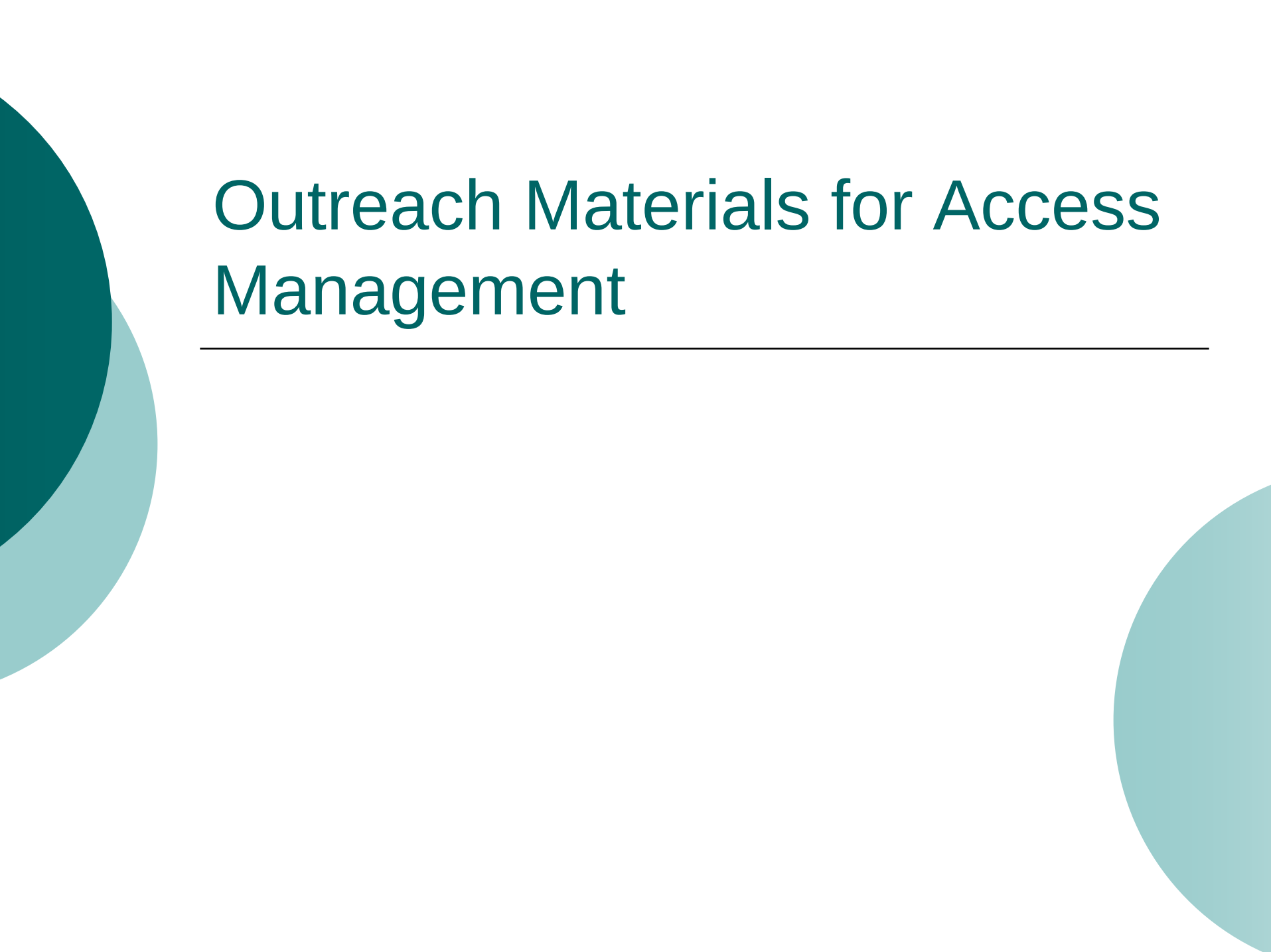
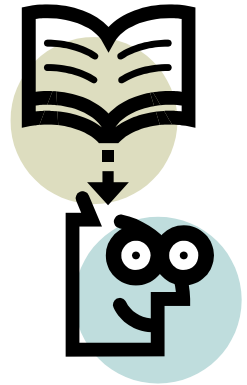




Outreach Materials for Access Management

What's Out There?

- FHWA/TRB
 - Videos
 - Brochures
 - Internet
 - CDs
 - Training/Workshops
- States and Local Governments
 - Videos
 - Brochures





Who Are You Reaching Out To?

- Public
- Business Operators
- Policymakers
- Transportation professionals
 - Permitting
 - Planning/Design

What do business people want to know?

- Economics
- Truck deliveries
- U-turns





What Do Our Professionals Need To Know?

- Standards/Programs
- Why we do it
- How to vary from the standards
- Common challenges



Medium Should Match Audience

- Public meetings
 - Brochures
 - Presentations
 - Enhanced design drawings
- Transportation Professionals
 - Detailed information
 - The reasons for the access management

“People To People” Is Still Most Important

- Training of our professionals is critical
 - They need to know background



US 98 North West Florida

Model

Land Development &

Subdivision Regulations

That Support

Access Management

for Florida
Cities and Counties



Ten Ways to Manage Roadway Access in Your Community





ACCESS MANAGEMENT

BALANCING ACCESS AND MOBILITY

Answers to your questions

Page 2

What is Access Management?

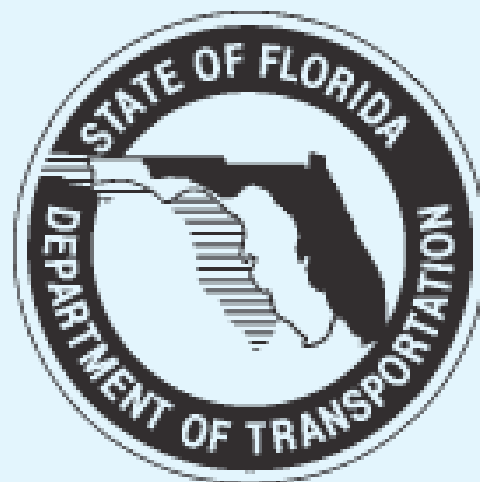
Access management is the careful planning of the location, design, and operation of driveways, median openings, interchanges, and street connections.

The control of the location, design and spacing of:



Does FDOT just think this stuff up?

NO, the standards are based on over 40 years of experience and research



What is the Result of Bad Access Management?

Page 4

Impacts to Customers



How did Florida's Growth Affect Customer Traffic? **Page 5**

Traffic Growth Means

- Long queues
- Congestion
- Peak hour spread
- More trouble getting out of business
- **Small and unconnected properties**



This queue is blocking street traffic and additional customers



Do Access Management Projects Harm Business?

Page 6

- Most businesses see no loss in business due to access management improvements.

Do Access Management Projects Harm Business?

