Access Density

ACCESS MANAGEMENT GUIDING PRINCIPLES FOR TEXAS

- "SAFETY and MOBILITY"
  - **Mobility**
    - Allow Through-Traffic to Move More Efficiently
    - Separate Speed Differentials
    - Less Braking and Hard Acceleration

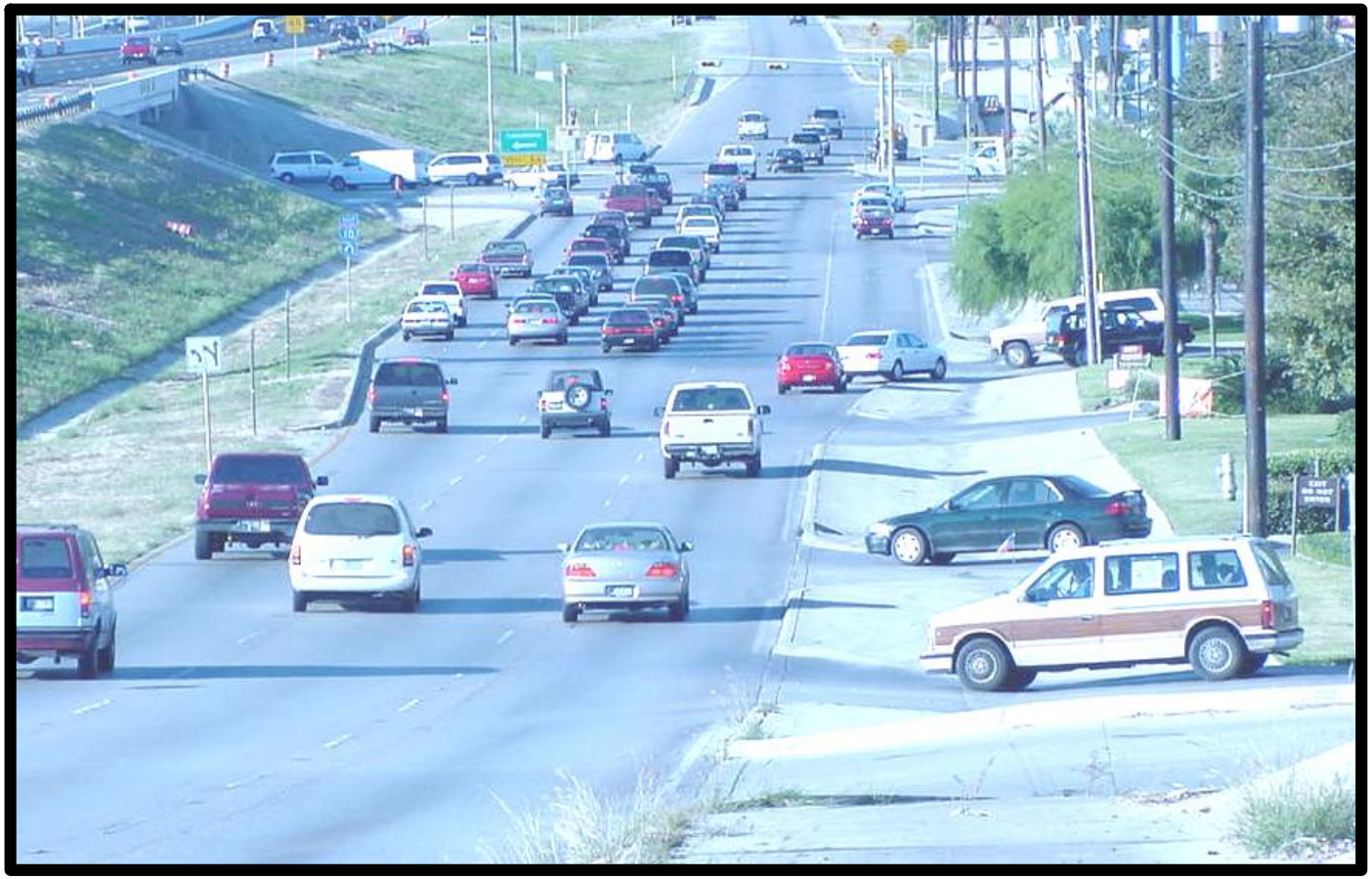
Access Points and Free Flow Speed

Access Points and Free Flow Speed	
Access points per mile	Reduction in free flow speed, mph
0	0.0
10	2.5
20	5.0
30	7.5
40 or more	10

