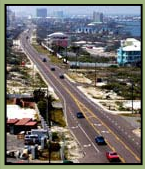


Access Management



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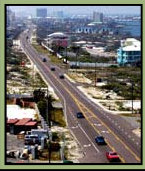


Overview

- What is Access Management
- Benefits of Access Management
- Factors to Consider
- Examples



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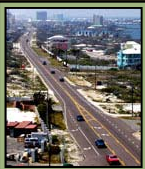
What is Access Management?

- Access Management is the careful planning of the location, design, and operation of driveways, median openings, street connections, signals, and interchanges.

- Vehicles
- Pedestrians
- Bicyclists
- Transit



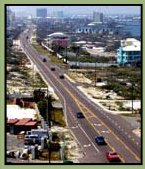
- The purpose of Access Management is to provide access to adjacent land in a manner that preserves the safety and efficiency of the transportation system.



Why Is Access Management Necessary?

Failure to manage access is associated with:

- ◆ Increased numbers of vehicle crashes;
- ◆ More collisions involving pedestrians and cyclists;
- ◆ Accelerated reduction in roadway efficiency;
- ◆ Unsightly commercial strip development;
- ◆ Degradation of scenic landscapes;
- ◆ More cut-through traffic in residential areas, because arterials are overburdened;
- ◆ Homes and businesses adversely affected by the widening of roads; and
- ◆ Increased commuting time, fuel consumption, and vehicle emissions, as driveways and traffic signals intensify congestion and delay along major roads.

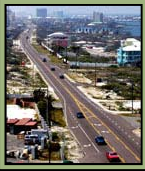


Authority

Florida Administrative Code Chapter 14-97

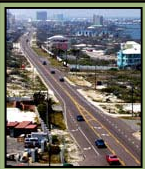
Purpose: This rule chapter sets forth an access control classification system and access management standards to implement the State Highway System Access Management Act of 1988.

Considers FS 335.199 (Senate Bill 1842) and expanded stakeholder outreach



Benefits of Access Management

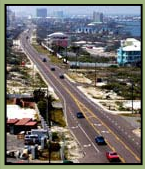
- **Reduce accidents (few conflict points)**
- **Maintain efficient movements**
- **Preserve public investment in transportation system**
- **Reduce the need for new roadways**
- **Protect the value of private and public investments**
- **Enhance the environment and economic vitality of surrounding communities**



Access Management Techniques

- Proper signal spacing
- Proper unsignalized access spacing
- Median alternatives
- Left-turn lane treatments
- U-turn alternatives
- Driveway consolidation



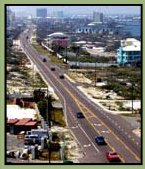


Center Turn Lane Driver's Perspective



Source: Sear Brown Group and NYDOT

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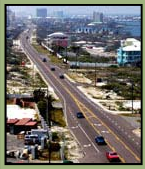
Median Driver's Perspectives



