



Corridors of Statewide Significance in Virginia

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CoSS Legislation

- Legislation (S 1398) enacted by the General Assembly in 2009 and signed by the Governor codified the CoSS concept

The law requires:

- 1) the corridors to be designated by the CTB
 - 2) local governments through which one or more of the corridors traverses to note the corridor(s) on the transportation map included in updates to their comprehensive plans
 - 3) the CTB to develop criteria for prioritizing environmental studies of the corridors
- § 33.1-23.03 requires the CTB, through the Office of Intermodal Planning and Investment, to conduct a comprehensive review of statewide needs in a Statewide Transportation Plan setting forth assessment of capacity needs for all corridors of Statewide significance

CoSS Legislation

- The designation of the transportation corridor [CoSS] shall be in sufficient detail so that local jurisdictions can include them in their comprehensive plans
- § 2.2-229 requires the Office of Intermodal Planning and Investment to coordinate and oversee studies of potential highway, rail, transit, and other improvements and strategies, to help address mobility and accessibility within CoSS and regional networks
- The Office of Intermodal Planning and Investment will be responsible for having at least two of Corridor Master Plans (CMP) prepared each year beginning in 2012
- Projects identified as priorities in the CMP will be considered as priorities for funding by the CTB provided that the CMP has been adopted in the Comprehensive Plan of the locality in which the project is located

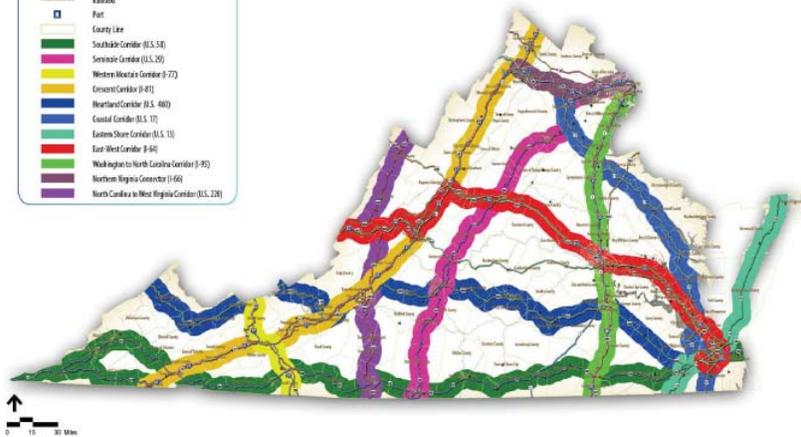
What is a Corridor of Statewide Significance (CoSS)?

- Originally introduced as part of the VTrans2025 effort as Multimodal Investment Networks (MINs)
- Corridors of Statewide Significance (CoSS) are broadly drawn and include other modal facilities, such as highways, rail lines, transit services, port facilities, and airports
- In designating the Corridors of Statewide Significance, the Commonwealth Transportation Board was not to be constrained by local, district, regional, or modal plans
- A primary function of the CoSS is to carry long distance traffic. The goal of the CMP is to preserve the capacity and operating efficiency of the CoSS
- A CoSS will connect regions, states, and/or major activity centers

What is a Corridor of Statewide Significance (CoSS)?

- Official definition of a CoSS:
 “An integrated, multimodal network of transportation facilities that connect major centers of activity within and through the Commonwealth and promote the movement of people and goods essential to the economic prosperity of the state.”
- The CoSS process will strengthen the connection between land use planning and transportation planning
- A CoSS must involve a high volume of travel
- A CoSS must provide a unique statewide function and/or address statewide goals

11 Corridors of Statewide Significance



CoSS in RRRC Planning Area

- Segments of Three Corridors of Statewide Significance are in the RRRC Area:
 - ROUTE 17 (The Tidewater Corridor)
 - ROUTE 29 (The Seminole Corridor)
 - INTERSTATE 66 (Northern Virginia Corridor)

Route 17



Route 17

- Major I-95 alternate route to shore destinations, Hampton Roads, and Northern Virginia
- Freight corridor for trucks between Hampton Roads, I-95, I-66 and I-81
- Truck traffic on average approximately 12-18% in Fauquier County
- No parallel rail facility
- In Fauquier County, the CoSS for Route 17 extends from the Spotsylvania County line up to Interstate 66

Route 17

Current concerns:

