

Context Sensitive Access Management

The 7th National Conference on
Access Management

August 15, 2006

Lee Cabell, PE

Discussion Topics

- ◆ Context Sensitive Access Management
- ◆ “Selling” Access Management
 - Raised island medians
- ◆ Public Involvement
 - St. George Boulevard (St. George, UT)


Context Sensitive Access Management

- ◆ Figuring out how to blend
 - Design requirements
 - Needs of property owners
 - ◆ Reasonable access
 - Desires of the public
 - Vision of the governing agency
 - Aesthetics
 - Maintenance
 - Funding

Public Responses



Concerns

- ◆ Loss of access
 - ◆ Safety & ability to make U-turns
 - ◆ Secondary access
 - ◆ Increased speeds
 - ◆ Restricted access
 - ◆ Signal phasing
 - ◆ Parking
 - ◆ Driveways
 - ◆ Pedestrian movements
 - ◆ Aesthetics
- 

Success



Selling Access Management

- ◆ Two “battles” will most likely have to be fought:
 - Why do we need it?
 - What is it going to look like?



Why do we need it?

- ◆ Safety

- Crashes

- ◆ up to 35% reduction

- ◆ Traffic flow

- Congestion, delay, etc

- ◆ up to 20%-40% travel time reduction

- ◆ up to 35% emissions reduction

- ◆ Aesthetics

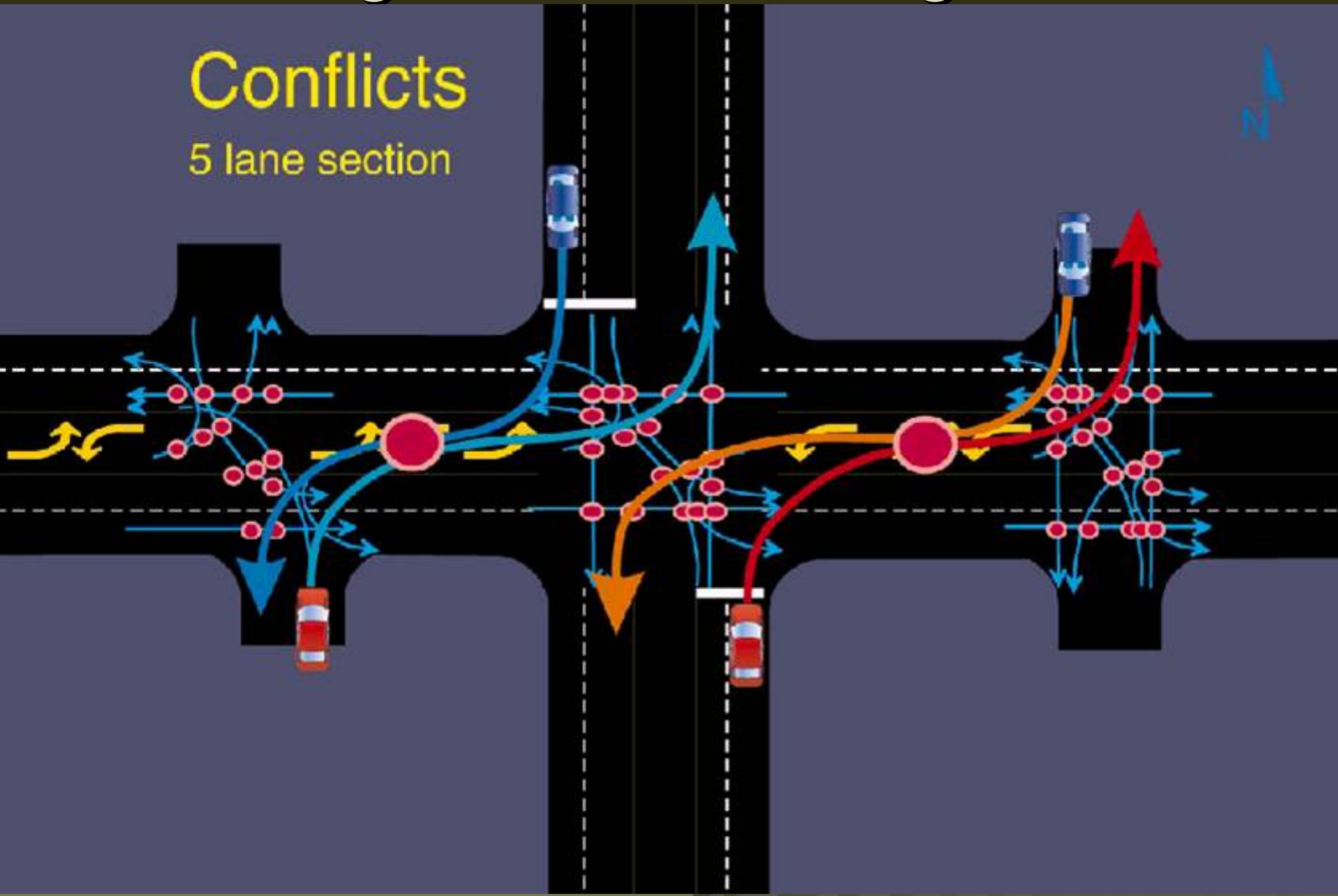
Selling Access Management

- ◆ State facts
- ◆ Be open and honest
- ◆ Use your best tools
- ◆ Visual representations of facts
 - Graphs, tables, charts, etc.

