabeth St	16000
623104	US	00029	Danville Expwy	City of Danville	2.63	Elizabeth St	SR 86, S Main St	14000
623105	US	00029	Danville Expwy	City of Danville	1.85	SR 86, S Main St	Goodyear Blvd	17000
030436	US	00029	Danville Expwy	City of Danville	1.36	Goodyear Blvd	US 58, US 360 South Boston Rd	19000
623555	US	00029	Danville Expwy	City of Danville	2.00	US 58, US 360 South Boston Rd	NCL Danville	10000
030484	US	00029	Danville Expwy	Pittsylvania County	0.32	NCL Danville	SR 360	10000
030387	US	00029	Danville Expwy	Pittsylvania County	6.52	SR 360	BUS US 29 North of Danville	9700
030273	US	00029		Pittsylvania County	0.76	Bus US 29 North of Danville	71-640 Spring Garden Road	19000
030199	US	00029		Pittsylvania County	3.49	71-640 Spring Garden Road	71-718 Snakepath Road; Dry Fork Road	18000
030388	US	00029		Pittsylvania County	3.18	71-718 Snakepath Road; Dry Fork Road	SCL Chatham	18000
030406	US	00029		Town of Chatham	0.03	SCL Chatham	Bus US 29 South Main St	18000
030151	US	00029		Town of Chatham	0.76	Bus US 29 South Main St	NCL Chatham	11000
030152	US	00029		Pittsylvania County	2.75	NCL Chatham	Bus US 29 North of Chatham	11000
030389	US	00029		Pittsylvania County	6.12	Bus US 29 North of Chatham	Bus US 29 South of Gretna	12000
030147	US	00029		Pittsylvania County	1.83	Bus US 29 South of Gretna	SR 40 West Gretna Rd	9400
030145	US	00029		Pittsylvania County	2.48	SR 40 West Gretna Rd	N US 29 Bus N of Gretna	10000
030390	US	00029		Pittsylvania County	3.08	N US 29 Bus N of Gretna	71-643 Derby Rd	12000
030228	US	00029		Pittsylvania County	4.08	71-643 Derby Rd	Bus US 29 Main St South of Hurt	12000

Table 2.2: Annual Average Daily Traffic in Pittsylvania County

Town of Chatham AADT							
Link ID	Route Prefix	Route Number	Physical Jurisdiction	Link Length	Start Label	End Label	AADT
030406	US	00029	Town of Chatham	0.03	SCL Chatham	Bus US 29 South Main St	18000
030151	US	00029	Town of Chatham	0.76	Bus US 29 South Main St	NCL Chatham	11000

Table 2.3: Annual Average Daily Traffic in the Town of Chatham

As previously shown, the highest AADT along the Seminole Corridor in the City of Danville occurred on the segment stretching from Goodyear Boulevard to U.S. 58/U.S. 360 South (South Boston Road), with a total of 19,000 vehicles per day. The segment of the corridor with the second-highest AADT, at 17,000 vehicles per day, extended from South Main Street (VA 86) to Goodyear Boulevard.

The segment of the Seminole Corridor having the highest AADT, at 19,000 vehicles per day, in Pittsylvania County was that which extends from U.S. Business 29 north of Danville to Spring Garden Road (VA 640). Three segments of the corridor exhibited AADT of 18,000 vehicles per day. These included the segment from Spring Garden Road (VA 640) north to Snakepath and Dry Forks roads (VA 718), the segment extending from Snakepath and Dry Fork roads (VA 718) to the southern Corporate Limit of Chatham, and the segment extending from the Southern Corporate Limit of Chatham to South Main Street (U.S. 29 Business) in Chatham.

In the future, level of service (LOS) is anticipated to become degraded at a point of “over capacity” along the corridor in the City of Danville, within the West Piedmont Planning District. Specifically, this includes Piney Forest Road (U.S. 29 Business) from approximately Riverside Drive (U.S. 58 Business) north to the Danville Corporate Limit. Figure 2.1 below illustrates the location of the forecasted over-capacity.

