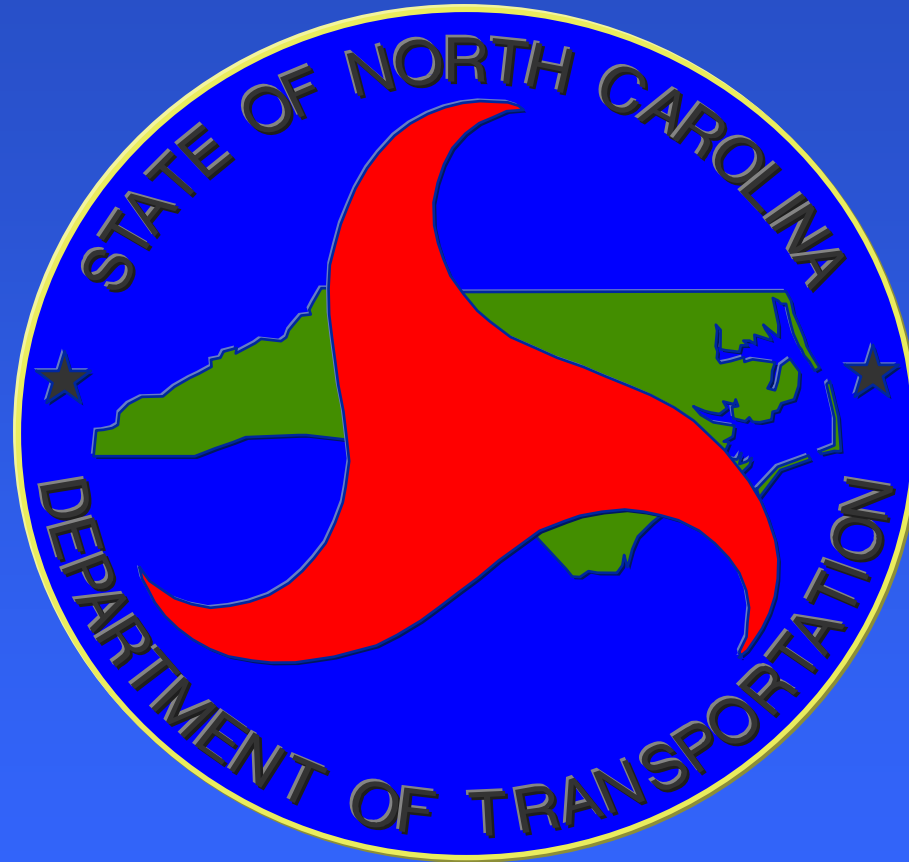


A “State” of Change

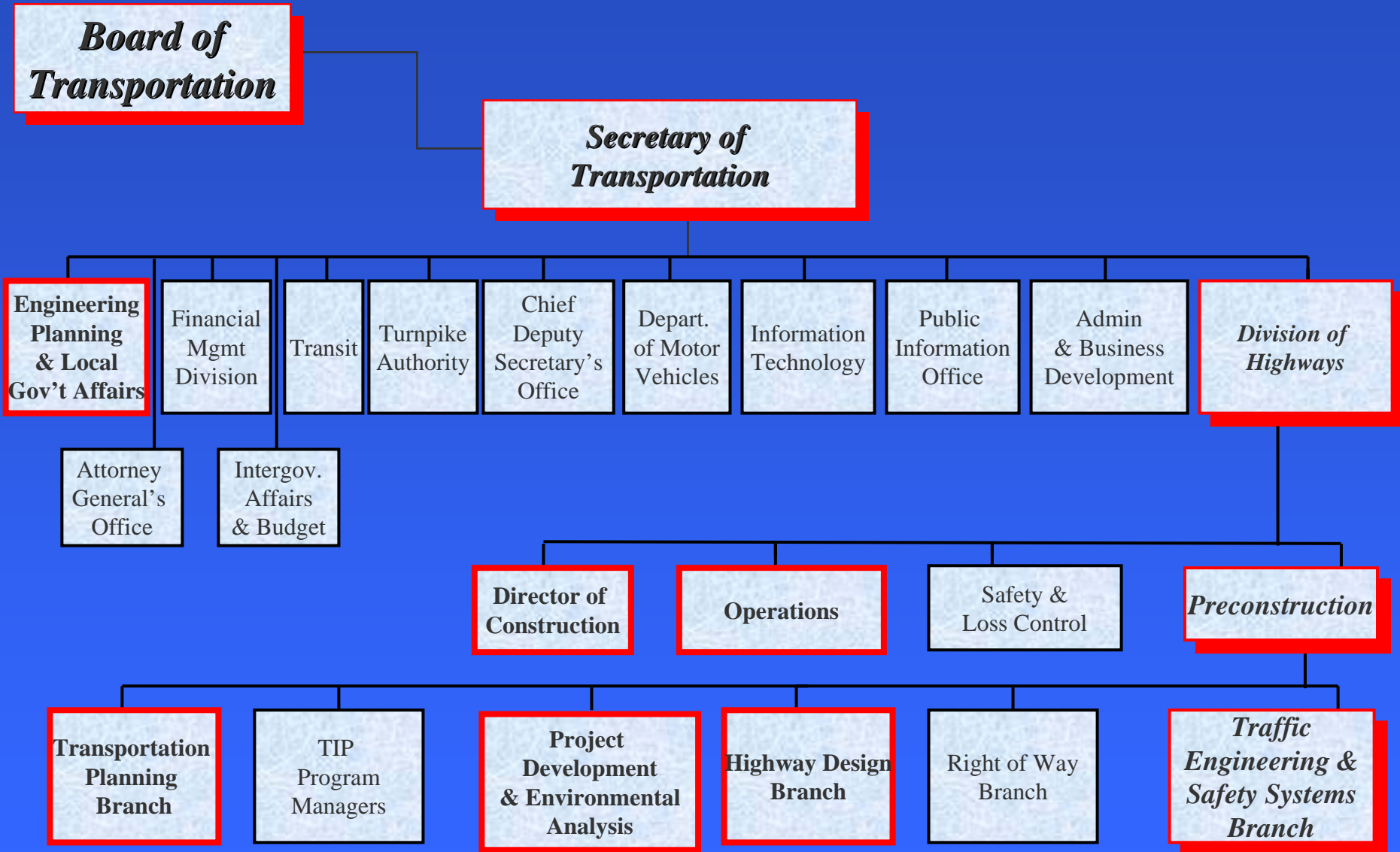


North Carolina's Access Management Initiatives

Gary Faulkner

