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
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
What is Access Management?

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

- 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 David Gwynn, PE, TEI Engineers & Planners.
Survey of Adjacent Businesses
FDOT District 4 Median Retrofit

Source: FDOT District 4 Traffic Operations
Customers Like Medians

- **Favor Project?**
  - No: 18%
  - Yes: 82%

- **U Turn Convenient?**
  - No: 16%
  - Yes: 57%

- **Better Traffic Flow?**
  - No: 16%
  - Yes: 84%

- **Safer?**
  - No: 22%
  - Yes: 78%

*Fla DOT District 5 (Ivey, Harris & Walls) 1995*
Address U-turn Concerns

Safety Evaluation of Left Turns vs. Right Turn Plus U-turns
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?
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
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
Roadway Improvements that reduce fatalities

- Construct Median 73%
- Realignment 66%
- Groove/Skid treatment 33%
- Improve Shoulder 22%
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
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
**Do you see any problems with this??**

Where is this????

Right turn lane near a driveway.
Apartment (220)

Average Vehicle Trip Ends vs. Dwelling Units on a Weekday

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

Trip Generation per Dwelling Unit

<table>
<thead>
<tr>
<th>Average Rate</th>
<th>Range of Rates</th>
<th>Standard Deviation</th>
</tr>
</thead>
<tbody>
<tr>
<td>5.63</td>
<td>2.00 - 11.61</td>
<td>2.98</td>
</tr>
</tbody>
</table>

Data Plot and Equation

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Work With Newspapers and Other Media
Designing an intersection
The old way: Too many driveways at U.S. 19 and Sunset Point Road in Clearwater.

Cars that leave a driveway often try to merge across several lanes of traffic to make a turn.

Driveways too close to the intersection can increase the risk of crashes because cars are merging into traffic at the same place other drivers are making turns.

Sunset Point Rd.

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

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.
Show Concepts Simply
Center Turn Lane Driver Perspective

Focus Areas - 3

Source: Sear Brown Group and NYDOT
Median - Driver Perspective

Focus Areas - 2

Approach Directions - 2

Source: Sear Brown Group and NYDOT
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

The old concept of good access
Access Management in Roadway Project Development

Going beyond permitting
One of the dangers of wide open frontages