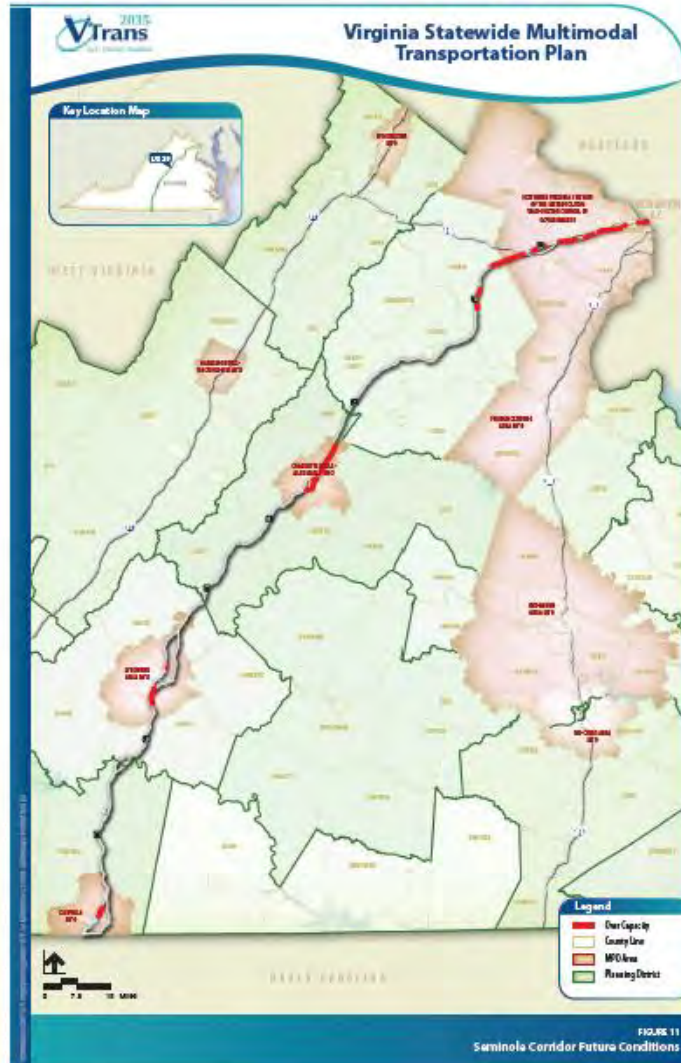


Figure 2.1: Map highlighting anticipated areas of congestion along the Seminole Corridor - U.S. 29

Four high-crash locations were evident along the Seminole Corridor in the West Piedmont Planning District and most were located in close proximity to each other. A cluster of three was located from Gretna northward. Specifically, one area was the intersection of U.S. 29 and West Gretna Road (VA 40), another in the vicinity of the junction of U.S. 29 and U.S. 29 Business just north of Gretna, and a third just south of Paisley Road (VA 756). A fourth area which exhibited a high crash rate was north of Chatham, in the vicinity of Riddle Road (VA 797).¹⁰ Figure 2.2 illustrates high accident locations along the corridor.

¹⁰ Commonwealth Transportation Board. Virginia's Long-Range Multi-Modal Transportation Plan. Corridors of Statewide Significance: Seminole Corridor. March 2010. Page 2-14.

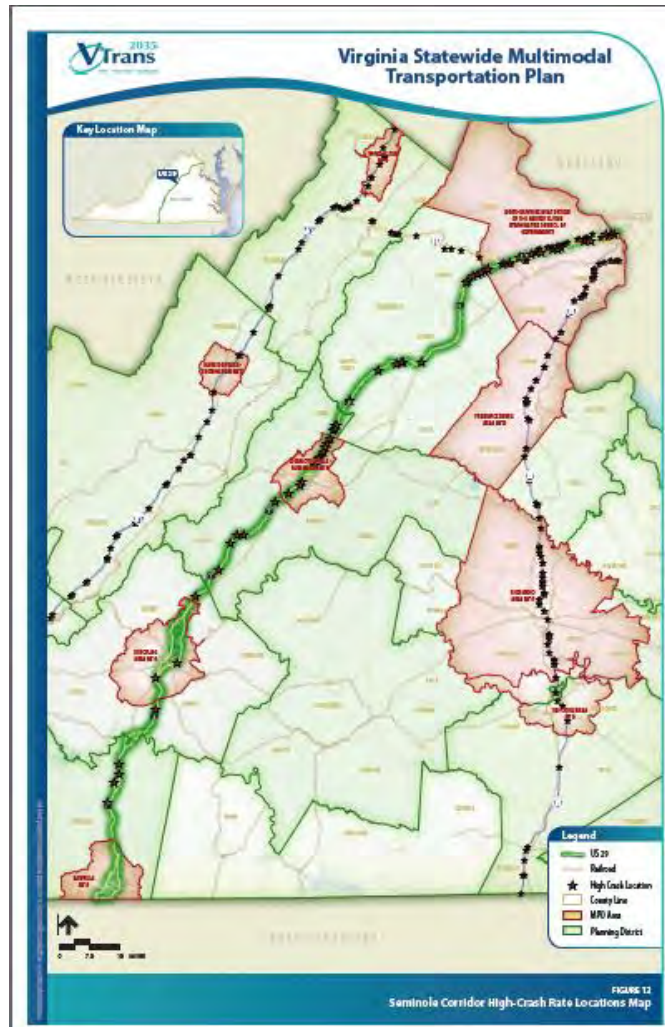


Figure 2.2: Map highlighting high-crash locations along the Seminole Corridor – U.S. 29

Figure 2.3 below shows a segment of the Seminole Corridor south of Chatham. The graphic represents 2004 – 2006 crash data, as well as 2008 traffic volume expressed as turning movements. The graphic illustrates that a number of accidents took place at the intersection of U.S. 29 and Tightsqueeze Road (VA 703); the majority of these were rear-end collisions. A second major cluster of accidents was evident just north of Tightsqueeze Road (VA 703) in the vicinity of a shopping center located just to the north of TightSqueeze Road (VA 703); these accident types varied. Another high-crash location along the Seminole Corridor was at the intersection of Samuel Harris Lane (VA 1434) and U.S. 29. Again, there was no evidence of a consistent type of accident, but just to the south of Samuel Harris Lane (VA 1434), two more clusters were evident, with one of those exhibiting several accidents involving animals. Another major cluster of accidents was evident at the intersection of U.S. 29 and Snakepath Road (VA 718). The majority of these accidents were of an angular nature.



