

Corridors of Statewide Significance

Southside Corridor – U.S. 58

**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 Investment Networks (MINS) in VTrans2025, were conceptualized as corridors in which high-priority multimodal projects would be implemented - 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

Southside Corridor - U.S. 58



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

Introduction to the Southside Corridor – U.S. 58

Within the West Piedmont Planning District, the Southside Corridor, U.S. 58, extends from the border of Floyd County east to the border of Halifax County, encompassing the counties of Patrick, Henry, and Pittsylvania and the cities of Martinsville and Danville. The most significant population centers from west to east, include the Town of Stuart, the City of Martinsville, and the City of Danville. This section, and those that follow, present a wealth of information pertaining to this Corridor.

- The Southside Corridor is more than 500 miles in length, extending from just east of Cumberland Gap Tunnel, Tennessee, east to Virginia Beach.
- It provides access to Interstates 81, 95, and 85, and U.S. 29.²
- In the West Piedmont Planning District, Greyhound service is available in Danville, which is adjacent to the Southside Corridor. Several railroad lines run along the corridor, but not all extend along its full length. Amtrak serves a station in Danville. Both general aviation facilities, Danville Regional Airport and Blue Ridge Airport (Henry County), are located in the West Piedmont Planning District.³
- The Southside Corridor serves as the “main street” for many communities in Southside Virginia and the potential exists for warehousing and distribution, as well as agriculture. The corridor also serves as a conduit for coal distribution.⁴

²Commonwealth Transportation Board. VTrans 2035: Virginia’s Long Range Multimodal Transportation Plan: Corridors of Statewide Significance: Southside Corridor. March 2010. Page 1-1.

³Commonwealth Transportation Board. VTrans 2035: Virginia’s Long Range Multimodal Transportation Plan: Corridors of Statewide Significance: Southside Corridor. March 2010. Page 1-5, 1-6.

⁴Commonwealth Transportation Board. VTrans 2035: Virginia’s Long Range Multimodal Transportation Plan: Corridors of Statewide Significance: Southside Corridor. March 2010. Page 2-1.

Section 1: Freight



- According to *VTrans 2035: Virginia's Long-Range Multimodal Transportation Plan*, published in March 2010, most freight movement along the Southside Corridor was accomplished by truck. In fact, in terms of freight tonnage, 77.5 percent of freight was hauled by truck, rail accounted for 21 percent of freight tonnage movement, and water accounted for 1.2 percent. In terms of the value of freight hauled along the corridor, trucks handled 99.2 percent, rail accounted for 0.5 percent, and water accounted for 0.2 percent.⁵
- Concerning the origin and destination of freight tonnage through the Commonwealth, 71.2 percent was considered through transport, 11.9 percent was inbound, 12.8 percent was outbound, and 4.1 percent was internal.
- Freight movements along the Southside Corridor are projected to increase, which will result in increased demand for transportation. The impetus for this growth will be population growth and evolving industry structure along the corridor, as well as national and international logistics trends.⁶
- Projects likely to lead to an increase of freight movement along the corridor include expansion of the Norfolk Internal Terminals Central Rail Yard, the Craney Island expansion and rail connection, and the Norfolk/Portsmouth Beltline Railroad, which plans to increase its capacity out of the port. A key recommendation for rail

⁵ Commonwealth Transportation Board. [VTrans 2035: Virginia's Long Range Multimodal Transportation Plan: Corridors of Statewide Significance: Southside Corridor](#). March 2010. Page 2-2.

⁶ Commonwealth Transportation Board. [VTrans 2035: Virginia's Long Range Multimodal Transportation Plan: Corridors of Statewide Significance: Southside Corridor](#). March 2010. Page 2-5.

improvements along this corridor is greater capacity for double-stacking of rail cars,⁷ and improvements have begun to take place in Southwest Virginia. These projects will likely result in a greater occurrence of rail-to-truck transport. Such expansions will depend on upgrading of corridor capacity.

- The potential for economic development around cities such as Martinsville and Danville exists due to mostly undeveloped areas outside of these cities. The potential for additional commercial and industrial development, including warehousing and distribution development, have been identified as viable uses for the corridor.⁸

Section 2: Vehicular Traffic (AADT)



According to *VTrans 2035: Virginia's Long Range Multimodal Transportation Plan*, the City of Danville accounted for approximately 8 percent of weighted annual average daily traffic (AADT) along the corridor, Pittsylvania County accounted for just over 4 percent, the City of Martinsville accounted for just over 6 percent, Henry County accounted for approximately 5 percent, and Patrick County accounted for less than 2 percent. In terms of total commercial unit truck traffic along the corridor, the City of Danville accounted for about 10 percent, Pittsylvania County accounted for nearly 10 percent, the City of Martinsville accounted for less

⁷ Virginia Statewide Multimodal Freight Study, Final Report. U.S. 58 Multimodal Corridor. 2010. Page 26.

⁸ Commonwealth Transportation Board. VTrans 2035: Virginia's Long Range Multimodal Transportation Plan: Corridors of Statewide Significance: Southside Corridor. March 2010. Page 2-5, 2-6.

than 2 percent, Henry County accounted for about 6 percent, and Patrick County accounted for just over 6 percent.⁹

Tables 2.1 – 2.6 show the AADT in localities through which the Southside Corridor passes. These estimates are based on 2010 data from the Virginia Department of Transportation.

