



# The Summer of 2006: Celebrating the Success of Access Management



August 2006

Christine Johnson  
Director Field Services  
Federal Highway Administration  
U.S. Department of Transportation

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# Summer 2006: Celebrating the Success and Failure of Access Management





# EISENHOWER INTERSTATE SYSTEM

## 50th ANNIVERSARY

### 1956-2006





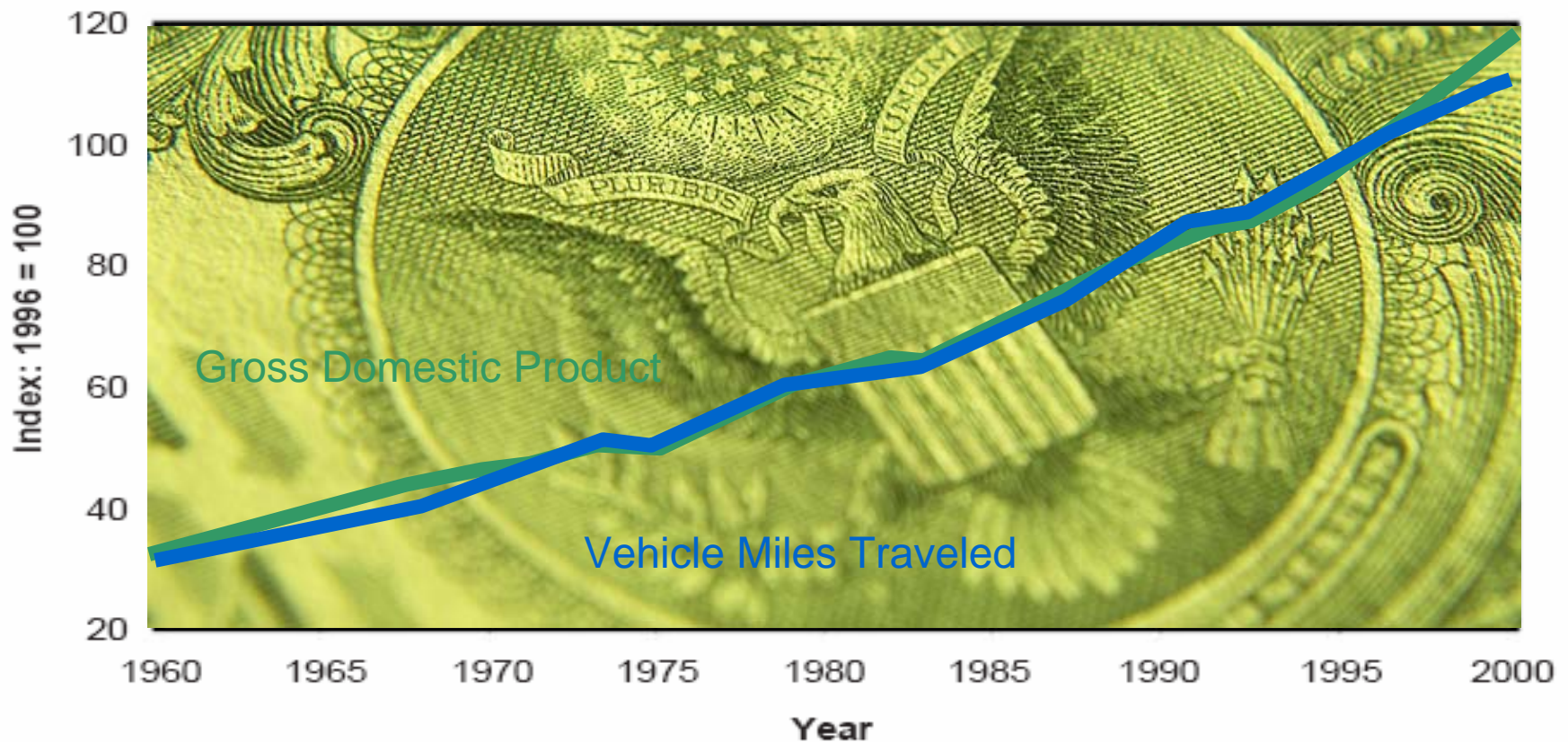
# Fatalities per 100 million miles



1.46  
for all roads

0.8 for  
Interstates

# Impact of the Interstates



SOURCE: Federal Highway Administration, *Our Nation's Highways 2000*

*Figure 2-1. Gross domestic product and travel relationship.*

# Road Construction



+ 45,000 Lane Miles Interstate  
Good Access Management

+ 2,000,000 Lane Miles  
Little Access Management

Fewer  
Crashes



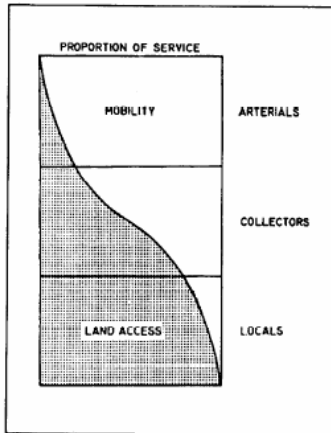


Figure 1: Relationship of Functionally Classified Systems in Serving Traffic Mobility and Land Access

Another feature of this redefinition of roles in a post Interstate highway era was to distinguish between roads that are of national importance and those that are of local importance. It seems logical for the Federal government to continue to play an active role in building and maintaining roads of national significance. Obviously the Interstates would continue to be the backbone for moving much of our traffic and just maintaining that system would be expensive. However, the Interstate system was actually developed during the forties even though it was not implemented by legislation until 1956. Since that time significant shifts in population and economic activity occurred.

The next most important system from a national perspective is the Primary system. Originally established more than 70 years ago, it also provides for interstate and inter regional travel. Together with the Interstate it includes about 7% of total road mileage. However, concentrating Federal aid on a system of this size would have spread Federal funds pretty thin as many States found when they decided to develop priority systemwide plans.

In recent years, several States that had developed systemwide plans for highway development focused their efforts on upgrading a system of roads that were considerably smaller than their entire Primary system. Since

the Primary system includes both principal and minor arterials in rural areas, many states decided to place a higher priority on their principal arterial portion of the system.