Figure 2.3: Crash data inclusive of 2004 – 2006, and 2008 turning movements along the Seminole Corridor - U.S. 29 south of Chatham, U.S. Route 29 Access Management Study.

Section 3: Major Distribution Centers



- The only major distribution center located in close proximity to the Seminole Corridor is the former KB Toys facility, now known as Virginia Candle Company, located in Danville.¹¹ Another nearby distribution center includes Nautica located in Henry County, and Diversified Distribution Inc. and Dollar General Corp. near South Boston. See Figure 3.1 below for an overview of distribution centers located throughout the Commonwealth.

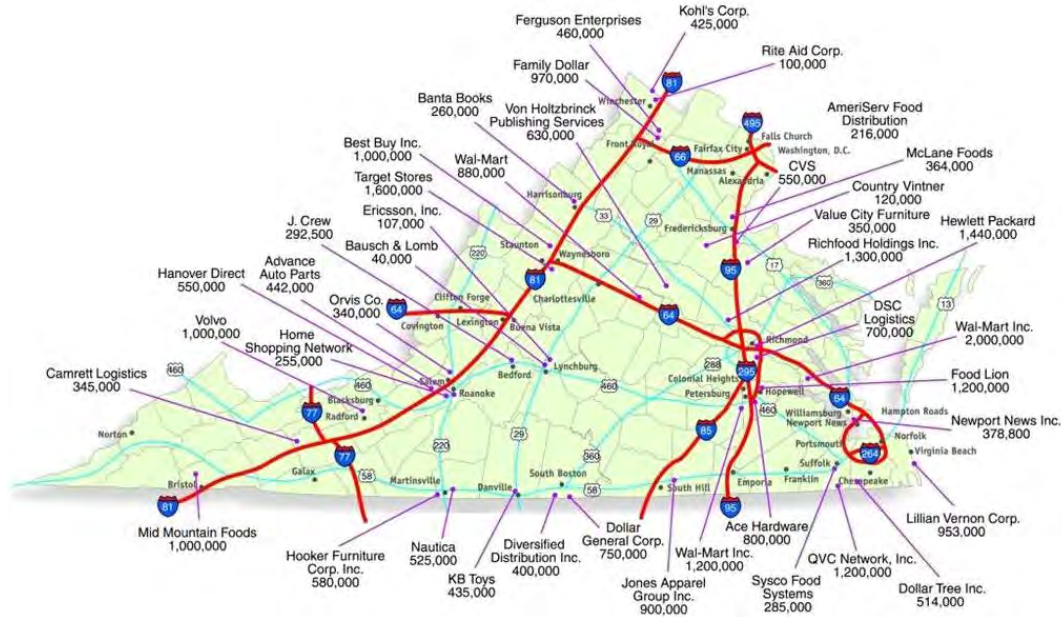


Figure 3.1: Major distribution centers in Virginia

¹¹ Commonwealth Transportation Board. Virginia's Long-Range Multi-Modal Transportation Plan. Corridors of Statewide Significance: Seminole Corridor. March 2010. Page 2-4.

Section 4: Population Projections



Population projections show a small increase in population by the year 2035 for the West Piedmont Planning District. The Virginia Employment Commission (VEC) Midpoint 2035 Forecast model projects the 2035 population of the region to be 260,317, whereas the NPA Data Associates model projects the population to be 258,456. According to an NPA Data Associates population projection density map to 2035 contained within the VTrans 2035 Virginia Statewide Multimodal Transportation Plan, growth of the West Piedmont Planning District is expected to be 5.1 percent, or 258,456. The region through which the Seminole Corridor traverses and which is anticipated to experience the largest growth in population density is the Northern Virginia Planning District, which is expected to grow by 54.8 percent by 2035. According to the 2010 Census, the population of the West Piedmont Planning District was 249,182; however, the 2010 population values for the region utilized by the VTrans 2035 Plan were derived from the VEC and NPA and were 248,072 and 245,930, respectively. Figure 4.1 depicts the projected population density along the corridor in 2035.¹²

¹² Commonwealth Transportation Board. Virginia's Long-Range Multi-Modal Transportation Plan. Corridors of Statewide Significance: Seminole Corridor. March 2010. Page 2 – 7, 2-9.