City of Danville AADT								
Link ID	Route Prefix	Route Number	Route Alias	Physical Jurisdiction	Link Length	Start Label	End Label	AADT
030241	US	00058		City of Danville	0.44	WCL Danville	US 29 Danville Expressway	6500
623106	US	00058	Danville Expwy	City of Danville	1.12	US 29 Danville Expressway	Elizabeth St	16000
623104	US	00058	Danville Expwy	City of Danville	2.63	Elizabeth St	SR 86, S Main St	14000
623105	US	00058	Danville Expwy	City of Danville	1.85	SR 86, S Main St	Goodyear Blvd	17000
030436	US	00058	Danville Expwy	City of Danville	1.36	Goodyear Blvd	US 29	19000
623204	US	00058	South Boston Rd	City of Danville	0.90	US 29 Danville Expressway; Bus US 58	Kentuck Rd	26000
623203	US	00058	South Boston Rd	City of Danville	1.98	Kentuck Rd	ECL Danville	20000

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

⁹ Commonwealth Transportation Board. VTrans 2035: Virginia's Long Range Multimodal Transportation Plan: Corridors of Statewide Significance: Southside Corridor. March 2010. Page 2-3.

Pittsylvania County AADT								
Link ID	Route Prefix	Route Number	Route Alias	Physical Jurisdiction	Link Length	Start Label	End Label	AADT
030153	US	00058		Pittsylvania County	3.78	Henry County Line	71-622 West of Brosville	10000
030234	US	00058		Pittsylvania County	0.97	71-622 West of Brosville	71-708 Long Circle	12000
030235	US	00058		Pittsylvania County	4.30	71-708 Long Circle	Bus US 58	15000
030237	US	00058		Pittsylvania County	2.51	Bus US 58	71-1260 Oakridge Farms Rd	6300
623032	US	00058		Pittsylvania County	4.31	71-1260 Oakridge Farms Rd	WCL Danville	6500
030241	US	00058		City of Danville	0.44	WCL Danville	US 29 Danville Expressway	6500
623106	US	00058	Danville Expwy	City of Danville	1.12	US 29 Danville Expressway	Elizabeth St	16000
623104	US	00058	Danville Expwy	City of Danville	2.63	Elizabeth St	SR 86, S Main St	14000
623105	US	00058	Danville Expwy	City of Danville	1.85	SR 86, S Main St	Goodyear Blvd	17000
030436	US	00058	Danville Expwy	City of Danville	1.36	Goodyear Blvd	US 29	19000
623204	US	00058	South Boston Rd	City of Danville	0.90	US 29 Danville Expressway; Bus US 58	Kentuck Rd	26000
623203	US	00058	South Boston Rd	City of Danville	1.98	Kentuck Rd	ECL Danville	20000
030403	US	00058	Philpott Rd	Pittsylvania County	2.37	ECL Danville	SR 62	11000
030232	US	00058	Philpott Rd	Pittsylvania County	3.32	SR 62	Halifax County Line	7700

Table 2.2: Annual Average Daily Traffic in Pittsylvania County

Tables 2.1 and 2.2 articulate AADT in the City of Danville and Pittsylvania County. U.S. 58 from the junction of U.S. 29 (Danville Expressway) and U.S. 58 Business to Kentuck Road (VA 729) experienced the highest level of AADT in the City of Danville, at 26,000 vehicles per day. The second-highest AADT for the City of Danville was just east of this location, from Kentuck Road (VA 729) east to the city’s Corporate Limit, at 20,000 vehicles per day. These figures indicate that the greatest levels of traffic in Danville occurred on the eastern side of the city, in the vicinity of Danville Regional Airport and at Airside and Cane Creek Centre industrial parks.

The segment of U.S. 58 in Pittsylvania County having the greatest AADT was the section from Long Circle (VA 708) east to U.S. 58 Business near the junction of U.S. 29 (Danville Expressway), at 15,000 vehicles per day. The segment of U.S. 58 having the second-highest AADT was the section from Cascade Road (VA 622) west of Brosville east to Long Circle (VA 708), at 12,000

vehicles per day. This indicates that the highest levels of traffic along U.S. 58 in Pittsylvania County were located west of the City of Danville, generally in the Brosville area.



Henry County AADT									
Link ID	Route Prefix	Route Number	Route Label	Route Alias	Physical Jurisdiction	Link Length	Start Label	End Label	AADT
020325	US	00058	US 58	A L Philpott Hwy	Henry County	2.67	Patrick County Line	44-695 Spencer-Preston Rd	6000
020324	US	00058	US 58	A L Philpott Hwy	Henry County	3.31	44-695 Spencer-Preston Rd	44-687 E, Soapstone Rd	6700
020323	US	00058	US 58	A L Philpott Hwy	Henry County	2.46	44-687 E, Soapstone Rd	US 220 William F Stone Hwy; US 58 Bus	9700
020332	US	00058	US 58	William F Stone Hwy	Henry County	3.49	US 220 S W of Martinsville	US 220 BUS S of Martinsville	16000
020554	US	00058	US 58	William F Stone Hwy	Henry County	2.65	US 220; Bus US 220 Greensboro Rd	44-650 Irisburg Rd	11000
020429	US	00058	US 58	William F Stone Hwy	Henry County	3.92	44-650 Irisburg Rd	Bus US 58 William F Stone Hwy	8000
020555	US	00058	US 58	A L Philpott Hwy	Henry County	1.89	Bus US 58 William F Stone Hwy	44-620 Old Liberty Dr	14000
020552	US	00058	US 58	A L Philpott Hwy	Henry County	2.11	44-620 Old Liberty Dr	44-610 Axton Rd	13000
020317	US	00058	US 58	A L Philpott Hwy	Henry County	1.38	44-610 Axton Rd	Pittsylvania County Line	11000

