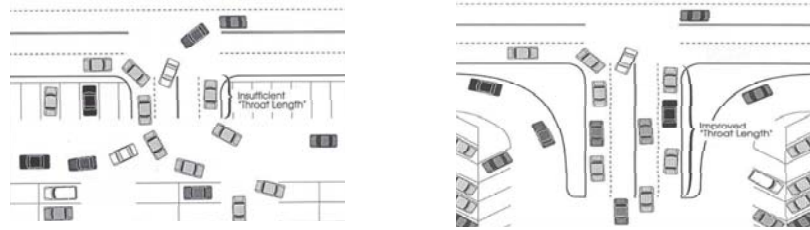


ACCESS MANAGEMENT TOOLBOX

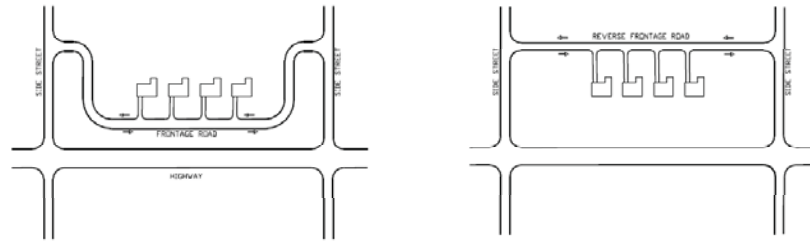
Driveway/Access Points

- Limit/consolidate entrances
- Create shared access points
- Control width, throat length, radii
- Internal aisle spacing
- Increase intersection to ramp spacing
- Provide right turn lanes/tapers



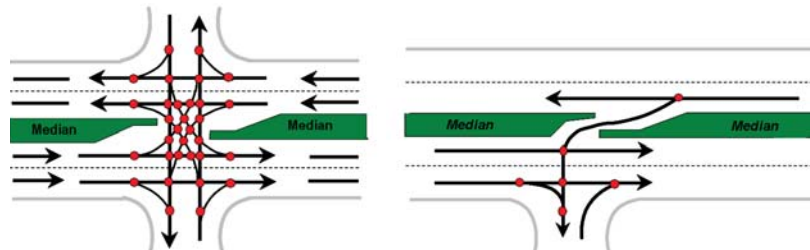
Alternative Access Approaches

- Interconnect adjacent parcels
- Provide frontage roads
- Provide rear service/reverse frontage roads
- Purchase access rights



Land Use Controls

- Subdivision Regulations
- Shared Access
- Zoning Restrictions
- Highway Corridor Overlay Districts



Traffic Control Measures

- Signalized Intersections
- Roundabouts

NEXT STEPS

After this meeting, the study team will consider the information and feedback received as they begin to develop specific recommendations for access management measures along the corridor. They will also evaluate traffic volumes and crash history to ensure the problem areas are addressed. The city zoning and subdivision ordinances will be reviewed and recommendations for revised regulations enabling greater control of access for future developments will be provided. The results of this effort will be presented at the Second Citizen Information Meeting this fall.

CURRENT SCHEDULE

Phase	2007											
	J	F	M	A	M	J	J	A	S	O	N	D
Field Investigation / Data Gathering												
Base Mapping / Aerial Photography												
Existing Conditions / LOS Modeling												
Zoning, Subdivision, & Entrance Ordinances Review		*										
First Public Information Meeting						*						
Draft Access Management Plan												
Draft Technical Report												
Draft Report												
Public Hearing									*			
Final Report												*



FIRST CITIZEN INFORMATION MEETING

West Main Street - Memorial Drive (Route 29) Access Management Study

June 20, 2007

STUDY OVERVIEW

Access management is most often defined as a process that strikes a balance between providing access to land development while allowing for safe and efficient movement of traffic on the adjacent roadway network. While these two goals are often in constant conflict, there is increasingly more evidence that many access management strategies really do help to reduce accidents and improve traffic flow. Why is access management important? The American Association of State Highway and Transportation Officials (AASHTO) states that “the number of accidents is disproportionately higher at driveways than at other intersections...thus their design and location merits special consideration.” Studies have shown that anywhere between 50% and 70% of all crashes that occur on the urban street system are access related. Access Management is also good for businesses. Studies show that the vast majority of businesses do as well or better after an access management project is completed. One study reported that business increased 33% and 53% stayed the same.