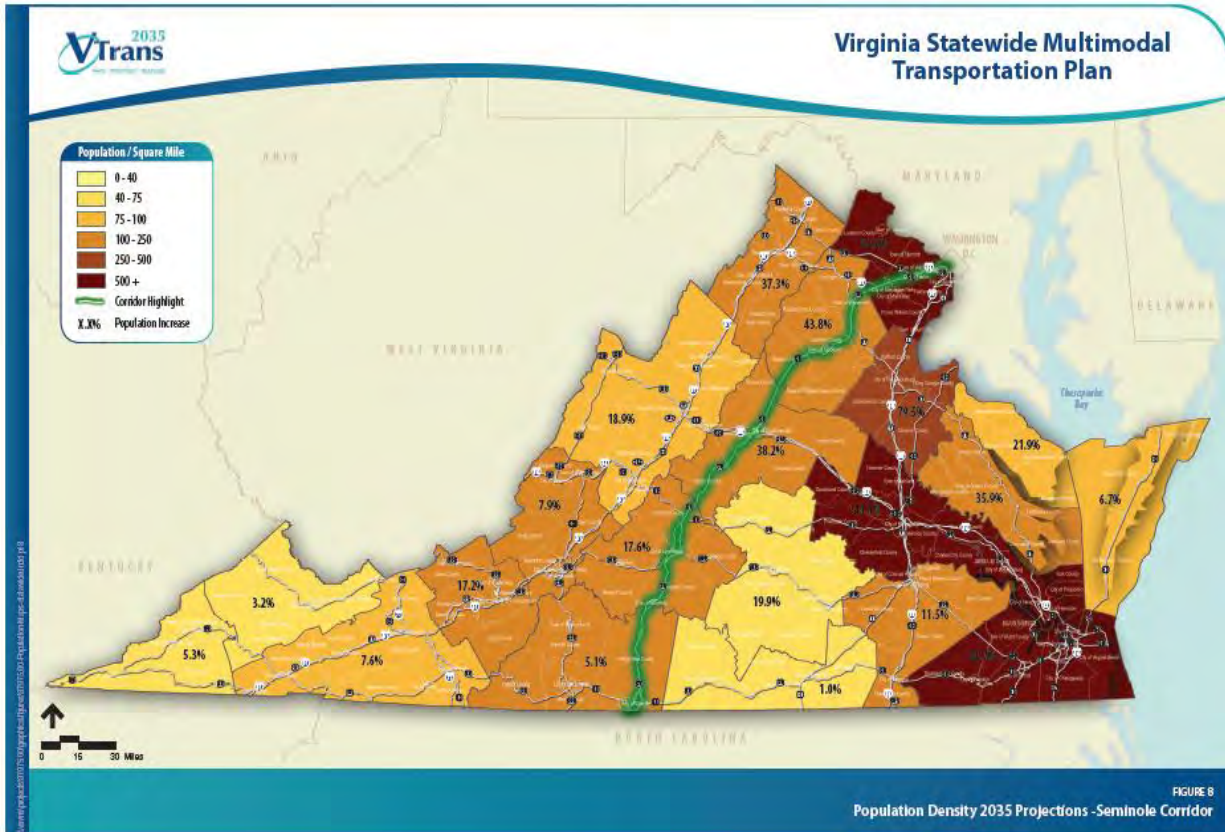


Figure 4.1: VTrans population projection for 2035 illustrates anticipated population density changes in 2035 by planning district. Most localities along the Seminole Corridor are expected to experience significant gains in population density, while the Northern Virginia Planning District is expected to experience the greatest amount of growth, at 54.8 percent. Of all the planning districts through which the Seminole Corridor passes, the West Piedmont Planning District is expected to experience the least growth, at 5.1 percent.

Figure 4.2 below represents the projected population age 65 and over by planning district. The projection, generated by the Virginia Transportation Research Council, suggests that the population 65 and over is expected to increase for the years 2010, 2020, and 2030 in all planning districts. The West Piedmont Planning District was projected to have the highest proportion of the age 65 and over population of all the planning districts along the corridor. The growth in the elderly population may warrant enhanced transit development (and possibly land use enhancements) conducive to an aging population.¹³

¹³ Commonwealth Transportation Board. Virginia's Long-Range Multi-Modal Transportation Plan. Corridors of Statewide Significance: Seminole Corridor. March 2010. Page 2 – 10.