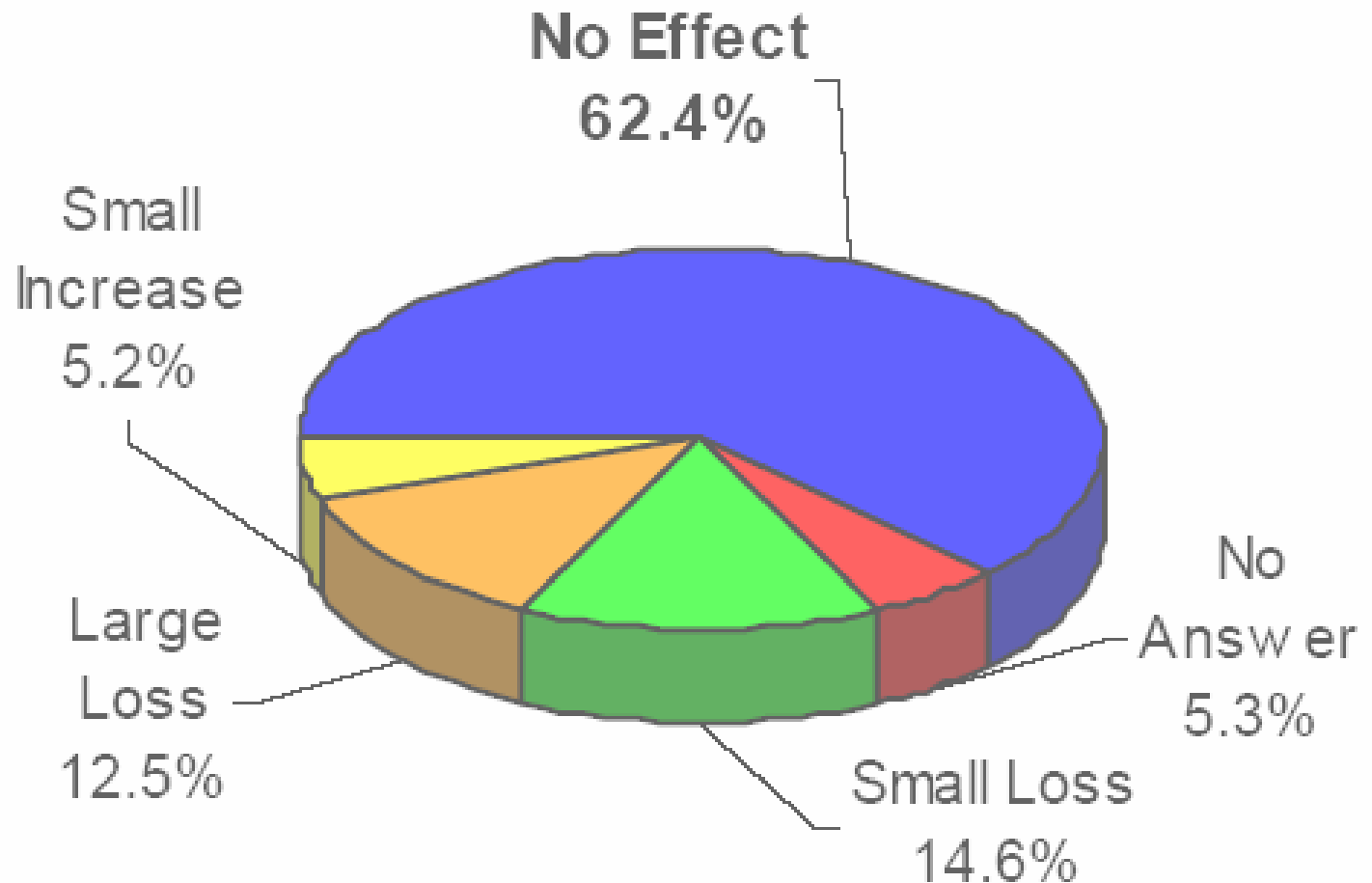


- Median reconstruction projects in Orlando metro area:
 - **Businesses fail at no higher rate on roadways with new access management improvements**

Study of Business Failures

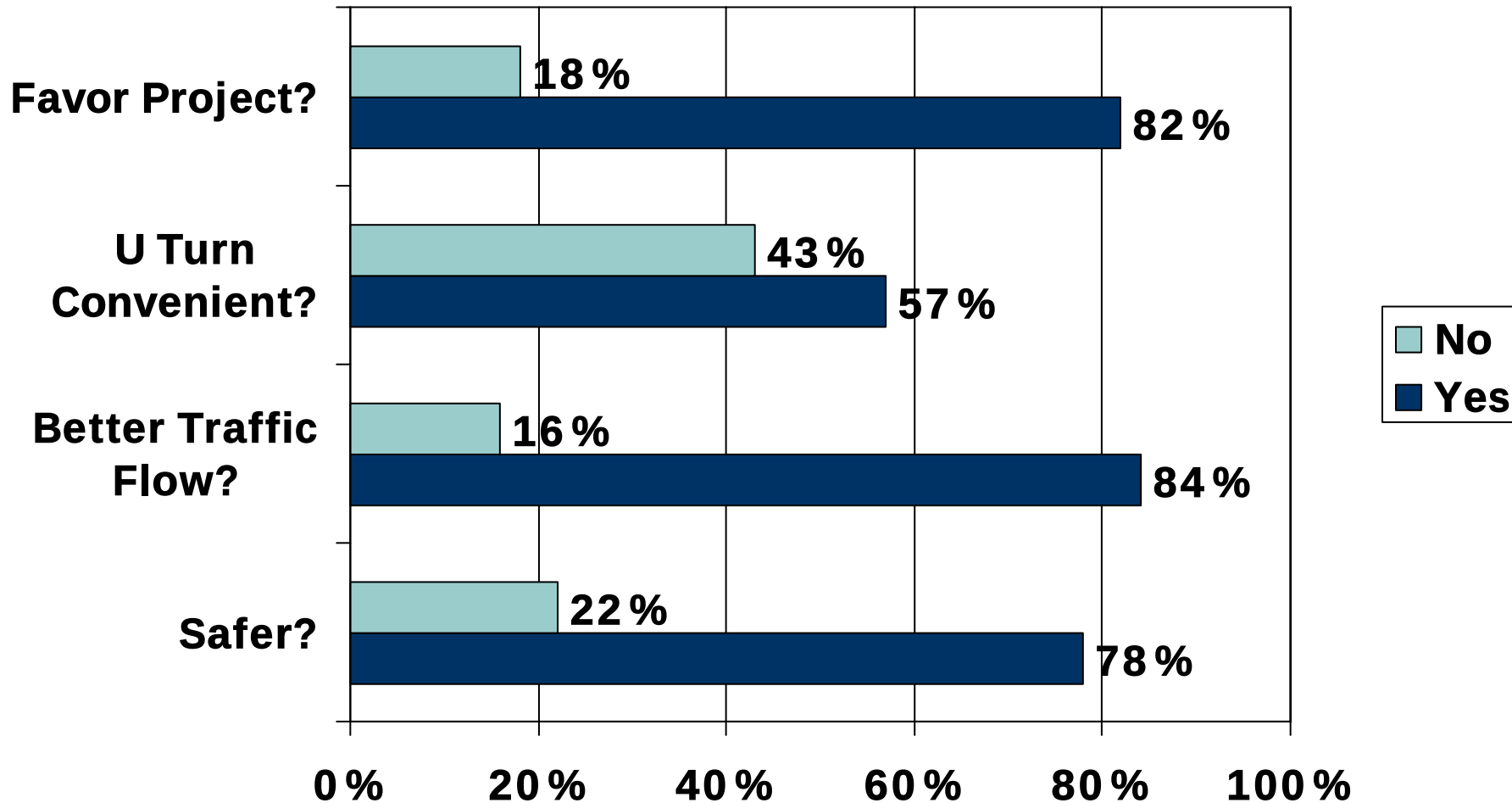
SOURCE: Ivey, Harris and Walls along with with David Gwynn, PE, TEI Engineers & Planners.