Laura Cove

NCDOT's Structure



North Carolina's Growth Statistics

NORTH CAROLINA Retail Sales

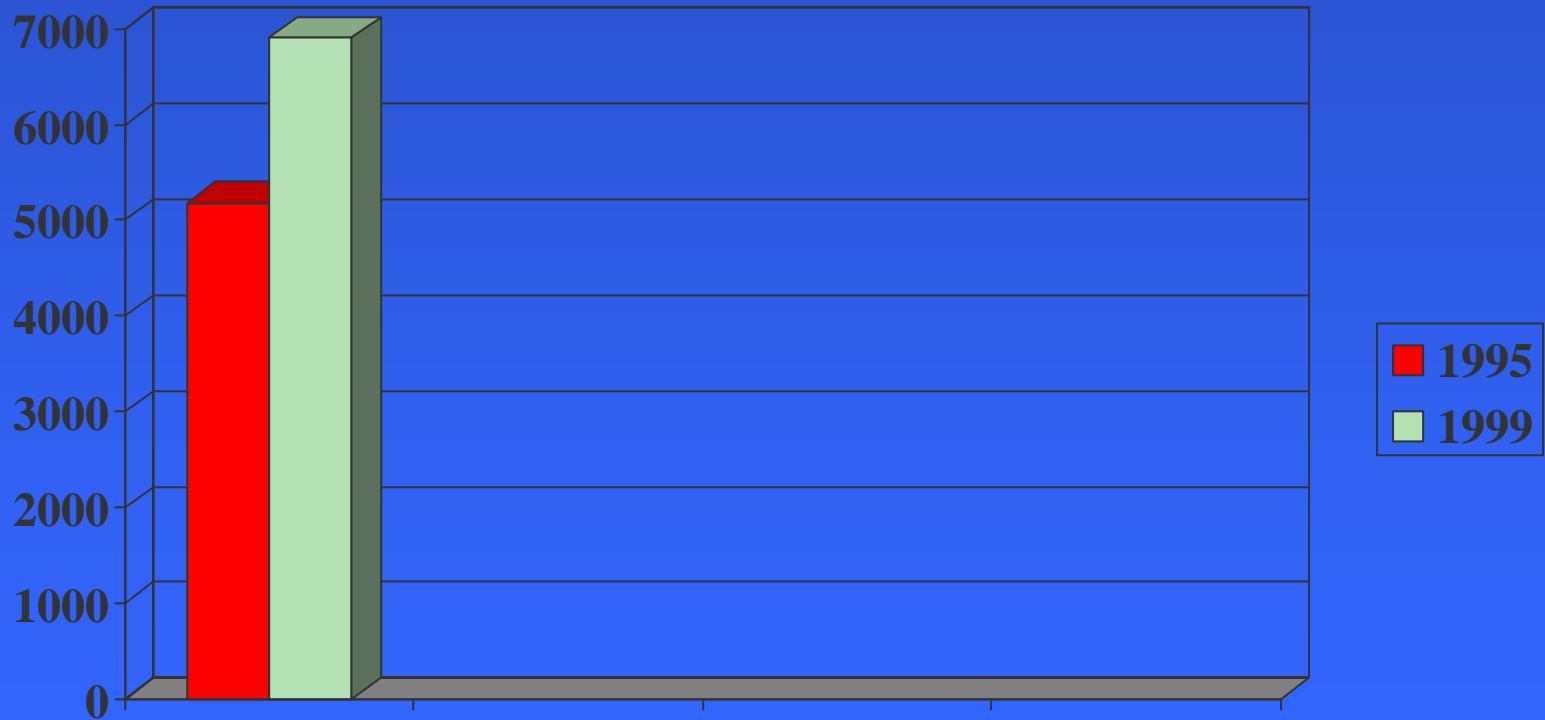
(In Billions)