Selling Access Management

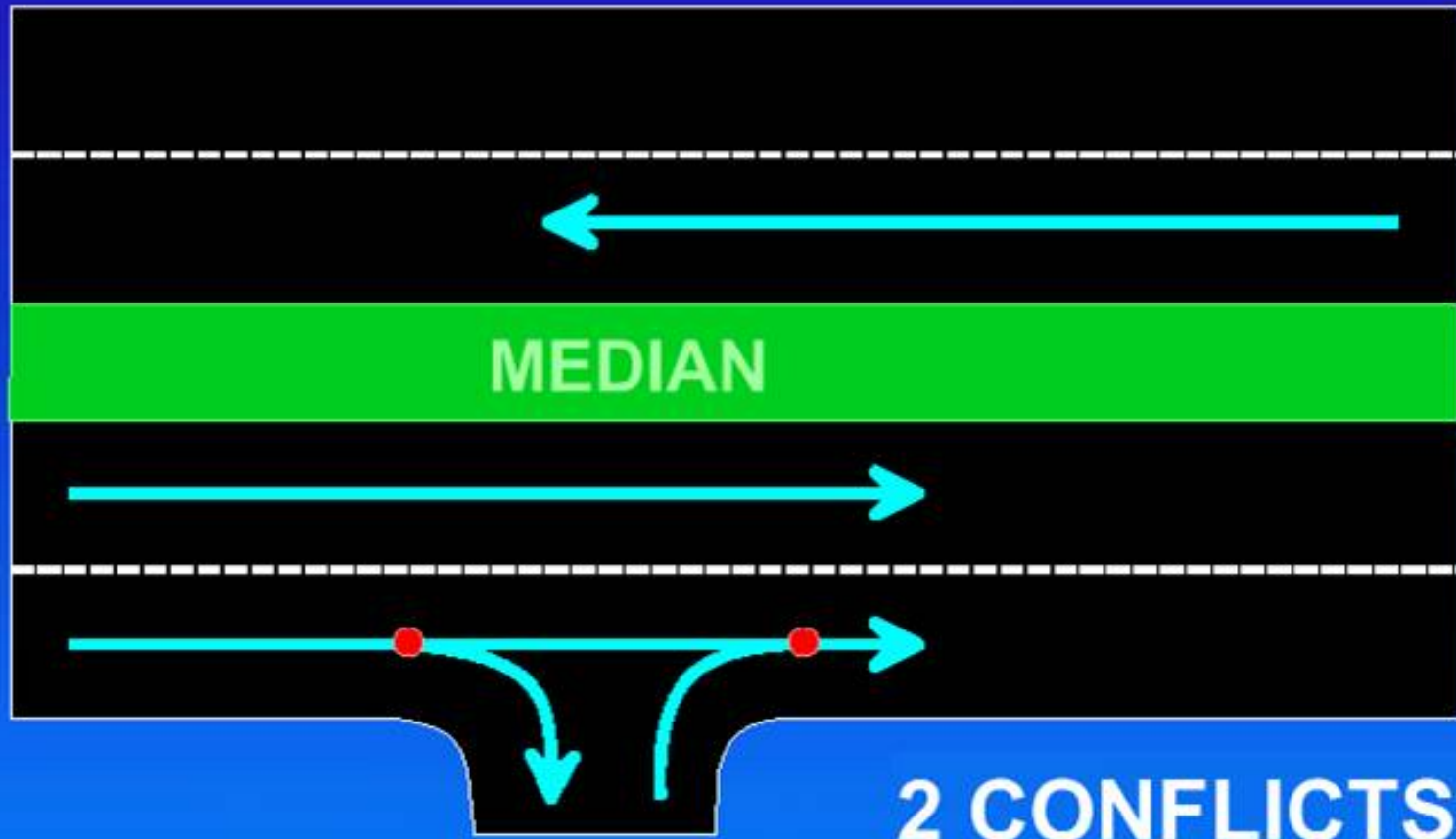
Conflicts

5 lane section

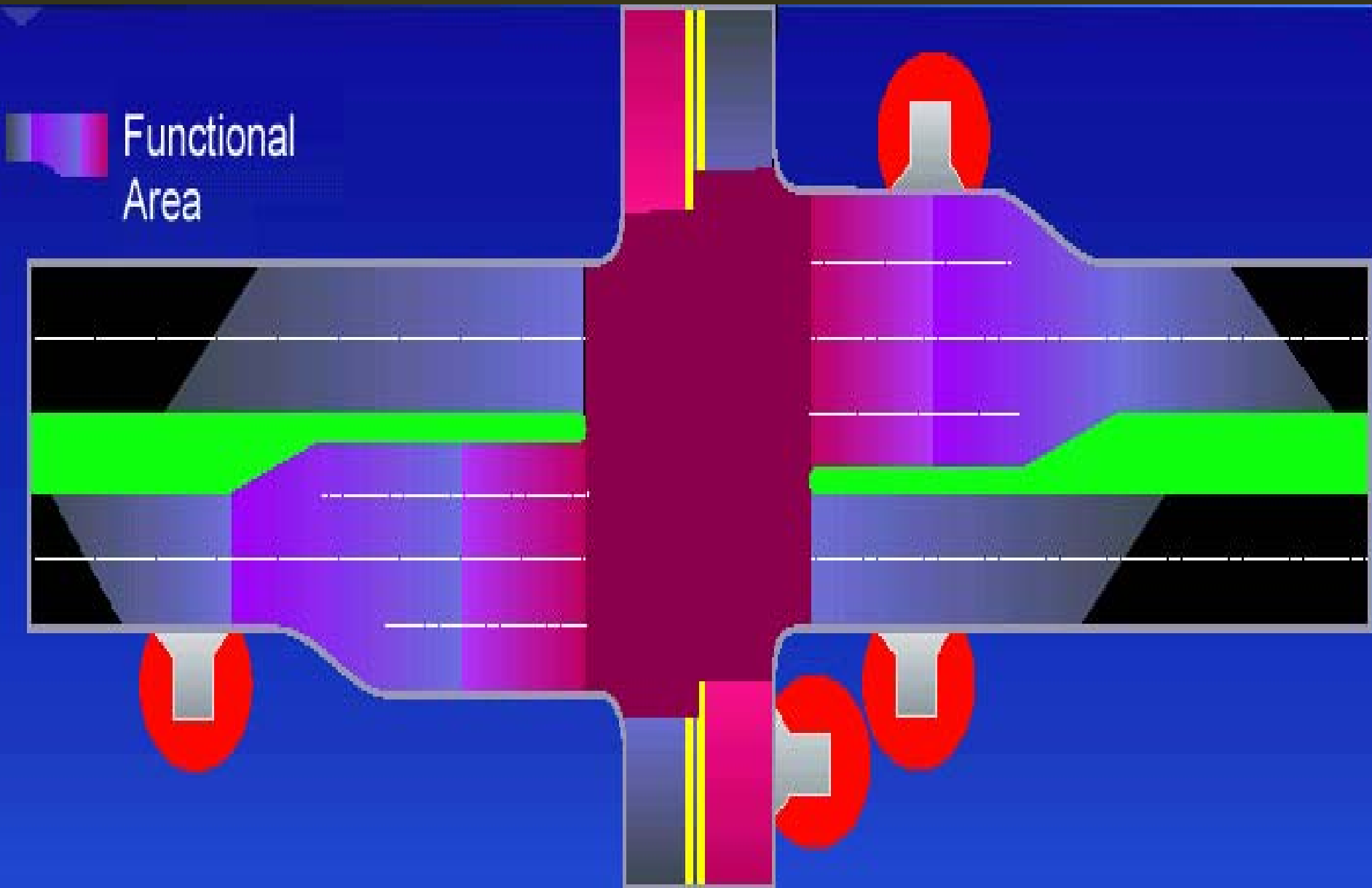


Selling Access Management

RIGHT-IN/RIGHT-OUT



Selling Access Management



Selling Access Management



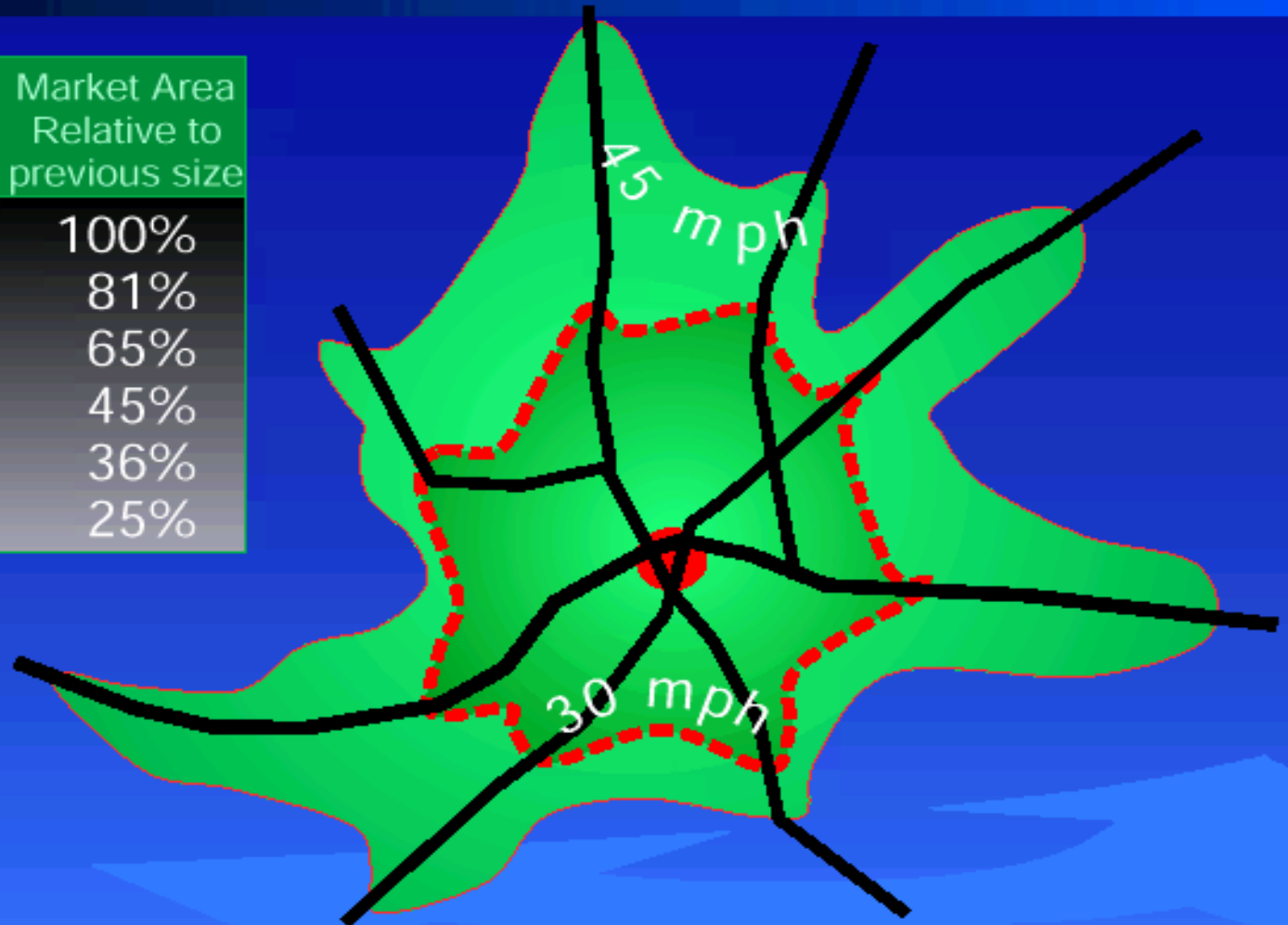
Economic Benefit

Reduction in
Avg. System
Speed

0%
10%
20%
30%
40%
50%

Market Area
Relative to
previous size

100%
81%
65%
45%
36%
25%



Selling Access Management

- ◆ Use your best tools

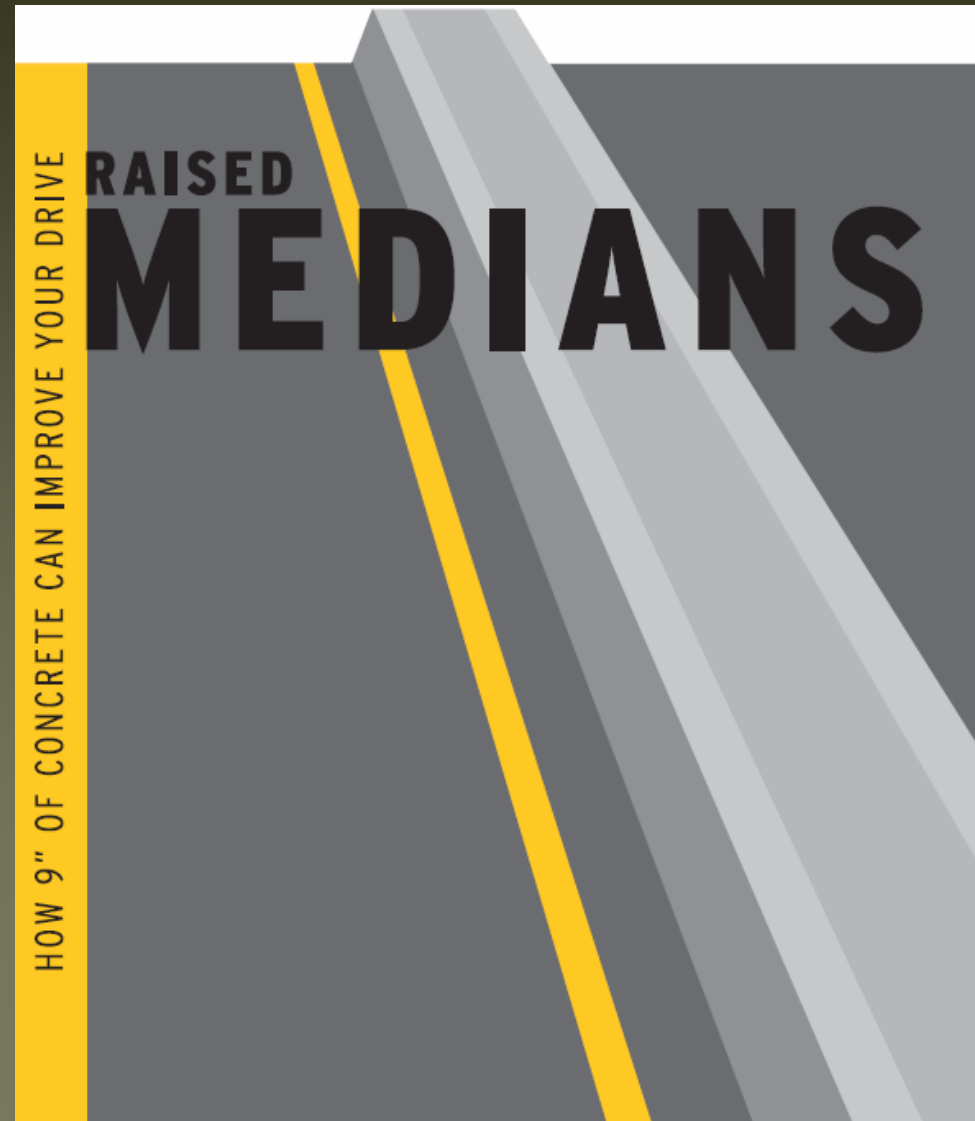


Selling Access Management



UDOT Access Management Brochure & DVD

- ◆ PR Campaign
- ◆ States Facts
 - Safety
 - Crashes
 - Traffic flow
- ◆ Dispels myths
 - Bad for business



UDOT Access Management Brochure

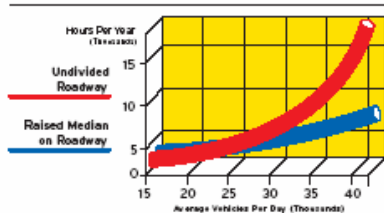


A raised median treatment is a physical barrier in a roadway designed to safely separate traffic traveling in opposite directions. Raised medians are usually concrete formed to create a curb. Median islands are bounded by the curbing, and island interiors may be landscaped. Raised medians are typically placed as a result of high accident locations and where left turns need to be limited. Medians are commonly used to enhance traffic efficiency in high volume areas and on multilane roads.

