

Let The Developer Do It

A Case Study of Driveway Consolidation

National Conference on Access Management

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Tabermatics, Inc.

Myth #1

Developers Want To Maximize Driveways

Reality

- They want to maximize land development value.
- Some do think that extra driveways are required to make the project work.

Myth #2

Developers Want Good Traffic Design

Reality

- They want to maximize land development value.
- Maximum value & good design are not mutually exclusive - challenge is to show how good design increases value.

Myth #3

Government Planning is Always Right

Reality

- Govt. Developments Are Often Bad
 - Post Offices
 - Universities
- Standards Are Not Always Uniform, Consistent

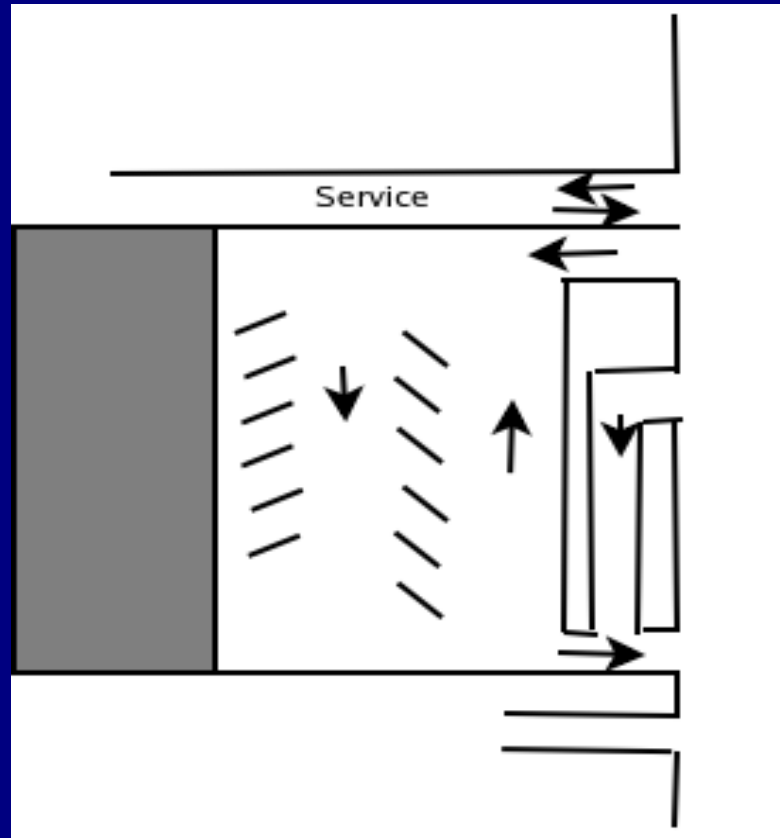
*The Government is not the Solution,
It's The Problem*

Ronald Reagan

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Post Office

Horrendous Driveway Design



Post Office

Horrendous Driveway Design



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Horrendous Driveway Design



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Horrendous Driveway Design



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State University

Poor Driveway Design



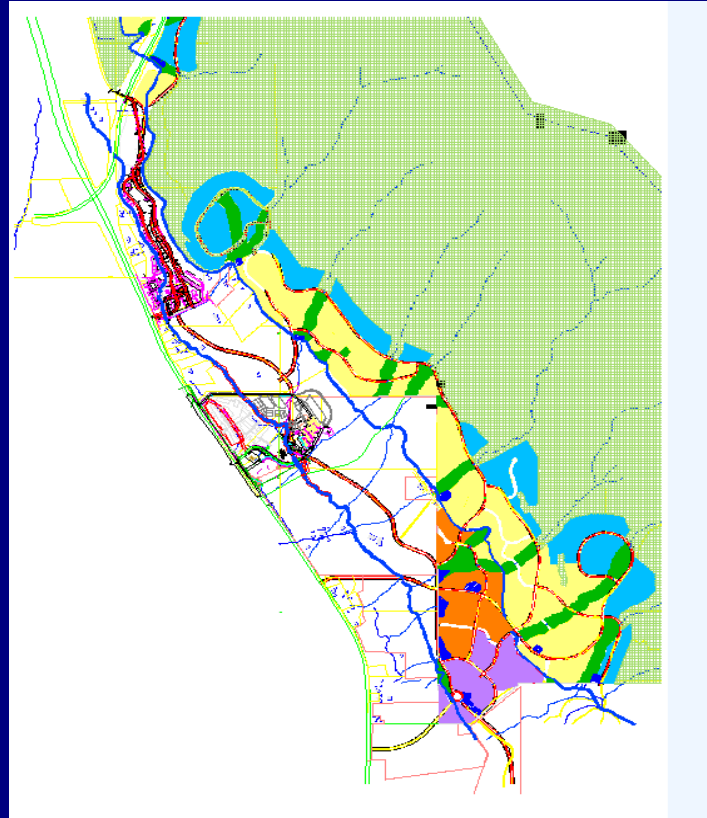
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Goal