Retail Sales

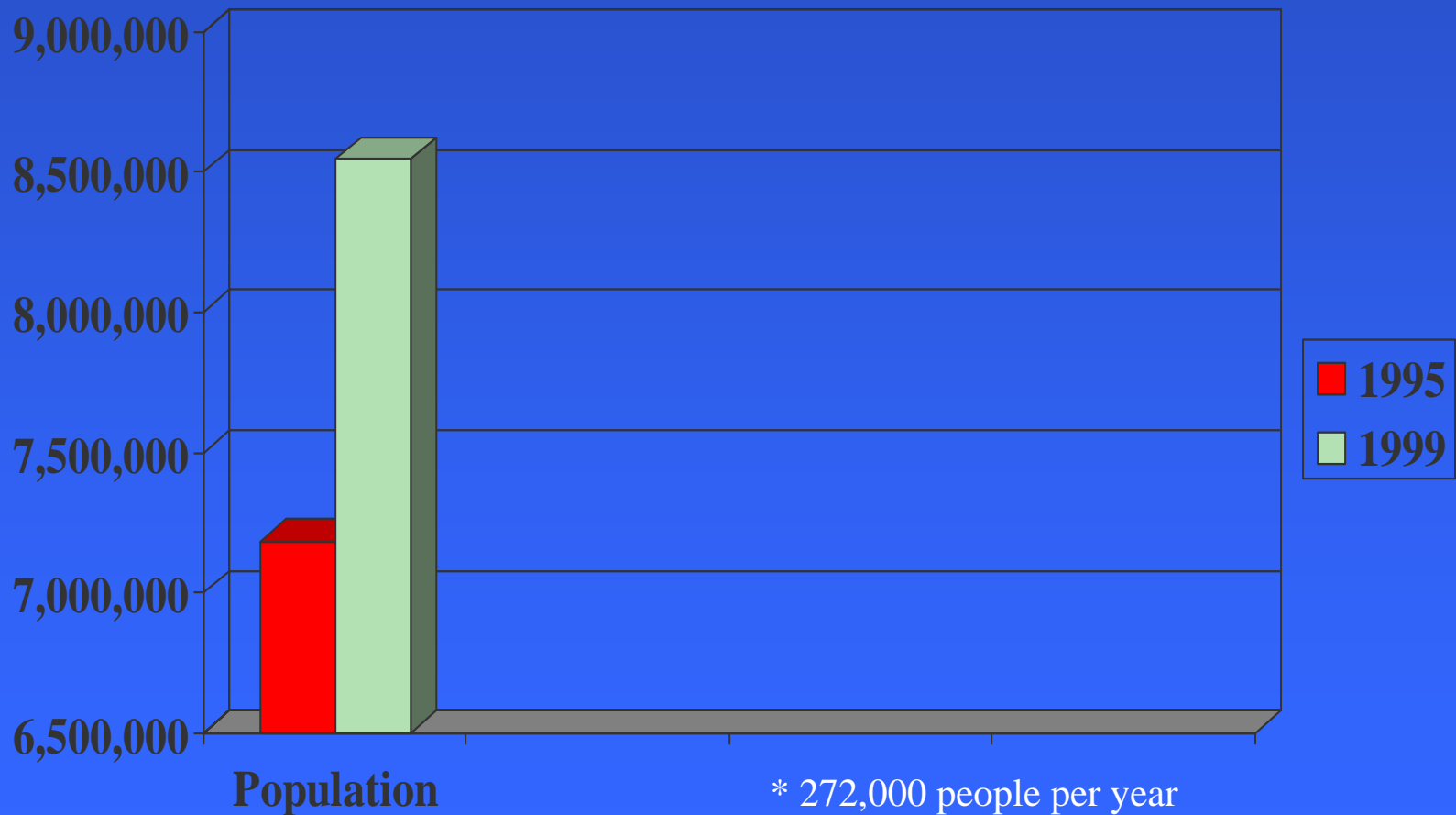
* .5 billion increase per year

NORTH CAROLINA Residential Building Permits

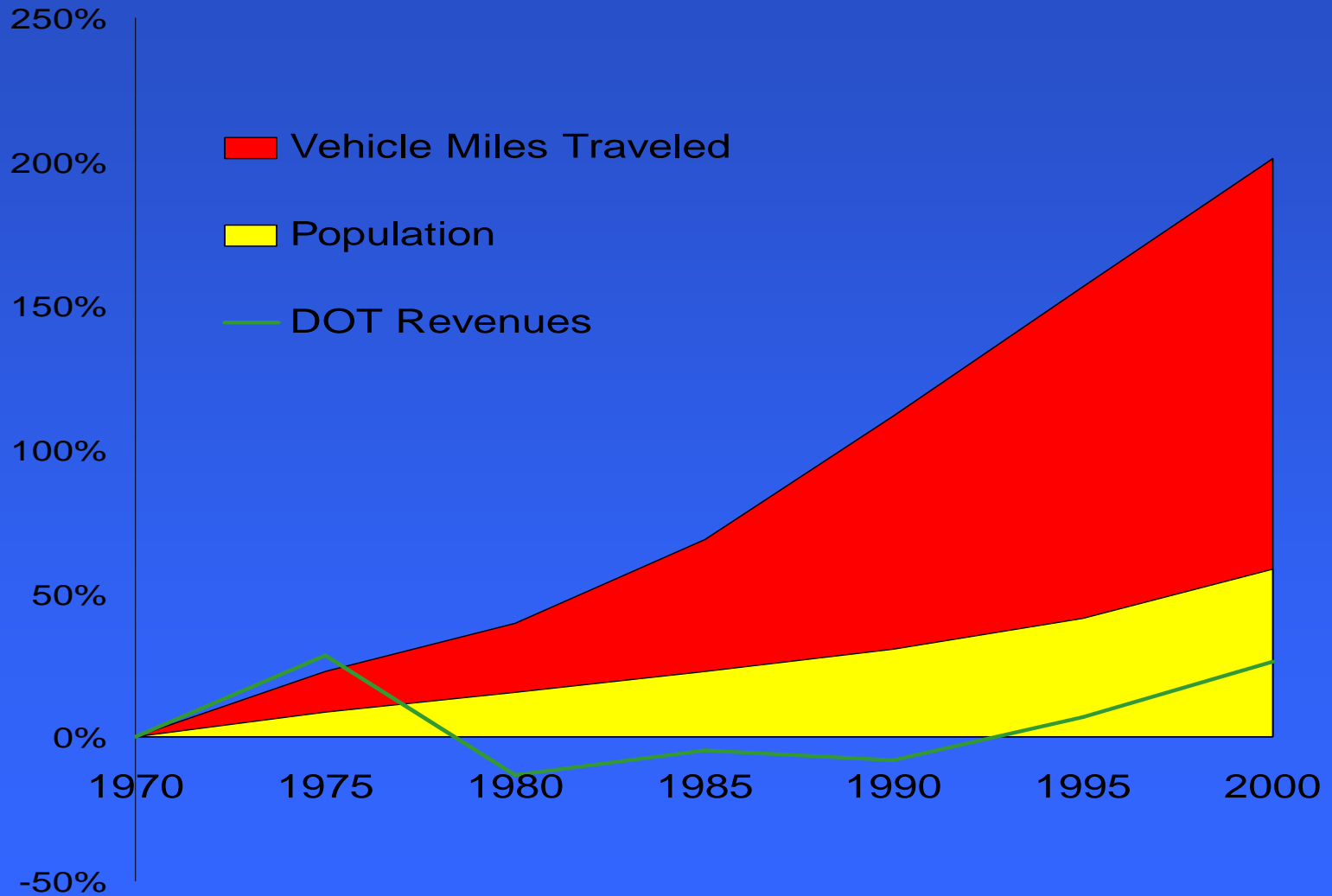


* 343 permit increase per year

NORTH CAROLINA Population



NORTH CAROLINA Population & VMT Growth



Comprehensive Access Management

Planning, design and implementation of land use and transportation strategies that manage the flow of traffic between the road and surrounding land.