Figure 9 Percentage of Population over Age 65 (Projections)

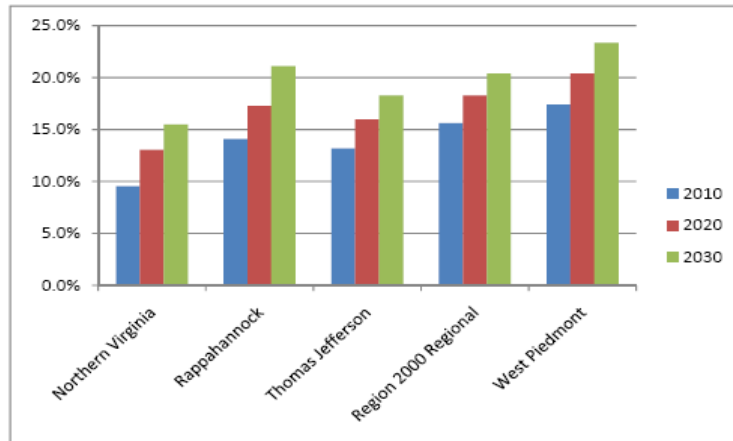


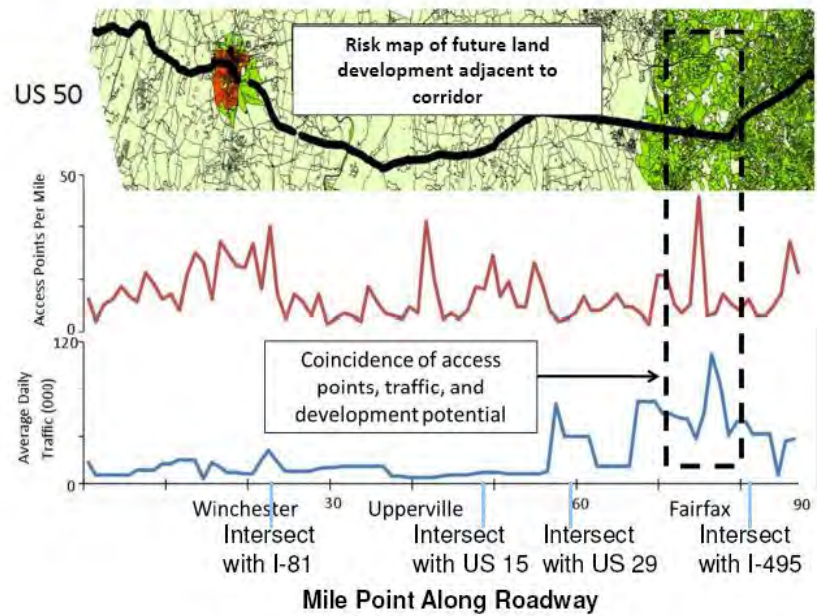
Figure 4.2: Projection of population over age 65

Section 5: Land Use



Figures 5.1 and 5.2 pertain to vehicle access points per mile, as well as average daily traffic located along various segments of the Seminole Corridor. The University of Virginia Center for Risk Management of Engineering Systems performed a Corridor Trace Analysis study using a graph-like format to identify vehicle access points per mile and average daily traffic in sections

of corridors throughout the Commonwealth; figure 5.1 below illustrates how the products of the study articulate data pertaining to the corridors, using U.S. 50 as an example. Figure 5.2 is a Corridor Trace Analysis of the Seminole Corridor. The figure illustrates the approximate number of vehicle access points per mile and average daily traffic of each segment of the Seminole Corridor, including the West Piedmont Planning District, by the corridor's mileage from beginning to end. In Danville, the number of access points is relatively few, but access points spike to approximately 20 per mile in Pittsylvania County. Average daily traffic, while variable in the region, spikes to nearly 20,000 vehicles per day in Pittsylvania County and Danville.¹⁴ Additionally, Figure 5.3 shows generalized land uses along the corridor.



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Figure 5.1: Overview of Corridor Trace Analysis to determine Access Points per Mile and Average Daily Traffic

¹⁴ University of Virginia Center for Risk Management of Engineering Systems. Low Risk Management for Virginia Corridors of Statewide Significance. March 23, 2012. Pages 29, 36.

Seminole Corridor (US 29)

