

TRANSPORTATION PLAN

Introduction

Despite considerable distance to the nearest interstate highway, Danville boasts a strong regional road network and an airport for freight and commercial travel. (See Transportation Systems Map and Transportation Counts Map at the end of this section.) With the completion of the US Route 29/58 Bypass, and the completion of the Robertson Bridge replacement, the most pressing road infrastructure problems have been addressed.

The growth and success of the Danville River Trail System has led to an update of the original 2002 Dan River Trail System Master Plan. This update includes more bicycle and pedestrian connections into the rest of the City, connecting all areas of Danville with the major “arterial” of bicycle and pedestrian access along the Dan River.

As funding for transportation is being reduced statewide, it is increasingly important to coordinate the City’s transportation plan with the vision and goals of regional and statewide transportation authorities. The Goal and Policies / Objectives of this plan are compatible with VTrans, the statewide long-range transportation policy plan as well as the Danville-Pittsylvania Area Long-Range Transportation Plan of Metropolitan Planning Organization (MPO).

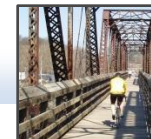
The goal for continued transportation enhancements in the City of Danville is:

Transportation – Ensure that the location, character, and capacity of the City’s existing and future transportation facilities (including thoroughfares, arterial highways, local streets, parking facilities, and the airport) are compatible with the Future Land Use Plan, are supportive of sustainable growth, and enhance the City’s livability and economic vitality.

Policies / Objectives

The policies/objectives established in support of this goal area:

- **Compatibility with Comprehensive Plan** - To ensure adequate traffic carrying capacities, future transportation improvements should be commensurate with the Future Land Use Plan.
- **Access Industrial/Commercial Parks** – Roadway and mass transit improvements need to accompany the growth of business and industrial parks located at the east and west ends of the US Route 58/29 Bypass.
- **Access to Outlying Undeveloped Areas** – When the current road network is to be expanded, the planning of transportation improvements and future right-of-way alignments should not isolate (or land lock) usable pockets of land nor should they ignore opportunities for interconnectivity between areas designated for future development objectives developed by the City for the River District area, especially with those associated with the ongoing Main Street program.
- **Sensitivity to The River District** – Transportation improvements should be compatible with the preservation and revitalization objectives developed by the City for the downtown and Tobacco Warehouse District areas, especially with those associated with the ongoing Main Street program.
- **Bicycle and Pedestrian Elements** – To enhance the City’s viability as an inviting center for tourism and to better integrate its existing and planned neighborhoods, the City should develop a master planned bicycle and pedestrian system in order to properly integrate these facilities into the existing Transportation Plan.



- **Gateway and Corridor Planning** – To create a more attractive gateway and corridor image for the City, proposed transportation improvements and new alignments should respect Danville’s urban design and corridor enhancement objectives, including the provision of street landscaping, lighting, highway buffers, and bicycle and pedestrian facilities. Capital improvement plans should anticipate funding needs for specific corridor improvement projects.
- **Compatibility with Environment** – Recognizing the vulnerability of the City’s water resources and natural areas, transportation facilities should avoid, where feasible, the disruption of ecological areas which would have a negative impact on environment. Best management practices and enhanced erosion control should be implemented with future improvements. Existing roads that are at-risk due to natural hazards should be evaluated and improved as needed.
- **Subdivision and Site Plan Review** – To ensure adequate street planning and design by private development, the City should carefully evaluate all future residential development proposals in order to provide for appropriate levels of inter-community traffic circulation. The City should keep abreast of all newly adopted subdivision standards required by VDOT.
- **Maintenance and Private Subdivision Streets** – In order to better safeguard City residents and minimize private maintenance responsibility for single-family residential areas, subdivision standards should prohibit the development of private road systems in detached single family and duplex residential developments.
- **Fiscal Impacts and Project Economics** – To provide equity in the allocation of future costs of transportation

improvements to existing citizens, the transportation planning and funding programs must recognize that the financial responsibility for future improvements is a partnership function between state, local, business/industry, developers and end-users of future projects. Financing tools that fairly balance these responsibilities and prioritize efficient extension of public infrastructure should be utilized.



