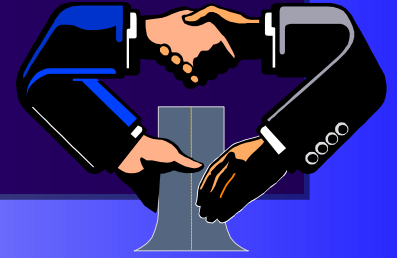


Access Management



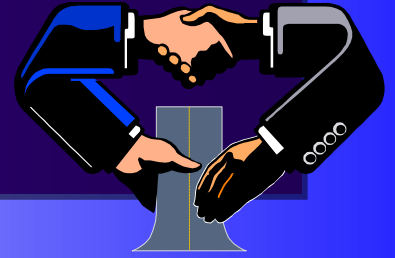
John M. Broemmelsiek, PE
U.S. Department of Transportation
Federal Highway Administration

Agenda



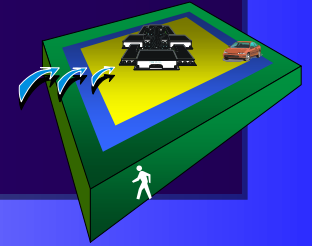
- What is Access Management?
- Characteristics of an AM program
- Way Forward

Access Management

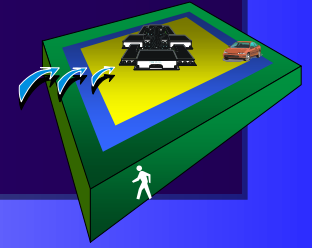


What is Access Management?

Roadway Function & Access



Access Management

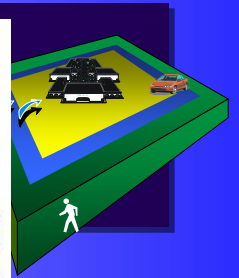
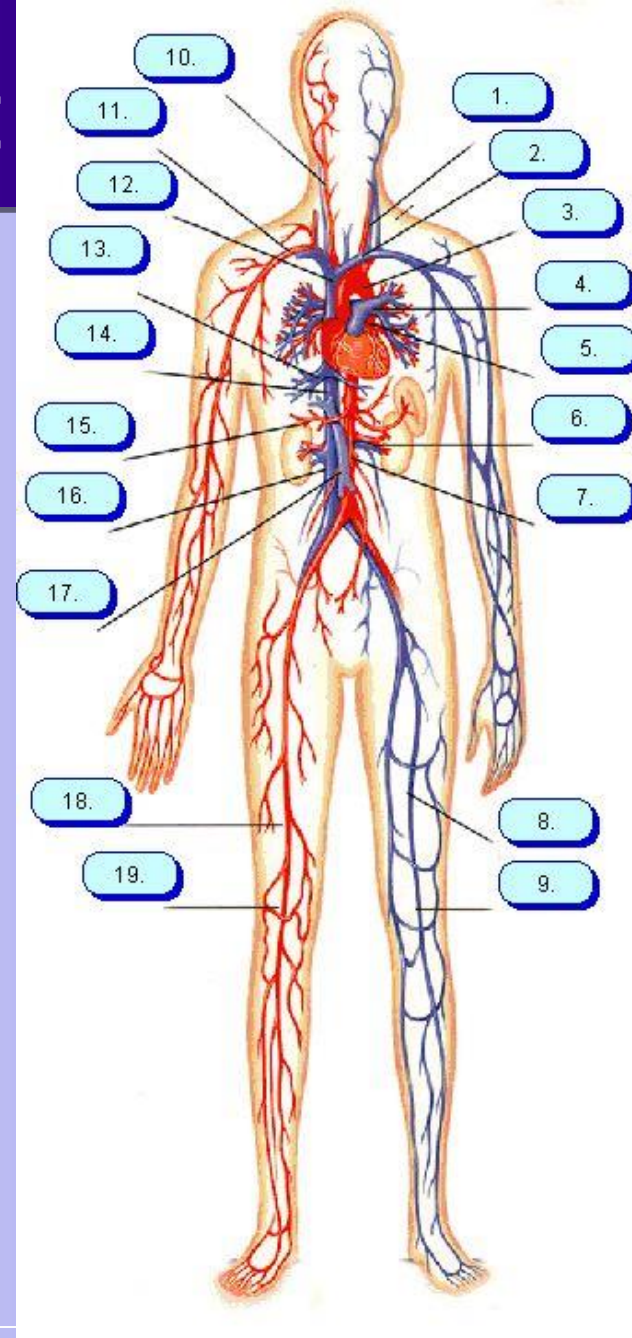