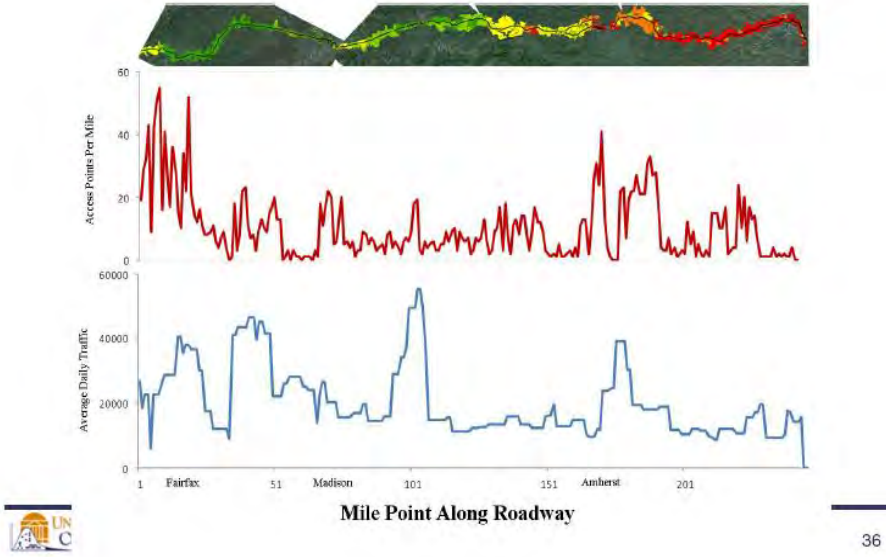


Figure 5.2: Corridor Trace Analysis of the Seminole Corridor - U.S. 29

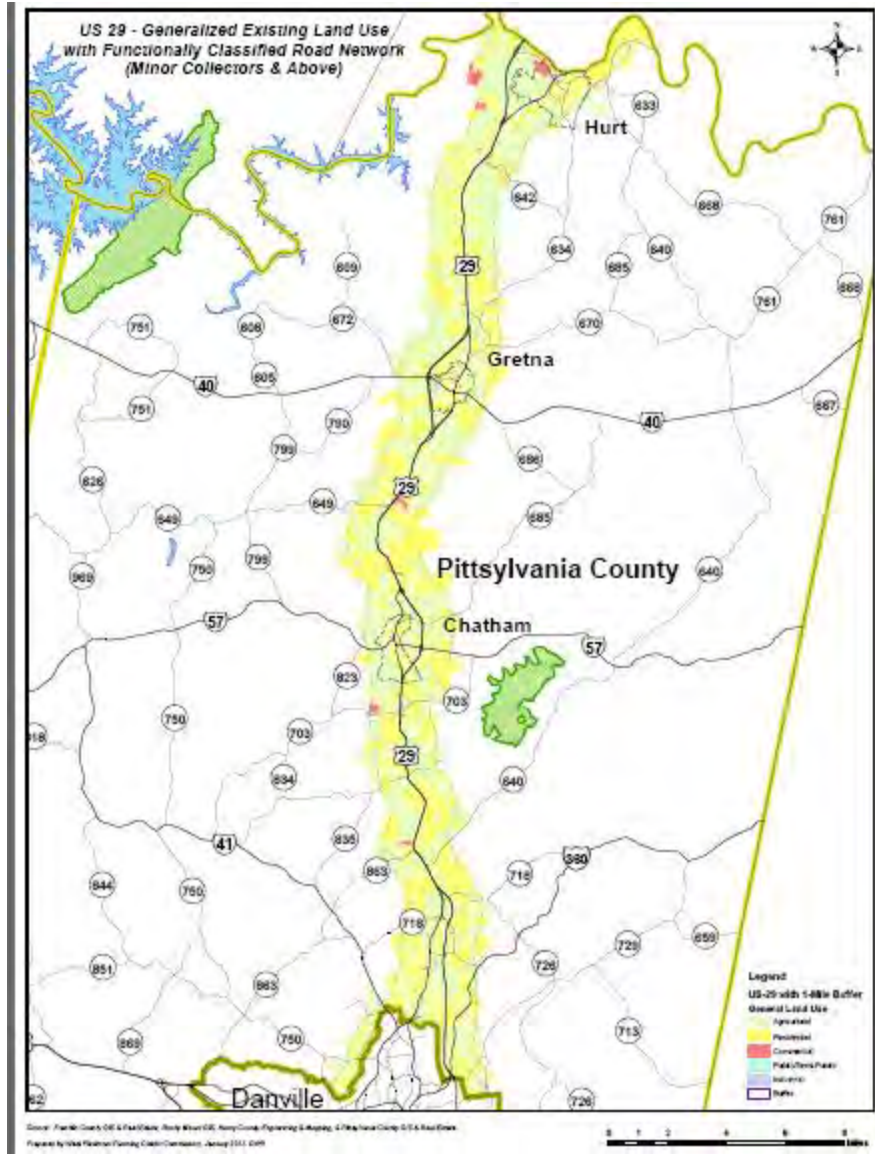
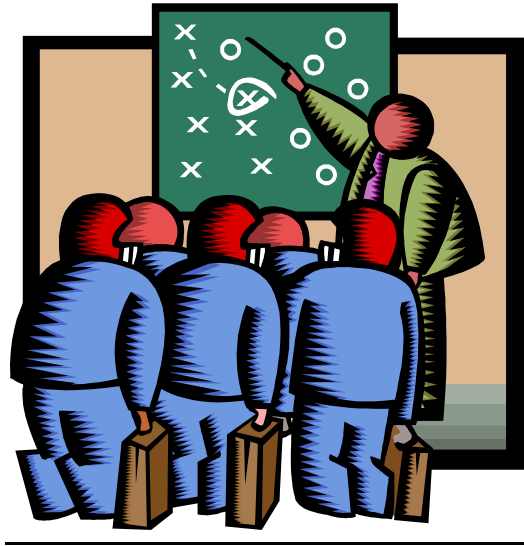


Figure 5.3: Generalized land use and Functionally Classified Road Network along the Seminole Corridor - U.S. 29

Figure 5.3 above illustrates existing land uses along the Seminole Corridor in Pittsylvania County. The majority of the land uses located adjacent to the corridor are residential and agricultural, with smaller, isolated areas of commercial uses.