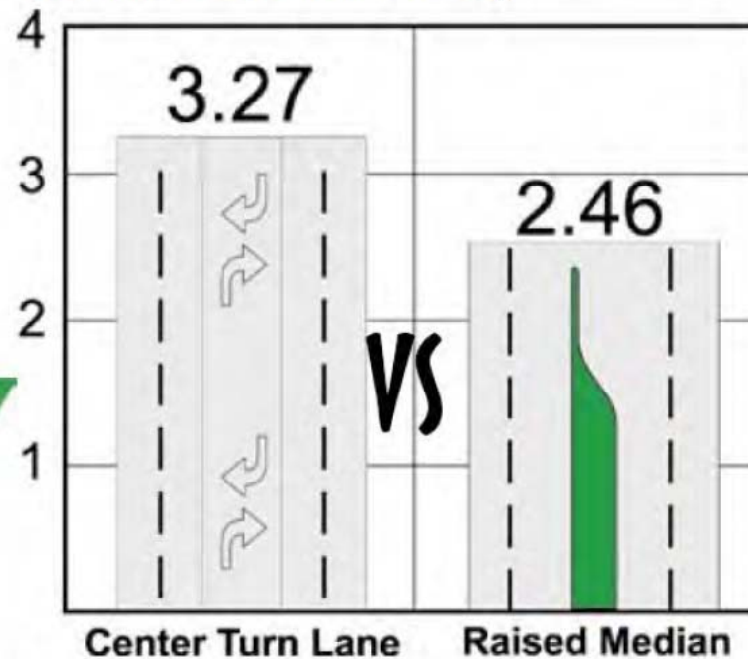
Source: Sear Brown Group and NYDOT

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Safety



**Crash Rates for Median Treatments
Florida Crash Study**



25% crash rate reduction

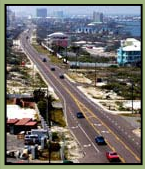
Long, Gan, Morrison, University of Florida 1993