Table 2.3: Annual Average Daily Traffic in Henry County

Martinsville City AADT								
Link ID	Route Prefix	Route Number	Route Alias	Physical Jurisdiction	Link Length	Start Label	End Label	AADT
651836	C9US	00058	Memorial Blvd	City of Martinsville	0.71	SCL Martinsville	SR 57 Starling Avenue	21000
651816	C9US	00058	Starling Ave	City of Martinsville	0.85	Bus US 220 Memorial Blvd	Mulberry Rd	9400
651814	C9US	00058	Starling Ave	City of Martinsville	0.15	Mulberry Rd	Church St	8400
651813	C9US	00058	Church St	City of Martinsville	0.10	Starling Ave	Oakdale St; Starling Ave	12000
651811	C9US	00058	Church St	City of Martinsville	0.28	Church St Ext	Fairy St	10000
651219	C9US	00058	E Church Rd	City of Martinsville	0.26	Fairy St	Brookdale St	10000
651803	C9US	00058	E Church Rd	City of Martinsville	0.13	Brookdale St	Hooker St	13000
651802	C9US	00058	E Church Rd	City of Martinsville	0.77	Hooker St	ECL Martinsville	16000

Table 2.4: Annual Average Daily Traffic in the City of Martinsville

Table 2.3 indicates that the highest-traveled segment of U.S. 58 in Henry County was a 3.49-mile section extending east from U.S. 220 southwest of the City of Martinsville to U.S. 220 Business, south of the City of Martinsville, having an AADT of 16,000 vehicles per day. The segment of U.S. 58 in Henry County having the second-highest AADT extended from U.S. 58 Business/William Stone Highway east to Old Liberty Drive (VA 620), at 14,000 vehicles per day; this segment is located east of the City of Martinsville. Table 2.4 shows that, within the City of Martinsville, the highest AADT along U.S. 58 extended from the southern Corporate Limit of the city to Starling Avenue and was 21,000 vehicles per day. The second-highest AADT recorded on U.S. 58 in Martinsville occurred on the segment of roadway extending from Hooker Street to the eastern Corporate Limit of the city, which was 16,000 vehicles per day.



Patrick County AADT									
Link ID	Route Prefix	Route Number	Route Label	Route Alias	Physical Jurisdiction	Link Length	Start Label	End Label	AAAT
020458	US	00058	US 58	Danville Pike	Patrick County	1.38	Patrick County Line	Bus US 58	2000
020462	US	00058	US 58	Danville Pike	Patrick County	1.90	Bus US 58	Bus US 58	1400
020457	US	00058	US 58	Jeb Stuart Hwy	Patrick County	1.44	Bus US 58 E Blue Ridge St	70-764 Mountain View Rd	2200
020371	US	00058	US 58	Jeb Stuart Hwy	Patrick County	9.44	70-764 Mountain View Rd	N SR 8 Cruzes Store	1900
020370	US	00058		Jeb Stuart Hwy	Patrick County	2.01	N SR 8 Cruzes Store Woolwine Pkwy	Bus US 58 W Blue Ridge St	4600
020440	US	00058	US 58	Jeb Stuart Hwy	Patrick County	0.86	Bus US 58 W Blue Ridge St	70-1025 Johnson St	2800
020441	US	00058	US 58	Jeb Stuart Hwy	Patrick County	0.69	70-1025 Johnson St	Bus US 58 E Blue Ridge St	3400
020112	US	00058	US 58	Jeb Stuart Hwy	Patrick County	3.78	Bus US 58 E Blue Ridge St	70-680 South Mayo Drive	6900
020369	US	00058	US 58	Jeb Stuart Hwy	Patrick County	3.63	70-680 South Mayo Drive	70-626 South of Critz; Abram Penn Hwy	4900
020368	US	00058	US 58	Jeb Stuart Hwy	Patrick County	6.59	70-626 South of Critz; Abram Penn Hwy	Henry County Line	4700
020437	CDUS	00058			Patrick County	0.51	US 58 Jeb Stuart Hwy	WCL Stuart	2700
020430	CDUS	00058		West Blue Ridge St	Town of Stuart	1.00	WCL Stuart	E SR 8 Stuart; Patrick Ave	2700

Table 2.5: Annual Average Daily Traffic in Patrick County

Town of Stuart AADT								
Link ID	Route Prefix	Route Number	Route Alias	Physical Jurisdiction	Link Length	Start Label	End Label	AAAT
020430	CDUS	00058	West Blue Ridge St	Stuart	1.00	WCL Stuart	E SR 8 Stuart; Patrick Ave	2700

Table 2.6: Annual Average Daily Traffic in the Town of Stuart

Tables 2.5 and 2.6 indicate AADT along the Southside Corridor in Patrick County and in the Town of Stuart. The section of the corridor which had the highest level of AADT was that section extending from East Blue Ridge Street (VA 8) in Stuart east to South Mayo Drive (VA 680), at 6,900 vehicles per day. The segment of U.S. 58 which had the second-highest AADT was that segment extending east from South Mayo Drive (VA 680) to Abram Penn Highway (VA 626), at 4,900 vehicles per day. This suggests that the highest levels of traffic along the Southside Corridor in Patrick County were located east of the Town of Stuart and west of Henry County. The only traffic count taken completely within the Town of Stuart was that section of

the corridor extending from the town’s western Corporate Limit east to VA 8, which had an AADT of 2,700 vehicles per day.

According to Figure 2.1 below, level of service (LOS) of U.S. 58 in the City of Martinsville – also known as East Church Street, Starling Avenue, and Memorial Boulevard South, is anticipated to become degraded to a point of over capacity. Other areas of the corridor within the region are not anticipated to experience any significant traffic congestion issues.¹⁰