The Access Management Plan development process must be a highly collaborative and cooperative endeavor to be successful. A Steering Committee was formed made up of representatives from the City of Danville, The Virginia Department of Transportation (VDOT), and the Danville Urbanized Area Metropolitan Planning Organization (Danville MPO), and the Consultant Study Team. This group has been involved from the outset and throughout the Study to ensure that the resulting recommendations are feasible from a construction, economic, regulatory, and political perspective. It is important to develop a plan that strikes a proper balance between the many competing forces at work between economic development and transportation operations.

MEMORIAL DRIVE - WEST MAIN STREET

The Memorial Drive Corridor is under current and intense development pressure. Two new buildings are under construction across from the Schoolfield Dam. Further to the west, wooded property between the Dan River and Memorial Drive (recently sold by the current owners of the assets of the Dan River Mills) is being subdivided and developed for residential use. This development will bring additional traffic and a desire for left turn access in a difficult location along a four-lane undivided highway with no existing median. Further west, the intersection of West Main Street and Memorial Drive has complicated geometry, steep grade on one approach, limited sight distance, and several small businesses with multiple access points within one leg of the intersection. There is also a rail line running immediately adjacent to the south side of the road and a rail crossing in the area. Further along West Main Street the wooded terrain along the north side gives way to older commercial businesses (some operating, some closed) with small parcels and multiple individual access points. This condition is similar to many older commercial corridors throughout the state, and is a prime candidate for access management to help spur revitalization. Several hotels with multiple access points are located in the vicinity of the Route 58 Bypass.



The Danville (Pittsylvania) MPO in concert with the City of Danville, HSMM and T3 Design are assisting in the development of a Study of the Memorial Drive and West Main Street corridor to address future needs for access management plans for this important route segment inside the City limits. The study is funded by the Federal Highway Administration, Virginia Department of Transportation, and City of Danville; the MPO project manager is the MPO Administrator/West Piedmont PDC Executive Director who the HSMM Team is working with over the course of the Project in addition to the Project Management Team/TAC.