Bike Lane in the Tobacco Warehouse District

Roadway Hierarchy

The City road network is classified according to a hierarchy of primary roads that are designed to serve different functions. The breakdown of these roads is as follows: Urban Freeway/Expressway, Urban Other Principal Arterials, Urban Minor Arterial, Urban Collector. The following roads have been classified according to this hierarchy:



Figure 16: VDOT Function Roadway Classification

Urban Freeways/Expressways		
Danville Expressway		
Urban Other Principal Arterials		
Central Boulevard	Piney Forest	South Main Street
Franklin Turnpike	River Street	West Main Street
Memorial Drive	Riverside Drive	
North Main Street	South Boston Rd	
Urban Minor Arterial		
3rd Avenue	Melrose Avenue	Piney Forest Road
Arnett Boulevard	Memorial Drive	Poplar Street
Augusta Avenue	Mill Creek Rd	Richmond Boulevard
Beavermill Road	Moorefield Bridge Rd	Ruskin Street
Bishop Road	Mount Cross Road	South Ridge Street
Goodyear Boulevard	Nordan Drive	Union Street
Henry Road	North Main Street	Verne Boulevard
Industrial Avenue	North Ridge Street	Watson Street
Jefferson Street	Northmont Boulevard	Wendell Scott Drive
Kemper Road	Old Riverside Drive	West Main Street
Kentucky Road	Park Avenue	Westover Drive
Lanier Avenue	Patton Street	Wilson Street
Main Street	Piedmont Drive	Wooding Avenue
Urban Collector		
Arlington Road	Foster Street	Old Greensboro Road
Audubon Drive	Goodyear Boulevard	Old Mayfield Road
Avondale Drive	Grant Street	Orchard Drive
Bailey Place	Gypsum Road	Park Avenue
Bradley Road	Halifax Street	Patton Street

Broad Street	Henry Street	Primrose Place
Chatelaine Avenue	Holbrook Avenue	Ringgold Road
Christopher Lane	Holland Road	Schoolfield Drive
Claiborne Street	Howland Circle	Seminole Trail
Craghead Street	Jefferson Avenue	Sherwood Drive
Eagle Spring Road	Levelton Street	South Main Street
East Thomas Street	Little Creek Road	Southampton Avenue
Edgewood Drive	Locust Lane	Stokes Street
Elizabeth Street	Mountain Hill Road	Sydnor Street
Ferry Road	Mountain View Road	

These roads are included in the VDOT Functional Classifications Map.

Recommended Roadway Improvements

The following table includes upcoming projects for Danville and those located in Pittsylvania County that will have an impact on transportation in the City. VDOT's Six Year Improvement Plan (SYIP) is an annually updated timeline of transportation projects and funding needs. The current FY 2013-2018 SYIP includes funding for two projects related to the River District Revitalization Plan¹ in 2013. There are no additional projects scheduled through 2018. The Danville Metropolitan Planning Organization (MPO) has developed a Constrained Long-Range Transportation Plan (CLRP) that looks out to the year 2035. The recommended roadway improvements are also listed below.

¹ The River District Redevelopment Plan (2011) can be accessed by contacting the Danville City Manager's Office, 427 Patton Ave, 4th Floor Danville, VA 24541 (434) 799-5100, or at [http://www.danville-va.gov/index.aspx?NID=1484].

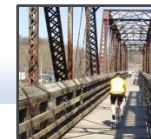


Figure 17: Recommended and Planned Improvements

Transportation Improvements			
Source	Description	Est. Year of Funding	Est. Cost (millions \$)
SYIP	Reconstruction of Streets in the River District Plan	2013	1.60
CLRP	River District Improvements	2013	1.40
CLRP	Widen Mt. Cross Rd. (Rt. 750) to 4 lanes from Old Mt. Cross Rd. to City Line	2020	22.05
CLRP	Geometric Improvements to Airport Dr. and Stinson Dr.	2020	0.83
CLRP	Improve alignment of southbound to westbound ramp on Central Blvd. (US 29) at Memorial Dr.	2030	1.95
CLRP	Ramp and road improvements at US 29 Bypass at Elizabeth St.	2030	9.69
CLRP	Upgrade and signalize intersection at Piney Forest R. (US 29 Bus.) at North Main St.	2030	3.55
CLRP	Intersection and circulation improvements on Piney Forest Rd. and Central Blvd.	2030	11.67
CLRP*	Construct roadway on new alignment from US 58 to 0.8 miles south of VA 750	2030	33.01

CLRP*	Interchange Improvements at Oak Ridge Farms Interchange (w/ US 58 Bypass)	2030	11.16
CLRP*	Construct 4-lane roadway - Mega Park Connector Rd. - from Oak Ridge Farms Interchange to Megapark	2030	26.52

* Located in Pittsylvania County

Corridors of Significance (CoSS)

US 29, or the Seminole Corridor, is identified as a CoSS by VDOT. Future demands related to the population growth have been identified north of Charlottesville. However, Business 29 north of the Dan River (Piney Forest Rd.) has been identified as currently over capacity. The completion of the Franklin Turnpike extension in 2012 may help alleviate local traffic congestion, however, it also opens up previously inaccessible parcels in north Danville that may impact traffic volumes on US 29 Business and US 29 Bypass.