WHEN TRAFFIC FLOWS, BUSINESS GROWS

Studies have shown that medians actually help move traffic more efficiently than on undivided roadways.¹ By channeling left-

ANNUAL DELAYS²



As traffic increases, delay in traffic flow increases significantly on roads without medians.

turning vehicles out of the main traffic flow and preventing unsafe turns, raised medians keep the traffic moving while increasing the safety of both drivers and pedestrians in the area.

With traffic congestion playing such a large role in consumers' decisions to shop in certain areas, any improvement in local traffic patterns tends to prove beneficial to local businesses. While medians reduce traffic congestion, they are not seen as a barrier to shoppers. In a Utah study, 83 percent of customers surveyed regarding a new median in Provo said they were just as likely to patronize a business as before the median was built. In fact, customers ranked accessibility as the least important of six factors when choosing to visit a business.³

Further studies have shown that drivers make little connection between raised medians and business access,



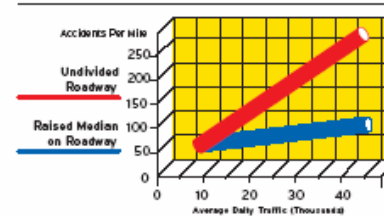
83 percent of motorists say medians have no influence over their shopping decisions



8 out of 10 drivers avoid shopping in congested areas

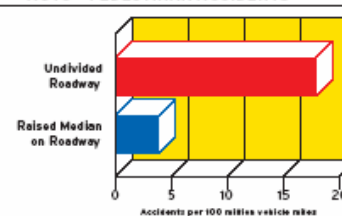
seeing them only as a minor inconvenience and necessary safety feature. Raised medians have been shown to have minimal impact on planned destination shopping, while 8 out of 10 drivers say they avoid shopping in congested areas.²

ANNUAL ACCIDENTS²



As traffic increases, accidents increase significantly on roads without medians.

AUTO - PEDESTRIAN ACCIDENTS²



As traffic increases, auto-pedestrian accidents increase significantly on roads without medians.

9" OF CONCRETE: A MEASURE OF SAFETY

Of course, safety is also a major reason for installing raised medians. In national studies, medians have proven greatly beneficial to community areas seeing a high volume of auto and pedestrian traffic, providing a markedly safer environment for all involved.¹ By controlling the flow of traffic and limiting turns to specific locations, random movement is eliminated and overall safety is vastly improved both for drivers and pedestrians.

GOOD FOR BUSINESS, AND NOT BAD LOOKING EITHER

While function often has proven to be of greater concern than looks, many steps can be taken to help raised medians actually improve aesthetics in certain areas. With regular maintenance and reflective striping, as well as the addition of landscaping when appropriate, medians are often a welcome addition to their locations.²



Medians lead to improved traffic flow, which leads to decreased frustration, and improved business.



St. George Boulevard


Bluff St



Public Involvement

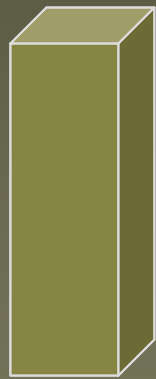
- ◆ Visioning committee
 - City of St. George, UDOT, business owners, landscape architects, engineers, chamber of commerce, citizens
 - Integrated concept with streetscape, landscaping, lighting, etc
 - Continuous preaching of same message from all players

Public Involvement

- ◆ Individual meetings with property owners
 - ◆ Design workshops
 - ◆ Public open houses
 - ◆ City council meetings and workshops
- 

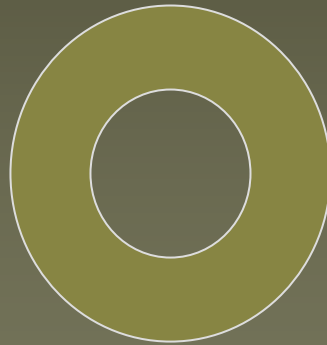
Public Involvement Tips

- ◆ Don't take it personally
- ◆ Don't dance around the issues



Me

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Public

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Public Involvement Tips

Get Help!



Public Involvement



Public Involvement

NOVEMBER 21, 2003

Medians raise fierce debate

■ Council slates
Dec. 2 meeting
for boulevard plan

By HILLARY GUBLER

hgubler@thespectrum.com

ST. GEORGE — After a two-hour emotional and intense debate Thursday concerning reconstruction of the St. George Boulevard, the St. George City Council decided it needed some time for additional discussion before making its final recommendation for the street.

Tamara Maxwell, Utah Department of Transportation project manager, said UDOT could give the city 30 days to make its recommendation on the future of the street and raised medians in particular.

However, Maxwell said if she had not heard from the city within 30 days, UDOT would assume its mandatory raised medians would be the only medians.

UDOT requires raised medians about 200 feet approaching each stop light along the St. George Boulevard. The council

Lorri Kiehnold-Pushile, president of the St. George Area Chamber of Commerce, voices her concerns about installing raised medians on St. George

will decide whether it wants to connect the stop-light medians with landscaped medians which would stretch the length of the block.

Because of the urgency of the issue, the council

slated 5 p.m. on Dec. 2 as a special work meeting to further discuss possibilities. The meeting is open to the public and will be at the city offices. The council will make its final recommendations at its regu-

