



INTRODUCTION TO REGIONAL ACCESS MANAGEMENT PLAN

PAG Transportation Planning Committee

February 6, 2008

Pima County and Pima Association of Governments

What is Access Management?

- *Access Management* is coordination between roadway design and land use to improve transportation.
- It is defined as, “the process that provides access to land development while simultaneously preserving the flow of traffic on the surrounding road system in terms of safety, capacity, and speed.”

Genesis of “RAMP”

- Pima County’s Ajo Hwy/Kinney Road Project
- “State Highway Overlay Zone” Concept
- PAG’s Congestion/Travel Demand Management Program
- Initial PAG Study (completed 2005)
- Renewed State and National Focus on Access Management
- Smart Growth Principles
- Update Local General and Comprehensive Plans

Barriers to Access Management

- Lack of awareness of Access Management among transportation and planning professionals and developers.
- Institutional resistance to new approaches within transportation agencies, and conflicts among stakeholders.
- Resistance from property owners who lose driveways connecting directly to arterials can be a barrier to specific Access Management projects.

Project Background

- Access management is a crucial component of land use and transportation planning to ensure system capacity and traffic safety, as well as encouraging use of alternate modes, corridor aesthetics, and a desirable urban form.
- There are five municipalities within Pima County and each has their own ordinances and other legal regulations and guidelines regarding roadway classification, operations and intersection design and spacing.
- While most of the jurisdictions within Pima County have roadway development guidelines, many of them do not have specific access management documents that tie roadway access to land use planning.
- Several state routes pass through Pima County and ADOT is now preparing access management policies and procedures for use in these corridors.

RAMP Goals

- Establish uniform definition and recognition of access management and access management principals
- Engage all of Pima County municipalities and ADOT in a consistent access management program
 - Recognize the relevance of access management to alternate modes (pedestrian, bike, transit) and freight
 - Recognize the impact of access management on wildlife corridors, drainage, and the Pima County trail system
- Integrate best elements of current local access management plans
 - Integrate context sensitive solutions (CSS) where applicable in access management plans
- Incorporate best practices (from national research)

RAMP Goals, Continued

- Create an access management network and vision (functional class, major streets and routes plan or similar plan)
- Identify special issues and constraints for the region (example – Oracle Road, remnant parcels, etc)
- Create a regional clearinghouse for access management practices
- Provide educational tools for planning departments, DOTs, other municipal decision makers and the development community
- Establish special access management provisions for state routes
- Create implementation, integration, and monitoring strategies

Project Tasks

- Task 1: Project Management Plan; Collect and Review Current Access Management Programs (Deliverables #1A and 1B)
- Task 2: Establish a RAMP Working Group
- Task 3: Establish a RAMP Stakeholders Group
- Task 4: Issues and Opportunities Paper (Deliverable #2)
- Task 5: Best Practices Paper (Deliverable #3)
- Task 6: Draft Access Management Policy Plan (Deliverable #4)

Project Tasks, Continued

- Task 7: Draft Access Management Design Guidelines (Deliverable #5)
- Task 8: Final Access Management Policy Plan (Deliverable #6)
- Task 9: Final Access Management Design Guidelines (Deliverable #7)
- Task 10: Prepare Implementation and Integration Strategies
- Task 11: Final Deliverable and Presentations
- Task 12: Contingencies

Project Participants

- PAG and Pima County are Co-Funders and project managers
 - Carmine DeBonis – Project Manager
 - Subhash Raval – Co-Manager
 - Robert Young – PCDOT
 - Andy Gunning and John Liosatos - PAG
- Local Jurisdictions
 - Planning, engineering, legal staff
- Project consulting team
- Consultation with ADOT staff
- Informal Consultation with Land Use and Condemnation Attorneys
- Additional Funders are Welcome

Status

Pima County Regional Access Management Plan

PROJECT MANAGEMENT PLAN

Working Paper No. 1A

DRAFT



JANUARY 10, 2008



Working Paper 1: Current Local Jurisdiction Access Management Programs

Prepared for: Pima County, Arizona
Pima Association of Governments

January 17, 2008

Prepared By: 
Curtis Lueck & Associates

Regional Access Management Plan
RAM**P**

2008 Conference

8th National Conference on Access Management

"Sustainable
Solutions for
Transportation"

July 13-16, 2008 • Baltimore, MD



U.S. Department of Transportation
FEDERAL HIGHWAY
ADMINISTRATION



The 8th National Conference on Access Management will be held in the heart of Baltimore's famed Inner Harbor, at the Renaissance Harborplace Hotel.

This biennial conference is designed for planners, engineers, non-profit organizations, and public officials interested in a sustainable approach to improving roadway safety and efficiency.

Focusing on Sustainable Solutions for Transportation, the conference will offer a wide range of presentation topics that capture the broad realm of access management principles, state-of-the-art practices, policies, and state DOT/ local government coordination.

Sample topics include:

- State DOT Access Management Programs
- Stakeholder Involvement/Outreach
- Safety Impacts
- Traffic Progression/Circulation
- Permitting Processes
- Land Use and Access Management

ONLINE REGISTRATION NOW OPEN

Please visit: www.accessmanagement.info

For more information contact Vaughn Lewis at (410) 545-5674 or email AMconference@sha.state.md.us

Corporate Sponsorships are still available. Contact Christina Hopes at (602) 452-5011 or email sponsors@accessmanagement.info



The conference will also feature a guided tour of Fort McHenry National Monument and Historic Shrine, followed by dinner at the Baltimore Museum of Industry.