US 58 is also identified as a CoSS with particular importance to Southside Virginia as a route that provides a connection for manufacturing, goods-to-market, warehousing and distribution. The corridor is an essential component of Danville’s economic development strategy including the proposed Berry Hill Road Industrial Park.

Both corridors include bypasses and local business routes which are all at or under capacity with the exception of US Business 29 north of the Dan River.

Recommended Streetscape Improvements

Streetscape improvements are key elements of entrance gateways and related corridors (see Corridor and Gateway Plan, page 61). In addition, streetscape improvements are vital to the preservation and continued revitalization of the City’s River District. The Danville River District Redevelopment Plan identifies the following phases of



Comprehensive Plan

streetscape improvements in the downtown and Tobacco Warehouse Districts.

Phase	Location
Phase I (implementation)	Main Street
Phase II (planning phase, pending funding)	Craghead Street
Phase III (pending funding)	Wilson and Ridge Streets

Under the SYIP, 3 million dollars has been allocated to address street reconstruction and other improvements.

Other Transportation Modes

Bus Service

Reserve-a-Ride services are playing an increasingly important role in connecting Danville’s workforce with employers in the east end of the City. Potential job growth through industrial parks west of the City could lead to increased demand for the Reserve-a-Ride service in the metro Danville area necessitating an expansion of the program.

Train Service

Passenger rail service is available in the City, but is limited to a single train with limited space that leaves at 5 a.m. bound for Washington, D.C. and returns at 11:15 p.m. A proposed direct bus line to the Lynchburg Amtrak station opens up additional travel options to Washington, DC and beyond along the Northeast Corridor line. Housing and retail service options for commuters and travelers should be considered for those areas surrounding the Amtrak station.

Air Transportation

The Danville Regional Airport is an asset for attracting new businesses and is strategically located near new high-tech businesses focused on research and development. The airport should be updated to meet FAA requirements. Financing for increased capacity

should be considered as use grows in relation to economic development in the region.

Bicycle/Pedestrian Access

The City has a growing network of bicycle/pedestrian paths and lanes that run from the west end of Westover Drive to Stinson Drive in the east end. This “greenway system” serves as a key alternative form of transportation as well as providing health benefits to citizens and a draw for visitors and prospective companies. To build on this success the following plans should be implemented.

1. The West Piedmont Regional Bicycle Plan (2005) proposed several new routes through the City. General recommendations include:
 - Incorporating bike improvements into road improvement projects.
 - Including bicycle racks on public buses and at key locations downtown.
 - Expand the Dan River Trail system.
 - Connect City bike trails with regional trails.

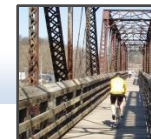
The detailed list of recommendations and map of proposed routes can be found in the West Piedmont Regional Bicycle Plan².

2. The Riverwalk Master Plan Revision (2011) expands on previous recommendations for the expansion of the existing trail system. The Plan includes a four-phase approach and specific trail route recommendations with related cost estimates.³ These phases are found on the Trail System Map.

² The West Piedmont Regional Bicycle Plan (2005) can be accessed by contacting the West Piedmont Regional Planning District Commission.

[http://www.wppdc.org/Web_Data/Transp/wppdc_RBP/WPPD_RBP.htm]

³ The Riverwalk Master Plan Revision (2011) can be accessed by contacting the Danville City Department of Parks and Recreation: (434)799-5215.



Future Transportation Needs

The most pressing transportation needs exist along the US 29 Business corridor (Piney Forest Rd.) and are currently included in the MPO’s long-range plan (CLRP). The City’s two primary opportunities for population and job growth exist in underutilized land in and near the city center and undeveloped land in the outlying parcels near city boundaries. Those areas near the city center are adequately served by an existing infrastructure and road network but current transportation networks along the US 58 Business Corridor and North Main Street may soon be over capacity as outlying parcels are subdivided and industrial parks continue to expand.

This Plan designates the entirety of the City of Danville as an Urban Development Area. The designated growth areas as discussed herein have been found to meet the intent of the Code of Virginia, section §15.2-2223.1.



Riverwalk Trail

