

IMPLEMENTING ACCESS MANAGEMENT

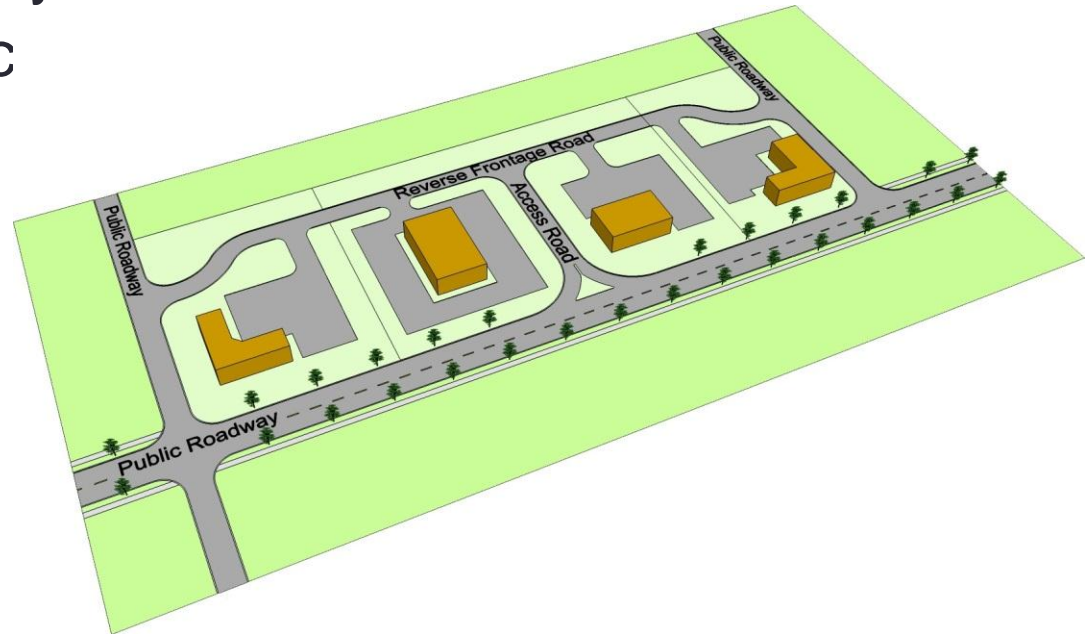
Drafting,
Adopting,
Legally Defending,
and Promoting Access Management Regulations



2011 Ohio Transportation Engineering Conference

Access Management Benefits

- Reduced Congestion
- Improved Safety
- Shorter Travel Times
- Positive Economic Benefits
- More Attractive Roadways
- Preserved Road Capac
- Safer for Pedestrians



Authority to Adopt Access Management Standards in Ohio

Municipalities

Counties / Townships



Access Management Implementation Approach

Initiate a Public Process

Solicit local input, gather local concerns, and distribute access management information

Establish Access Management Regulations through:

Zoning Ordinances / Resolutions

Subdivision Site Plan Review Boards

Master Plans/Official Maps

Road/Transportation Ordinances

Implement Access Management Regulations

Ensure that they are clear and applied equitably

Cooperate

Ensure integration/communication between state officials, local officials, business owners, and residents