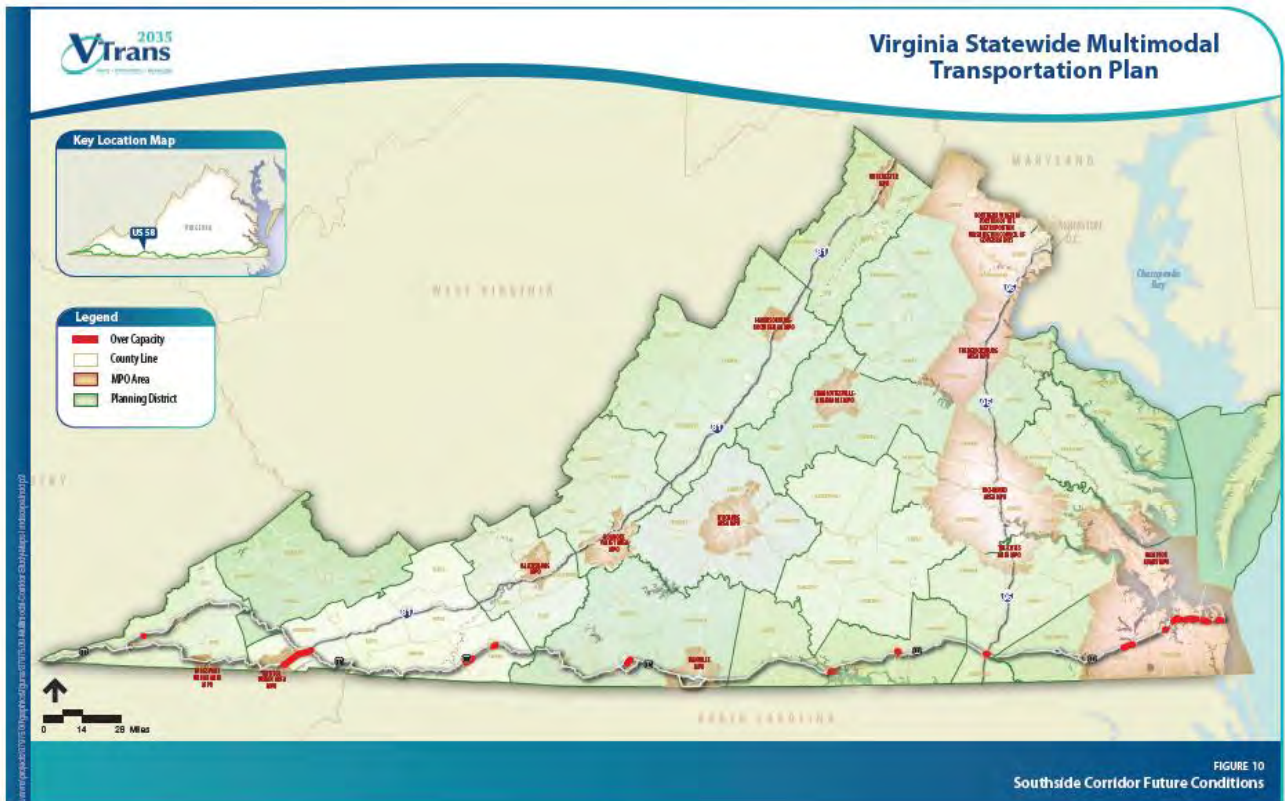


Figure 2.1: Map highlighting anticipated areas of congestion along the Southside Corridor – U.S. 58

Several high-crash locations were evident along the Southside Corridor in the West Piedmont Planning District. The area of greatest accident concentration was situated in the vicinity of the western boundary of the Danville MPO. Also in the Danville area, the junction of U.S. 58 and the Danville Expressway (U.S. 58/29) just west of the city, as well as the section of the corridor east of the Danville Regional Airport, were trouble spots for accidents. Other high-crash areas along the corridor included U.S. 58 in the vicinity of Axton in Henry County, U.S. 58 west of the U.S. 220/58 Bypass in the vicinity of Horsepasture in Henry County, and on the mountainous

¹⁰ Commonwealth Transportation Board. Virginia’s Long-Range Multi-Modal Transportation Plan. Corridors of Statewide Significance: Seminole Corridor. March 2010. Page 2-11, 2-13.

portion of U.S. 58 in Patrick County in the vicinity of Lover’s Leap. Figure 2.2 below illustrates the high accident locations along the corridor in the region.¹¹

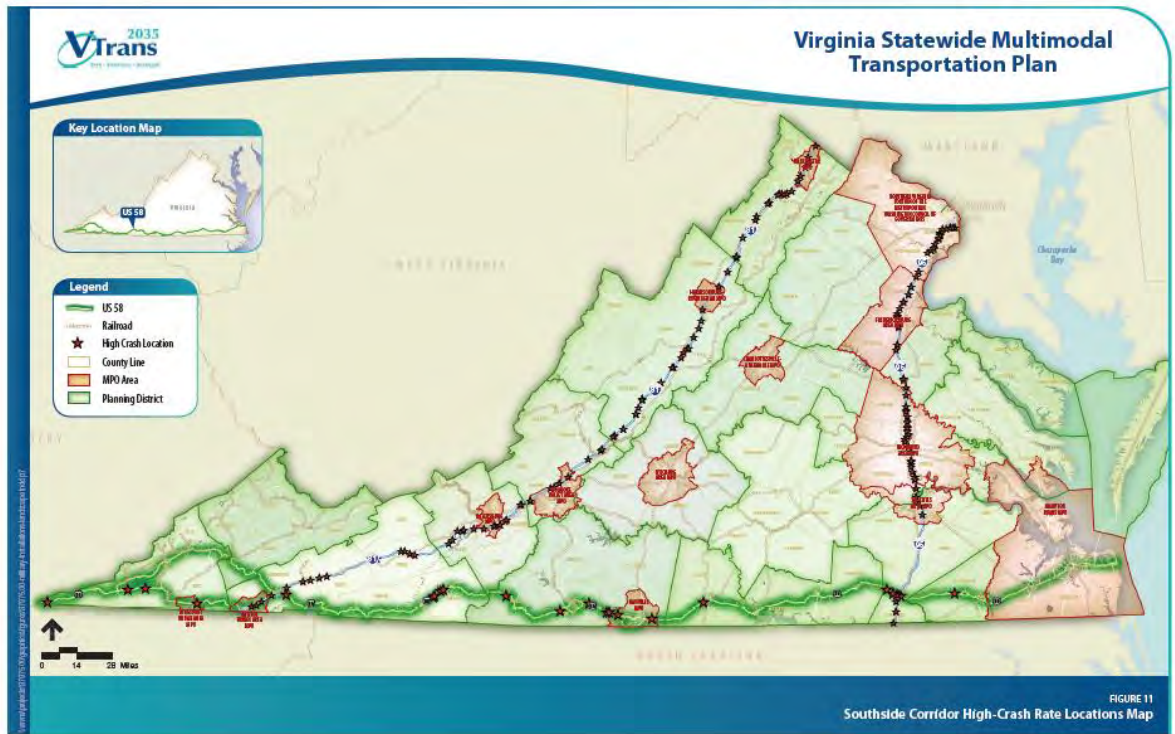


Figure 2.2: Map highlighting high-crash locations along the Southside Corridor – U.S. 58