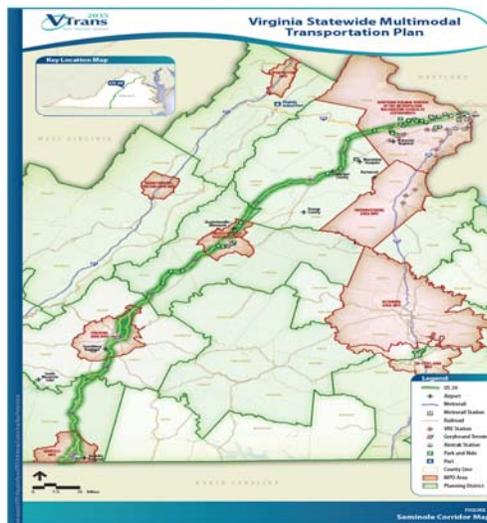
- The areas of Bealeton and Opal will require special attention in order to conform with the guidelines for a CoSS due to the level of existing development and the current access pattern
- The Bealeton Area Plan calls for the transformation of Route 17 from a major arterial to a “main street” with new traffic signals, more accesses and reduced speed limits
- VDOT has commented during the drafting of the Bealeton Plan that the proposed changes in function of Route 17 can only be considered if an alternative route is constructed such as the Bealeton Connector

Route 17

Potential CoSS Strategies:

- Improve capacity by widening, intersection improvements, and/or construction of interchanges at strategic locations
- Increase freight rail capacity from the Port of Virginia
- Support expanded freight capacity by expanding freight intermodal facilities
- Improve transit in rural areas by expanding existing fixed-route services and offering increased demand response services
- Improve capacity through high-density 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

Route 29



Route 29

- Connection between NOVA, Charlottesville, Lynchburg and Danville
- Commuter route feeding Northern Virginia and other urban areas
- Alternative freight route to I-81/I-95 (major rail corridor)
- Cultural resources/tourism
- Interchanges being constructed at the intersections of Routes 29 and Route 666 in Culpeper County, at Routes 17 and 29 in Opal, and at Route 29, Bus 17/15/29 and Lord Fairfax Drive intersection south of Warrenton will allow for the removal of the traffic signals
- The Opal Service Area Plan calls for a new road network that includes parallel roads and bridges over Route 29 which will allow the removal of the existing direct accesses

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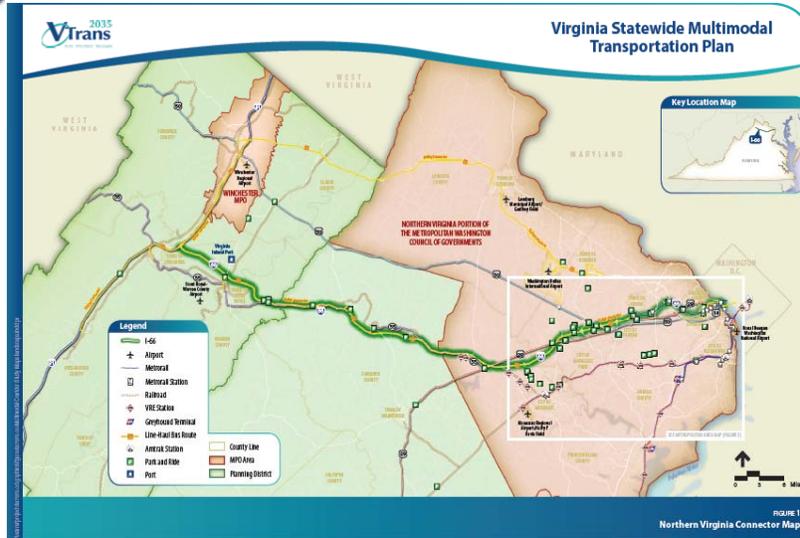
Route 29

Potential CoSS Strategies:

- 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
- Increase capacity through intersection movements, construction of interchanges, and signal coordination at strategic locations
- Increase freight rail capacity and passenger rail service
- Improve safety by addressing high crash rate areas
- Improve transit services in rural areas
- Increase park and ride capacity by expanding existing lots and adding new facilities at strategic locations

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Interstate 66



Interstate 66

- Major 4/6-lane facility with limited access through Fauquier County
- Improvements being planned and made to Park and Ride lots adjacent to Route 66 to encourage and accommodate commuter usage
- Freight (Inland Port accessibility, trucks)
- Link between I-81/western Virginia and D.C. metro area (evacuation route, security)
- Multi-modal corridor (Metrorail, VRE, express bus, HOV)
- Dulles Airport access

Route 66

Potential CoSS Strategies:

- Extend both Metrorail service and VRE service
- Increase transit options and transit capacity in Northern Virginia
- Improve express bus service into Washington, D.C. and Dulles Airport
- Improve ground access to Dulles Airport from the west and from the Virginia Inland Port
- Improve capacity of parallel roadways to relieve pressure on I-66
- Improve freight movement via increase rail capacity and intermodal facilities

CoSS in Fauquier County

QUESTIONS?