Integrating Access Management into the MPO Transportation Planning Process

Jeff Kramer, AICP
Senior Research Associate
Center for Urban Transportation Research
University of South Florida
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- Little research on how to address AM in the planning process
- Focus of paper on MPO planning
  - Survey of all MPOs in the country
  - Follow-up telephone interviews
AM Addressed in LRTP?

- Yes: 64%
- No: 36%
Survey Results

- 82% address AM in other activities
- 61% promote AM strategies in lieu of or in addition to roadway widening
- 59% fund AM improvements
- 19% monitor the effectiveness of AM
- 87% coordinate with other agencies
Key Observations

- MPO policies
  - AM-specific policies uncommon
  - Support broad policy objectives

- MPO activities
  - Varied
  - Facilitate implementation

- MPO coordination
  - Support statewide program
  - Take the lead where the state has not
Broad Policy Objectives

- Transportation/land use integration
  - Albany, NY & Lansing, MI
- Preserving functionality of existing system
  - Cincinnati, OH & Rockford, IL
- Enhancing safety
  - Duluth, MN
- Maximizing return on scarce resources
  - Florida Panhandle
- Character preservation
  - Pittsfield, MA
MPO AM Activities

- Model Regulations/Guidelines/Contracts
- Spearhead efforts to remove barriers to state and local implementation
- Corridor, Safety and Other Studies
  - Particularly useful in smaller MPOs
- Public outreach/education
- Project selection criteria for LRTP and TIP
MPO Coordination

- MPOs establish AM programs to support/conform with State Programs
  - Auburn, ME

- MPOs try to fill the gap where there is no state AM program
  - Little Rock, AR
Barriers/Challenges

- AM is an implementation issue
- Funding
- Limited authority
- Coordination
- Public perception
- Capacity first mindset
Success Factors

- Make AM a “tool” in the “tool box”
- Policies supporting roadway hierarchy
- Mechanisms encouraging coordinated transportation/land use decisions
- Separate $ by project type
- Designate an AM “champion”
- Educate everybody
For Further Information

www.cutr.usf.edu

Jeff Kramer, AICP
Center for Urban Transportation Research
University of South Florida
813-974-1397