

Access Management.

What is it?

Proactive strategies including access spacing, driveway spacing, safe turning lanes, median treatments, and right-of-way management that promotes safety, efficiency by maintaining mobility thorough effective, functional, and operational design and planning. AM is defined by the *yin and yang* relationship between property access and vehicular flow. As one is increased, the other usually decreases, in terms of driver satisfaction and expectancies. (FHWA, 2006)

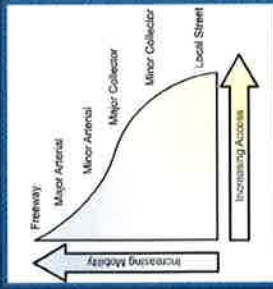


Figure 1. Conceptual Roadway Functional Hierarchy (FHWA, 2006)

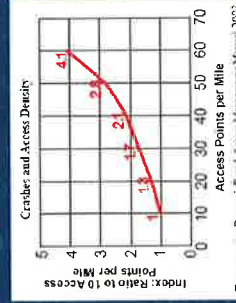
Access Management is often a lower cost solution that is usually overlooked.

3 Major Transportation Benefits.

1. Increased roadway capacity
2. Reduced crashes
3. Shortened travel time for motorists, driver satisfaction, and expectancies. (FHWA, 2006)

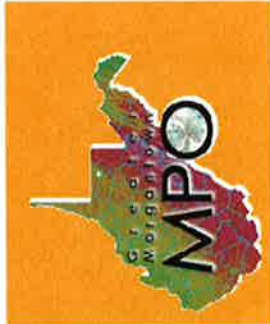
Safety.

- Driver safety is reduced when access is not properly located and designed.
- Well-managed arterials are often safer by 40-50%.
- Replacing a 2-way Left Turn with a median can reduce crash rate by 37%, injury by 48%.



Spread the Word!

Good access management principles result in improved safety, reduced congestion along corridors, and will not impart a negative effect on the local economy.



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Mileground Improvement Fact Sheet

Mileground Widening and US 119/ WV 705
 Improvement Projects

The Mileground and 705 Corridor.

The Morgantown region is 1 of the 2 growing areas in the state and is experiencing significant congestion associated with this growth. The Mileground/ WV 705 Corridor is a business incubator, which houses major employees like WVU, WVU Hospitals, Monongalia General Hospitals, NIOSH, NETL, and Mylan. Traffic on the corridor should continue to grow with further the development of WVU Business Park and the Mon General Business Park.

Originally this growth was to be addressed with a new road. This became infeasible with development in the road's corridor. The MPO needed to address this loss of capacity and it worked with WVDOH to look at alternatives for widening the Mileground.

Timeline.

- 09/2009: WVDOH contacts MPO and confirms feasibility study of 705 Connector
- 10/2009: MPO asks URS to use Regional Transportation Model to develop preliminary traffic analysis of WVDOH alternatives
- 01/2010: WVDOH presents 705 Connector Alternatives to MPO Technical Advisory Committee (TTAC). Even the most cost effective solution was 55% over WVDOH budget. WVDOH recommended that the Mileground widening be "4 or 5" lanes.
- 04/2010: WVDOH holds public meeting showing the results of a VISSIM model based on URS traffic for the two alternatives and a rough draft of each.
- 05/2010: The TTAC recommends that the WVDOH evaluate the 4 lane divided alternative with roundabouts at 3 locations and the 5 lane alternative for the Policy Board. After review and at the request of the public, the Policy board asks WVDOH for more advanced modeling of the alternatives.
- 08/2010: WVDOH presents the preliminary results of the modeling effort to the MPO.
- 09/2010: MPO and WVDOH hold a 2nd public meeting presenting the refined modeling results to the public.
- 10/2010: The TTAC and Citizens Advisory Committee review the technical information and the public comments and recommends that 4 Lane with Roundabouts alternative to the MPO Policy Board. The Policy Board recommends the 4 Lane with Roundabouts at WV 705 and Hartman Run Road to WVDOH.