We have to balance the need to provide efficient, safe and timely travel throughout the state with the ability to allow access to the individual destination.

NC's AM Issues

- High number of driveway related crashes
- Excessive number of driveways
- Multi-billion investment in mobility
- High risk to compromise investment
- Containing/Improving existing congestion
- Limited ability to protect mobility

Development Access Permits issued on North Carolina System Streets

During 1999 approximately 4,000 development access permits were issued by the NCDOT.

Driveway Related Crashes

(1999 Data)

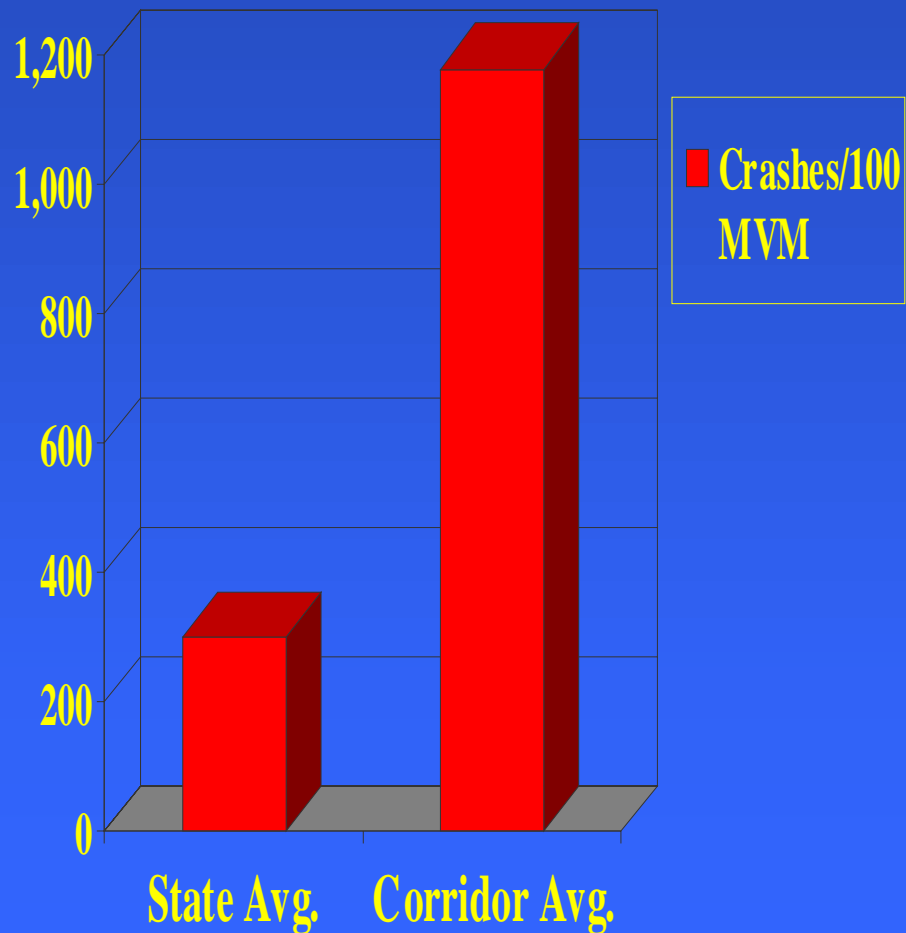
- Driveway Related Crashes Exceeded 15,135
- 97 Driveway Related Fatalities
- Average Cost Per Crash Exceeded \$24,000.00*
- Total Driveway Related Crash Cost Exceeded \$363,240,000 in 1999

* Based on 1999 Average Annual Crash Cost Data

Market Street, Wilmington, NC



2001 Case Study Crash Rates



Public Highway Infrastructure Investment

Year 2000 data

- Current average cost exceeds \$ 962,000.00 per mile
- Current Highway Mileage exceeds 78,000 total miles
- Total NCDOT highway investment (construction Cost Only) exceeds 75 billion dollars

