

What is access management?

“Access management is the coordinated planning, regulation, and design of access between transportation facilities and land development. It promotes the efficient and safe movement of people and goods by reducing conflicts on the roadway system and at its interface with other modes of travel.”

Source: FDOT Access Management Guidebook

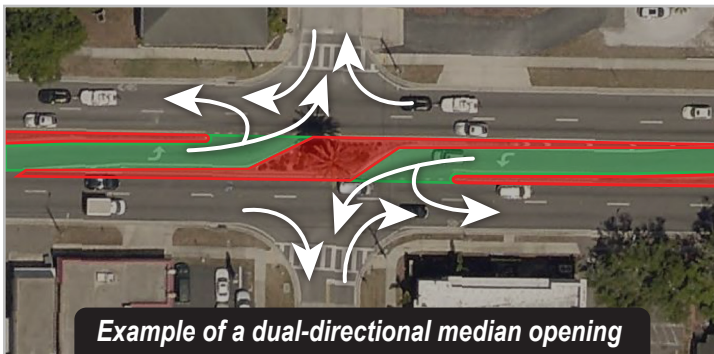
Considerations

- » Driveway spacing
- » Number of travelers
- » Types of travelers
- » Distance between signals
- » Travel speed
- » Types of businesses present
- » Number of road lanes
- » Landscaping
- » Visibility



Intersection Treatments

Directional Median Openings: Restrict certain traffic movements by constructing a median



Example of a dual-directional median opening

Legend

Non-traversable zones Traversable turn lanes

Source: Clearwater, FL – FDOT APLUS

Pros

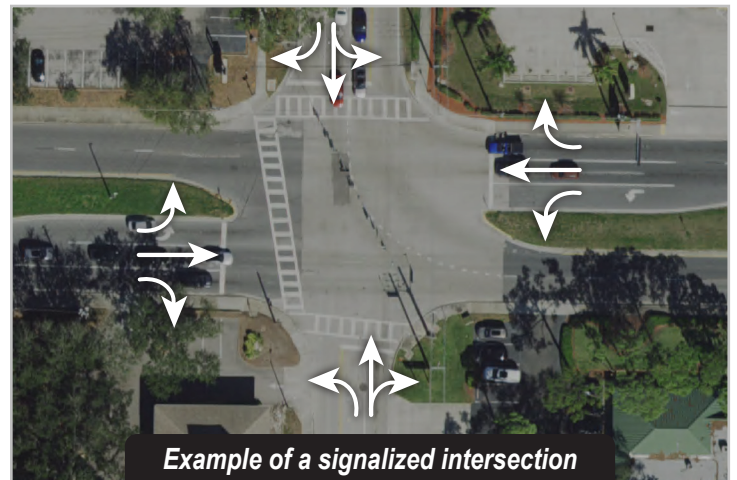
- » 15-57% fewer crashes when replacing two-way left-turn lanes on four-lane roads
- » 30% less traffic delay after adding a non-traversable median
- » 30% more vehicles served after adding a non-traversable median
- » U-turns are typically a safer alternative to direct left turns

Cons

- » Traffic cannot make left turns directly across main road

Source: FDOT Access Management Guidebook

Signals: Control the flow of all traffic directions based in part on the number of vehicles



Example of a signalized intersection

Source: Clearwater, FL – FDOT APLUS

Pros

- » Full median opening that allows all directional turns to occur
- » Reduce frequency and severity of certain crashes (especially right-angle collisions and crashes involving vulnerable users)
- » Provide for the orderly movement of traffic
- » Can enable pedestrians and vehicles on low-volume side streets a dedicated time to cross or make turns

Cons

- » Requires proper physical layouts, spacing and signal coordination for effective use
- » Can result in excessive delays, signal disobedience, signal avoidance through other routes, and increases in the frequency of crashes (especially rear-end collisions)

Source: Manual on Uniform Traffic Control Devices 11th Edition – Part 4

Visit our project website for more information:
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