Section 6: Corridor Strategies



As a component of VTrans 2035, a Seminole Corridor Strategies vs. Functions Matrix was developed, shown as Figure 6.1 below. This matrix presents a number of strategies developed for the corridor, then illustrates the strength of each strategy to one of five functions – *Connection between Urban Centers, Local Traffic, Commuter Route, Freight Alternative, and Cultural Resources/Tourism.*

Figure 14 - Seminole Corridor Strategies vs. Functions Matrix

Strategies	Functions				
	Connection between Urban Centers	Local Traffic	Commuter Route	Freight Alternative	Cultural Resources/Tourism
Improve capacity in urban areas through traffic management, access management, development of parallel routes and grid streets to separate local and through traffic, and possible use of ITS technologies.	●	●	●	●	○
Increase capacity through intersection improvements, construction of interchanges, and signal coordination at strategic locations.	●	●	●	●	○
Increase freight rail capacity and continue to allow for passenger rail service.	●		○	●	○
Improve safety by addressing high crash rate areas and making necessary improvements.	●	●	●	●	●
Improve transit, especially in rural areas, by expanding existing fixed-route services and offering increased demand response services for the elderly and disabled.	●	○	○		○
Increase park and ride capacity by expanding existing lots and adding new facilities at strategic locations.	●	○	●		
Increase transit options and transit capacity in the Northern Virginia region.	○	●	●		○
Improve ground access to airport facilities.	○			○	○

● Strong Correlation
○ Medium Correlation
○ Some Correlation

Figure 6.1: Strategy matrix for the Seminole Corridor - U.S. 29

Strategies specific to the Seminole Corridor

- Develop parallel routes and grid streets to separate local from through-traffic, implement access management and traffic management techniques, and consider use of intelligent transportation systems (ITS) technologies.
 - Develop corridor as limited access highway with access points at interchanges. Where not feasible, develop access points at secondary facilities or at points parallel to the corridor; grid pattern of streets should be created or enhanced to supplement this.

- Coordinate access management strategies with land use decisions.
- Implement intelligent transportation systems (ITS) technologies along the corridor.
- Improve roadway capacity via construction of interchanges, intersection improvements, and signal coordination at critical locations.
 - Capacity issues exist in northern Virginia, north of Charlottesville, and in the vicinity of Lynchburg.
 - Where limited access facilities and bypasses are not feasible, consider the addition of interchanges, improvements to intersections, addition of turn lanes, addition of traffic signals, and signal coordination and re-timing.
- Increase capacity of rail infrastructure to more effectively accommodate freight service and continue to allow for passenger service.
 - Implement enhancements to rail infrastructure including expansion of single track to double track, addition/expansion of passing sidings, incorporation of double-stack capacity, connection improvements, realignment of curves, and additional track switches and signals. Enhancement of rail infrastructure would likely result in less truck traffic on the corridor.
- Enhance safety by identifying high-crash locations and making necessary improvements.
 - Conduct roadway safety audits at high-crash locations and improvements should be recommended and applied.
 - Consider automated speed enforcement.
- Enhance transit service, especially in rural areas via the expansion of fixed-route services as well as increased demand-response services for elderly and disabled populations.
 - Increase demand response service to rural areas, especially to populations without access to automobiles.
- Enhance park and ride capacity by expanding existing lots and constructing new lots at key locations.
 - Transit services that operate to and from northern Virginia should utilize park and ride facilities as a focal point for their services.
 - The availability of park and ride lots would encourage transit use and carpooling. Addition and enhancement of these facilities, therefore, would provide greater efficiency for through-traffic and freight.
- Increase transit options and capacity in the northern Virginia region.
 - Consider creating a VRE spur from the Manassas station to several other stations, and expanding VRE into Fauquier and Culpeper counties. These improvements would likely result in less vehicular traffic on the corridor, thereby reducing highway-based freight travel times.

- Consider expanding Metrorail's Orange Line beyond the current terminus in Vienna into Centreville along the corridor.
- Consider Bus Rapid Transit along Interstate 66 in the corridor.
- Refurbish existing transit facilities along the corridor such as buses and Metrorail trains and tracks.
- Expand capacity along the corridor to keep up with demand.
- Improve ground access to airports.
 - Ground access to airports has been identified as an issue in the Commonwealth, as have long distances from some parts of Virginia to airports with commercial air service.
 - Increasing the capacity of existing highway facilities and providing additional modal options could effectively address this issue.

Section 7: VTrans 2035 Goals for the Seminole Corridor:

VTrans 2035 has advanced six goals intended to enhance the Seminole Corridor. These goals, listed below, are correlated to a number of strategies, as listed in Figure 7.1. Like Figure 6.1, this matrix shows the correlation between the goals and the strategies listed.