Section 3: Major Distribution Centers



A number of major distribution centers in or near the region and along the Southside Corridor include Diversified Distribution Inc. and Dollar General Corp. in South Boston, Virginia Candle Company in Danville, and Nautica in Henry County. Figure 3.1 highlights the locations of state-

¹¹ Commonwealth Transportation Board. Virginia’s Long-Range Multi-Modal Transportation Plan. Corridors of Statewide Significance: Seminole Corridor. March 2010. Page 2-11, 2-14.

Section 4: Population Projections



Population projections show a small increase in population for the year 2035 for the West Piedmont Planning District. The Virginia Employment Commission (VEC) model predicts a 2035 population for the region of 260,317, whereas the NPA Data Associates model projects the population to be 258,456. According to an NPA Data Associates population density projection 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. Along the Southside Corridor, the Hampton Roads Region is anticipated to experience the largest population density growth, at 24.7 percent by 2035. According to the 2010 Census, the population of the West Piedmont Planning District was 249,182. Figure 4.1 below depicts the projected population density along the corridor in 2035.¹³

¹³ Commonwealth Transportation Board. Virginia's Long-Range Multi-Modal Transportation Plan. Corridors of Statewide Significance: Seminole Corridor. March 2010. Page 2 – 7, 2 - 9.

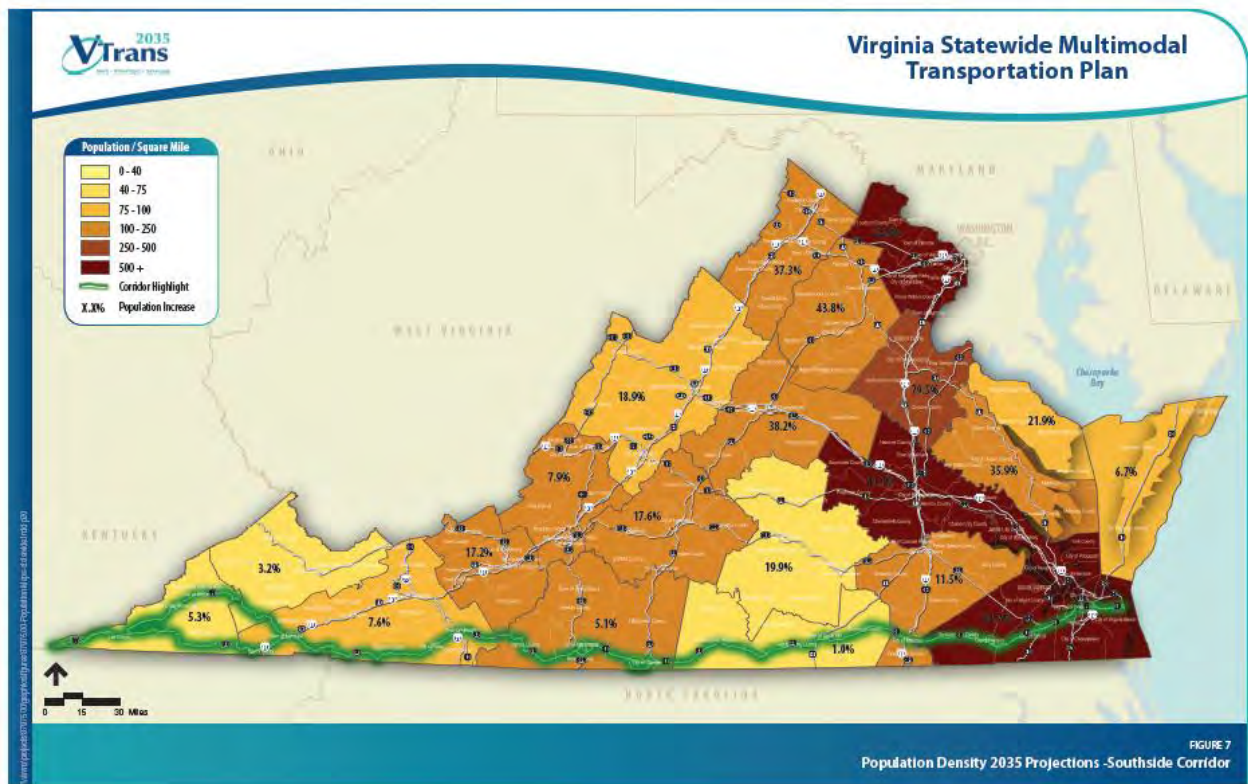


Figure 4.1: The VTrans population projection for 2035 illustrates anticipated population density changes in 2035 by planning district. Most localities along the Southside Corridor (including the West Piedmont Planning District) are expected to experience modest gains in population density, while the Hampton Roads region is expected to experience the greatest amount of growth, at 24.7 percent.