Proper Land Use and
Transportation Coordination

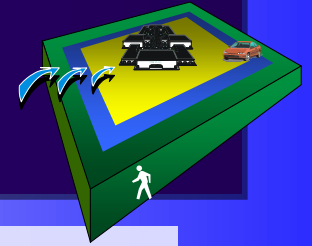


Access Management

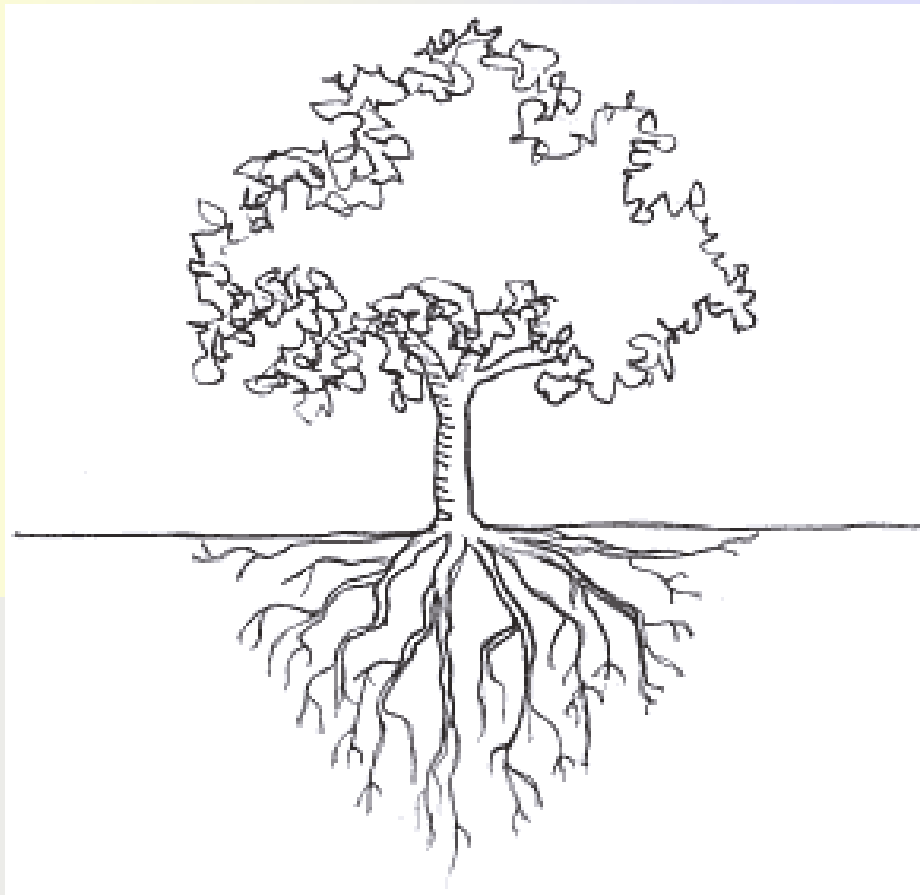
Circulation Systems - Natural



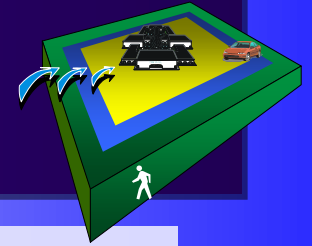
Access Management



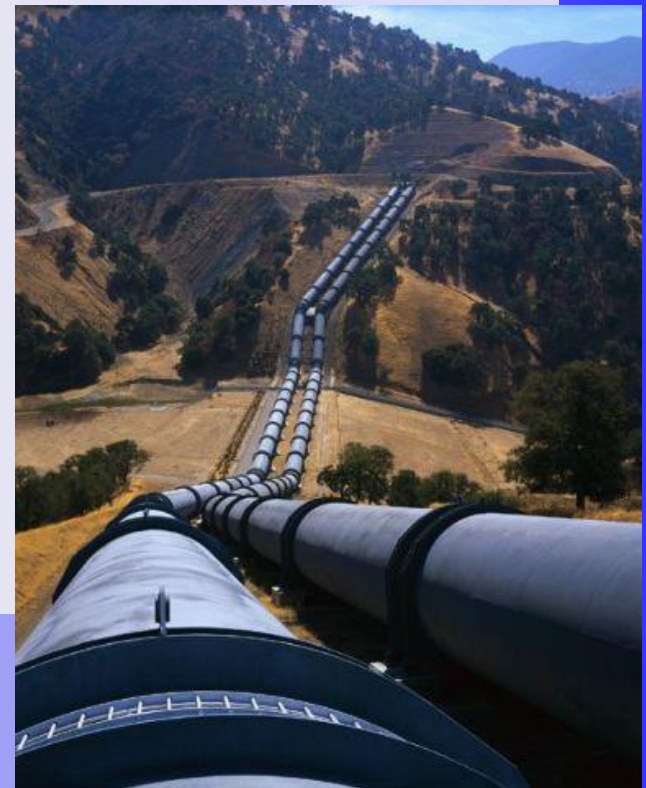
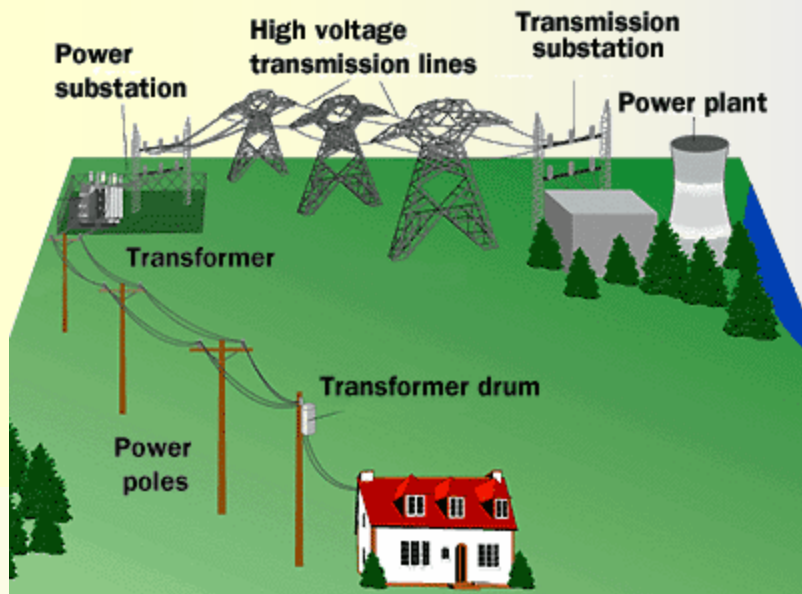
Circulation Systems - Natural