Strategies	Goals					
	Safety and Security	System Maintenance and Preservation	Mobility, Connectivity, and Accessibility	Environmental Stewardship	Economic Vitality	Coordination of Transportation and Land Use
Improve capacity in urban areas through traffic management, access management, development of parallel routes and grid streets to separate local and through traffic, and possible use of ITS technologies.	●	●	○		○	●
Increase capacity through intersection improvements, construction of interchanges, and signal coordination at strategic locations.	○	●	●	○		◎
Increase freight rail capacity and continue to allow for passenger rail service.	○	●	●	●	●	
Improve safety by addressing high crash rate areas and making necessary improvements.	●	●	○			
Improve transit, especially in rural areas, by expanding existing fixed-route services and offering increased demand response services for the elderly and disabled.	○	○	●	●	◎	◎
Increase park and ride capacity by expanding existing lots and adding new facilities at strategic locations.	◎	○	●	●	◎	○
Increase transit options and transit capacity in the Northern Virginia region.	○	●	●	●	○	○
Improve ground access to airport facilities.	◎	○	●	◎	◎	

● Strong Correlation
 ○ Medium Correlation
 ◎ Some Correlation

Figure 7.1: Suggested goals to enhance the Seminole Corridor - U.S. 29

Suggested goals to enhance the Seminole Corridor

- Safety and Security.
- System Maintenance and Preservation.
- Mobility, Connectivity, and Accessibility.
- Environmental Stewardship.
- Economic Vitality.
- Coordination of Transportation and Land Use.¹⁵

Section 8: Strategies from other Plans

Below are a variety of recommendations from several plans that are pertinent to the efficient development of the Seminole Corridor.

- Encourage clustered development rather than strip development.
- Consider system-wide recommendations, such as rumble strips, cable barriers, etc.
- Need reference to Route 50 as a parallel corridor when referring to U.S. 29 and Route 66.¹⁶
- Limit development directly along U.S. 29 via the employment of designated access points, conservation easements or purchase of lands or similar mechanisms, purchase of limited access rights-of-way in the corridor by VDOT, development of sections of a new roadway that connect parcels within growth areas for the designation of access points to U.S. 29, or encourage the private sector to undertake initiatives through incentives.
- Reduce quantity of traffic signals by construction of U-turn, jug-handle provisions, and roundabouts; provision of various types of interchanges; development of parallel road systems that can facilitate activity centers.
- Enhance mobility and decrease congestion by properly timing traffic signals, providing video detection and traveler information, and fostering more effective coordination between emergency response services and transportation operations centers to facilitate efficient emergency response.
- Expand modal travel choices by providing park & ride facilities for carpools and commuter bus; employ cost-effective means for enhanced mobility such as guaranteed ride home, bus signal priority systems and bus lanes; and support patterns of land use that facilitate transit.

¹⁵ Commonwealth Transportation Board. Virginia's Long-Range Multi-Modal Transportation Plan. Corridors of Statewide Significance: Seminole Corridor. March 2010. Pages 3-6 – 3-7.

¹⁶ VTrans 2035. Multimodal Advisory Committee. August 12, 2009. Page 2.

- To ensure the vision plan is effectively executed, encourage cross-jurisdictional planning efforts, and encourage localities to modify their comprehensive plans to adhere to goals of the corridor.
- VDOT can further strengthen access management regulations, forge stronger relationships with local governments to facilitate more effective land-use planning, and incentivize localities to develop and implement effective land-use plans conducive to the ideal functioning of the corridor.
- Protect rural character, scenic vistas, and historic features.¹⁷
- MPOs and localities should focus planning efforts on areas with a coexistence of features, high land development rankings, high access point densities, and high volumes of traffic.¹⁸
- For future development, consider management of access point densities to promote safety, mobility, and economic development. Consider proffers to ensure compensation for land development impacts to sections of the adjacent corridor. Investigate site selection and setback distance initially toward areas of land development ranking which are high, which have high access point densities, and which comprise high volumes of traffic.¹⁹

Section 9: Conclusion

The information presented above discusses many aspects of the Seminole, U.S. 29 Corridor, ranging from freight movement to land uses, among many others. The communities through which this corridor passes are dependent upon its effective development for their prosperity and the well-being of their citizens. The effective development of this corridor will depend not on one entity, but rather collaboration among various interests including counties, independent cities, MPOs, planning district commissions, the Virginia Department of Rail and Public Transportation (DRPT), the Virginia Department of Transportation (VDOT), and others. This corridor – and others like it - provides a unique function to the communities and the people it serves, as well as the Commonwealth of Virginia. Its future development will determine how efficiently and safely it functions, as well as how effectively it serves local communities, including the degree of business investment that occurs within them.

¹⁷ Route 29 Corridor Study. [Chapter 3: Vision for the Route 29 Corridor.](#)

¹⁸ University of Virginia Center for Risk Management of Engineering Systems. [Land Risk Management for Virginia Corridors of Statewide Significance.](#) March 23, 2012. Page 73.

¹⁹ University of Virginia Center for Risk Management of Engineering Systems. [Land Risk Management for Virginia Corridors of Statewide Significance.](#) March 23, 2012. Page 74.