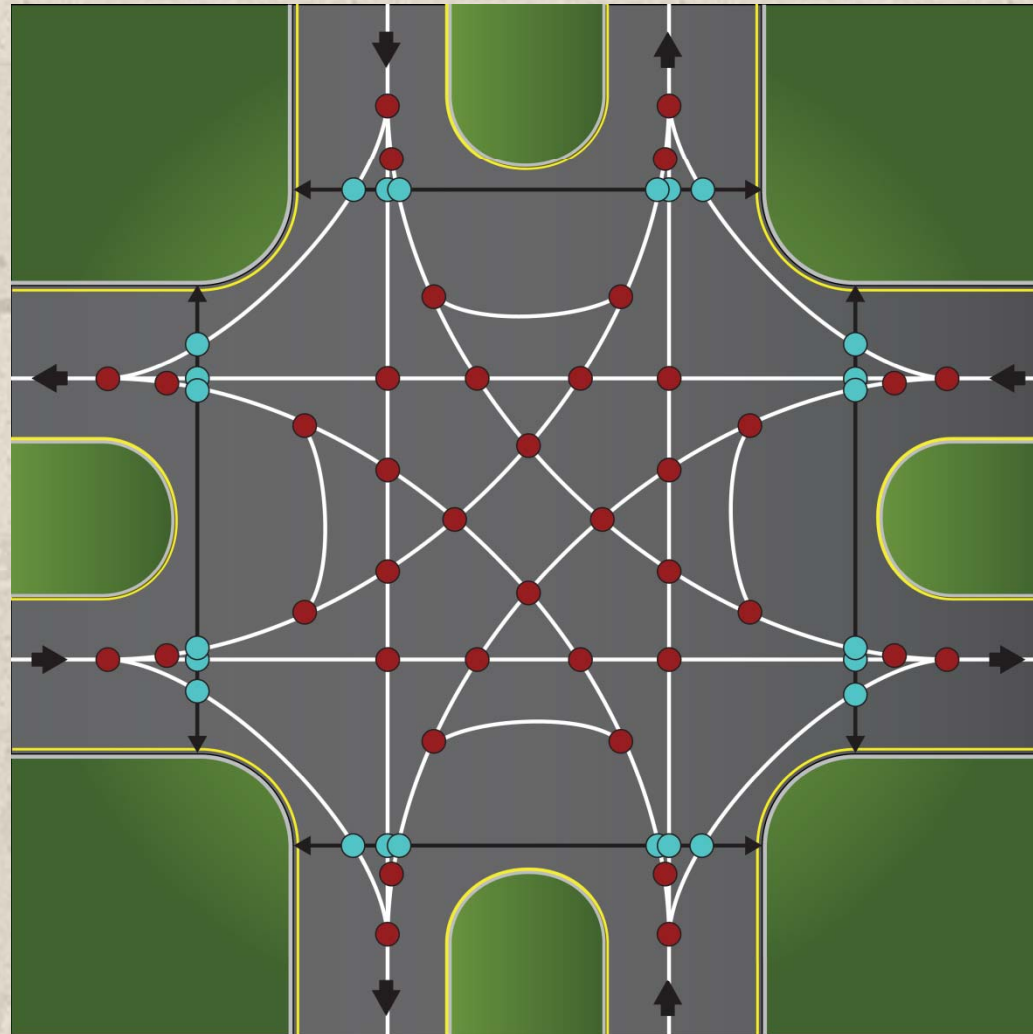
Limiting Conflict Points

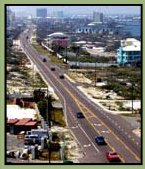
- Reduce number of median openings
- More restrictive median openings
 - Directional vs Full
- Reducing and Aligning Driveways
- Better Driveway Design