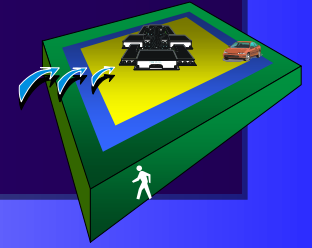
Access Management



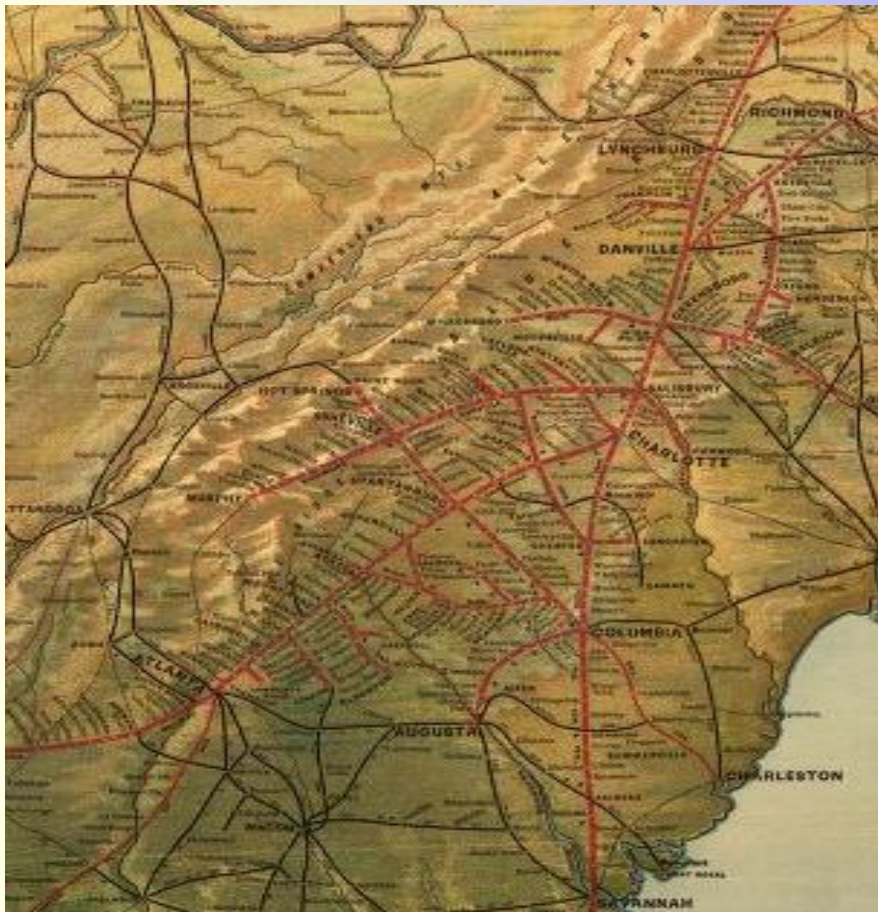
Circulation Systems – Human



Access Management



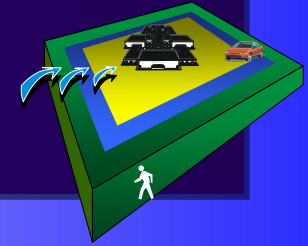
