

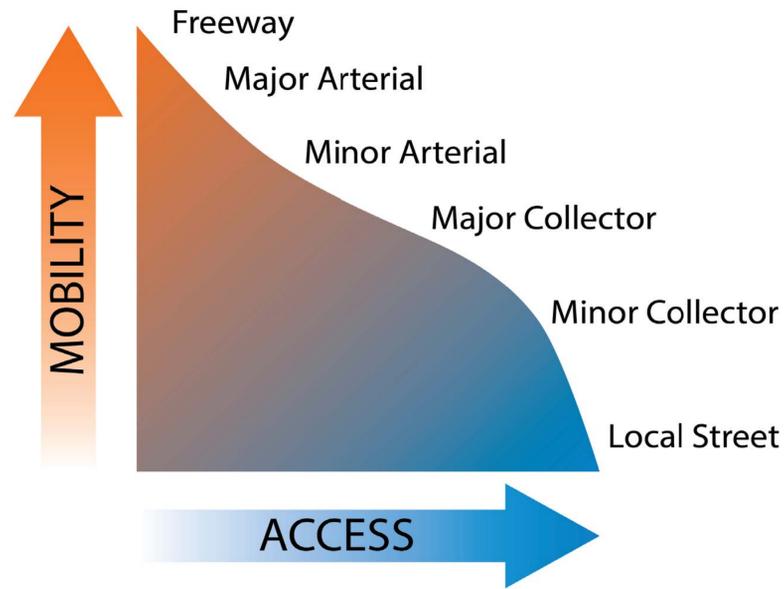
# COLORADO BOULEVARD RECONSTRUCTION

## What is Access Management



### Balancing Access and Mobility:

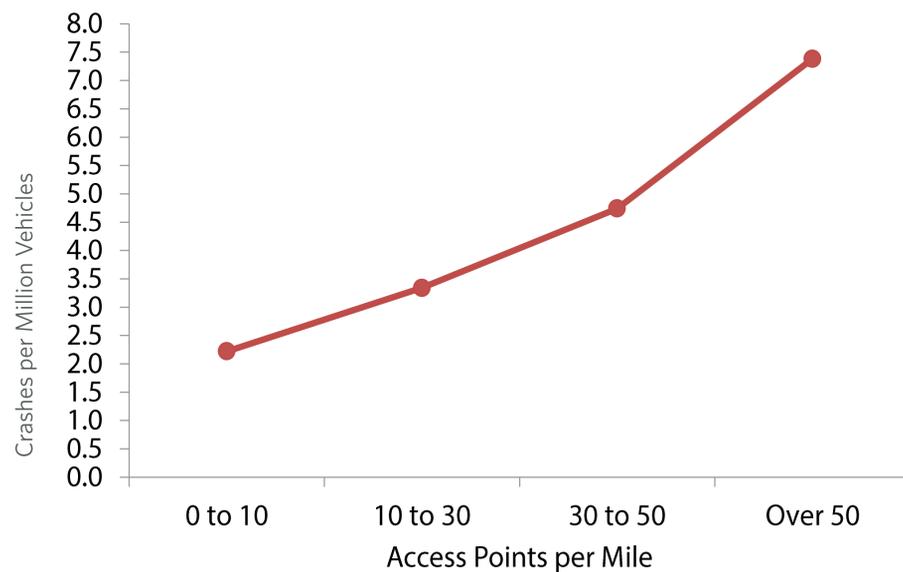
- More mobility requires less access points
- More access reduces mobility



### How does Access Management affect safety?

- More access points means more conflicts and more crashes
- Controlling access points can reduce crashes