Proceeding in a similar vein, the American Association of State Highway and Transportation (AASHTO) Officials endorsed the concept and advocated a system of roads of national significance that served the following national objectives:

- \* serve interstate and international commerce and travel,
- \* provide for the national defense,
- \* enhance economic vitality and international competitiveness,
- \* provide service to all portions of the nation and,
- \* respond to changing population and travel patterns.

At the same time, the US DOT also adopted a similar proposal and incorporated it into its national transportation policy.

#### Development Of The "Illustrative" NHS

After adopting the idea of a highway system of national significance, AASHTO convened a committee to determine its size. Although this committee recognized that their focus should be on a system of principal arterials, they also recognized that there should be more uniformity among the states in applying that criteria to designate principal arterial routes. At this point AASHTO decided to adopt a policy supporting the national highway system in upcoming legislation instead of trying to develop the system. They decided to defer the actual task of developing the system until after legislation passed.

During Congressional hearings on a new transportation bill, AASHTO testified before the House Public Works sub-Committee on Transportation supporting the development of a national highway system. Members of that sub-Committee were receptive to the concept but wanted a clearer idea of what types of routes would be included. They therefore directed FHWA to work with AASHTO to develop a system for illustrative purposes only and submit it to the sub-Committee.

An "Illustrative" system of 150,000 miles was developed after evaluating a variety of proposed routes using the following criteria:

- \* the ability to accommodate the Strategic Highway Network (STRAHNET) which is a system of routes identified by the Department of Defense as critical for military purposes,

# Legislation

- Colorado
- New Jersey
- Florida
- Oregon
- Texas



An aerial photograph of a multi-lane highway during what appears to be late afternoon or early morning, given the warm, orange-tinted lighting. The road is filled with numerous cars, mostly sedans and SUVs, moving in the same direction. The vehicles are closely spaced, indicating heavy traffic or congestion. A motorcycle is visible in the right lane, slightly ahead of the cars. The overall scene conveys a sense of a busy, crowded roadway.