Circulation Systems – Human



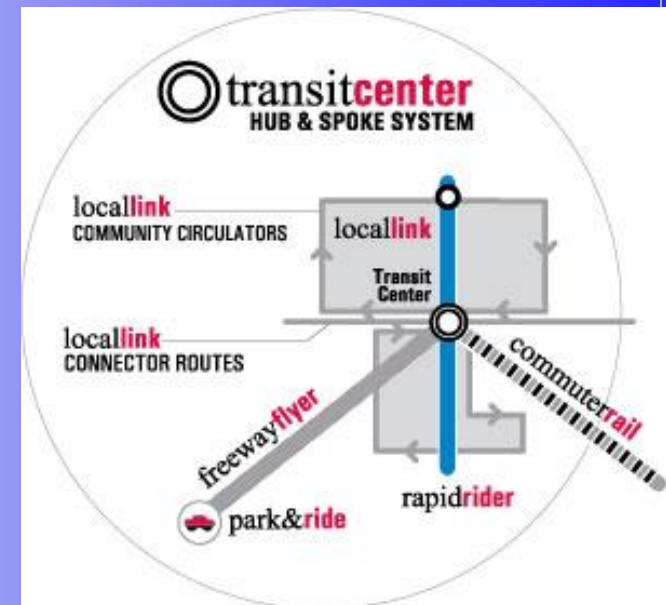
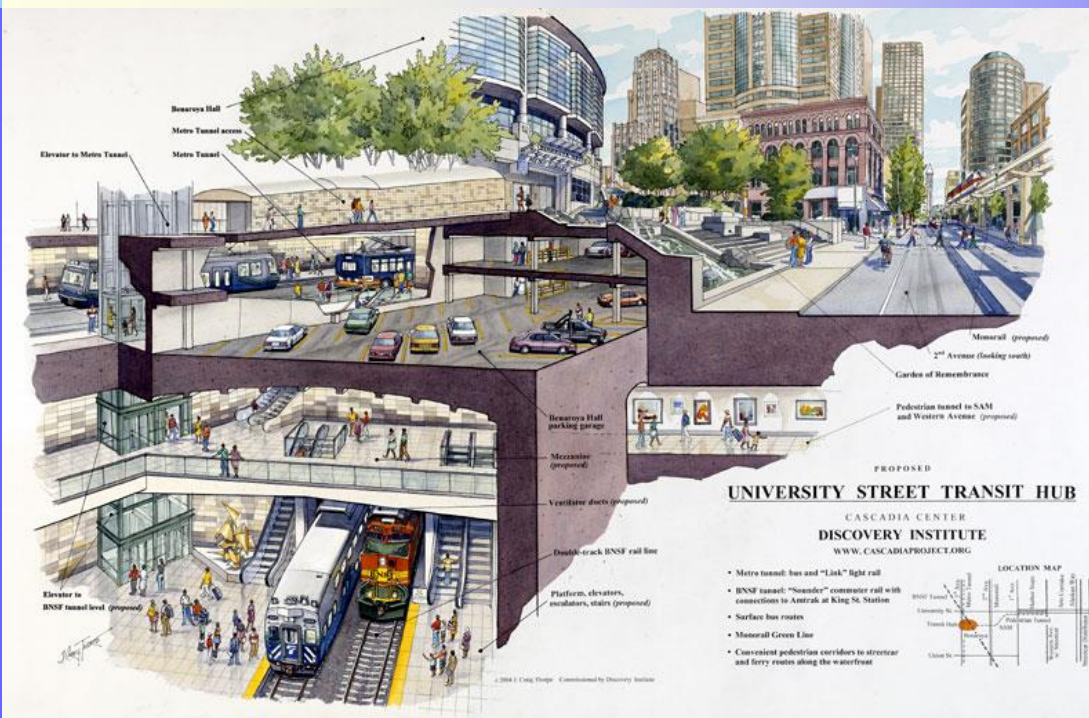
Richmond- Danville Railroad Company Year: 1893



