

Summary of Research on the Effects of Access Management Techniques

Treatment	Effects
1. Add continuous two-way left turn lane (TWLTL)	35% reduction in total crashes 30% decrease in delay 30% increase in capacity
2. Add non-traversable median	35% reduction in total crashes 30% decrease in delay 30% increase in capacity
3. Replace TWLTL with a non-traversable median	15-57% reduction in crashes on 4-lane roads 25-50% reduction in crashes on 6-lane roads
4. Add a left-turn bay	25-50% reduction in crashes on 4-lane roads Up to 75% reduction in total crashes at unsignalized access points 25% increase in capacity
5. Type of left-turn improvement	
a. painted	32% reduction in total crashes
b. separator or raised divider	67% reduction in total crashes
6. Add right-turn bay	20% reduction in total crashes Limit right-turn interference with platooned flow, increased capacity
7. Increase driveway speed from 5 MPH to 10 MPH	50% reduction in delay per maneuver, less exposure time to following vehicles
8. Visual cue at driveways, driveway illumination	42% reduction in crashes
9. Prohibition of on-street parking	30% increase in traffic flow 20-40% reduction in crashes
10. Long signal spacing with limited access	42% reduction in total vehicle-hours of travel 59% reduction in delay 57,500 gallons fuel saved per mile per year

Source: *TRB Access Management Manual*