Death Taxes . . . and Congestion

**PEOPLE ARE FED UP!**

# Impacts of Highway Congestion



**55%**

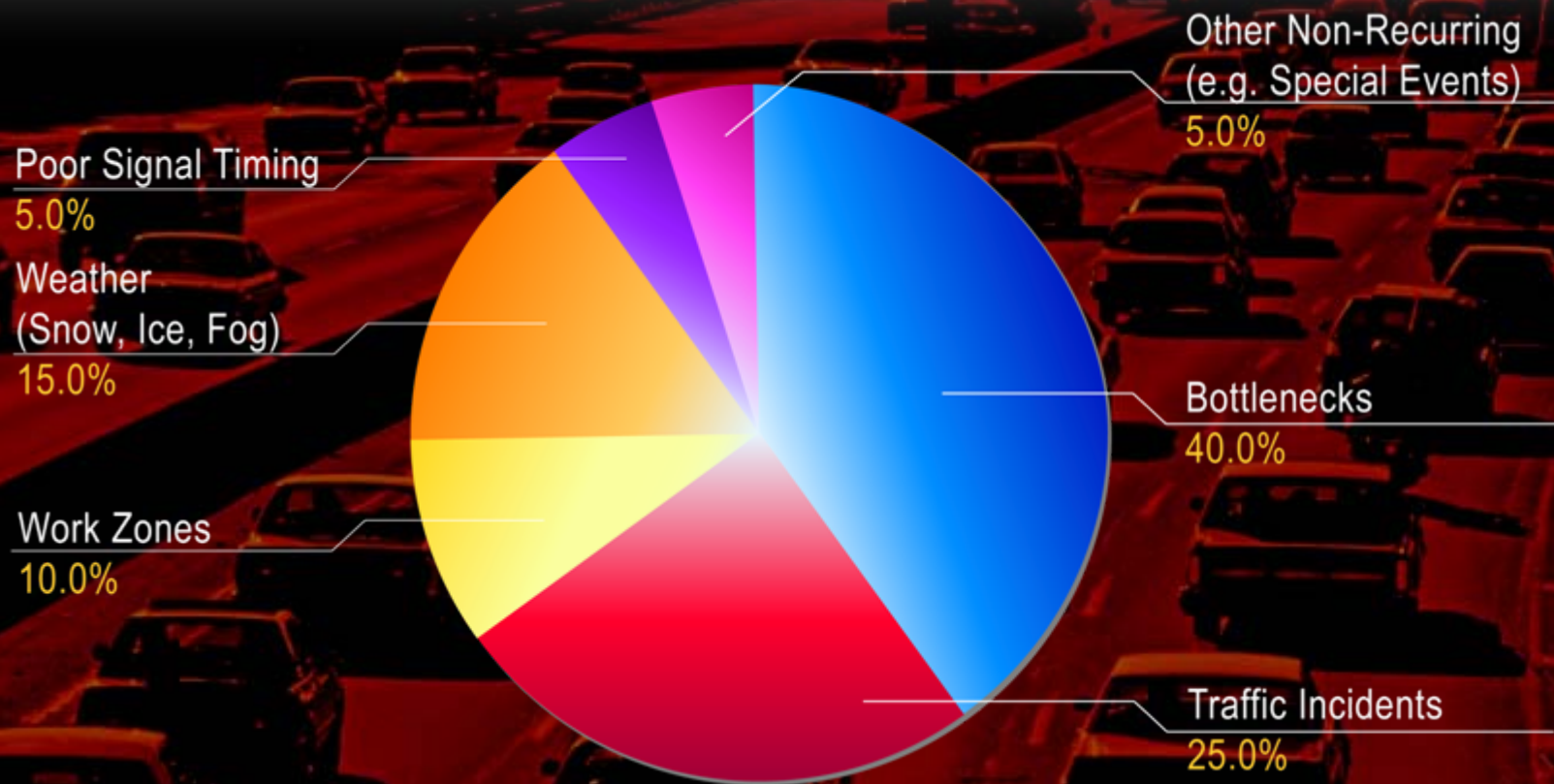
week