Figure 4.2 below represents the projected population of those aged 65 and over by planning district. The projection, generated by the Virginia Transportation Research Council, suggests that the population aged 65 and over is expected to increase for the years 2010, 2020, and 2030 in all planning districts. The growth in the elderly population may warrant enhanced transit development (and possibly land uses) more conducive to an aging population.¹⁴

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

Figure 8 Percentage of Population over 65 (Projections)

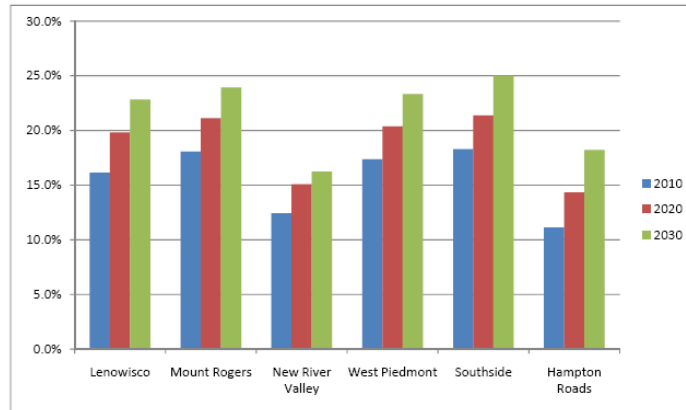


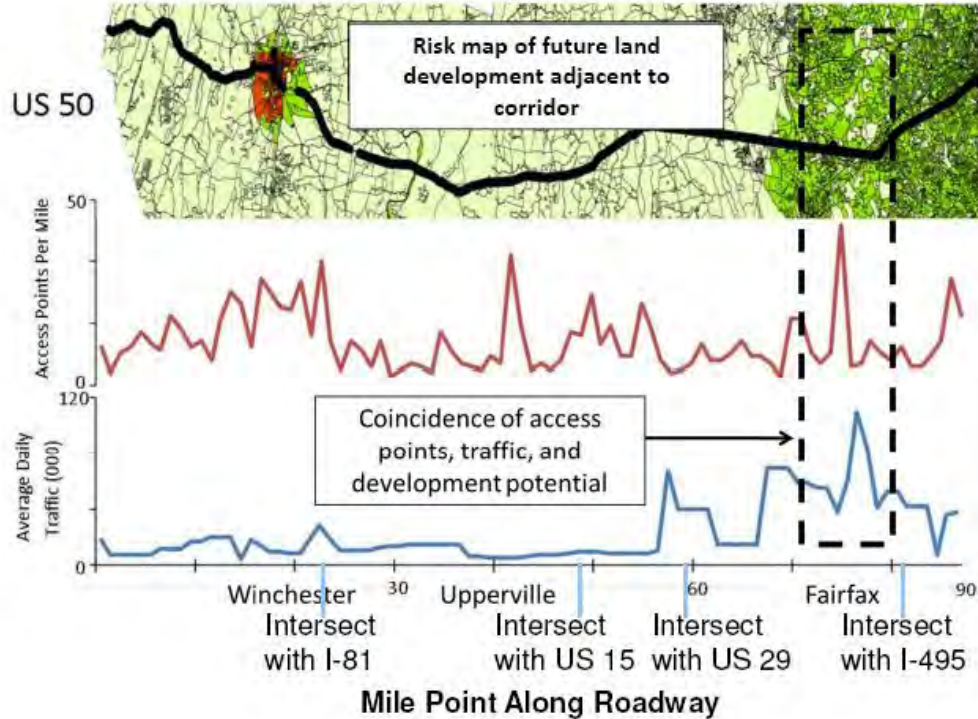
Figure 4.2: Population projection over age 65

Section 5: Land Use



Figures 5.1 and 5.2 pertain to access points per mile, as well as average daily traffic located along various segments of the Southside 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 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 Southside Corridor. Figure 5.2 illustrates the approximate number of vehicle access points per mile and average daily traffic of each segment of the Southside Corridor, including the West Piedmont Planning District, by the corridor's

mileage from beginning to end. While the access points per mile are variable in the region, the average daily traffic is below 30,000 vehicles throughout the region.¹⁵



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

¹⁵ University of Virginia Center for Risk Management of Engineering Systems. Low Risk Management for Virginia Corridors of Statewide Significance. March 23, 2012. Pages 29, 37.

Southside Corridor (US 58)