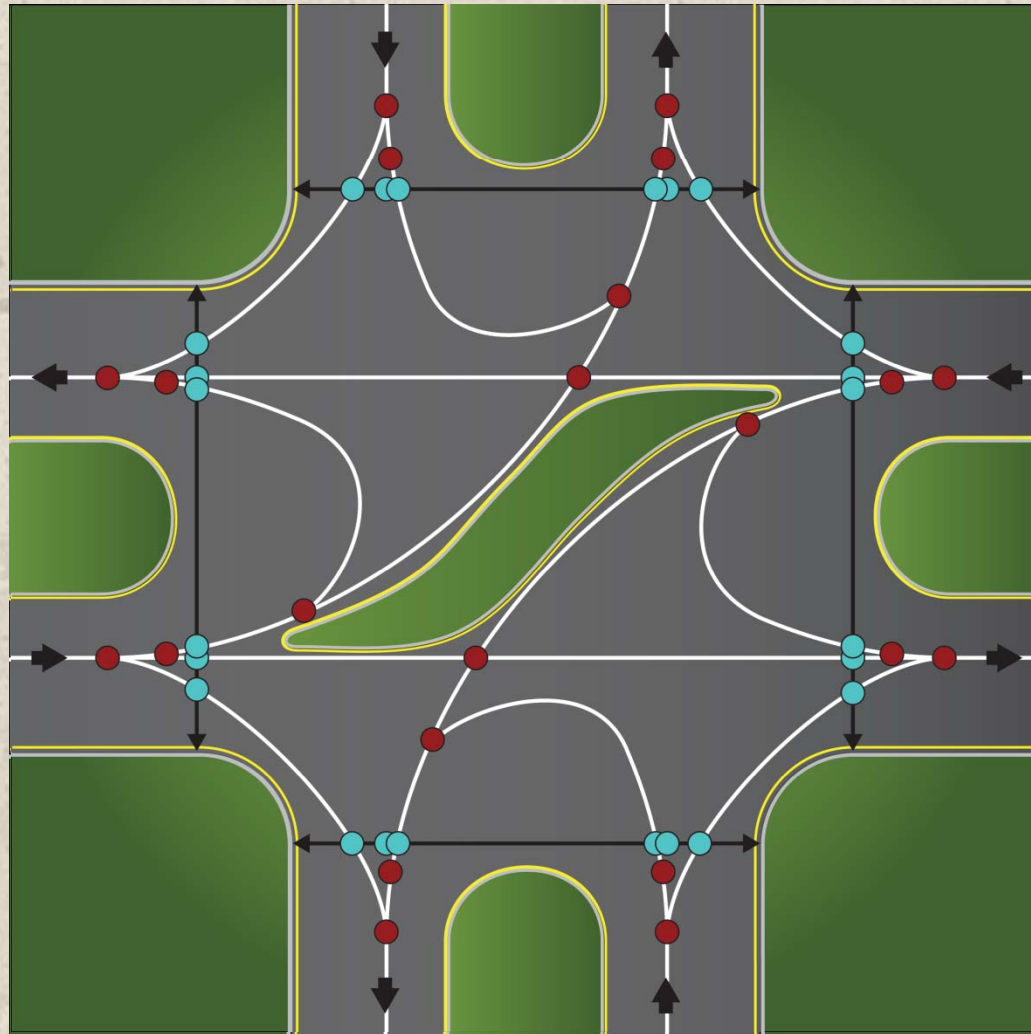


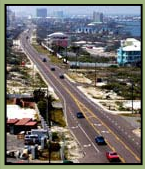
Conflict Points





Conflict Points

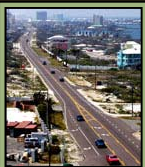




Limited Access Facilities

Interchange Spacing

Access Class	Segment Location	Spacing Standard
1	Area Type 1 - CBD & CBD Fringe for Cities in Urbanized Areas	1 Mile
	Area Type 2 - Existing Urbanized Areas Other Than Area Type 1	2 Miles
	Area Type 3 - Transitioning Urbanized Areas and Urban Areas Other Than Area Type 1 OR 2	3 Miles
	Area Type 4 - Rural Areas	6 Miles

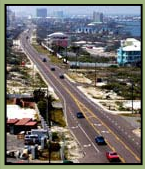


Controlled Access Facilities

Access Class	Median Type	Median Opening Spacing* (feet)		Signal Spacing* (feet)	Connection Spacing * (feet)
		Full	Directional		
2	Restrictive	2640	1320	2640	1320/660
3	Restrictive	2640	1320	2640	660/440
4	Non-Restrictive	N/A	N/A	2640	660/440
5	Restrictive	2640/1320	660	2640/1320	440/245
6	Non-Restrictive	N/A	N/A	1320	440/245
7	Both	660	330	1320	125

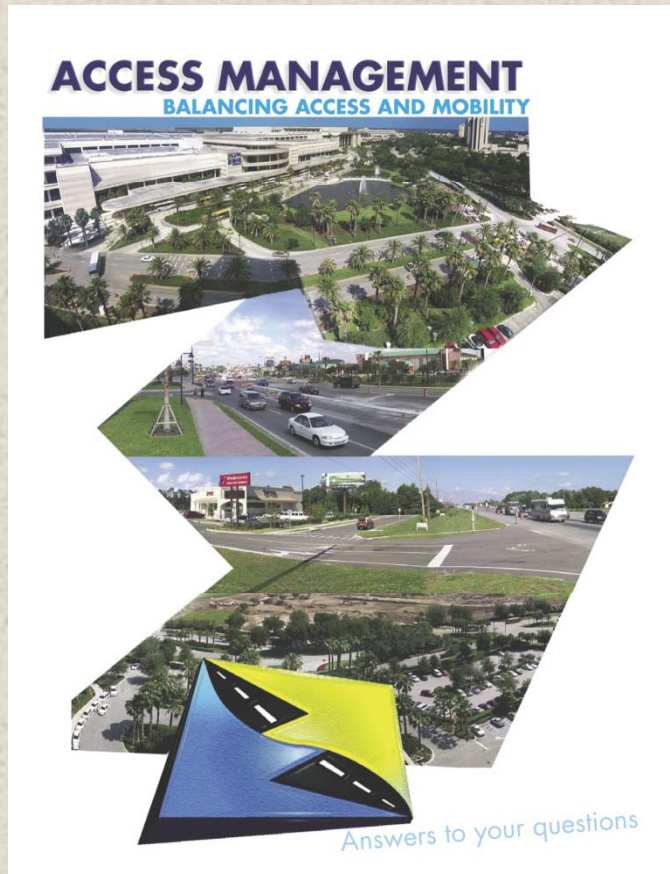
* Posted Speed greater than 45 mph/ Posted Speed 45 mph or less