**Encourage Good Traffic Design
That Maximizes Land Development Value**

Case Study

St. Moritz Development, Heber, UT



Case Study

St. Moritz Development, Heber, UT

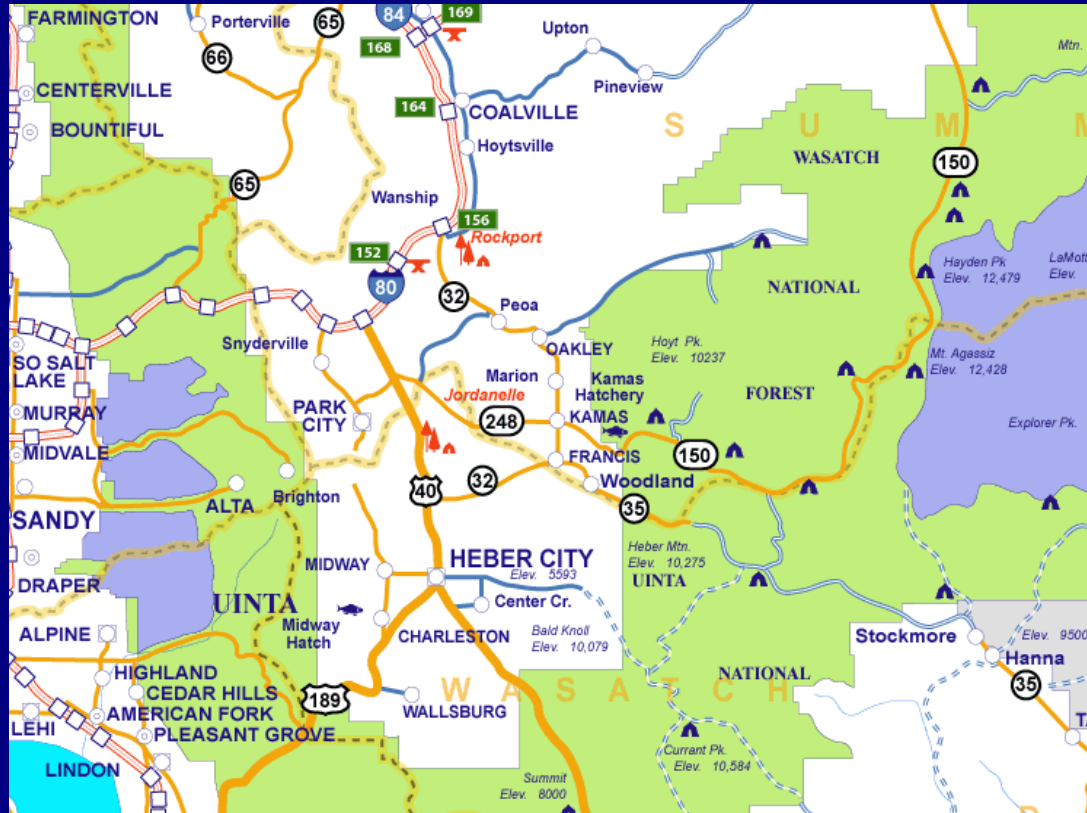


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Traffic Issues

- Multi-Jurisdictional
 - National Highway, State Highway, County Planning Commission
- Planned Interchange – EIS Study
- Access Points & Intersection Design
- Other Developments