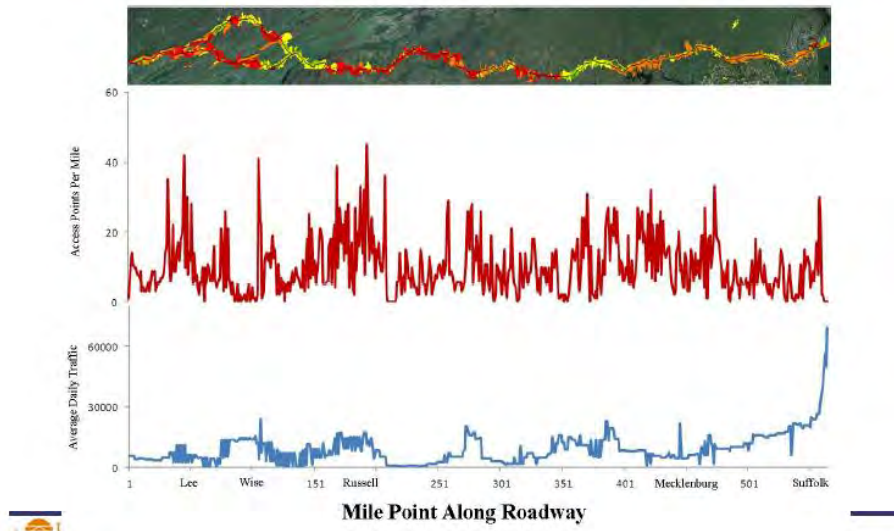


Figure 5.2: Corridor Trace Analysis of the Southside Corridor – U.S. 58

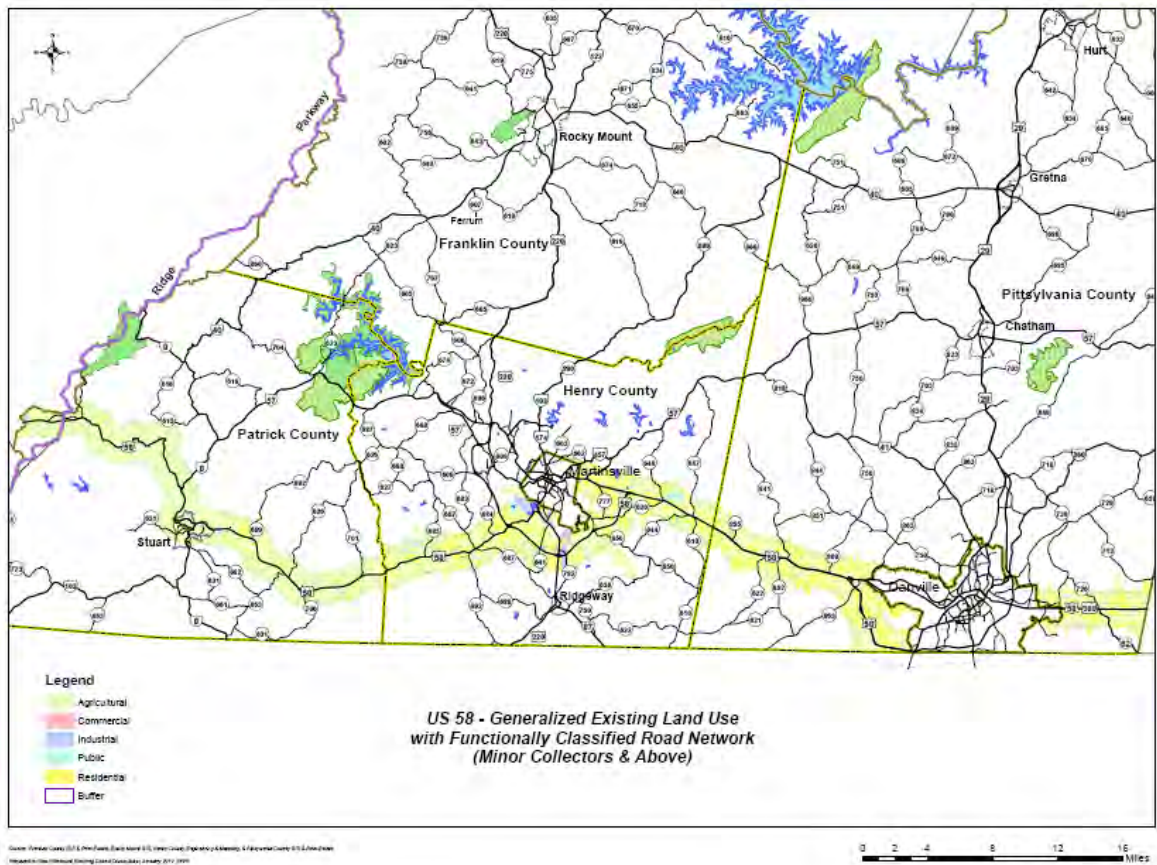
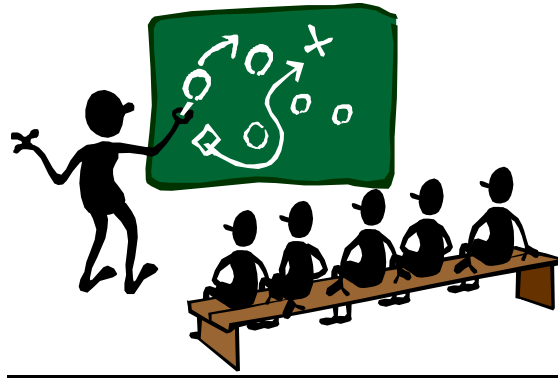


Figure 5.3: Generalized land use and Functionally Classified Road Network along the Southside Corridor – U.S. 58

Figure 5.3 above illustrates generalized existing land uses along the Southside Corridor. The predominant land uses along the corridor in the West Piedmont Planning District are residential and agricultural. Just south of Martinsville, there are concentrations of industrial and commercial land uses. Additionally, other industrial uses are located southwest of Martinsville.

Section 6: Corridor Strategies



As a component of VTrans 2035, a Southside 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 four functions – *Local Access to Southern Virginia Communities*, *Link to Hampton Roads for Freight and Passengers/Evacuation*, *Economic Development Potential*, and *Manufacturing/Warehousing/Distribution*.

Strategies	Functions			
	Local Access to Southern Virginia Communities	Link to Hampton Roads for Freight and Passengers/ Evacuation	Economic Development Potential	Manufacturing/ Warehousing/ Distribution
Improve capacity through traffic management, access management, development of parallel routes and grid streets to separate local and through traffic, and possible use of ITS technologies.	●		●	●
Encourage commercial and industrial development along Southside Corridor and encourage concentrated centers to avoid strip development.	●	○	●	●
Continue Route 58 Corridor Development Program to ensure that all sections of the Southside Corridor in Virginia are at least 4 lanes to improve safety, capacity, and freight movement and to encourage economic development.	●	●	●	○
Increase freight rail capacity from the Port of Virginia and ensure multimodal freight movement coordination with the proposed Craney Island expansion.	○	●	○	○
Increase safety along the Southside Corridor by addressing high crash areas and making necessary improvements.	●	●	○	○
Improve transit along the Southside Corridor, especially in rural areas, by offering increased demand response services and services for the elderly and disabled.	○	○		
Improve ground access to airport facilities along the Southside Corridor where necessary.	○	○	○	○
Increase evacuation route capacity of Southside Corridor where necessary.	○	●		

● Strong Correlation ○ Medium Correlation ○ Some Correlation

Figure 6.1: Strategy matrix for the Southside Corridor – U.S. 58

Strategies specific to the Southside Corridor

- Enhance capacity of the corridor by employing traffic management, access management, development of grid streets and parallel routes to separate local from through-traffic, and consider use of intelligent transportation systems (ITS).
 - U.S. 58 is recommended to become a limited-access highway with interchanges and access points, as it is widened to four lanes; bypasses around denser areas may be needed.
 - Coordinate access management and land use.
- Commercial and industrial development should be encouraged along the corridor; the development of concentrated centers should be embraced to avoid strip development. Coordinate land use and transportation planning.