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Access Management Resources

<http://www.dot.state.fl.us/planning/systems/sm/accman/pdfs/am2006brochure.pdf>

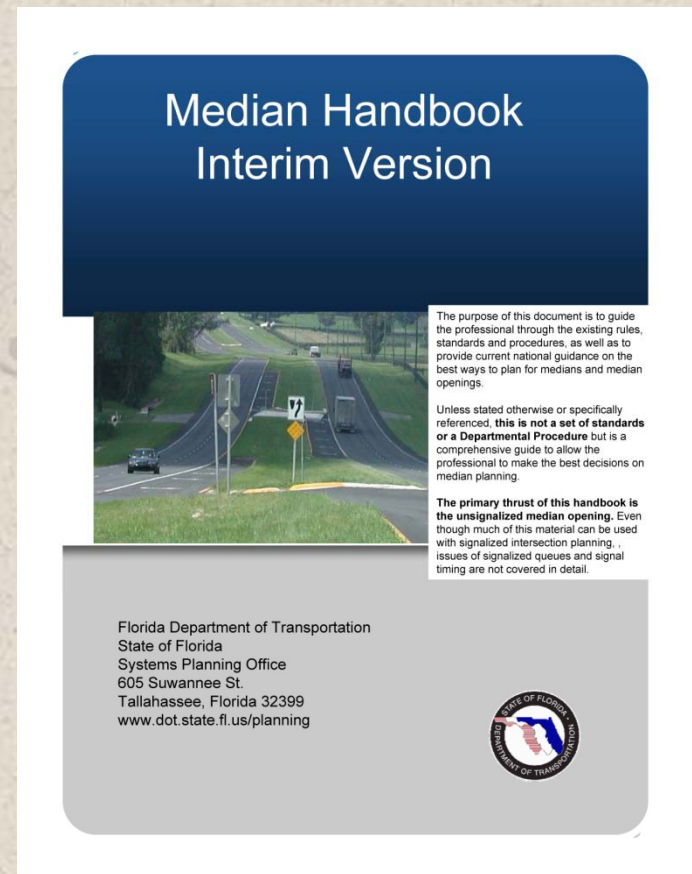


Chapter 14-97:

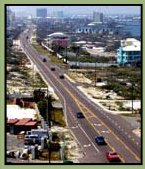
<http://www.dot.state.fl.us/planning/systems/sm/accman/pdfs/1497.pdf>

TRB:

<http://www.accessmanagement.info/>



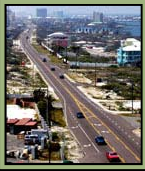
<http://www.dot.state.fl.us/planning/systems/sm/accman/pdfs/mhb06b.pdf>



Approval Authority

- **District Median Review Committee**
- **Access Management Review Committee**
- **District Interchange Review Committee**
(Interchange Review Staff Meeting [IRS])



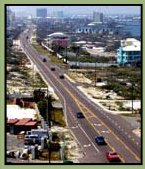


Why Do Access Management?

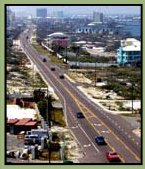
Implementing good access management practices can increase public safety, extend the life of major roadways, reduce traffic congestion, support alternative transportation modes, and potentially improve the appearance and quality of a corridor.

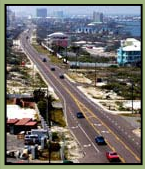
(Source: TRB Access Management Committee).

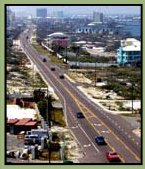
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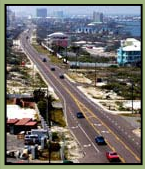


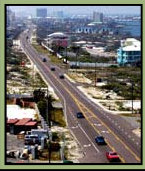


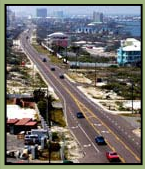


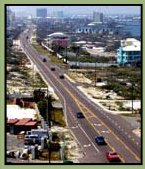


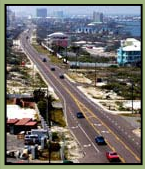














Questions?



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