Survey of Adjacent Businesses FDOT District 4 Median Retrofit



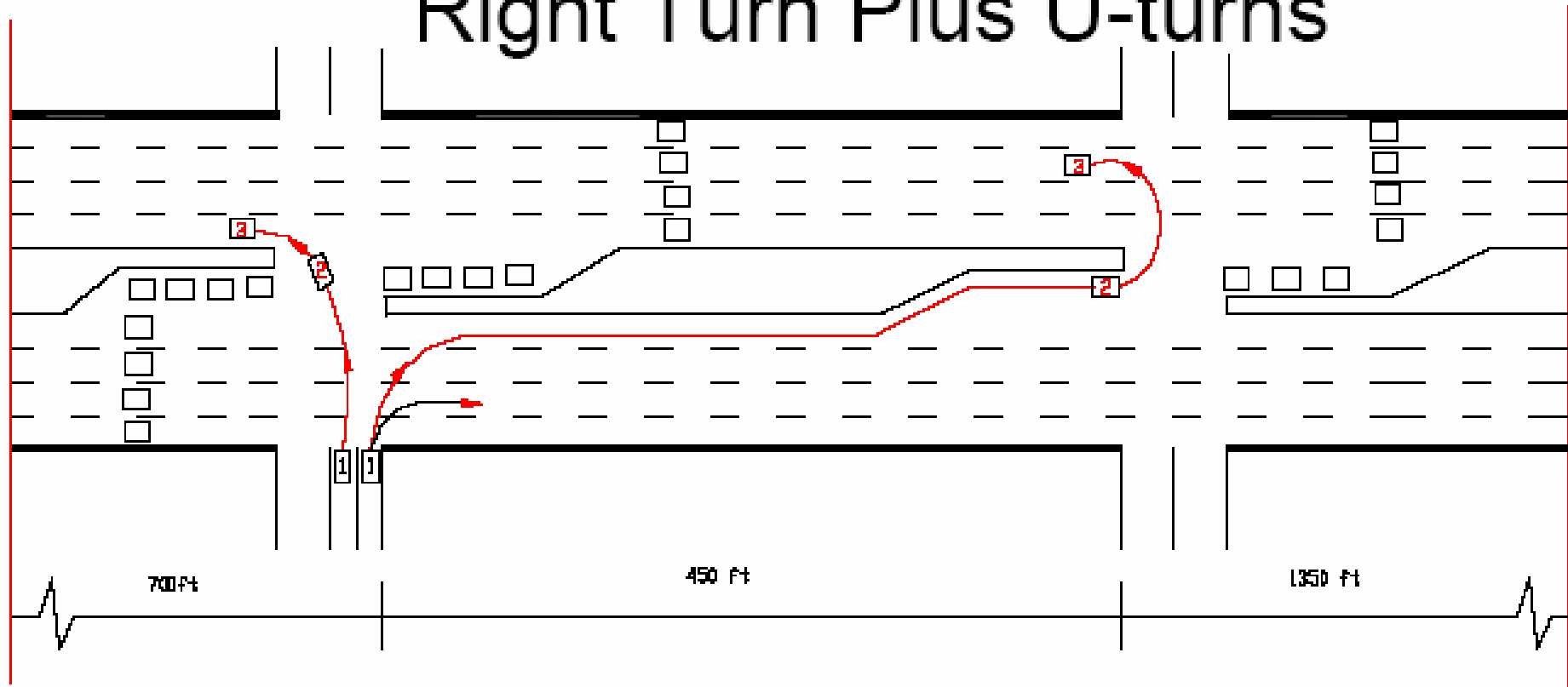
Source: FDOT District 4 Traffic Operations

Customers Like Medians



Address U-turn Concerns

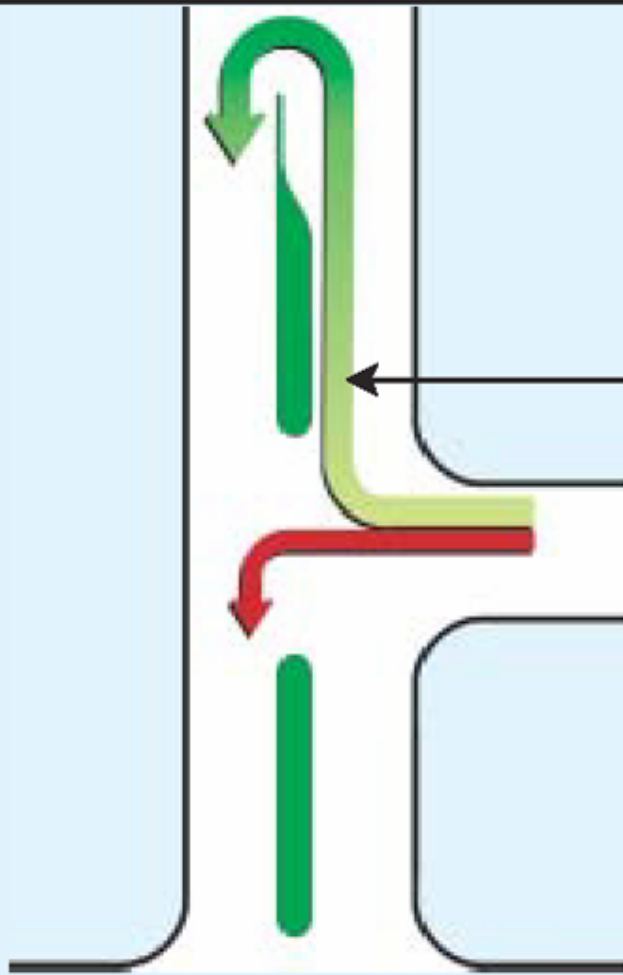
Safety Evaluation of Left Turns vs. Right Turn Plus U-turns





U-turns Are the Safer Alternative

A study in Orlando shows most customers do not find U-turns an inconvenience



18%

total crash rate reduction

27%

injury fatality crash rate
reduction

John Lu, Ph.D., P.E. University of South Florida 2001

Show How U Turns Are Addressed

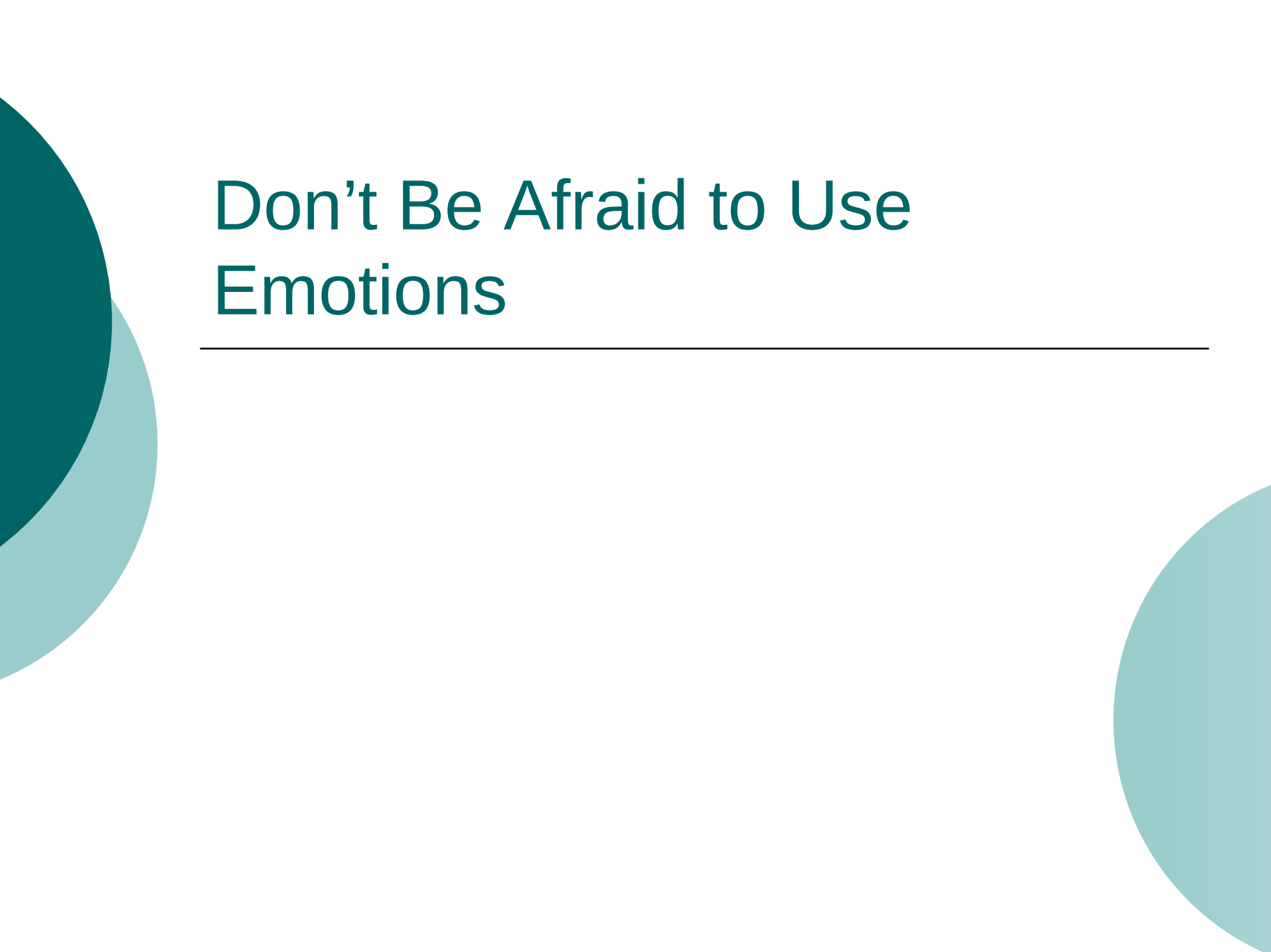




US 27 Marion County

Isolated Bulb-Out — US 27 Marion Co.