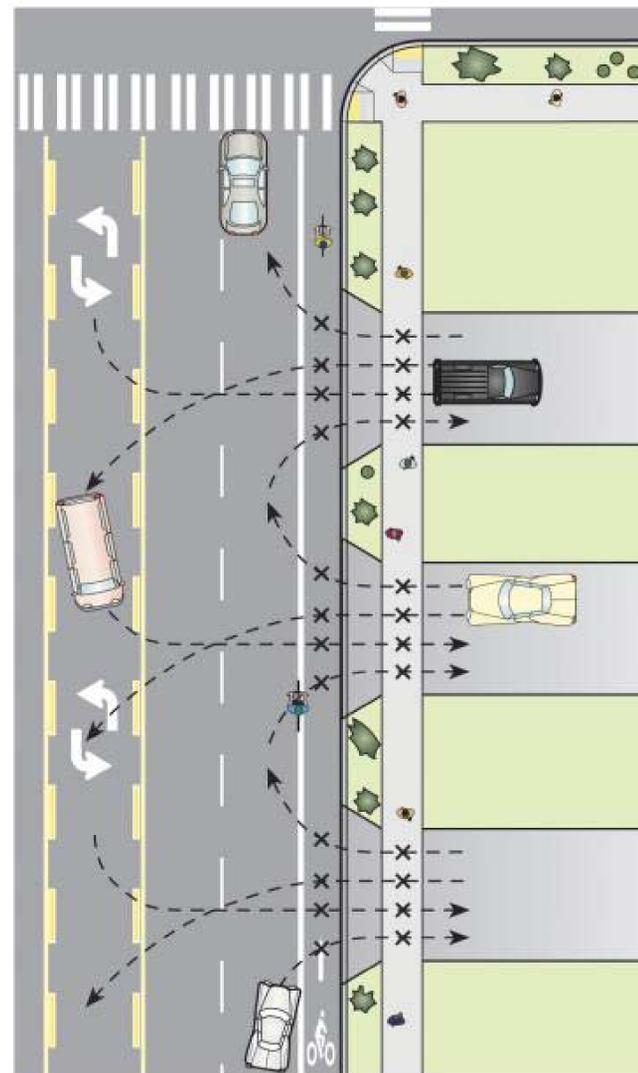
**Number of Crashes By Roadway Access Points**



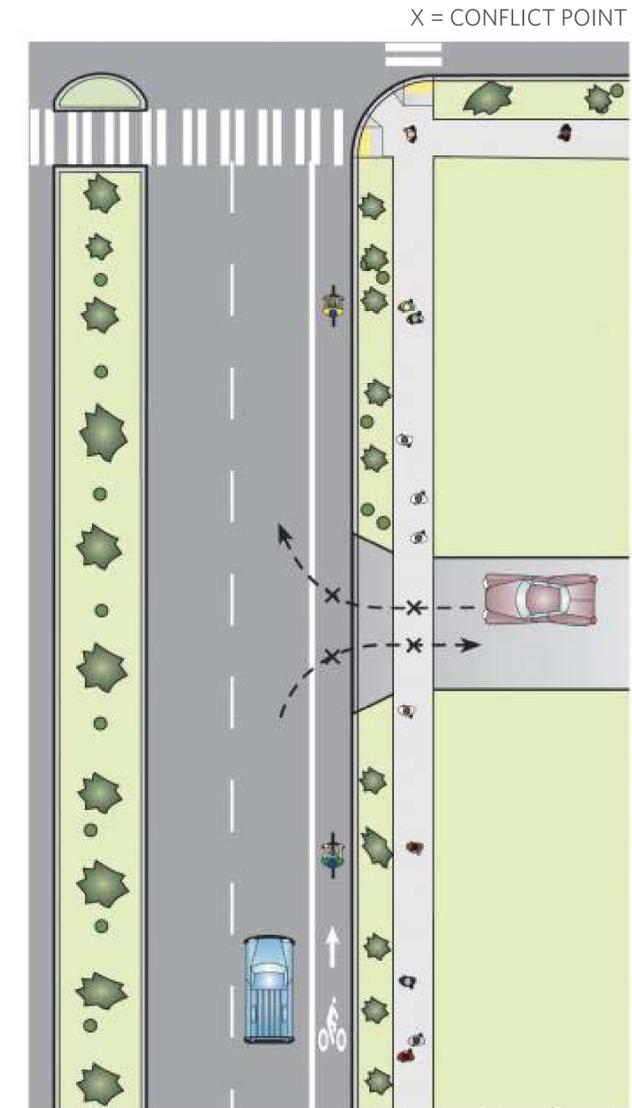
Source: BRW, Inc., study for the Minnesota Department of Transportation, August 1998.