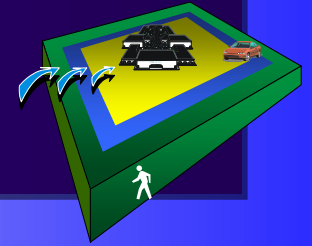
Access Management



Circulation Systems - Human



Access Management



Proper Land Use and
Transportation Coordination



Access Management



Examples

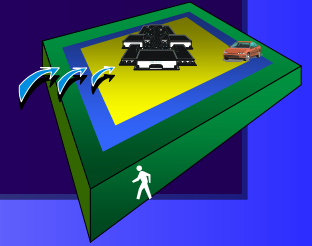








Lack of Access Management



Interstate
Freeways

**THRU TRAFFIC
MOVEMENT**

~~Intrastate
Arterials~~

~~Other
Arterials~~

**ACCESS
TO PROPERTY
AND ROADS**

~~Collectors~~

Local Roads

Cul-de-sac







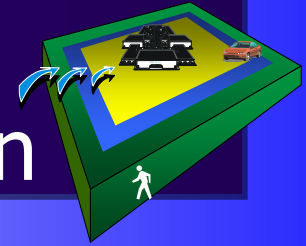






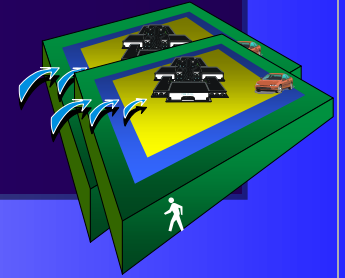


Impacts of Inadequate Coordination between Land Use and Transportation



Route	Limits	Access Points per Mile	Signals per Mile	Crash Rate (LA Avg 7.0)
LA 3064 (ESSEN LANE) Principal Arterial	LA73 (Jefferson Hwy) to LA 427 (Perkins Rd)	55.9	5.9	8.1
LA 3246 (SIEGEN LANE) Principal Arterial	US 61 to I-10	52.1	4.3	9.3
LA 3002 (RANGE AVE) Principal Arterial	US 190 to LA 1034 (Vincent Rd)	78.75	3.3	*
LA 427 (PERKINS RD) Minor Arterial	LA 3064 (Essen Lane) to LA 3246 (Siegen Lane)	61.1	2.2	17.1
Best Practice for Undivided Minor Arterial	Typical Suburban	8	2~3	< 3.8

Roadway Function & Access

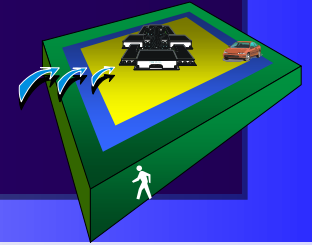


% Collector Roads owned by Local Government

- Florida – 96.1%
- Alabama – 88.8%
- Mississippi – 75.8%
- Arkansas – 54.6%
- **Louisiana – 15.1%**

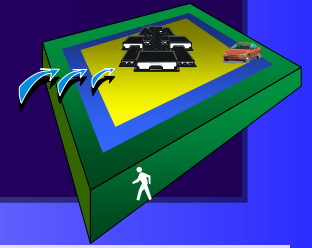


Impacts on Safety



- Safety problems well established in engineering
- For every 10 access points, crashes increase from 30 to over 100%.
- Creates almost 10 times more conflict points for bike/ped
- Colorado – 60% of all vehicle crashes access related.