Corridor Overview



Corridor Overview



Corridor Overview

Cayotte Lane



Corridor Overview

Main College Drive



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Corridor Overview

Main College Drive



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Corridor Overview

Secondary Driveway - College



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Corridor Overview

Moulton Lane



Corridor Overview

St Moritz Corner



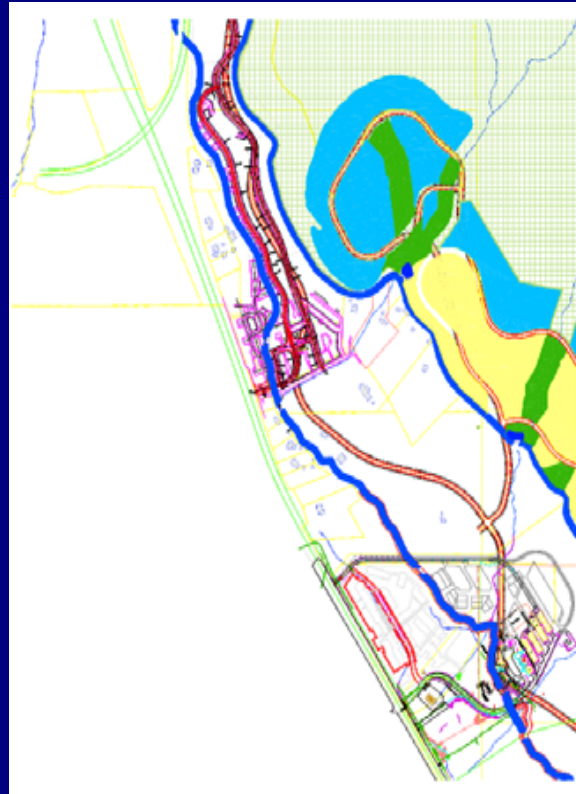
What Happened I

- Developer Worked With State DOT Region
- Site & Traffic Engineers Worked Out Traffic Study – Concerns Over Signal Locations

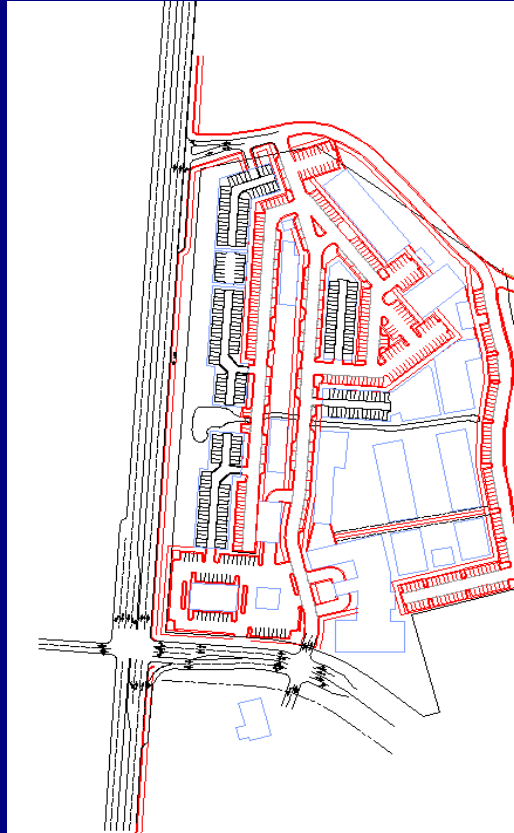
Developer Traffic Study Findings

- Recommended Overpass Not Underpass
- Recommended Back Collector System
- Need For Molton Lane Relocation, Signalization
- Adequate Corner Clearances
- Adequate Signal Spacing
- Minimized Access Points

Developer Traffic Study Recommendations



Developer Traffic Study Recommendations



What Happened II

- State HQ Jumped In – Hired Adjacent Developer's Traffic Consultant to Conduct Corridor Plan

What Happened III

- Meanwhile, Developer Bought Adjacent Properties To Provide Well Spaced Access & Molton Lane Relocation
- State University Minimized Intersection Construction Against Our Recommendations
- Developer Purchased Additional Property, Consolidating Development Driveways

What Happened IV

- DOT HQ Corridor Study Pulled Back
 - Lack of Funds
 - Driveway/Signal Spacing of Proposed Corridor Development Was Okay

What Happened – V (Current)

- Interchange EIS – No Interchange
- University Open – No Signal Warranted Yet
- Market Softened – Development Delayed

What Can Be Learned

- Set Corridor Plans & Standards in Advance of Forthcoming Development
- Help Developers To Concept Design Around Standards
- Encourage Developer Driveway Consolidation w/ Incentives – They Will!

Other Ideas

- Reward Developer & Support Developer's Consultants – They Can Do More Than You Can.
- Usefulness of EIS: Encourage Overpasses, Don't Discourage
- HQ vs Region Roles