Don't Be Afraid to Use Emotions



Just think about

the corridors in your community that have well designed access management versus the one with poor access management. Which one do you like to travel on and which ones have the most vibrant businesses?

Page 12
Compare
Corridors



Without Access Management



- Asphalt
- No guidance



With Access Management

- Safety
- Aesthetics
- Efficiency
- Pedestrian/Transit friendly

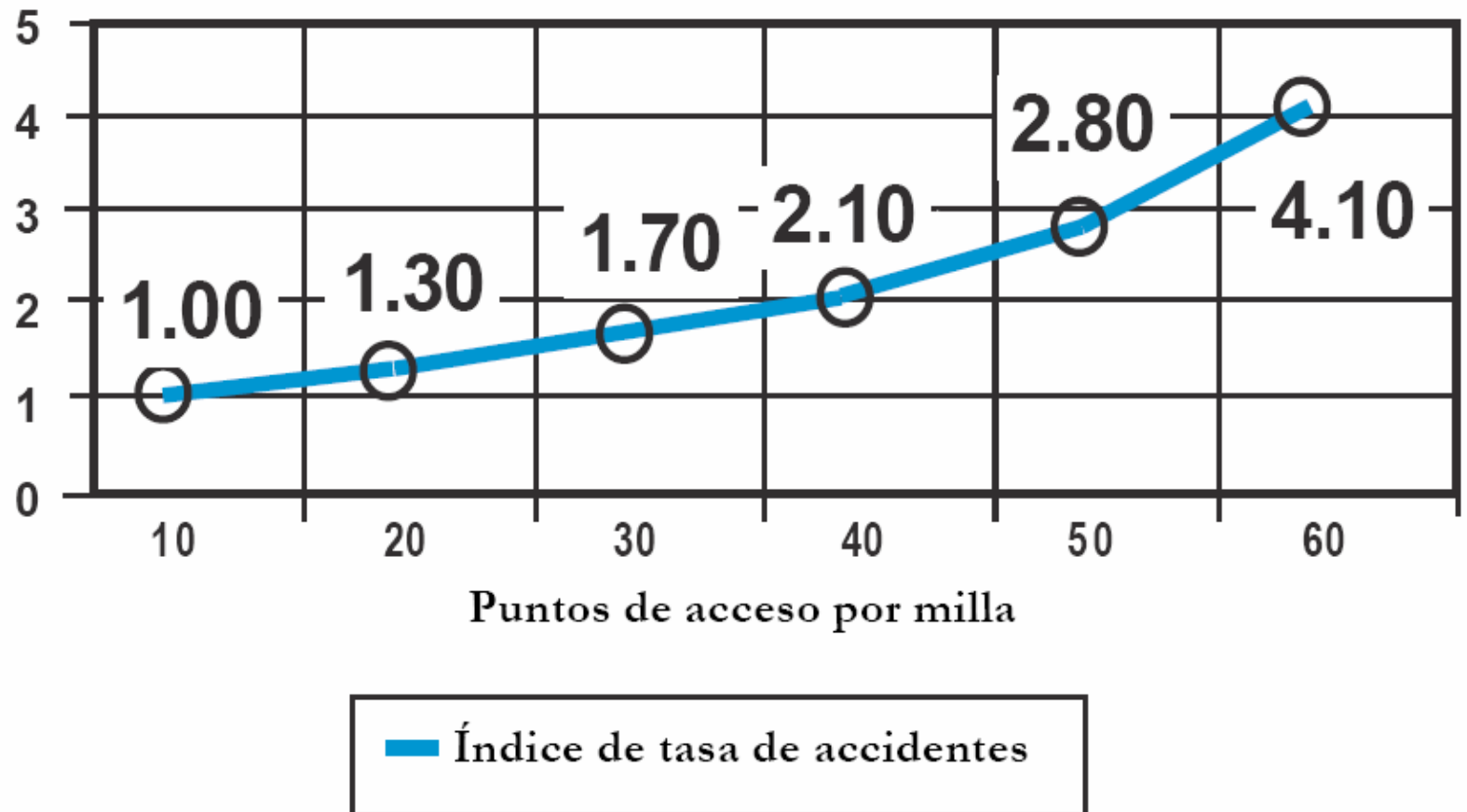


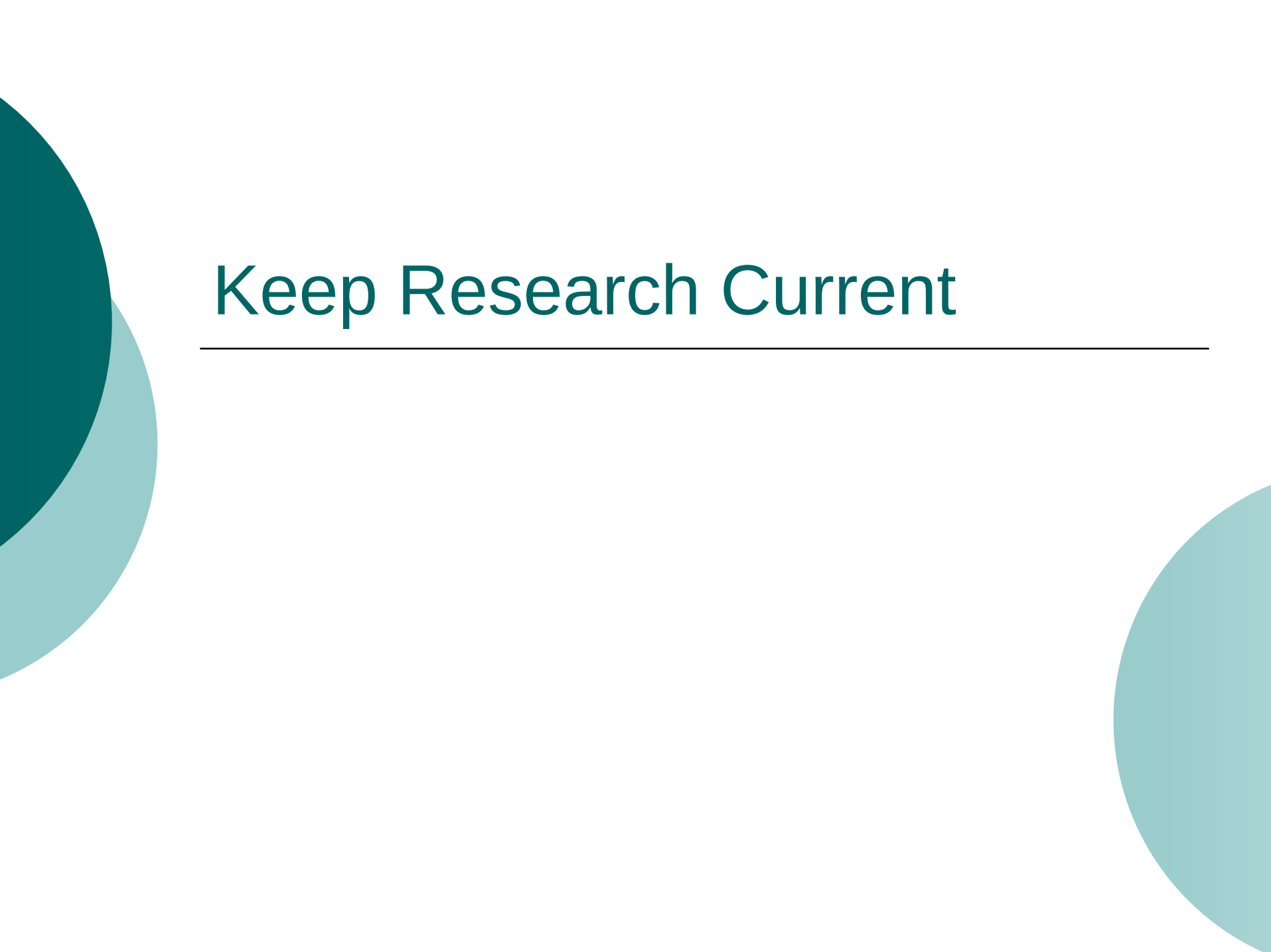
US 192 – Kissimmee Source: Glatting Jackson