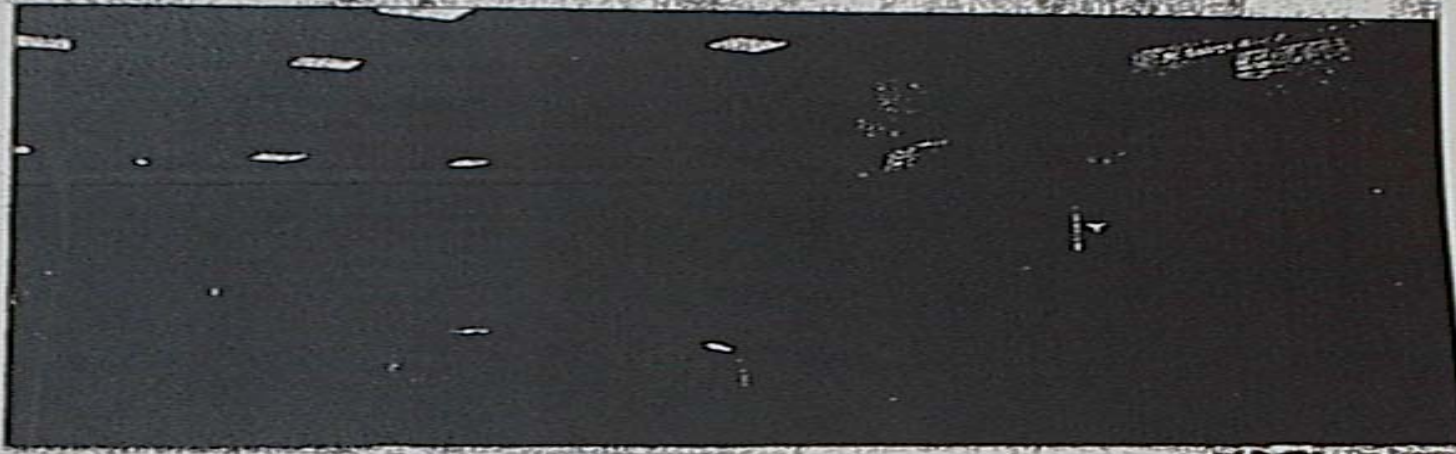
Boulevard while an image depicting what the medians might look like is displayed on the screen behind him at Thursday's St. George City Council meeting.

larly scheduled meeting, Dec. 4.

"The worst of all (would be) having medians without landscaping," said Mayor Dan McArthur. "We'd be stuck with a median and still have an ugly street."

The council heard recommendations Thursday from an envisioning committee — a group consisting mainly of business owners and city staff.

• See MEDIANS on A8



Public Involvement

No happy medium on median

St. George Boulevard: Officials say the addition will beautify the area, but many businesses insist it will drive away their customers

BY MARK HAYNES
The Salt Lake Tribune

ST. GEORGE — Some business owners fear that plans to put more greenery on St. George's main drag could mean less green in their tills.

Despite those worries, the city and state are driving ahead with an \$8.6 million project to add a raised median — complete with flowers, shrubs and trees — down the middle of St. George Boulevard. The make-over will eliminate the center lane that currently allows motorists to turn left into the motels, eateries and other businesses that line the busy street.

The city and the Utah Department of Transportation say the overhaul — which is still a year away — will improve safety and traffic flow. Crews also will resurface the state road, a surviving remnant of old

See SOME, B2



MARK HAYNES/*The Salt Lake Tribune*

Nathan McCleery, owner of the FrostTop drive-in on St. George Boulevard, worries that a planned raised median down the center of the popular five-lane street will cost him customers.

Public Involvement

OPINION www.th

The Spectrum/Daily News will prote



IN OUR VIEW

Medians only safe choice for boulevard

The struggle of words has gone on for months, but the St. George City Council is expected to make its final decision about medians for St. George Boulevard in December.

It's a no-win situation for the council because a vote for medians would appear to be a vote against many of the businesses located on the boulevard who have banded together in councilman-

WHAT YOU CAN DO

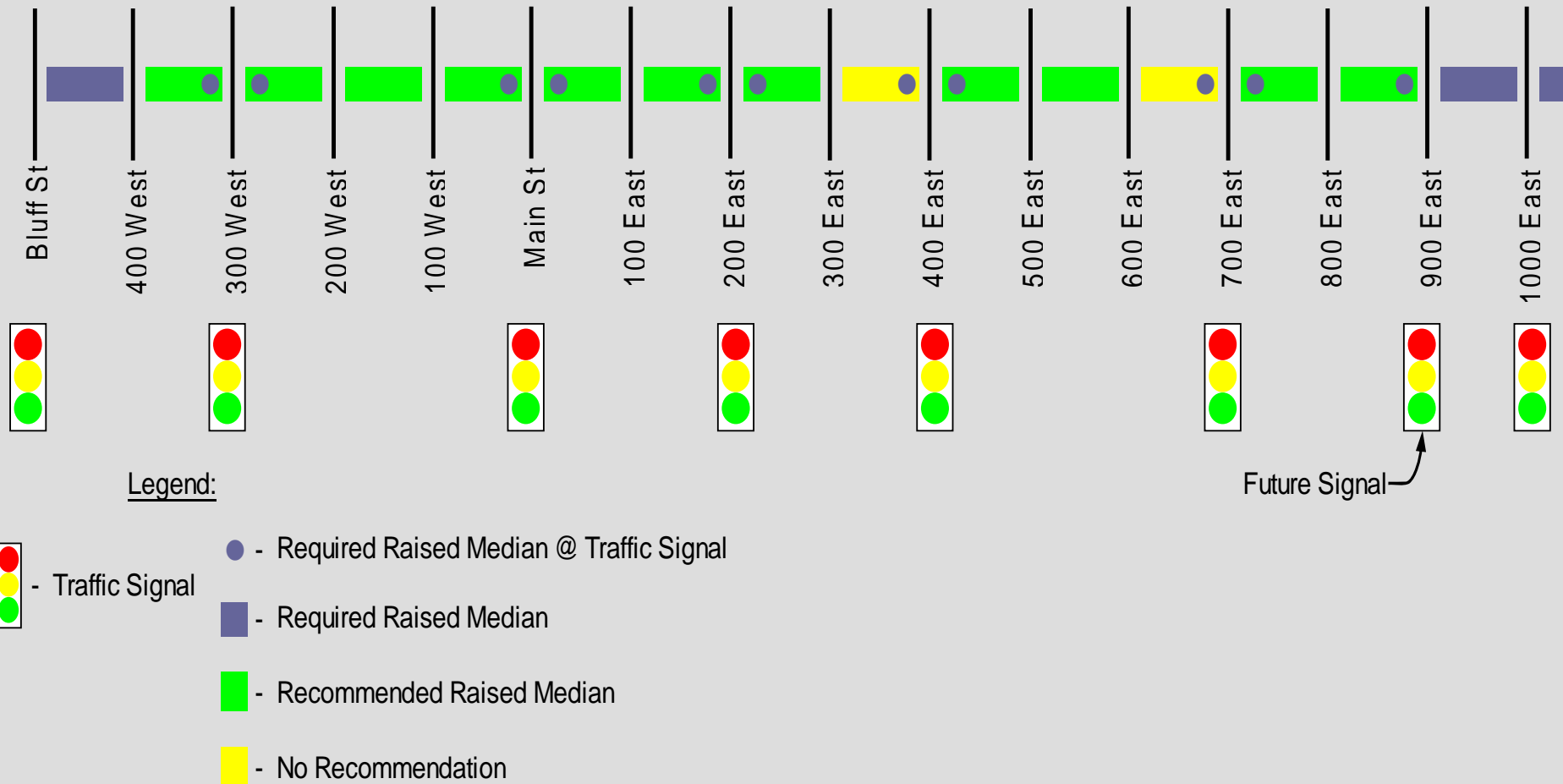
■ The St. George City Council will meet in a special work session at 5 p.m. Dec. 2 at the city offices, 175 E. 200 North. The council will make its final recommendations to the Utah Department of Transportation at its regularly scheduled meeting at 4 p.m. Dec. 4. Both meetings are open to the public.