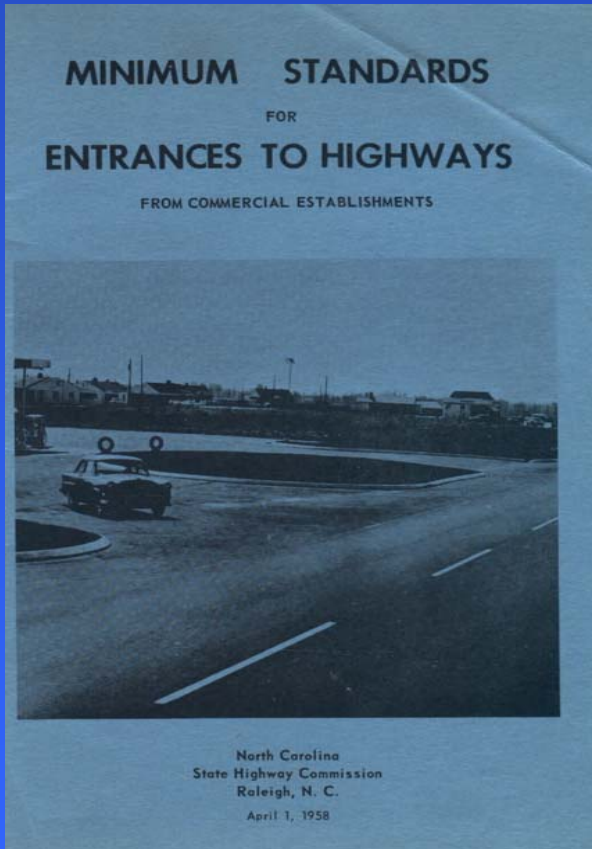
North Carolina

Land Rights State

- NC law favors land owner rights
- Access cannot be denied without due process and just compensation
- Access denial burden of proof falls on government entity

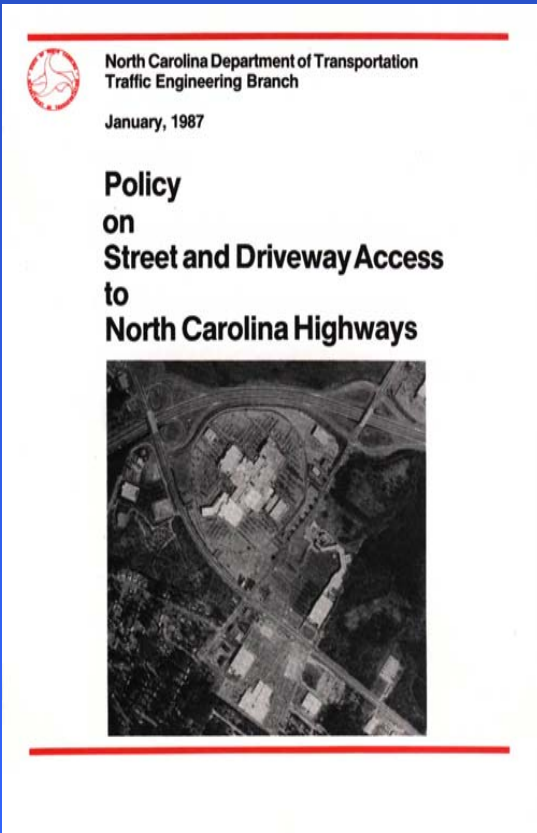
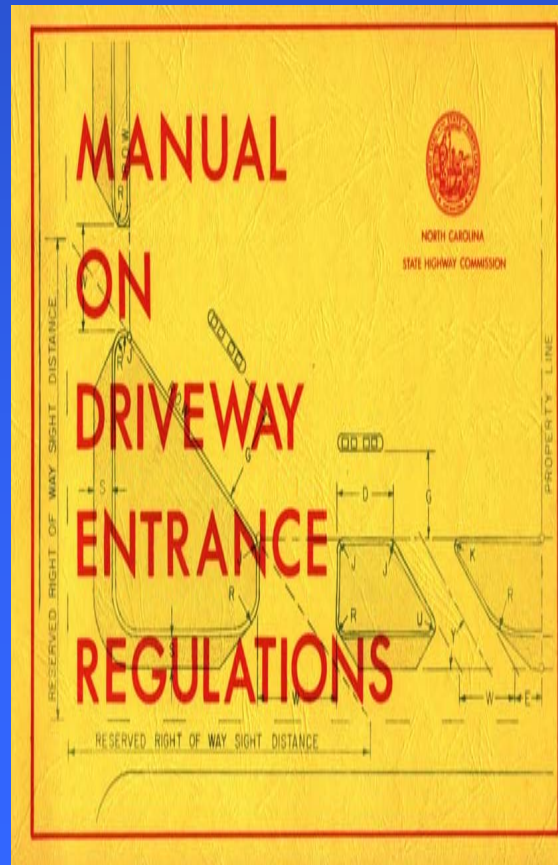
**North Carolina
Past Access
Management
Procedures/Practices**