Administración del Acceso



Más puntos de acceso
= Más accidentes





Keep Research Current

April 2004 - EPA Report

Character and Performance of Regional Transportation Systems

- Most important factors:
 1. Wide variety of street types
 2. Short blocks
 3. **Access Management**
 4. Good sidewalk and bike facility coverage
 5. Network of frequent and dense transit service





National Highway Traffic Safety Administration Study 2004

○ Roadway Improvements that reduce fatalities

- Construct Median 73 %
- Realignment 66 %
- Groove/Skid treatment 33 %
- Improve Shoulder 22 %



People Saving People

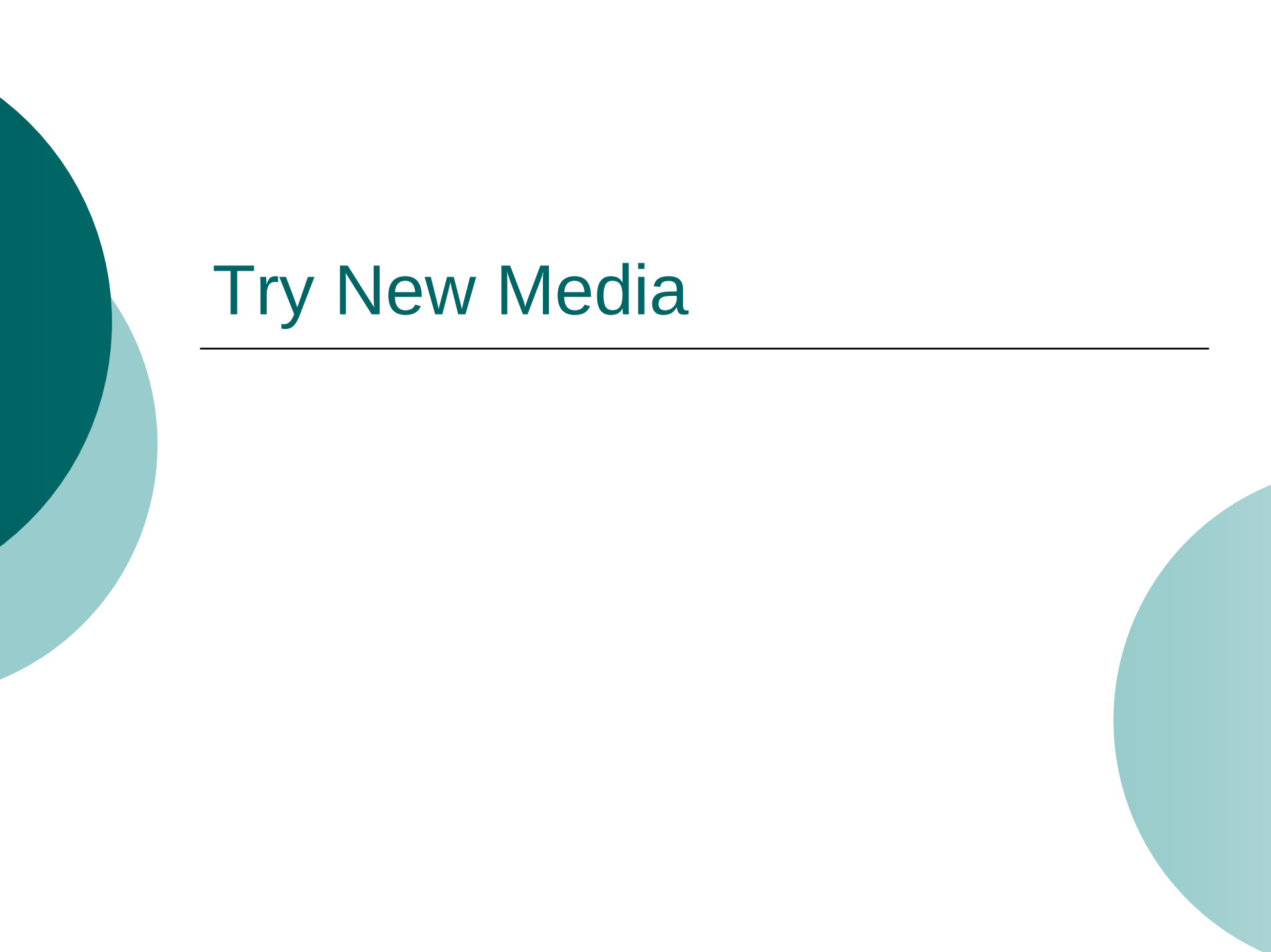
Analyzing the different two-vehicle crashes show... ..

National Center for Statistics & Analysis



- **In two-vehicle crashes involving a passenger car and LTV* show**
 - ◆ In a head-on collision, the car occupants were 3.3 times more likely to be killed
 - ◆ When a car was struck in the side by an LTV, the car occupants were 20.8 times as likely to be fatally injured
 - ◆ When a LTV was struck in the side by a car, the car occupants were 0.8 times as likely to be fatally injured

*Include pickup truck, SUV and van



Try New Media



Microsoft Office Live Meeting



Meeting Information

Phone Info

Edit

850-488-5778 sc 278-5778

Meeting Info

Now Presenting

Name Gary Sokolow



Presentation

Dumb tricks 3 for ... Slide 1/67

Dumb Access Management Tricks

Slide 2

Conference Call Etiquette

[Snapshot G]

Full Screen

Previous

Next

Attendees

Find Attendees Matching:

Attendees Found: 1 of 1

Name
Gary Sokolow

Chat 1:1

Block

Attendees: 1 Not Recording No Questions

Connected

Dumb Access Management Tricks

And how to avoid them

Call 850-488-5778

Gary Sokolow and Joe Santos

Florida DOT - Systems Planning Office

Office of the State Transportation Planner

Tallahassee, Florida





Microsoft Office Live Meeting



Meeting Information

Phone Info

Edit

850-488-5778 sc 278-5778

Meeting Info

Now Presenting

Name Gary Sokolow



Presentation

Dumb tricks 3 for ... Slide 25/67

- ☒ US 98 backage
- ☒ Residential Front. Rd 2
- ☒ Right turn lane near driveway
- ☒ Burger King Driveway

Previous

Next

Attendees

Find Attendees Matching:

Attendees Found: 1 of 1

☐	Name
☒	Gary Sokolow

Chat 1:1

Block



Do you see any problems with this??