Model Framework

General Provisions

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Section 5 Definitions

Key Elements of the Guidelines

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Site Plan Review Scenarios

Key Elements of the Guidelines

Corridor Preservation Requirements

Conformance to an Adopted Plan

Public Roadway Easements

Encroachments

Increased Front Yard Setbacks

Key Elements of the Guidelines

Access Management Standards

Joint & Cross Access Standards

Internal Service Road Standards

Unified Access Standards

Shared Parking Standards

Number of Permitted Driveways

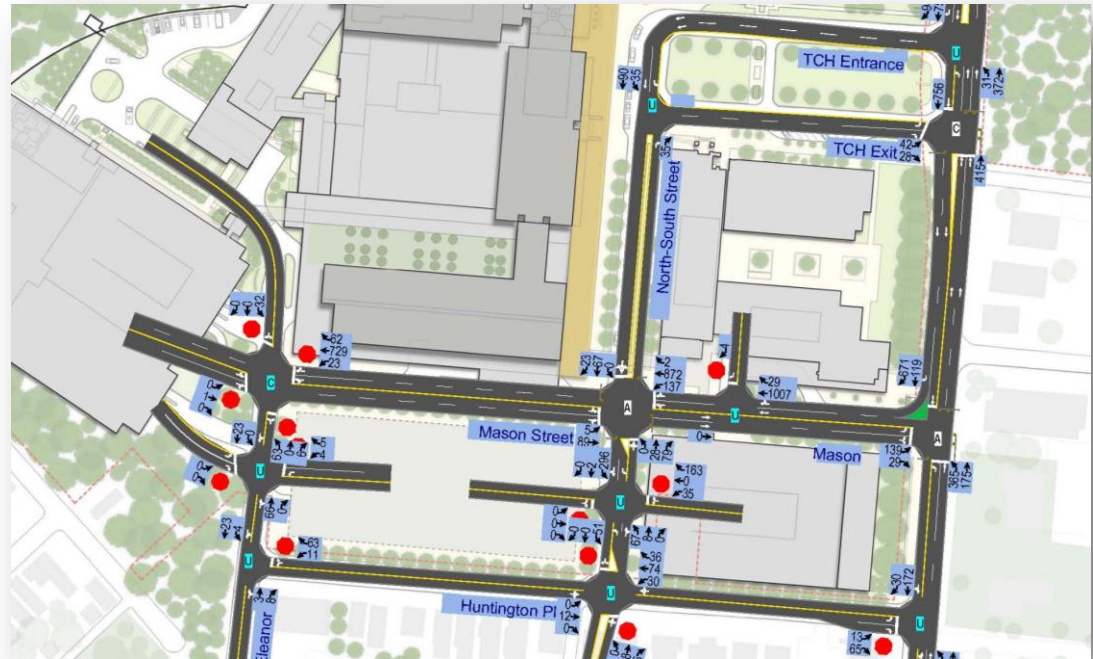
Key Elements of the Guidelines

Traffic Impact Study Standards

Applicability

TIS Contents Required

Analysis Standards



Key Elements of the Guidelines

Definitions Section

More = Better

Definitions

Model Access Management Resolution: Section 5

Section 5 Definitions

For the purpose of this overlay district, certain words have specific meanings as defined in this section. Other words not defined herein shall have the meaning customarily associated with them, except where certain words have a specific meaning when referring to access under the Ohio Revised Code.

Acceleration Lane – A speed change lane that enables a vehicle entering a roadway to increase its speed to a rate at which it can safely merge with through traffic.

Access – The ability to enter or leave a public street from or at an adjacent driveway or another public street.

Access Management – The control of driveways and intersections to maintain safety at a roadway's full traffic carrying capacity.

Access Management Program – The sum of all actions taken by a governing council, board, or agency to maintain the safety and traffic carrying capacity of its roadways. These actions may include enacting ordinances that control driveway location and design. Adopting and implementing a comprehensive planning and zoning ordinance to guide the overall pattern of growth also can be a part of an access management program if it is aimed at avoiding or limiting strip development.

Annual Average Daily Traffic (AADT) – The annual average two-way daily traffic volume. It represents the total annual traffic on a road per year, divided by 365.

AASHTO – American Association of State Highway and Transportation Officials, Policy on Geometric Design of Highways and Streets.

Conflict – A traffic-related event that causes evasive action by a driver to avoid collision with another vehicle.

Conflict Point – Any point where the paths of two through or turning vehicles diverge, merge, or cross.

Controlled Access Highways – Highways that serve through traffic, have very few access points, and may prohibit direct access from the highway to abutting land.

Corner Clearance – The distance from an intersection of a public or private road to the nearest access connection measured from the closest edge of pavement of the intersecting road or drive to the closest edge of pavement to the proposed connection.

Corner Lot – A single lot with frontage on a road and an intersecting road.

Cross Access – A service drive providing vehicular access between two or more continuous sites so the driver need not enter the public street system.

Cul-de-sac – A dead-end road with a circular or T-shaped turnaround at the end, usually built to serve a small subdivision.

Deceleration Lane – A speed-change lane that enables a vehicle to leave the through traffic lane at a speed equal to or slightly less than the speed of traffic in the through lane, then to decelerate to a stop or make a slow speed turn.

Legal Basis

Protection of Property Rights

The Right of Access is a Property Right

The Scope of the Right of Access



Legal Basis

Acquisition and Control of Property Rights

Eminent Domain

Police Power

Eminent Domain vs. Police Power

Regulating the Right of Access

Economic Impacts of Access Management

Business Owner Perceptions Worse Than What
Happened After Access Management Completed

Specialty Retail & Restaurants Reported Higher Sales

Gas Stations and Auto Repair Shops Reported
Decreased Sales

80% of Businesses Reported no Customer Complaints

Iowa and Texas Access Management Studies

The Question of Land Value

Texas Land Value Survey

In most cases, land values did not decrease after access management was implemented

TDOT Access Management Land Value Survey

Customer Perceptions

Florida Driver Survey

78% Felt Safer

84% Felt Traffic Moved Better

Central Florida FDOT District 5 (Ivey Harris & Walls - 1995)



Increased Safety = More Customers

Iowa Driver Survey

80% of the businesses reported sales at least as high as they were before the access management projects were completed.

Studies in Central Florida and South Florida show that the majority of corridor business operators saw an increase or no change in their customer traffic.

FDOT Access Management FAQ Document