# "Silent Cancer"



# Sources of Highway Congestion



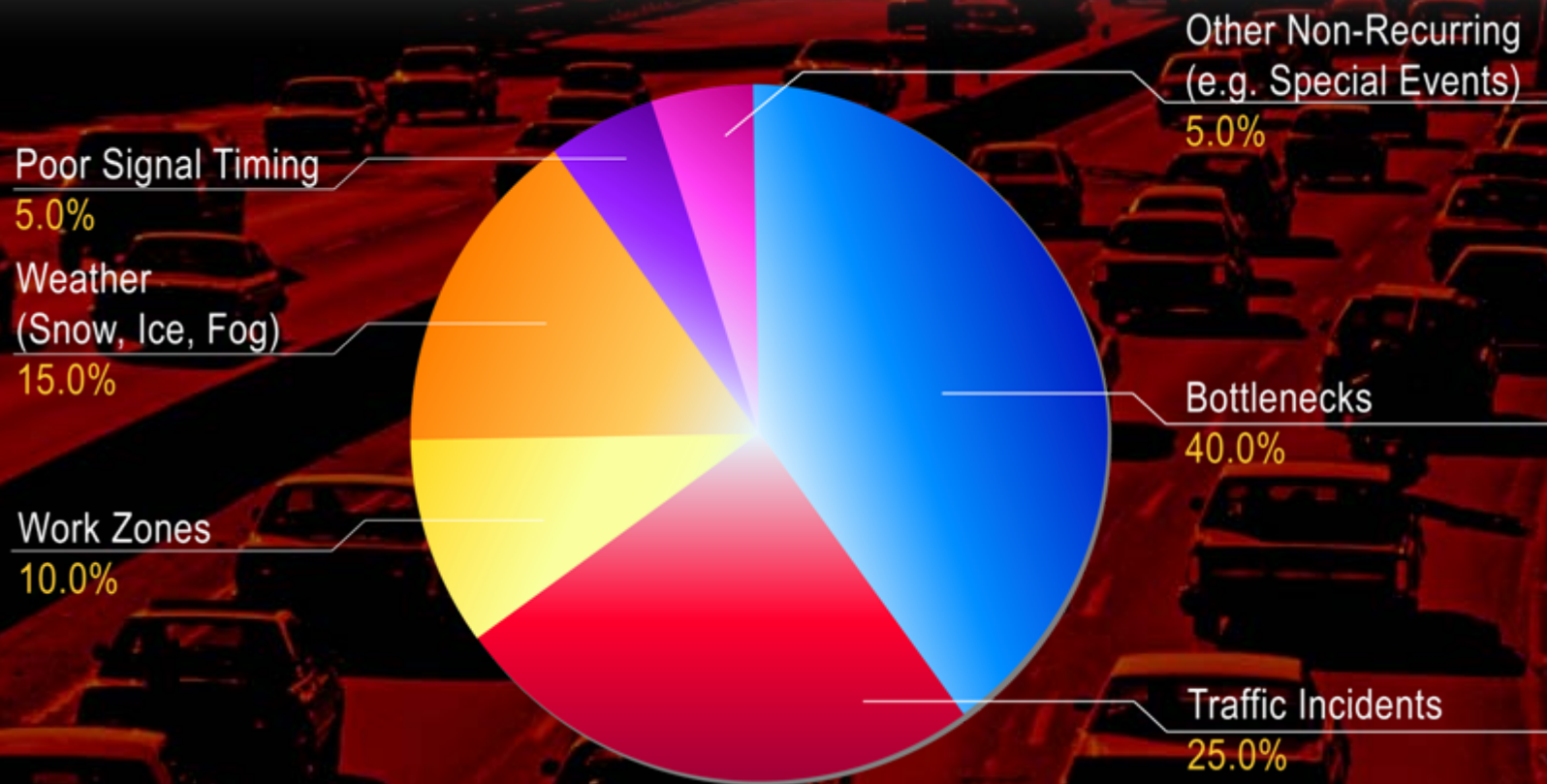
Source: "Traffic Congestion and Reliability;" FHWA (September, 2005)