Seating Chart

Questions and Answers (No Questions)

Attendees: 1 Not Recording No Questions

Connected



Microsoft Office Live Meeting



Meeting Information

Phone Info

Edit

850-488-5778 sc 278-5778

Meeting Info

Now Presenting

Name Gary Sokolow



Presentation

Dumb tricks 3 for ... Slide 26/68

- ☒ US 98 backage
- ☒ Residential Front. Rd 2
- ☒ Right turn lane near driveway
- ☒ Apartment - Daily

Previous

Next

Attendees

Find Attendees Matching:

Attendees Found: 1 of 1

Name
Gary Sokolow

Chat 1:1

Block

Attendees: 1 Not Recording No Questions

Connected

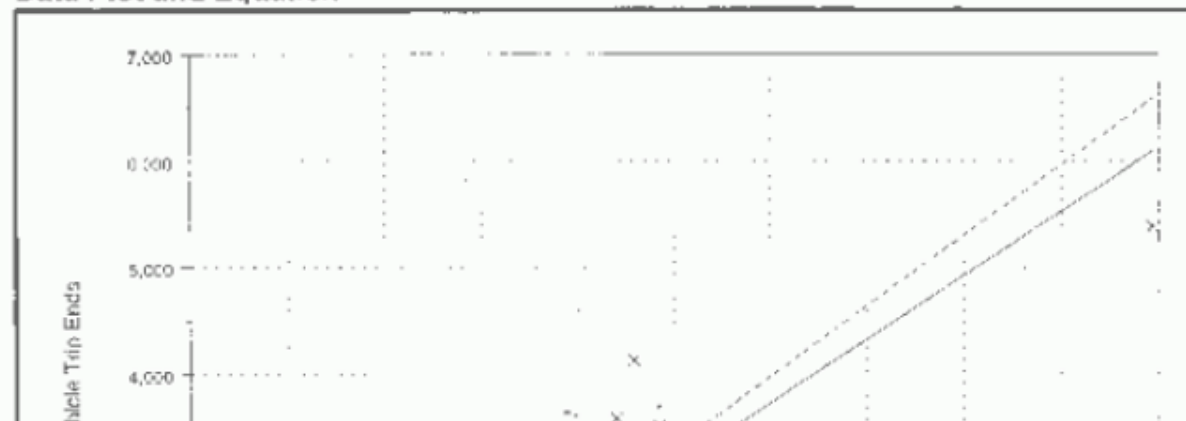
Apartment
→ (220)Average Vehicle Trip Ends vs Dwelling Units
On a Weekday*independent variable*

Number of Studies: 80
Avg. Number of Dwelling Units: 211
Directional Distribution: 50% entering, 50% exiting

Trip Generation per Dwelling Unit

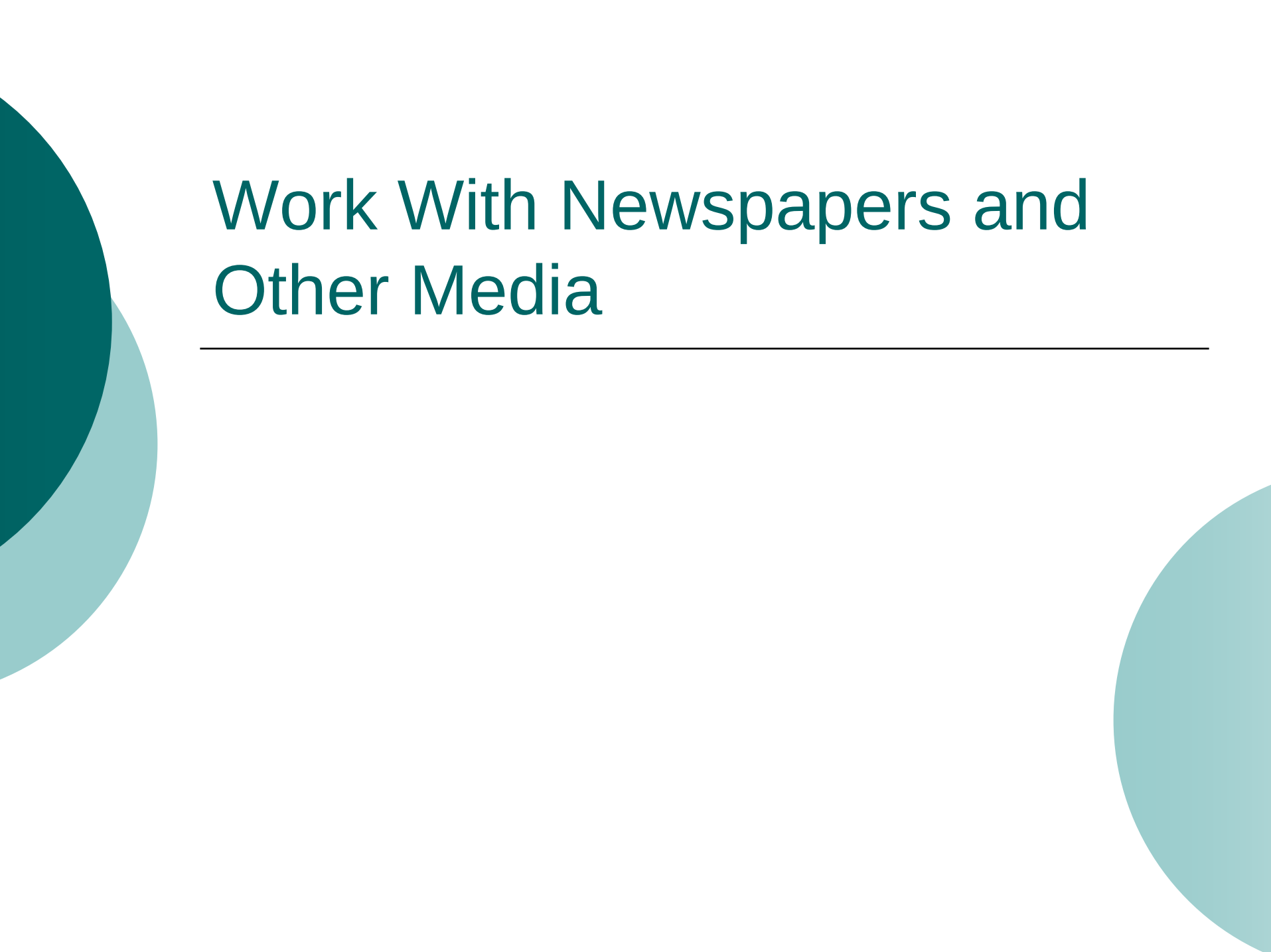
Average Rate	Range of Rates	Standard Deviation
6.63	2.00 - 11.81	2.98

