Let The Developer Do It

A Case Study of Driveway Consolidation

National Conference on Access Management

August 2004

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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
Post Office
Horrendous Driveway Design

Tabermatics, Inc.
Post Office

Horrendous Driveway Design
Post Office

Horrendous Driveway Design

Tabermatics, Inc.
Post Office
Horrendous Driveway Design
State University
Poor Driveway Design
Goal

Encourage Good Traffic Design
That Maximizes Land Development Value
Case Study
St. Moritz Development, Heber, UT

Tabermatics, Inc.
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

Proposed Site

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Corridor Overview
Cayotte Lane
Corridor Overview
Main College Drive
Corridor Overview
Main College Drive
Corridor Overview
Secondary Driveway - College

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Corridor Overview
Moulton Lane

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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

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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!

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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