Access Density Issues

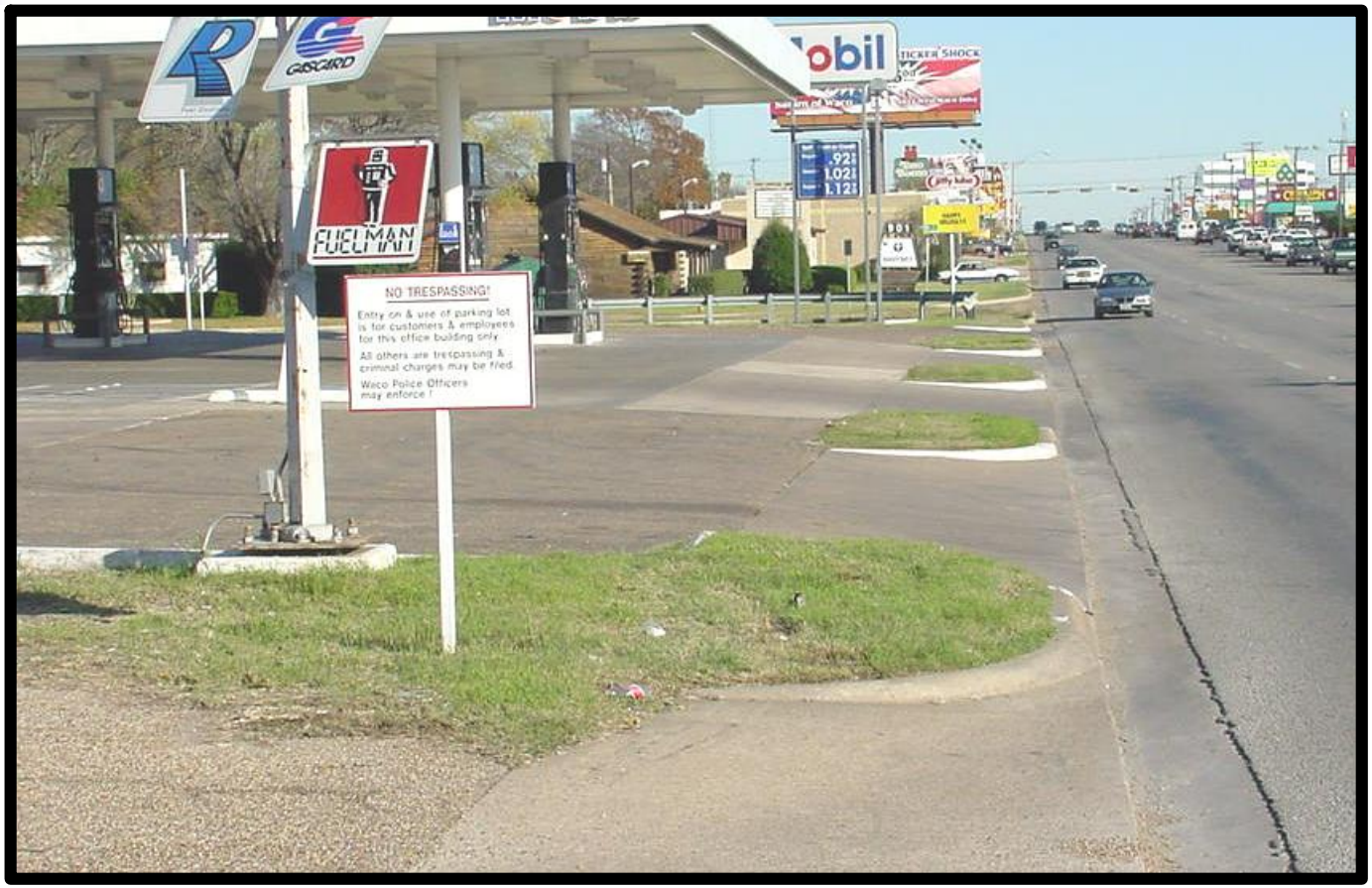
- Driver Expectations
- Speed Differentials