Data Plot and Equation



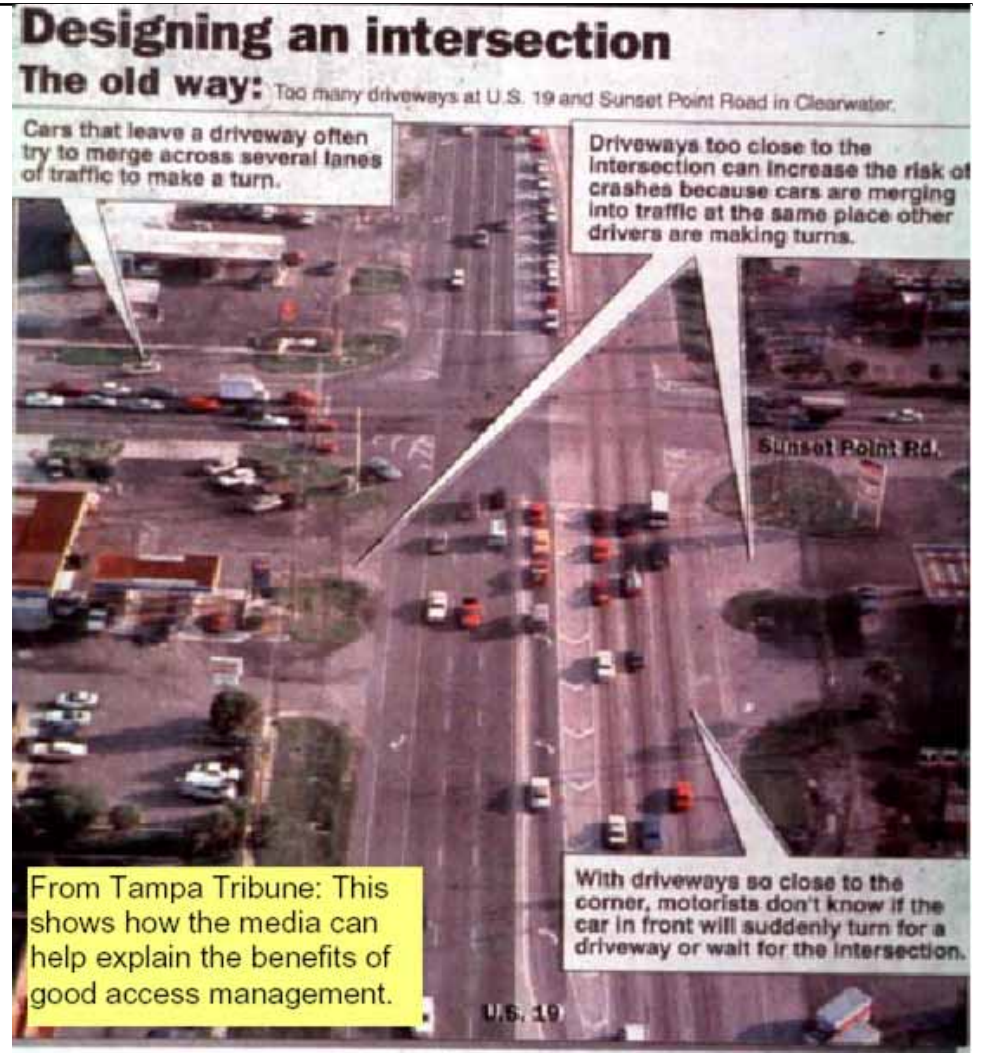
Seating Chart

Questions and Answers (No Questions)



Work With Newspapers and Other Media

Tampa Tribune Article



Tribune Article Shows Improvement

Driveways are far from the intersection, which gives cars more time to get in the correct lane.

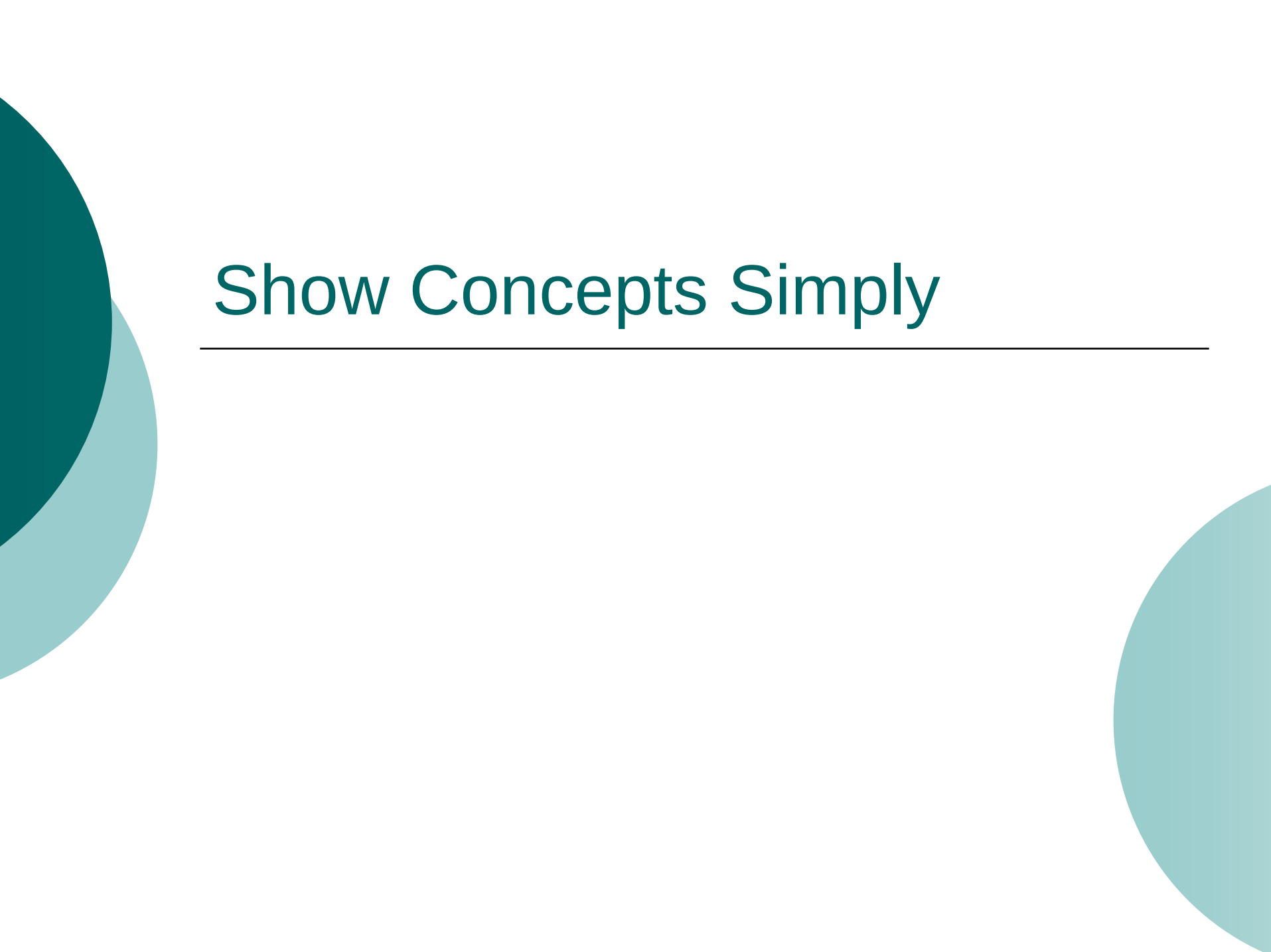
Cars leaving the shopping center have plenty of room to safely merge into the left turn lane.

Ehrlich/Bearss

With few driveways, there are fewer sudden stops from people making right turns.