# A Six Point Plan

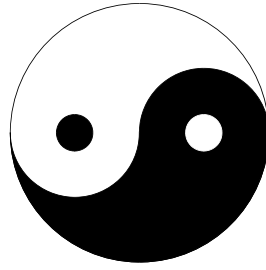
- Relieve urban congestion
- Unleash private sector investment resources
- Promote operational and technological improvements
- Establish a “Corridors of the Future” competition
- Target major freight bottlenecks and expand freight policy outreach
- Accelerate major aviation capacity projects and provide a future funding framework



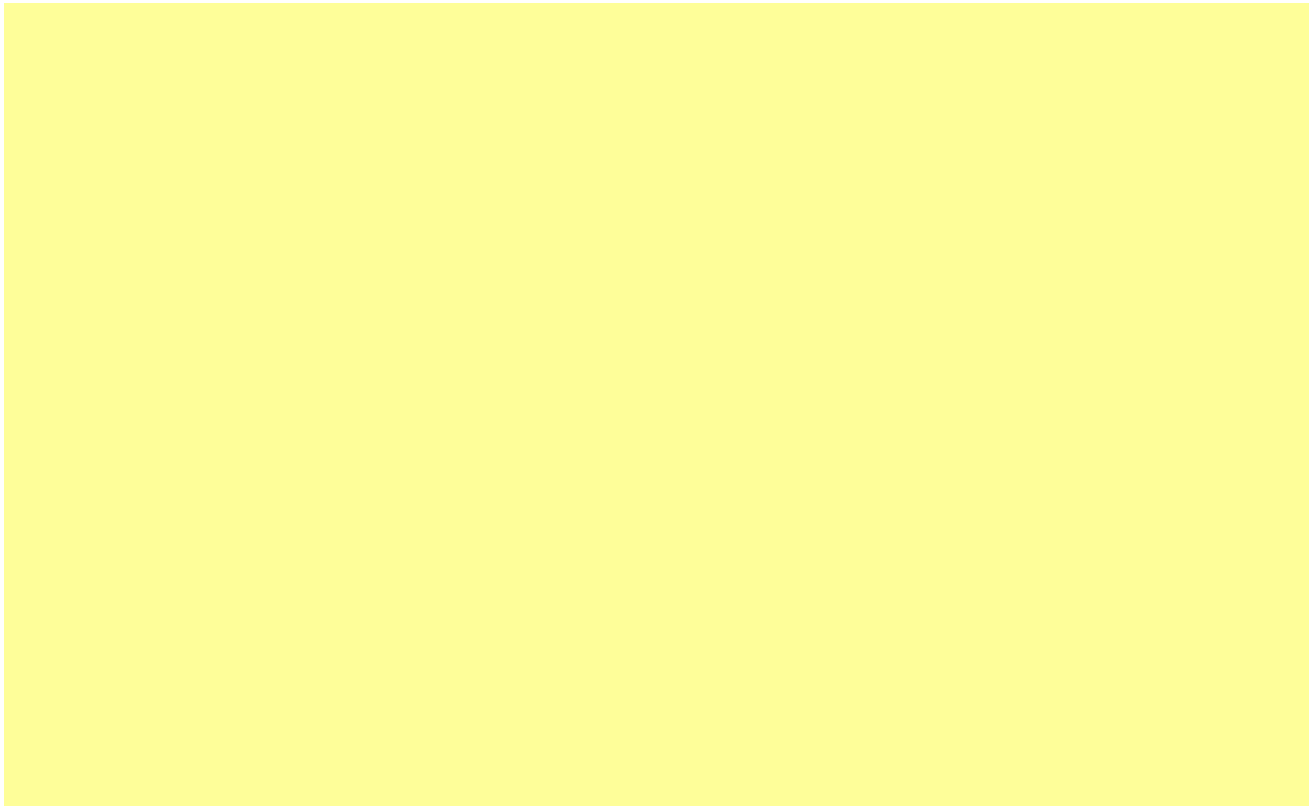
# Bottlenecks



Source: "Traffic Congestion and Reliability;" FHWA (September, 2005)



# Land Use and Access Management



Win Hearts and Minds  
one by one



# Access Management Resources

- TRB Website and Manual

[www.accessmanagement.gov](http://www.accessmanagement.gov)

- FHWA Website

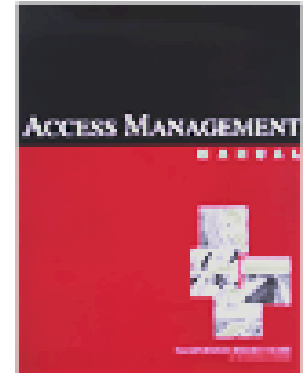
Go to FHWA homepage . .  
Search "Access Management"

- HQ Program Officer

[neil.spiller@dot.gov](mailto:neil.spiller@dot.gov)

- FHWA Resource Center






[grant.zammit@dot.gov](mailto:grant.zammit@dot.gov)



## FHWA Primer and companion video (DVD)



### SAFE ACCESS IS GOOD FOR BUSINESS



You may be reading this primer because your state transportation agency or local government has told you about plans that will affect access to your business. They may be planning to install a raised median on your roadway, to close a median opening, or to reconfigure your driveway. Perhaps your request for a driveway is under review or the regulating agency has imposed conditions on its approval. Or, maybe the state or local agency is planning a new access policy and you have questions or concerns about the economic effects of these changes.