Public Involvement

St. George Boulevard Reconstruction Project

Raised Median Island Preliminary Determination

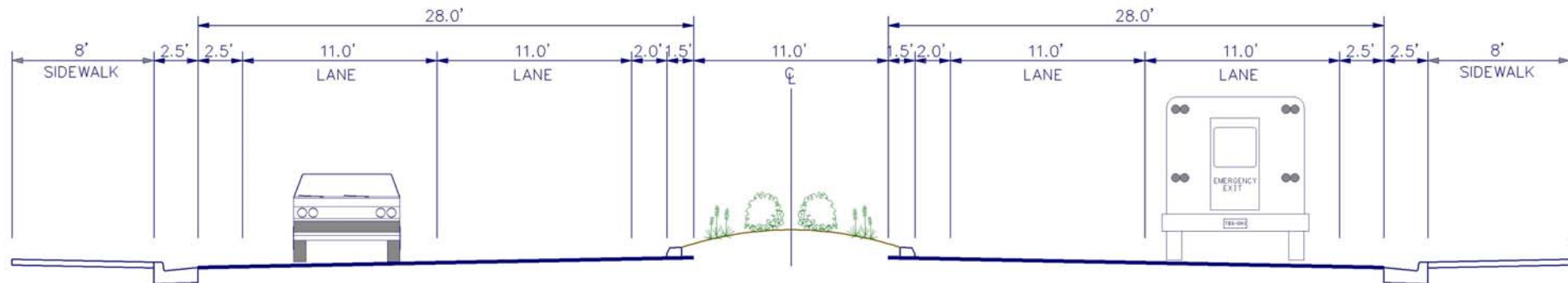
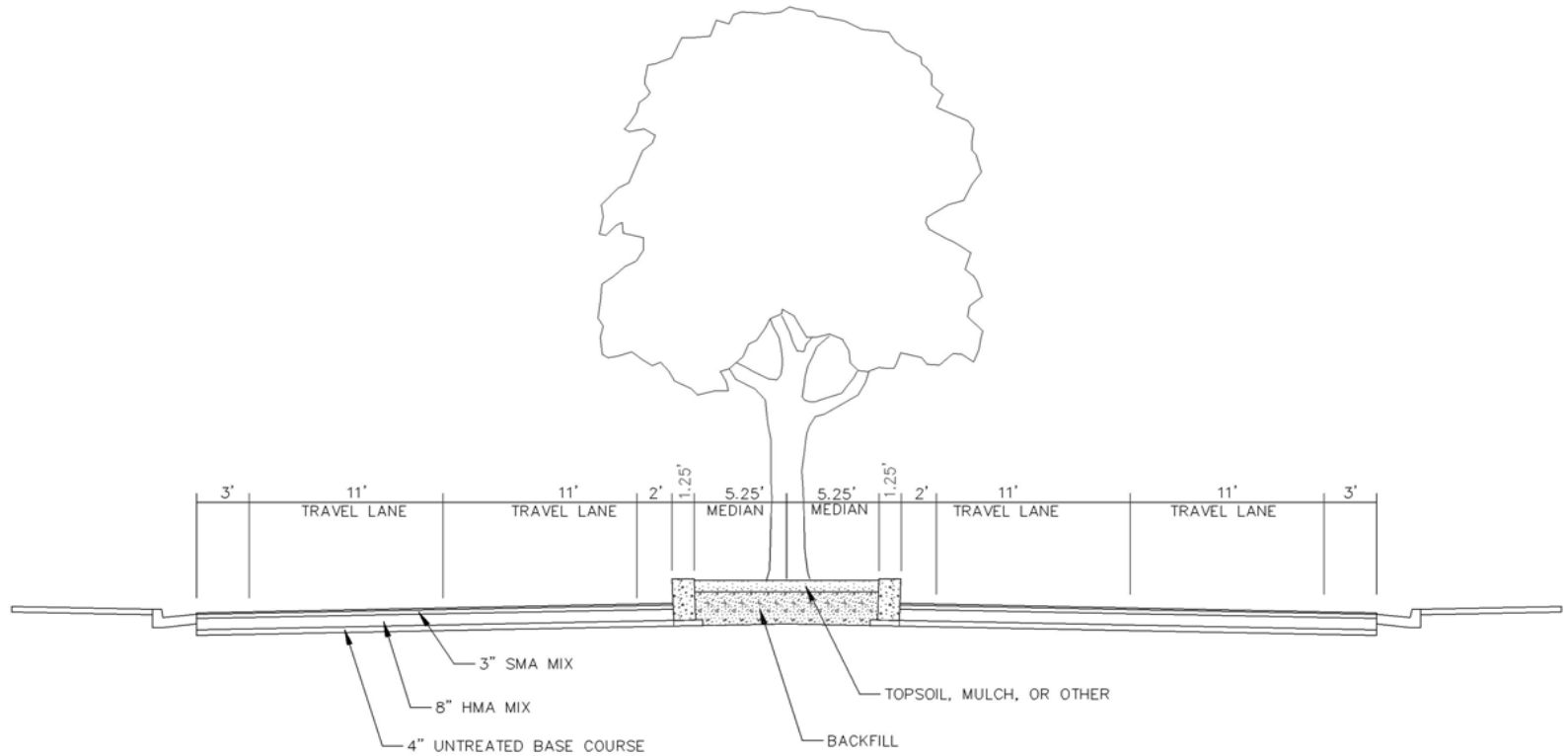
October 2003



What is it going to look like?

- ◆ Good visual displays are KEY
 - Sketches
 - Drawings
 - Renderings
 - Photo simulations
 - “Real world” examples
 - Actual samples of materials