- The Southside Corridor was defined by localities as a prime location for economic development.
- More commercial, and some residential and industrial development along the corridor is desired by localities; the corridor has been identified as a prime location for distribution centers because of its access to the Port of Virginia and principal north/south corridors.
- Investment in transportation infrastructure can impact land use decisions and encourage development.
- Land use decisions should be made in concert with transportation decisions.
- Localities consistently believe that all development, especially commercial development, should be clustered, and that strip development should be avoided.
- Continue the Southside Corridor Development Program to ensure that all sections are four lanes in width in furtherance of safety, freight movement, capacity, and for the facilitation of economic development.
- Increase capacity of freight rail from the Port of Virginia and ensure multimodal freight movement with the proposed expansion of Craney Island.
 - The expansion of Craney Island is anticipated to result in 50 percent of freight being moved by rail.
 - Additional rail utilization and freight movement, via the Port of Virginia's Craney Island project, is essential for capacity and safety along the corridor.
- Address high-crash areas along the corridor to enhance safety.
 - Safety issues have been identified in spot locations, especially along two-lane sections of the corridor, as well as in more developed sections of the corridor experiencing access management issues. These areas should be identified, roadway safety audits should be conducted, and improvements should be recommended and implemented.
- Improve transit, especially in rural areas, via the provision of demand-response service, and via systems to serve the elderly and disabled.
 - Many local comprehensive plans recommend greater modal options and less reliance on single-occupant vehicles, as well as greater demand-response service for rural areas and for those without vehicles.
 - The increase of Virginia's elderly population will require greater transportation choices for this demographic group.
- Where necessary, improve ground access to airports along the Southside Corridor.
 - Eighteen airport facilities exist along the corridor.
 - Ground access should be enhanced to ensure maximum usage of airports.

- Increasing highway capacity and modal options could mitigate mobility deficiencies.
- Where necessary, increase evacuation route capacity along the Southside Corridor.
 - According to the U.S. Army Corps of Engineers' Hurricane Evacuation Study, evacuation times for those in Hampton Roads at risk of hurricane effects have significantly increased; this is particularly a problem at the confluence of U.S. 58 and Interstates 64 and 664.
 - Investments to implement a lane reversal option are essential to eliminating this area of congestion.¹⁶

Section 7: VTrans 2035 Goals

VTrans 2035 has advanced six goals intended to enhance the Southside 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.

¹⁶ Commonwealth Transportation Board. Virginia's Long-Range Multi-Modal Transportation Plan. Corridors of Statewide Significance: Seminole Corridor. March 2010. Pages 3-2 – 3-5.

Figure 13 - Southside Corridor Strategies vs. Goals Matrix

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 through traffic management, access management, development of parallel routes and grid streets to separate local and through traffic, and possible use of ITS technologies.	⊖	●	○	⊖	●	●
Encourage commercial and industrial development along Southside Corridor and encourage concentrated centers to avoid strip development.	○	○	○		●	●
Continue Route 58 Corridor Development Program to ensure that all sections of the Southside Corridor in Virginia are at least 4 lanes to improve safety, capacity, and freight movement and to encourage economic development.	●	●	●	⊖	○	○
Increase freight rail capacity from the Port of Virginia and ensure multimodal freight movement coordination with the proposed Craney Island expansion.	○	●	●	●	●	○
Increase safety along the Southside Corridor by addressing high crash areas and making necessary improvements.	●	●	○			
Improve transit along the Southside Corridor, especially in rural areas, by offering increased demand response services and services for the elderly and disabled.	○	○	●	●	⊖	⊖
Improve ground access to airport facilities along the Southside Corridor where necessary.	⊖	○	●	⊖	⊖	
Increase evacuation route capacity of Southside Corridor where necessary.	●	●	●			

● Strong Correlation
 ○ Medium Correlation
 ⊖ Some Correlation

Figure 7.1: Suggested goals to enhance the Southside Corridor – U.S. 58

- Safety and Security.
- System Maintenance and Preservation.
- Mobility, Connectivity, and Accessibility.
- Environmental Stewardship.
- Economic Vitality.

- Coordination of Transportation and Land Use.¹⁷

Section 8: Strategies from other Plans

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

- Increase transportation demand management strategies along the corridor.¹⁸
- 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.¹⁹
- For future development, consider management of access point densities to promote safety, mobility, and economic development. Consider proffers to ensure compensation for land development impact to sections of the adjacent corridor. Investigate site selection and setback distance initially toward areas of land development rankings which are high, which have high access point densities, and which comprise high volumes of traffic.²⁰

Section 9: Conclusion

The information previously presented discusses many aspects of the Southside U.S. 58 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 Commonwealth Transportation Board. Virginia's Long-Range Multi-Modal Transportation Plan. Corridors of Statewide Significance: Seminole Corridor. March 2010. Pages 3-5 - 3-7.

¹⁸ Draft – Virginia's Corridors of Statewide Significance, Chapter 3. Page 28.

¹⁹ University of Virginia Center for Risk Management of Engineering Systems. Land Risk Management for Virginia Corridors of Statewide Significance. March 23, 2012. Page 73.

²⁰ University of Virginia Center for Risk Management of Engineering Systems. Land Risk Management for Virginia Corridors of Statewide Significance. March 23, 2012. Page 74.