Impacts on Traffic Flow



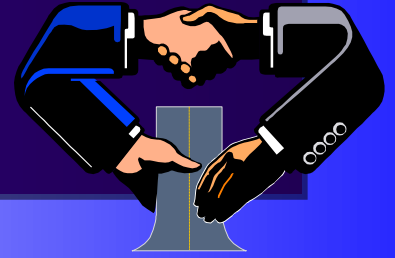
- Colorado – $\frac{1}{4}$ mile to $\frac{1}{2}$ mile signal spacing reduced delay over 60 percent.
- Florida – 4-lane divided with $\frac{1}{2}$ mile signal spacing = 6-lane divided with $\frac{1}{4}$ mile signal spacing.

Impacts on Business



- Iowa study: Corridors with completed access management projects performed better in terms of retail sales than surrounding communities without access management
- Minnesota study: Retail sales and property values **increased dramatically** despite access to high volume roadways eliminated.

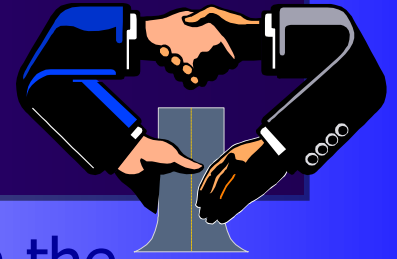
Access Management



The *Management* in Access
Management

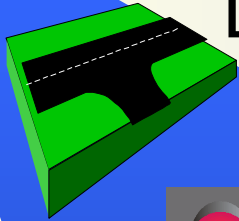


Access Management



Quantity and spacing of the following based on the type of road facility:

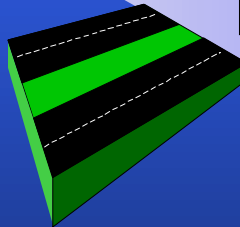
Driveways and Street Connections



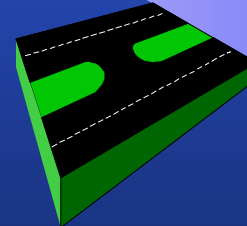
Traffic Signals



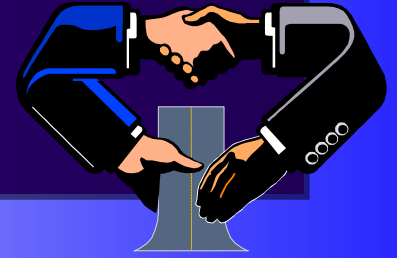
Medians



Median Openings

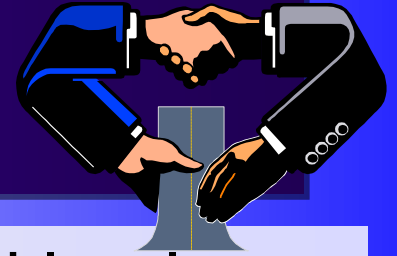


Disciplines Impacted



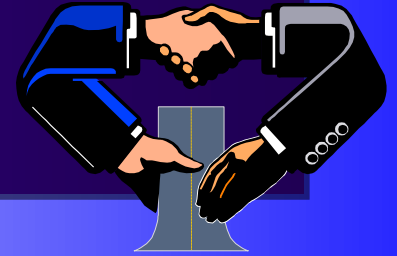
- Legal
- Planning
- Safety
- Permitting
- Real Estate
- Administration & Finance
- Geometrics
- Environmental
- Maintenance
- Road Design
- Hydraulics
- Traffic

Obstacles



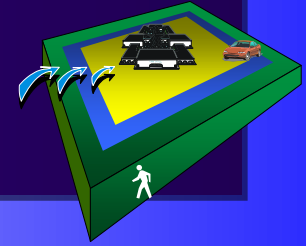
- Requires integration of federal, state and local business processes
- May require change in Legal environment
- Business perception issues
- Engineering policy
- Current transportation financing structure
- Resource constraints
- Road ownership is not aligned with road function.
 - Appropriate political incentives / priorities are lacking

Obstacles



- Short-term benefits of strip development w/ direct access are too attractive
 - In government owned market, longer term costs and costs to system users are not recognized
- Initial costs to developers will increase
 - Additional real estate acquisition to meet spacing and internal circulation requirements
- Access to arterial highways used to leverage funding for larger developments
- No clear financing mechanism to build local Collector road systems.