Sketches

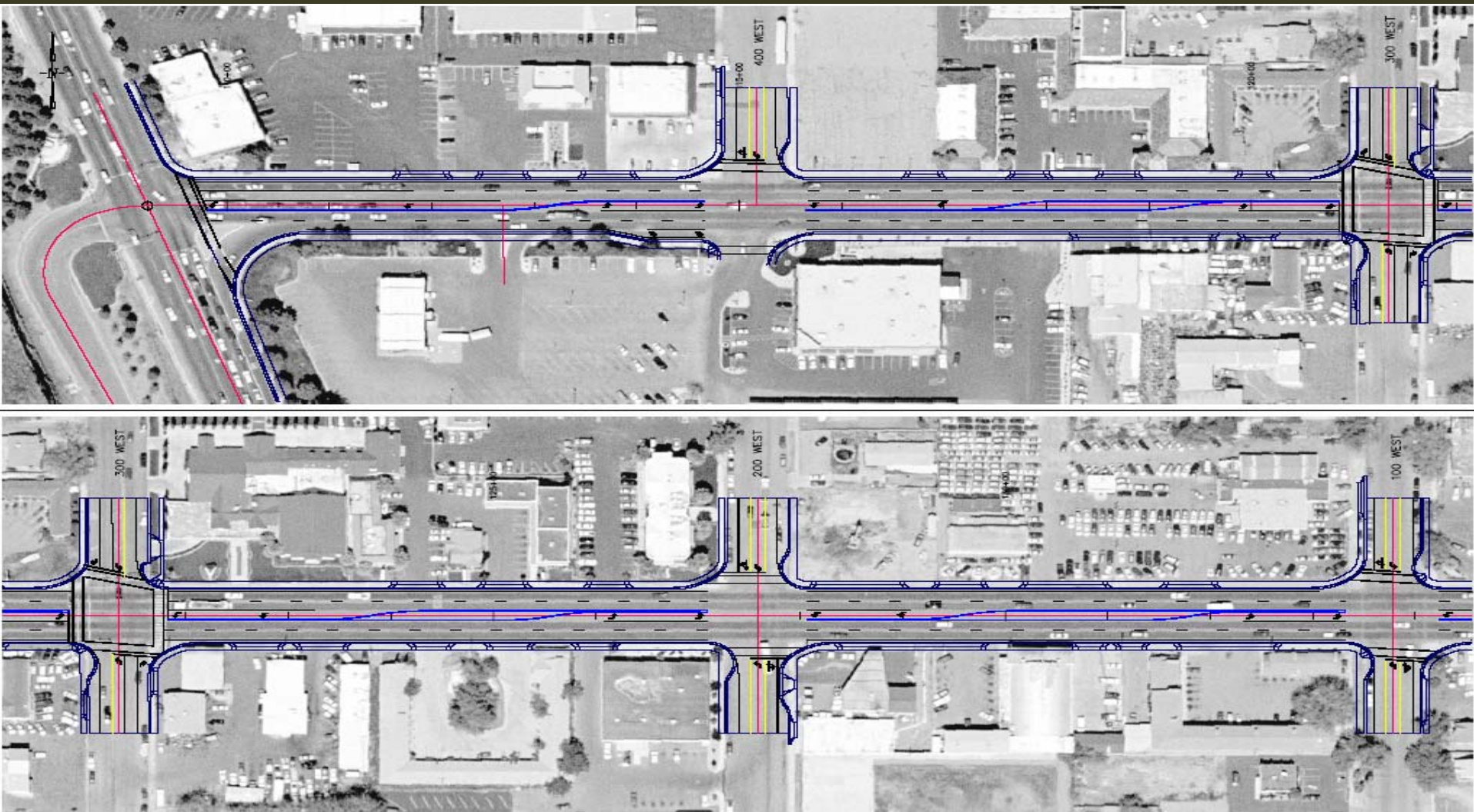


Sketches

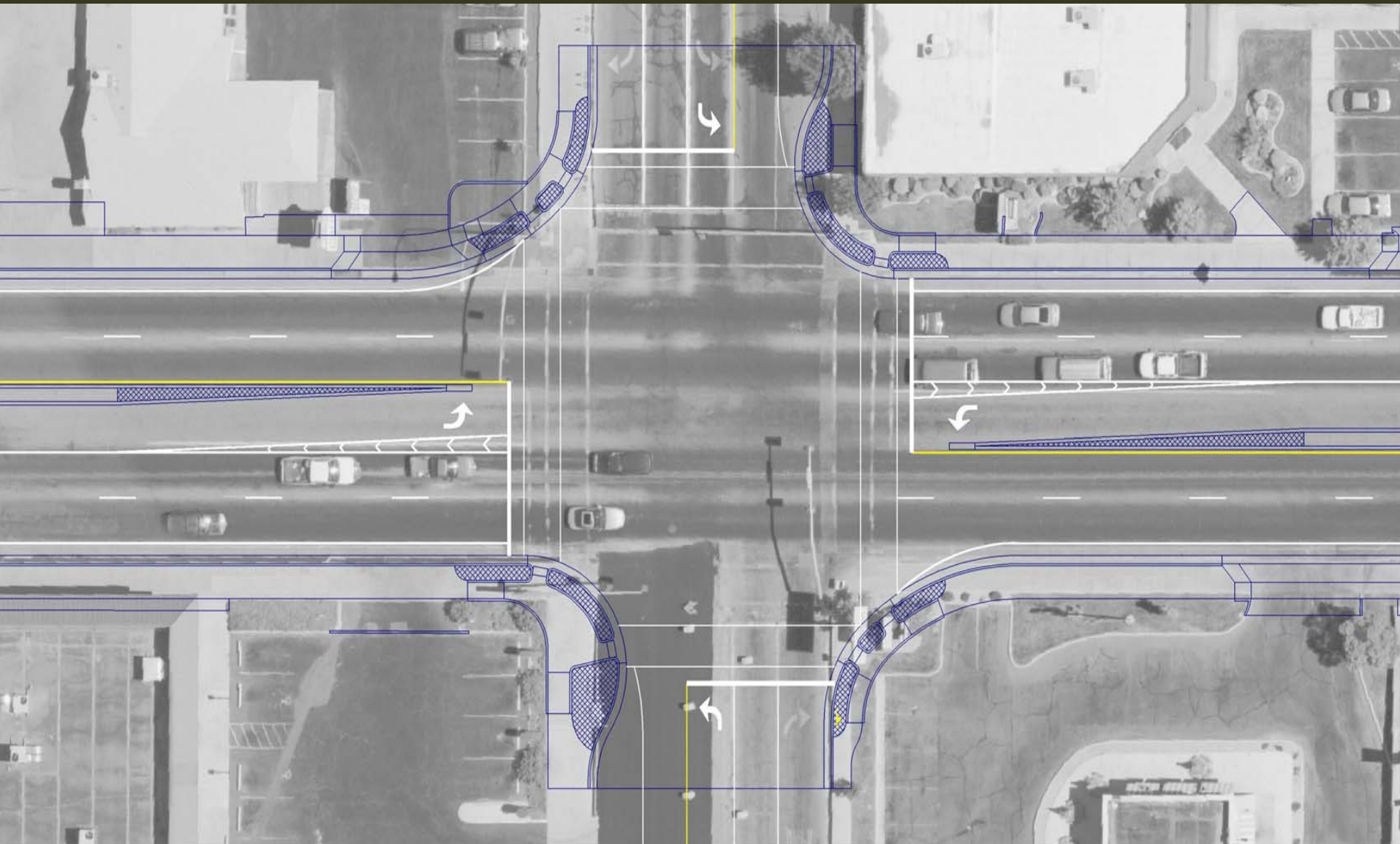


I Don't Think So, Jack!