### How does Access Management affect operations?

- Curb cuts are reduced, this improves safety for:
  - Bicyclists
  - Pedestrians
  - People With Disabilities
  - The Elderly
- Reducing curb cuts improves:
  - Roadway carrying capacity
  - Travel speed and time
  - Mobility
  - Efficiency



24 potential conflicts with bicyclists and pedestrians on a roadway **without** access management.

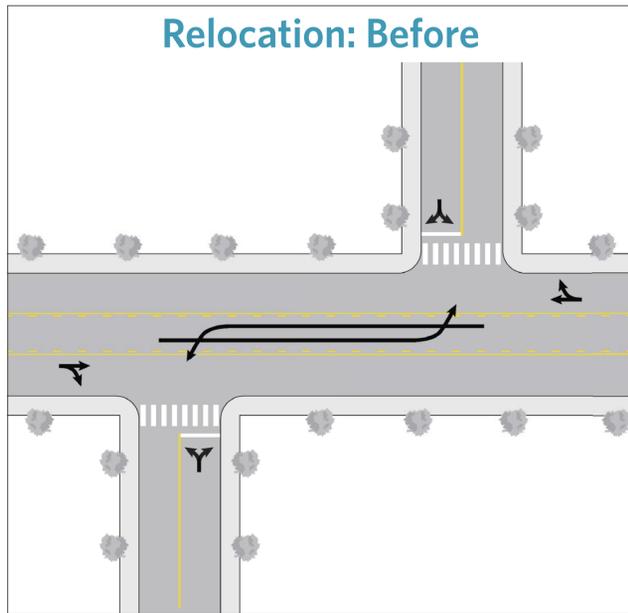


4 potential conflicts with bicyclists and pedestrians on a roadway **with** access management.

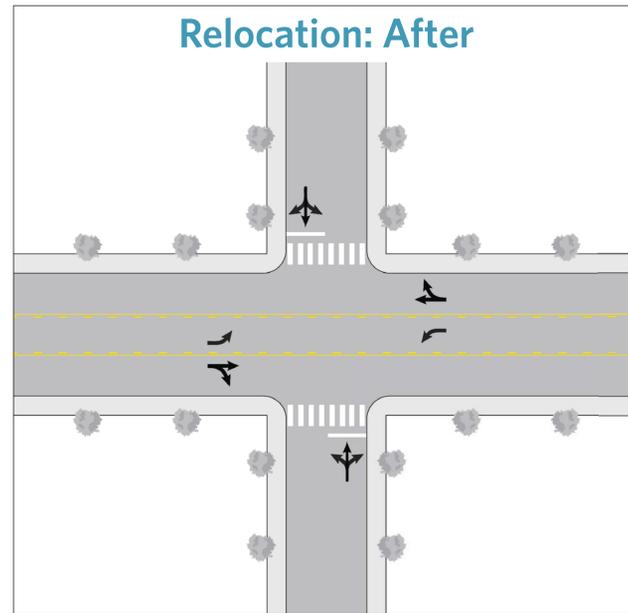
Source: Oregon Department of Transportation

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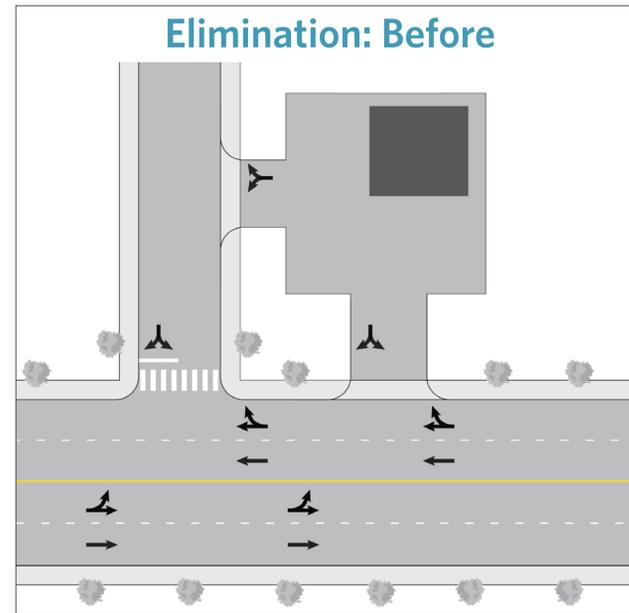
## Access Management Techniques