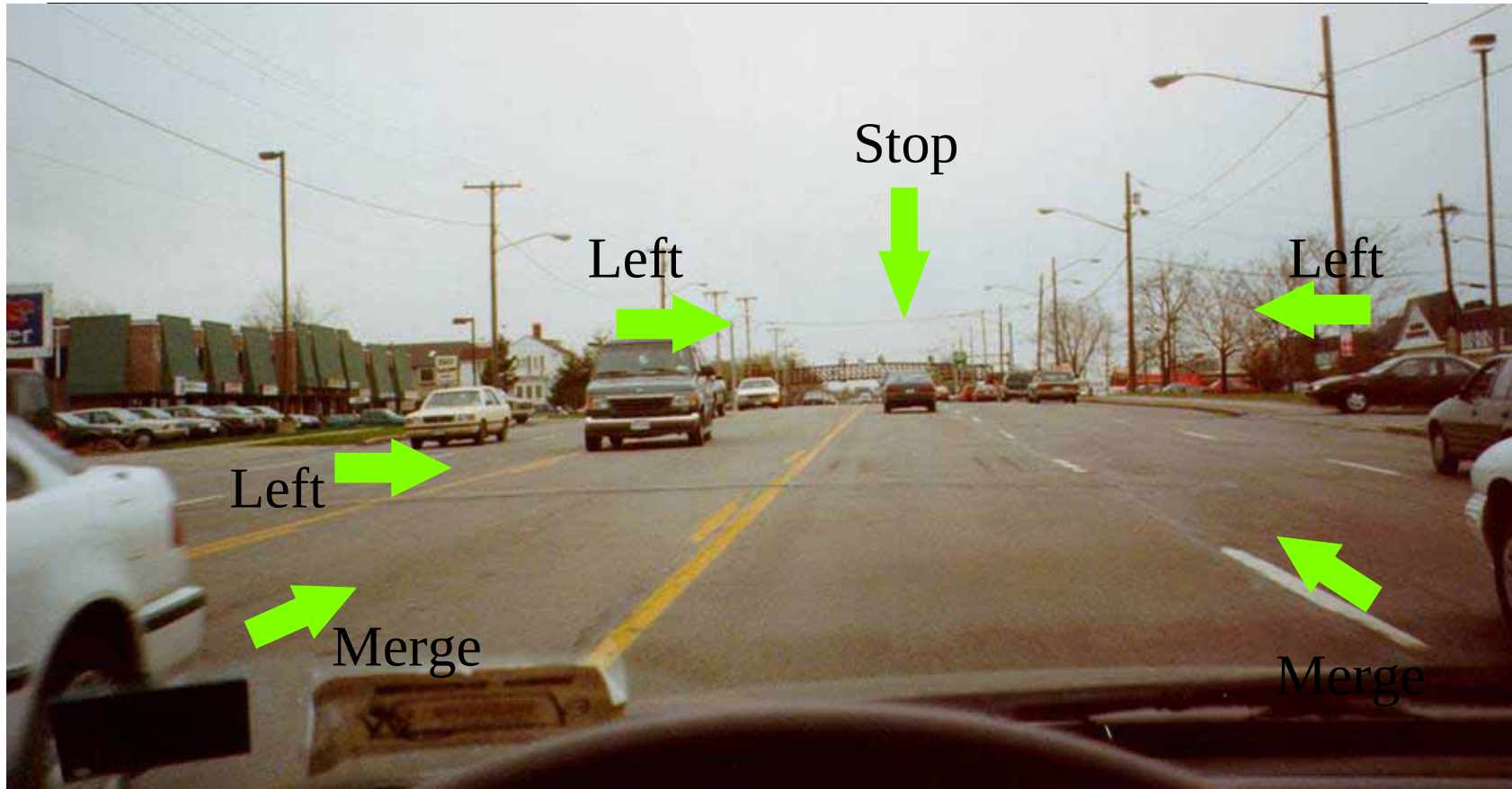
From Tampa Tribune: This shows how the media can help explain the benefits of good access management.

Dale Mabry



Show Concepts Simply

Center Turn Lane Driver Perspective



Focus Areas - 3

Approach Directions - 6

Source: Sear Brown Group and NYDOT

Median - Driver Perspective



Focus Areas - 2

Approach Directions - 2

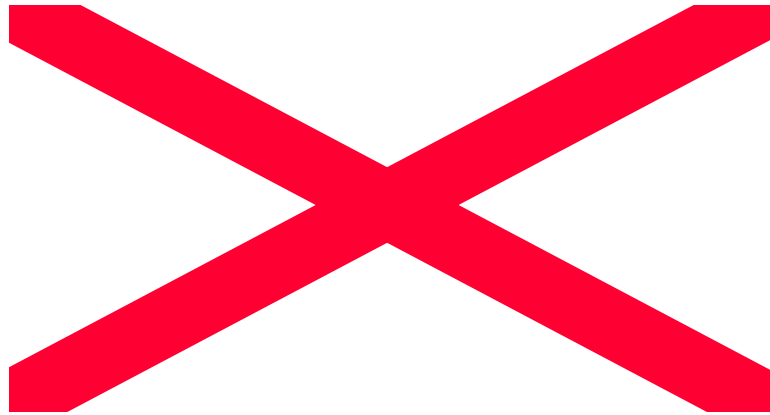
Apalachee Parkway Tallahassee, FL OLD



Source : Debbie Danton

Access & Pedestrian Safety

Atlanta, Phoenix, Los Angeles



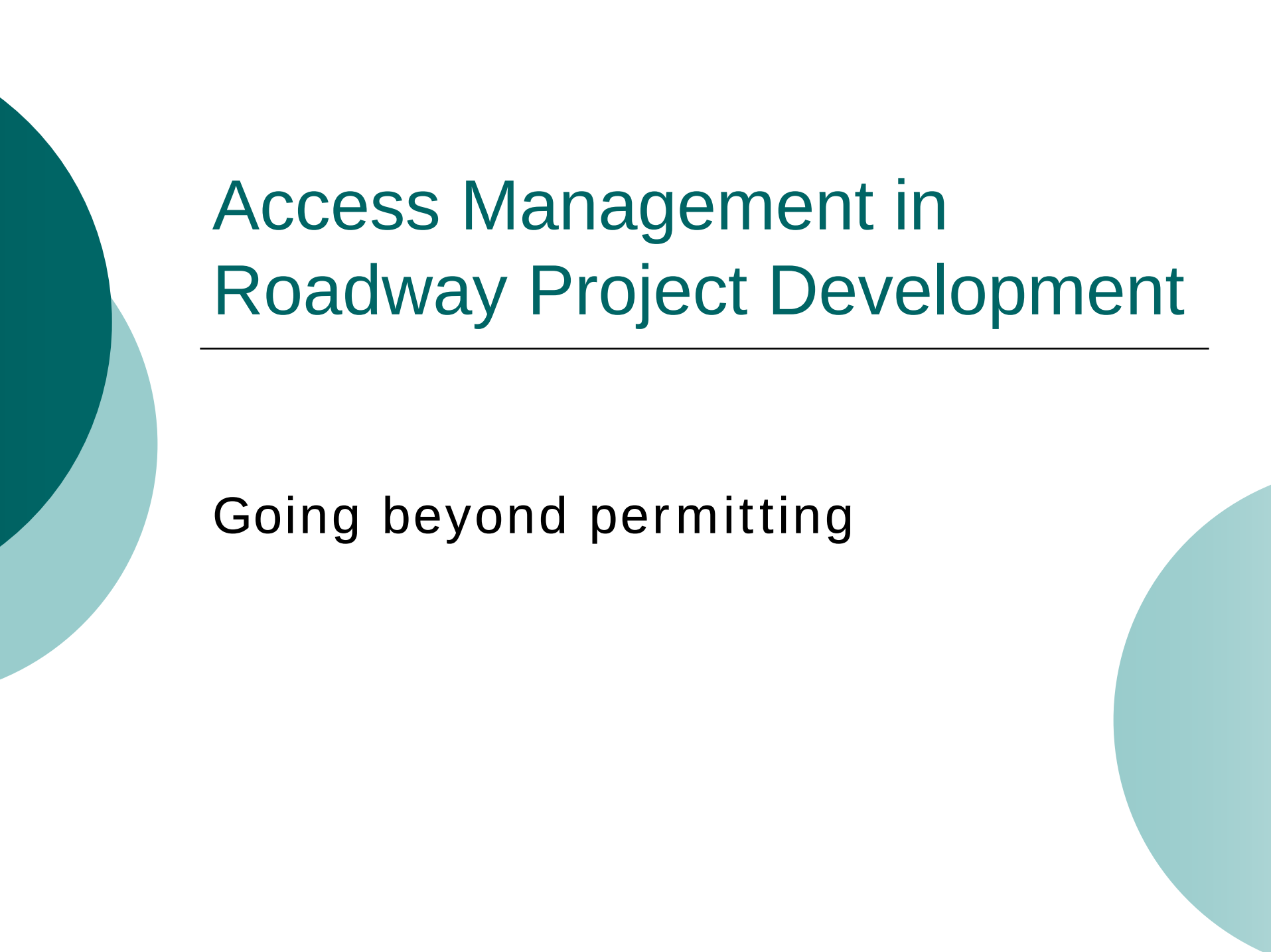
(1) Crashes per 100 million entering vehicles

(2) Crashes per 100 million vehicle miles

SOURCE: Bowman and Vecellio, 1994.



The old concept of good access



Access Management in Roadway Project Development

Going beyond permitting



www.rotten.com

One of the dangers of wide open frontages