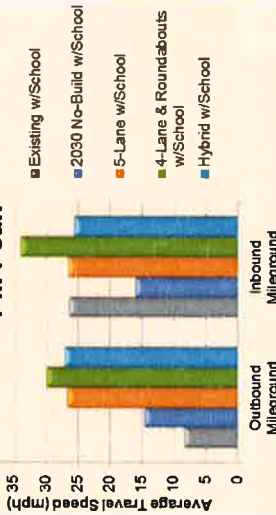
Current Conditions.

- Traffic Congestion
- Limited Pedestrian Serviceability
- Lacks Connectivity

WV 705 Average Daily Traffic

2008 Count	23,000
2030 Estimate	32,000

PM Peak



Local Businesses.

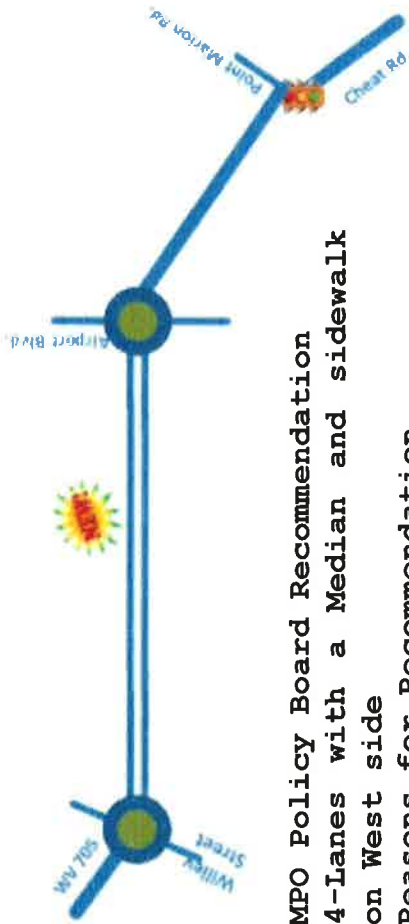
- Well-planned access helps maintain property values and promotes safe and efficient transportation to the general public.
- Working with the public and the business community is crucial to success for any project.
- Managing access can result in a better shopping experience.
- As congestion increases, delay increases frustrating customers and hurting businesses.



Existing



Proposed: 4 Lane Option B



MPO Policy Board Recommendation 4-Lanes with a Median and sidewalk on West side

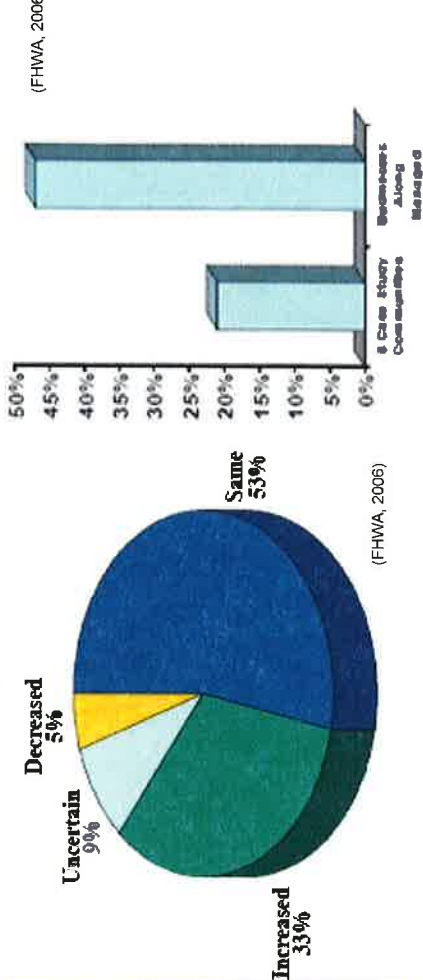
Reasons for Recommendation.

- Reduced right of way acquisition
- Best traffic operations
- Motorist Safety
- Pedestrian Safety
- Reduced construction cost
- Appearances
- Consider Signalized Pedestrian Crossings
- Potentially more Environmentally-friendly



Sales Before & After Implementing Access Management Projects- 8 Projects Surveyed by FHWA

Business Proprietors' Reported Impact of Access Mgmt. on Retail Sales Growth.



(FHWA, 2006)

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