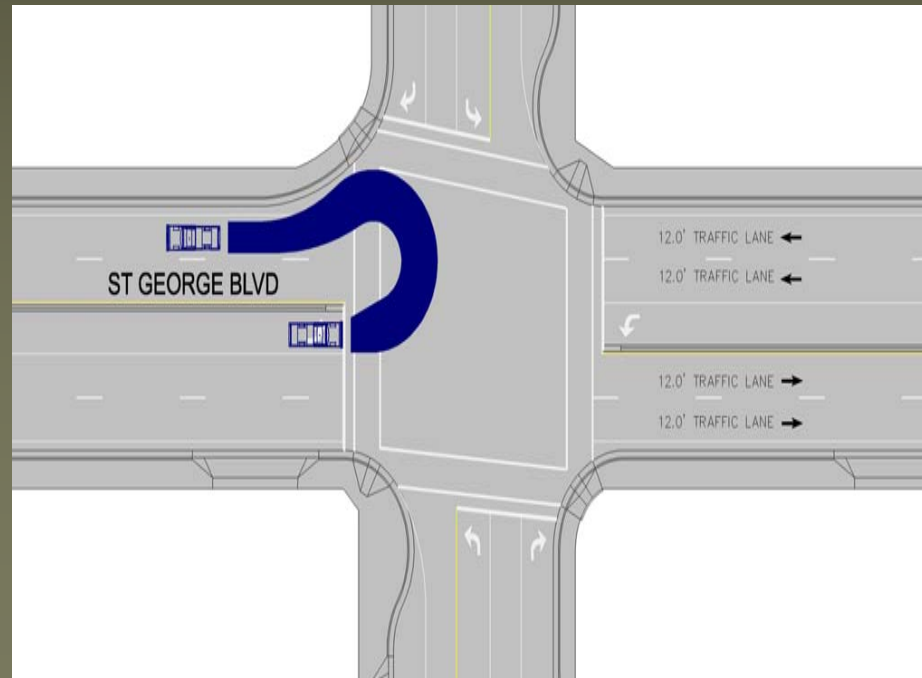
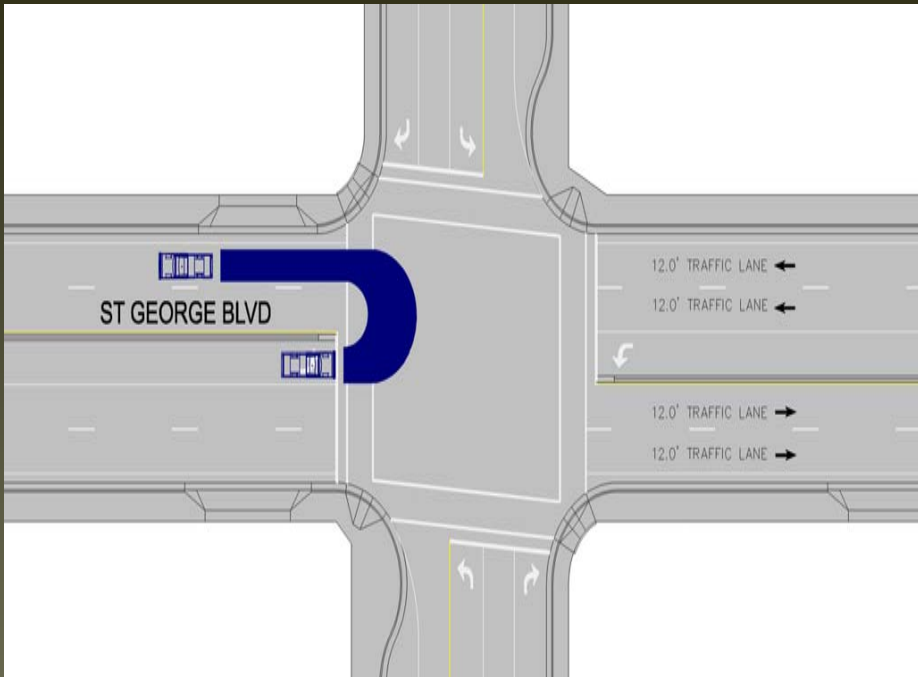
Drawings



Drawings



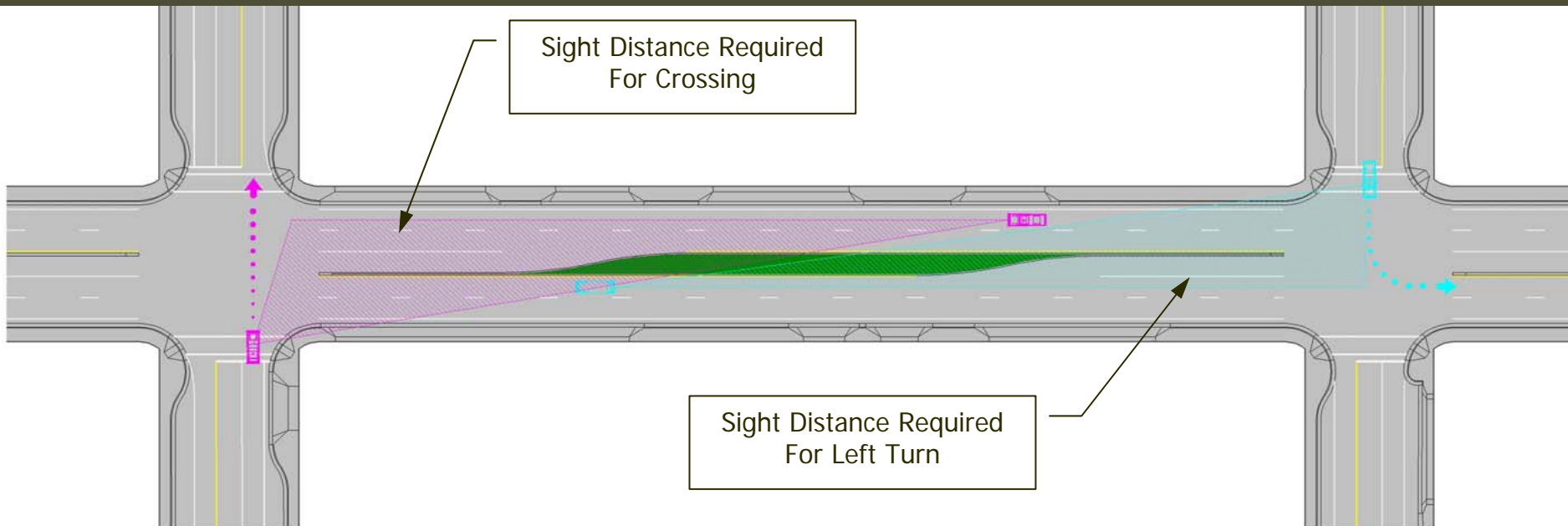
Drawings



Drawings



Drawings



Renderings



Renderings



Renderings



Renderings



Photo Simulation



Photo Simulation



Photo Simulation



Photo Simulation



Photo Simulation



Photo Simulation



Photo Simulation



“Real World” Examples



“Real World” Examples



“Real World” Examples



“Real World” Examples



“Real World” Examples



“Real World” Examples



SG Blvd Construction Photos









GATES
AUTOSALES
626-2571

WE DO IN HOUSE
FINANCING OAC

SUZUKI

CAR TITLES PAYDAY
LOANS

BRADSHAW
AUTO
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PETER'S
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**PETER'S
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Questions?

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