Past NC Policies



1959 Access Standards

1966 Access Standards



1987 Access Standards

Past NC Practices

- Poor planning
- Poor designs
- Inadequate legislative supportive of transportation rights vs land owner rights
- Poor understanding of transportation and land use links
- Lack of comprehensive development reviews

A Time for Change

- Staff driven efforts to improve safety, lessen congestion, protect transportation investment
- Assess other states efforts with Access Management
- Gather local data that supports Access Management initiatives
- Begin efforts to gain management and political support

Developing a Comprehensive Access Management Program

- Reviewing Current Literature/Information regarding Access Management
- Soliciting Information From Other States With Existing Access Management Programs
- Identifying and Classifying NC Transportation Infrastructure

Challenges

- Current Legislative/NC DOT Initiatives
- Access Management Education
- Defining, Developing and Implementing a Comprehensive Access Management Program
- Obtaining Buy-In From Stakeholders

Support Information

- Local crash data and examples
- Crash cost estimates
- Travel forecast
- Strategic corridors
- Congestion issues/needs
- AM techniques/processes

Selling Access Management

- Selling AM internally and externally
- Laying out a plan/approach to incorporate AM
- Educating the public and private sectors
- Obtaining political interest in AM in North Carolina

Access Management



Comprehensive Transportation Planning

Our Charge

TRANSPORTATION FINANCE COMMITTEE 1999-2001

OPERATIONAL AND ADMINISTRATIVE PROPOSALS

The following measures are recommended to strengthen and enhance operations of the Department of Transportation and to ensure the most efficient use of existing resources:

1. DOT Study of Access Management

The Committee recommends that the Department of Transportation study the issue of management of access to the State's highways. As a part of its study, the Department shall review current law, rules and policy governing driveway permits and other forms of access to the State's roads. The Department shall consult with interested parties, including representatives of local governments and the business community, in the course of its study. The Department shall report its findings and any recommended changes to the State's current access management laws, rules, and policies to the Joint Legislative Transportation Oversight Committee by November 1, 2001.

Suggested Actions

Planning

Identify the regional & intrastate system for state interest to protect investment

- All HTF projects
- Principal arterials
- Other corridors identified through new requirement in Thoroughfare Planning process

Implement access management standards

- Interchange standards for fully controlled access highways
- Access management agreement for partially controlled and non-controlled access highway segments in Thoroughfare Planning process

Suggested Actions

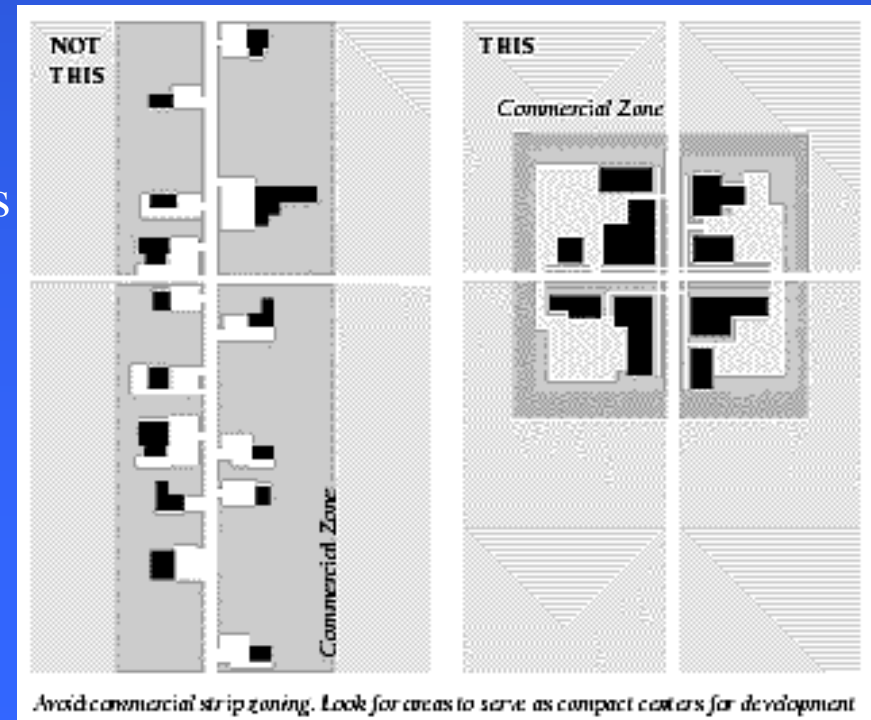
Design

Driveway Permit Requests

- Substantial increase in fees for driveway permits for access to intrastate system
 - Funding source for access management
 - Disincentive for intrastate connections
- Driveway manual update to emphasize comprehensive evaluation of access breaks