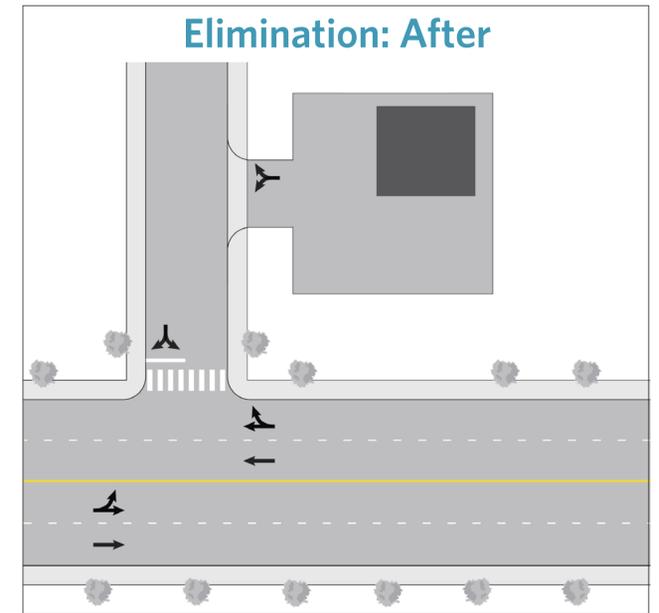
Conflicting access points on opposite sides of the roadway create turning conflicts along the major roadway, causing congestion.



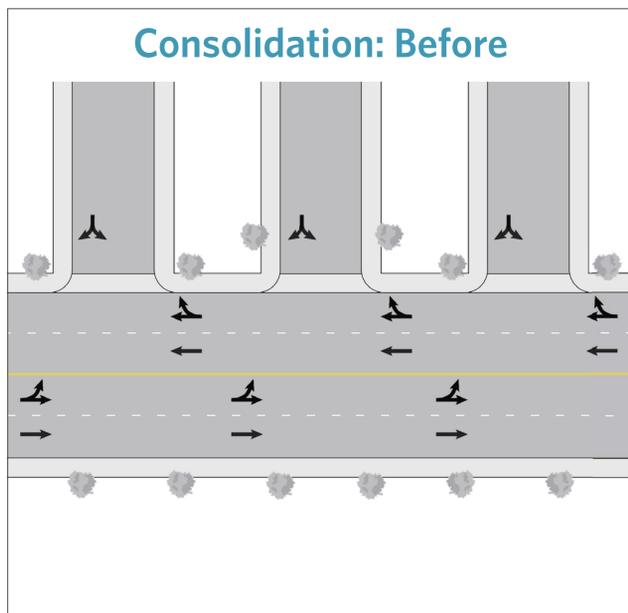
Access points are realigned to eliminate turning conflicts along the major roadway.



