

**TABLE 2-5 Summary of Research on the Effects of Access Management Techniques (13)**

Treatment	Effects
1. Add continuous TWLTL	<ul style="list-style-type: none"> <li>• 35% reduction in total crashes</li> <li>• 30% decrease in delay</li> <li>• 30% increase in capacity</li> </ul>
2. Add nontraversable median	<ul style="list-style-type: none"> <li>• <del>35%</del> <b>≥55%</b> reduction in total crashes</li> <li>• <b>≥30%</b> decrease in delay</li> <li>• <b>≥30%</b> increase in capacity</li> </ul>
3. Replace TWLTL with a nontraversable Median	<ul style="list-style-type: none"> <li>• 15%-57% reduction in crashes on 4-lane roads</li> <li>• 25%-50% reduction in crashes on 6-lane roads</li> </ul>
4. Add a left-turn bay	<ul style="list-style-type: none"> <li>• 25% to 50% reduction in crashes on 4-lane roads</li> <li>• up to 75% reduction in total crashes at unsignalized access</li> <li>• 25% increase in capacity</li> </ul>
5. Type of left-turn improvement a) painted b) separator or raised divider	<ul style="list-style-type: none"> <li>• 32% reduction in total crashes</li> <li>• 67% reduction in total crashes</li> </ul>
6. Add right-turn bay	<ul style="list-style-type: none"> <li>• 20% reduction in total crashes</li> <li>• Limit right-turn interference with platooned flow, increased capacity</li> </ul>
7. Increase driveway speed from 5 mph to 10 mph	<ul style="list-style-type: none"> <li>• 50% reduction in delay per maneuver; less exposure time to following vehicles</li> </ul>
8. Visual cue at driveways, driveway illumination	<ul style="list-style-type: none"> <li>• 42% reduction in crashes</li> </ul>
9. Prohibition of on-street parking	<ul style="list-style-type: none"> <li>• 30% increase in traffic flow</li> <li>• 20%-40% reduction in crashes</li> </ul>
10. Long signal spacing with limited access	<ul style="list-style-type: none"> <li>• 42% reduction in total vehicle-hours of travel</li> <li>• 59% reduction in delay</li> <li>• 57,500 gallons fuel saved per mile per year</li> </ul>