Characteristics of an Access Management Program



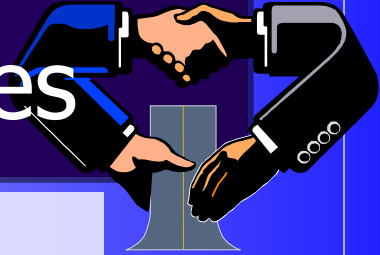
- Recognition of the importance and complexity of access management by key stakeholders and champions
- Enabling legislation
- Classification system
- Access manual/code
- Management and Engineering Policy
- Defined, implemented, and “real” Appeals Process
- Defined coordination between operating units (permits, traffic engineering, road design, maintenance/enforcement, etc.)
- Defined coordination & cooperation between State, MPO and local governments

Local Access Management Activities



- Comprehensive plans
- Transportation plans & improvement programs
- Corridor access management plans
- Subarea or neigh. plans
- Special districts
- Land development and subdivision regulations
- Roadway design
- Site plan review
- Traffic impact studies and developer mitigation
- Internal & intergovernmental coordination

MPO Access Management Activities



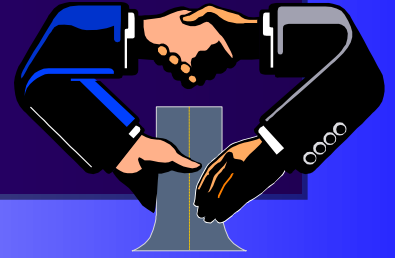
- Model Regulations
- Spearhead efforts to remove barriers to state and local implementation
 - Statutory changes
 - Regional policies and design guidelines
 - Intergovernmental agreements
- Corridor, safety and other studies
- Project selection criteria for LRTP and TIP
- Public outreach/education
- Engage elected officials
- Engage the entire business community and key stakeholders.

State Access Management Activities



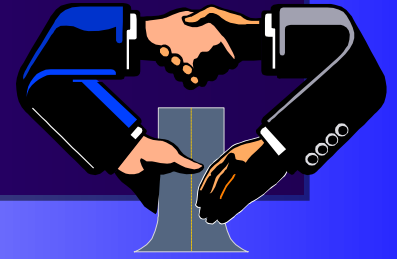
- Enforce laws already on the books – consider possible enhancements
- Set and enforce engineering standards
- Develop and implement an Access Management classification system
- Establish administrative and appeals process
- Coordinate with local government on land use and transportation

The Way Forward.....

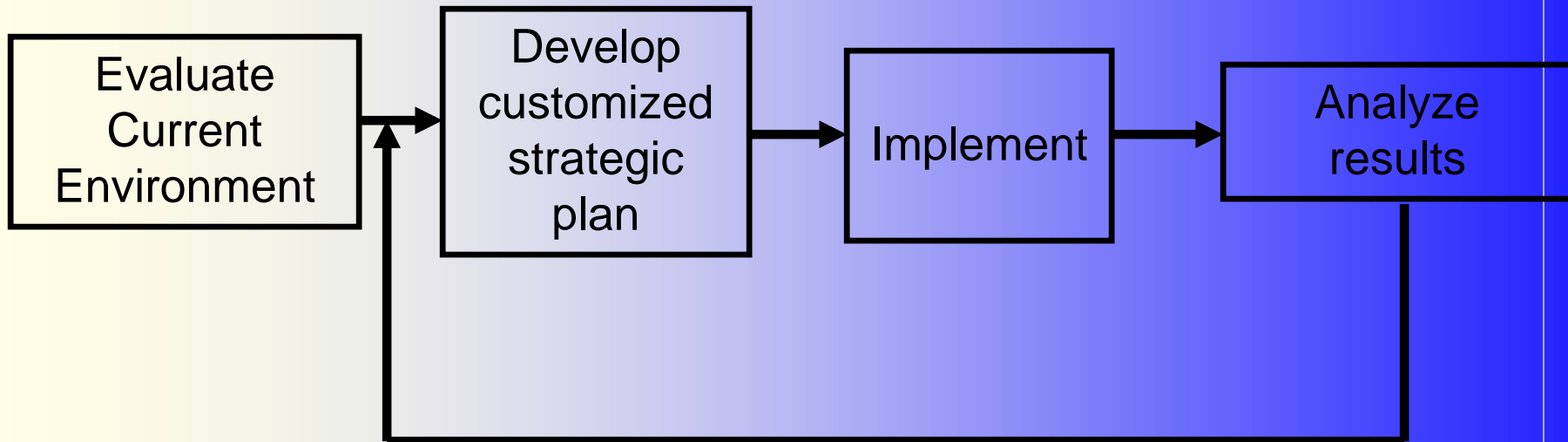


- Recognize the problem
- Evaluate current environment
- Develop a strategic action plan
- Implement
- Identify / Evaluate successes and obstacles

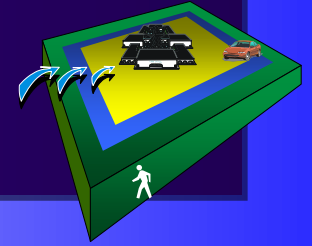
The Way Forward.....