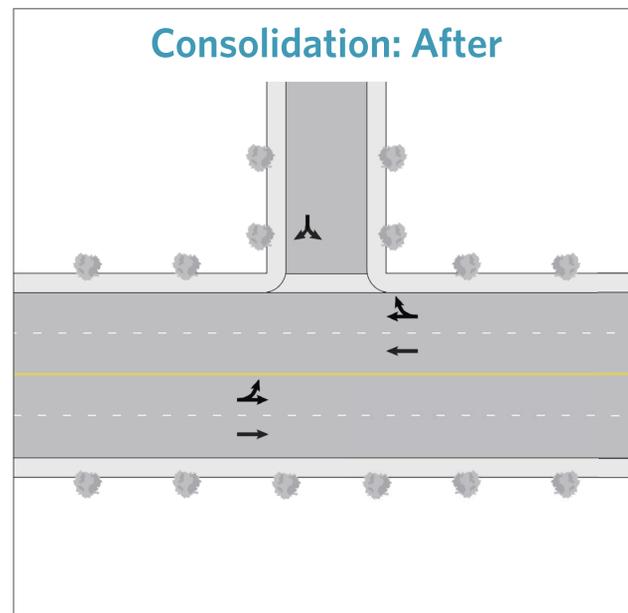
A business or residence has multiple access points from a major roadway and possibly from an adjacent minor roadway. This creates a high number of conflict points



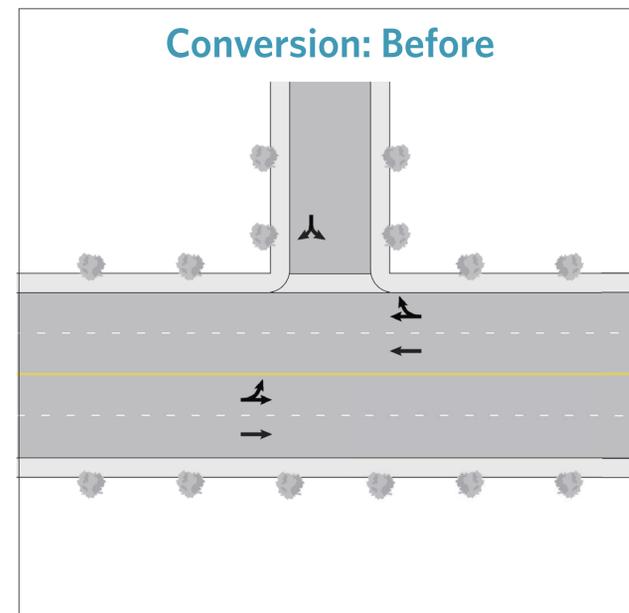
One or more access points are eliminated to reduce conflict points. This can be done in tandem with the introduction of an additional access point from a minor/local street or alley to maintain efficient access.



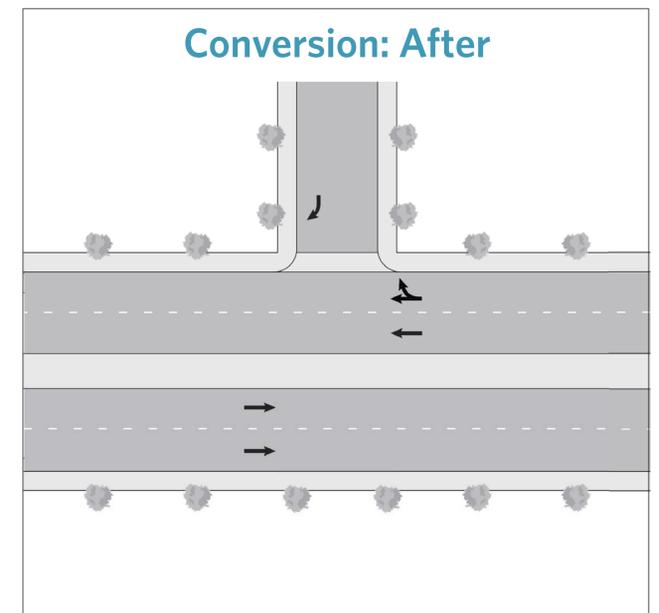
Multiple access points located in quick succession create congestion and a high number of conflict points for all roadway users. This condition is particularly challenging for pedestrians.



Individual access points are removed but access to all businesses is maintained by creating multiple off-street connections to the new single entrance.



Left turns out of a driveway, and left turns into a driveway create conflicts.



A center median is installed, and turning movements are restricted to right turns in and right turns out of a driveway. This reduces conflict points, and potentially provides a pedestrian refuge in the median area.