Whatever the reason, it is important for you to understand the basis for these changes and how they might affect your business. This primer will address questions you may have about access management and its effect on business activity and the local economy. It focuses on economic concerns that may arise in response to proposed access changes or policies, including potential impacts on business activity, freight and deliveries, parking for customers, and property or resale value of affected property.

- Domestic Scan
- NHI Course on Access Management
- "Top 10" Successful Applications (1-pagers)
- Conference proceedings (on disk)

[www.accessmanagement.info/2006SCAN/index.htm](http://www.accessmanagement.info/2006SCAN/index.htm)

 U.S. Department of Transportation  
Federal Highway Administration

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OFFICE OF OPERATIONS

21<sup>ST</sup> CENTURY OPERATIONS USING 21<sup>ST</sup> CENTURY TECHNOLOGIES

**Domestic Access Management Scan Tour Summary Report**

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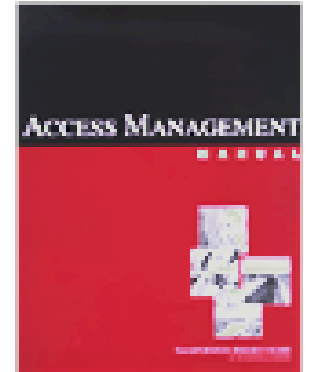
[\[ Notice \]](#)[\[ SI Conversion Factors \]](#)[\[ Form DOT F 1700.7 \]](#)

	<a href="#">Executive Summary</a>
<a href="#">Section 1</a>	<a href="#">Introduction</a>
<a href="#">Section 2</a>	<a href="#">Dakota County, Minnesota</a>

Get the word out.



What **could** be . . .





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