Access Design

- Improved access design
- Minimize number of access points
- Properly locating access connections
- Restricting access movements



Suggested Actions

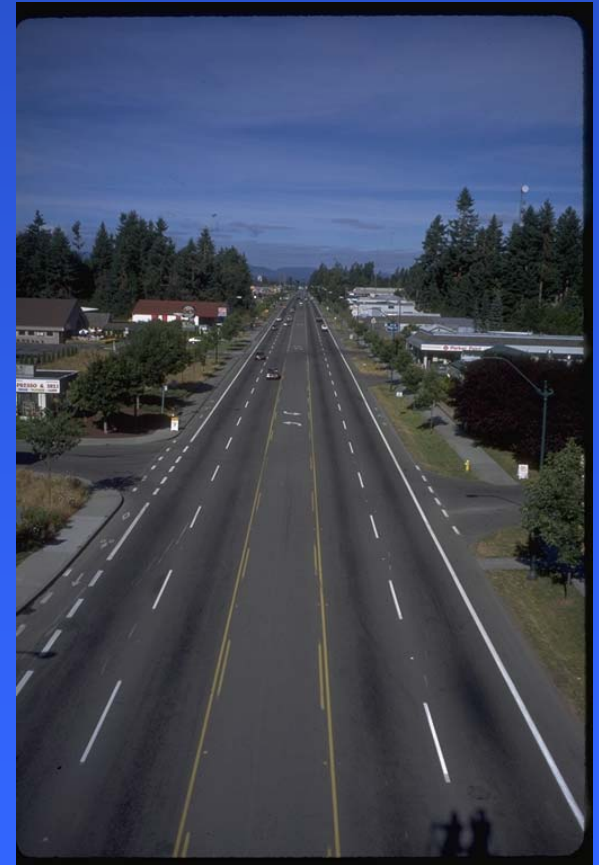
Coordination

Linking land use and transportation planning

- Reduce perception that major state highways are local “main streets”
- Eliminate conflict with local land use plans and development regulations with state transportation plans and practices
- Mandate joint access & internal connectivity requirements for parcels subdivided for commercial use

Timing

- Access management (driveway permits) currently are addressed after development approvals



Suggested Actions

Legislative Assistance

Funding

- Create new dedicated funding source to implement retrofit and corrective access management on non-Trust Fund principal arterials
- Allow purchase of additional right-of-way to protect areas around new and future interchanges
- Allow NCDOT to require additional roadway improvements off site (including signal work and intersection improvements) when necessary

Tools

- Enable NCDOT to impact land use decision making
- Provide the authority to NCDOT to require that improvements be in place before a new business or an expansion opens

Possible Solutions

- Adopt Corridor and Transportation Plans
- Emphasize Functional Classification
- Disseminate “best practices” information
- Coordinate Local/Regional/NCDOT Review
- Emphasize Traffic Impact Studies

Possible Solutions State

- Develop facility functional classifications
- Improve current planning and project development processes
- Develop process to fix existing problems
- Update Driveway Manual and permitting procedures

Possible Solutions

MPO

- Create new intergovernmental coordination process
- Increase emphasis on congestion management
- Consider MTIP Funding Incentives
- Foster better coordination between state and local governments

Possible Solutions

Localities

- Implement driveway review studies
- Develop Collector Systems Planning
- Enhance Interconnectivity
- Adopt more stringent local access management standards
- Include traffic management requirements within land-use regulations

Summary

Recommendations

- Design
- Planning
- Land development approval
- Coordination
- Legislative assistance

Current NCDOT Access Management Initiatives

- **New Driveway Manual**
(Approved/Adopted 2003)
- **Strategic Corridor Plan**
(Approved/Adopted 2004)
- **New Median Crossover Policy**
(Approved/Adopted 2004)
- **New TIP Design Standard Practice**
(Approved 2002)
- **New Transportation/Land Use Policy**
(Approved/Adopted 2005)

Questions??

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