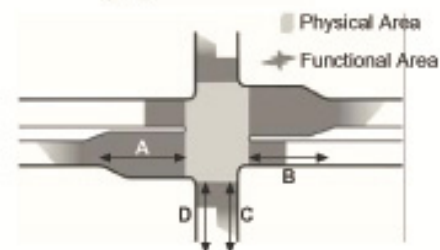
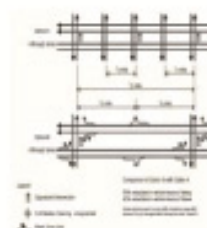
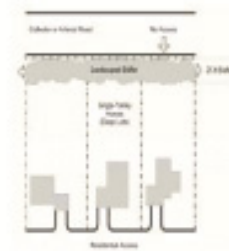


10 Principles of Access Management

1. **Providing a specialized roadway system in which roadways are designed and managed in accordance with their primary function**
2. **Limiting direct access to major roadways that serve higher volumes of regional through traffic**
3. **Promoting intersection hierarchy - appropriate transitions from one classification of roadway to another**
4. **Locating signals to favor through movements by using long, uniform spacing of intersections and signals and ensuring the ability to coordinate signal timing**
5. **Preserving the functional area of intersections and interchanges by respecting how motorists need to respond with deceleration, maneuvering into appropriate lanes, stopping and turning - Access connections too close to intersections cause serious traffic conflicts and impair functionality**

Example



A-Upstream on the major roadway
 B-Downstream on the major roadway
 C-Departure side on minor roadway
 D-Approach side on minor roadway
 Intersection corner clearances - avoiding access connections too close to intersections or interchange ramps

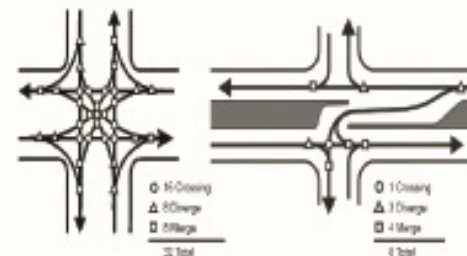
10 Principles of Access Management

6. Limiting the number of conflict points between:

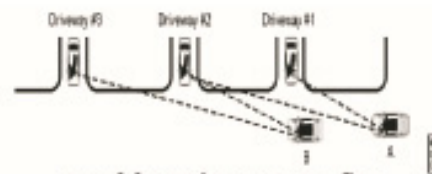
- Vehicles
- Vehicles and pedestrians
- Vehicles and bicyclists

to reduce mistakes and collisions

Example



7. Separating conflict areas to give drivers time to address one potential set of conflicts before facing another



Double right-turn conflict

8. Removing turning vehicles from through-traffic lanes, usually through the addition of turning lanes



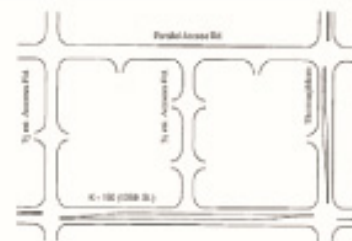
9. Using nontraversable medians to manage left-turn movements because the majority of access-related crashes involve left turns

Table shows change in crash rates after replacing a continuous two-way left-turn with a raised median (Memorial Drive in Atlanta)

Location	Total Crash Rate	Injury Rate
Midblock	-%55	-%59
Intersections	-%24	-%40
Total	-%37	-%48

10. Providing a supporting street and circulation system to appropriately accommodate development

Interconnected street and circulation systems provide alternative routes that conform to a beneficial spacing interval



Source:
Access Management Manual
by the Transportation Research Board