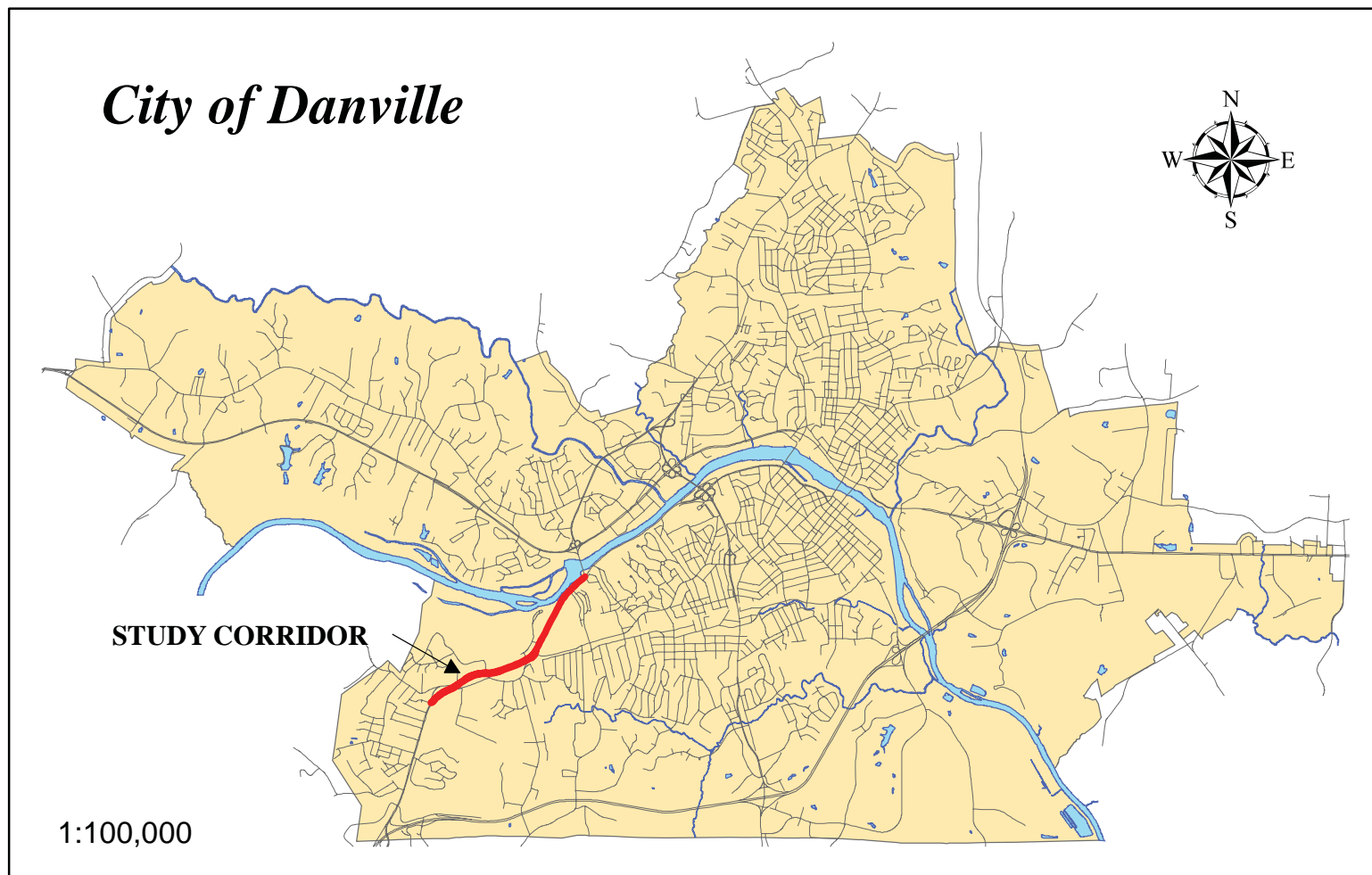
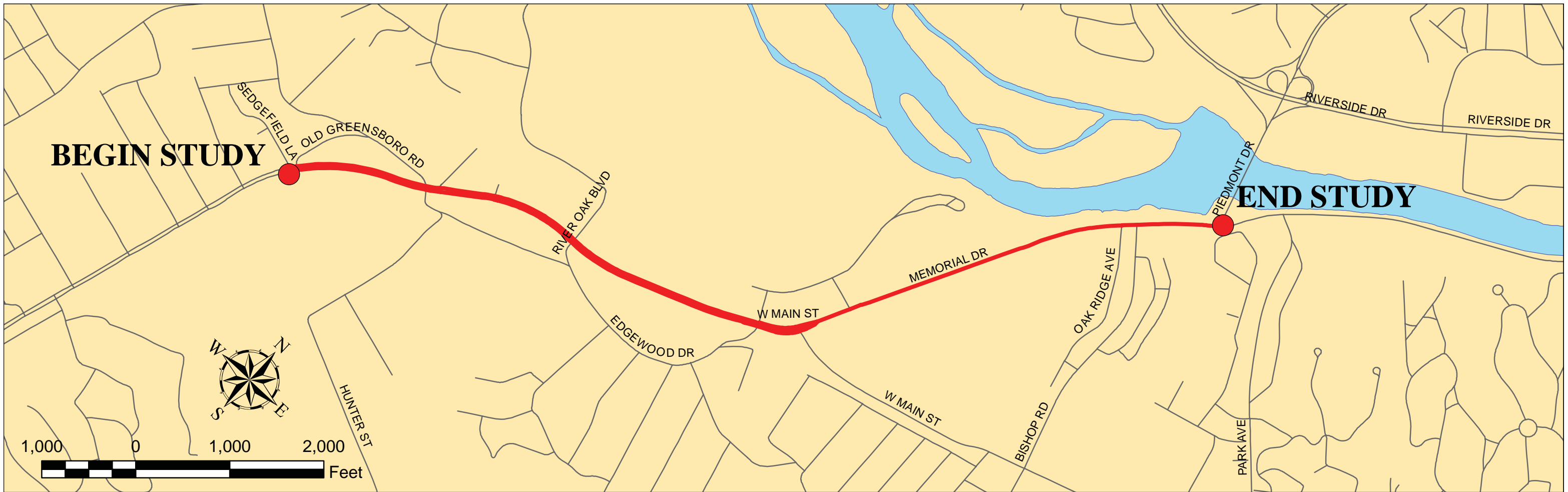
For More Information, Please Contact:

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W. Main St/Memorial Dr (Route 29) Access Management Study

First Citizen's Information Meeting