Access Density Issues



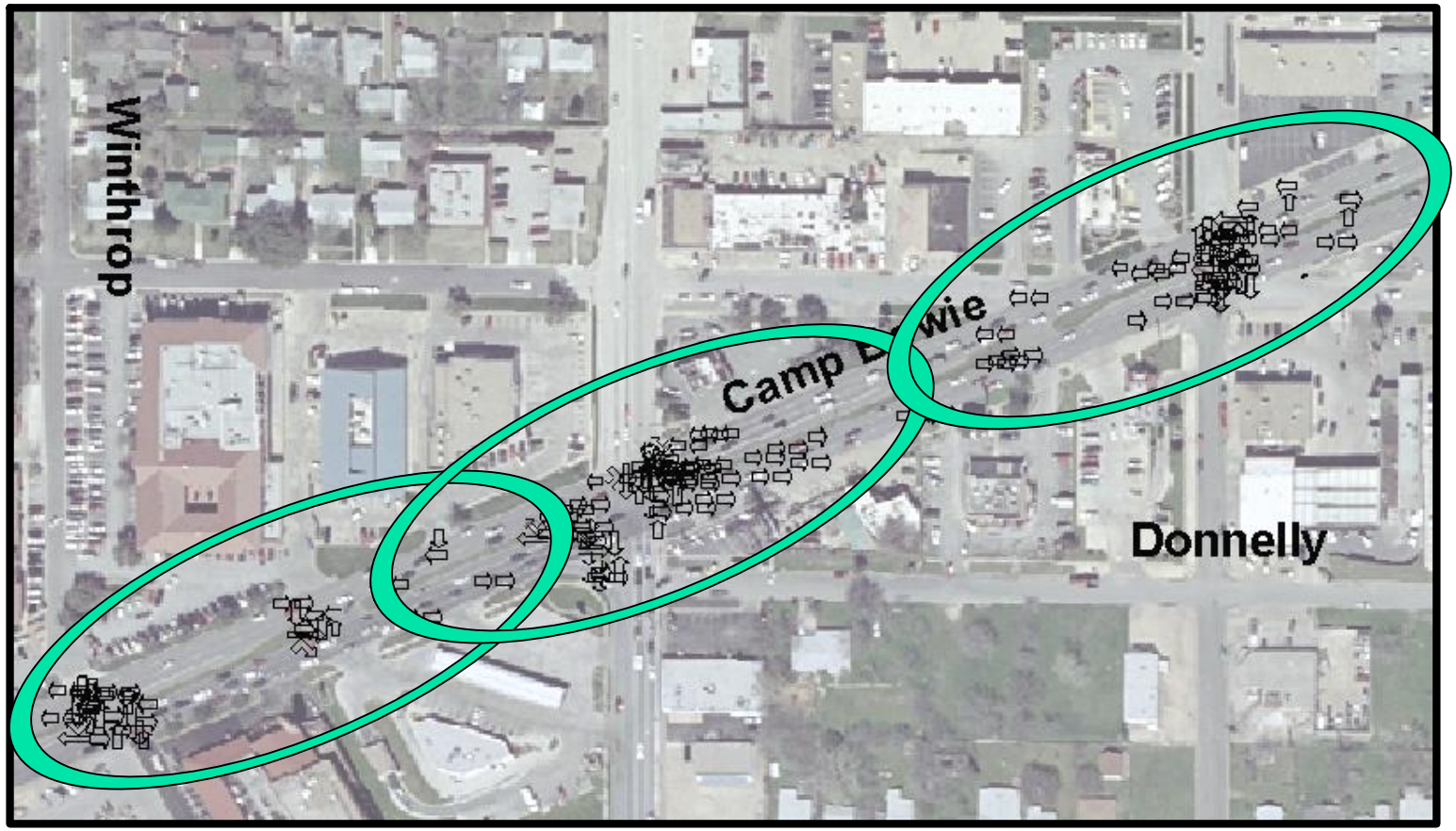
- Multiple Conflict Opportunities

Access Density Issues

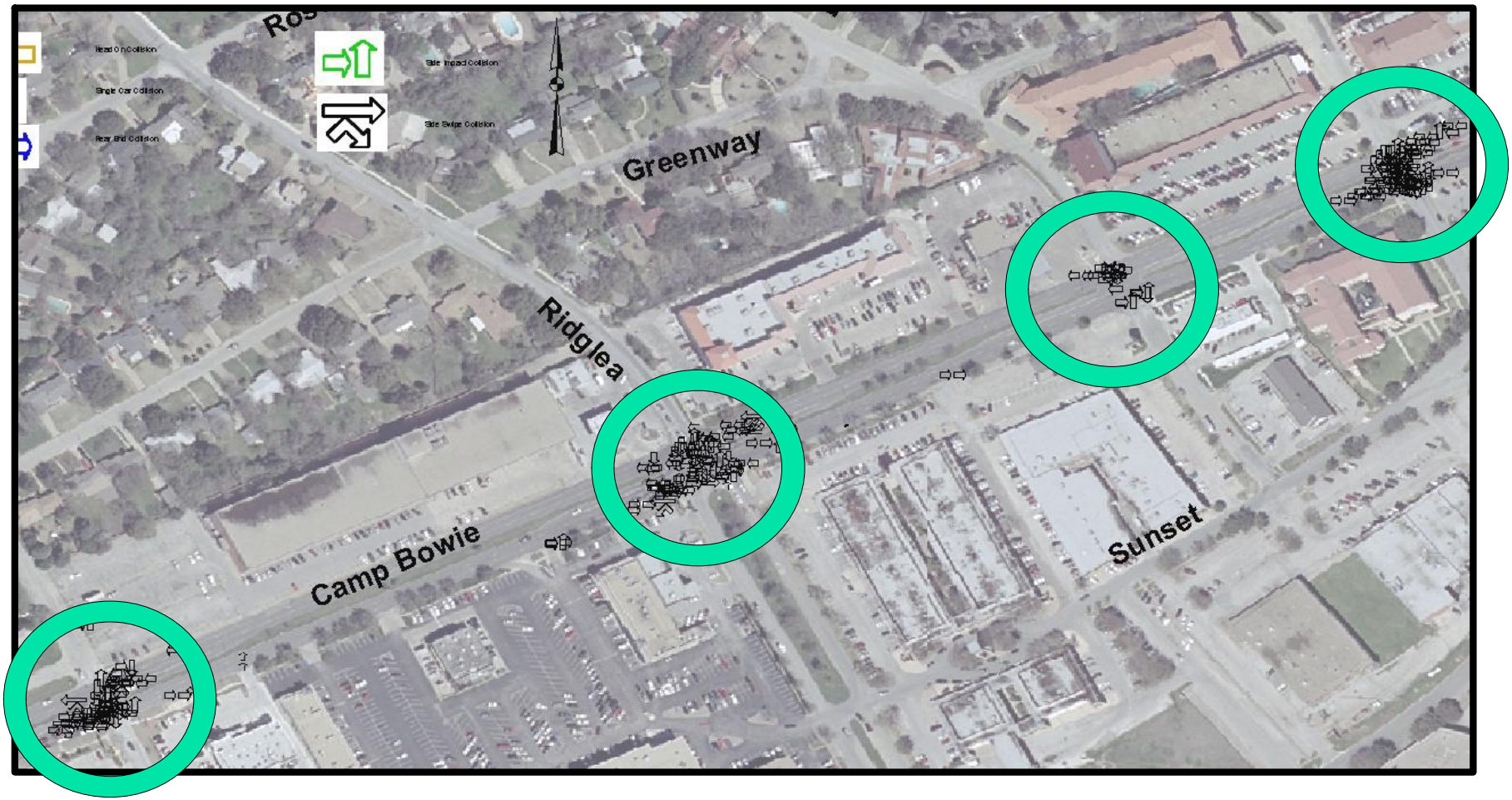


- Multiple Access Points per Business

US 377 – High Access Density



US 377 – Low Access Density



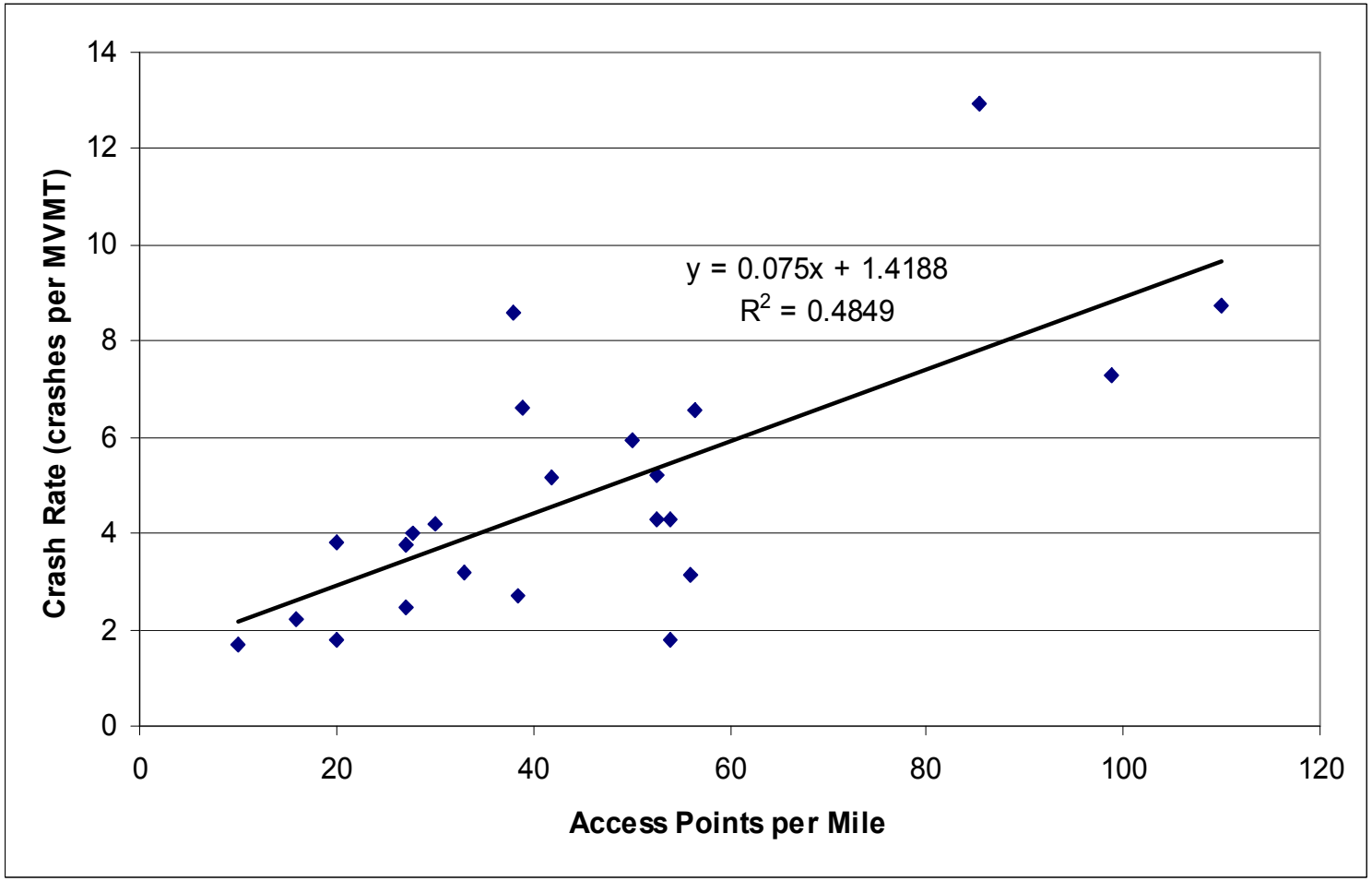
US 377 – Total Crashes

Year	Segment	Access Density (pts/mi)	Number of Crashes	Crashes / Million VMT
1993	East	110	28	9.59
	West	50	27	7.40
1994	East	110	27	9.25
	West	50	22	6.03
1995	East	110	29	9.46
	West	50	16	4.17
1996	East	110	24	7.83
	West	50	26	6.78

US 377 – Total Crashes

Year	Segment	Access Density (pts/mi)	Number of Crashes	Crashes / Million VMT
1997	East	110	24	8.52
	West	50	25	7.10
1998	East	110	17	6.40
	West	50	14	4.21
1999	East	110	22	8.19
	West	50	26	7.74
2000	East	110	29	10.85
	West	50	13	3.89

Access Density and Crash Rates



Conclusions

- Higher access point densities correlate to higher crash rates
- Lower access point densities allow for greater speeds on arterial streets
- Lower access point densities require less work for the motorists