Management System

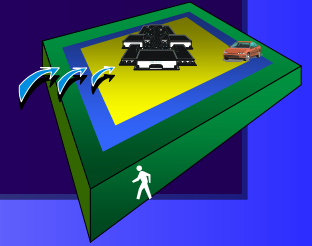


Full State Programs



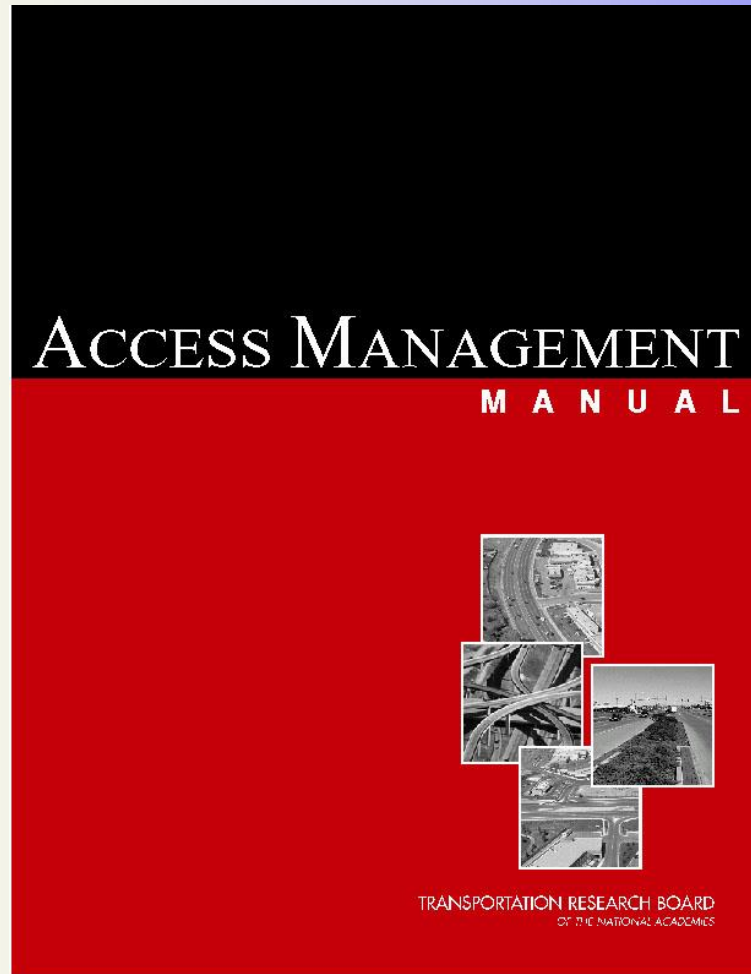
- Arizona
- Colorado
- Delaware
- Florida
- Georgia
- Indiana
- Iowa
- Kansas
- Maine
- Maryland
- Michigan
- Minnesota
- Missouri
- New Jersey
- New Mexico
- New York
- Ohio
- Oregon
- Rhode Island
- South Carolina
- South Dakota
- Texas
- Utah
- Vermont

Access Management

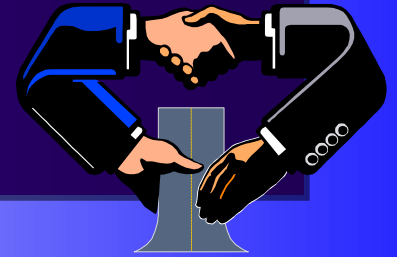


- Mississippi
- Texas
- Florida
- Georgia
- Maryland
- Oregon
- Colorado
- Missouri
- Ohio
- Kentucky
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- Iowa
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- South Carolina
- Rhode Island
- South Dakota
- Utah
- Vermont
- Washington
- Wisconsin

TRB Access Management Manual



For Further Information



www.accessmanagement.info



John M Broemmelsiek, P.E.
U.S. Department of Transportation
Federal Highway Administration
john.broemmelsiek@dot.gov
225-757-7614