Why is Access Management Important?

Can Improve Safety by Reducing Conflicts

Fewer conflicts means fewer crashes
FDOT References

Access Management/Systems Planning Office

- FAC 14-96, State Highway System Connection Permit
- FAC 14-97, State Highway System Access Control
- The Median Handbook (2014)

http://www.dot.state.fl.us/planning/systems/programs/sm/accman/default.shtm

"Driving Down Fatalities Through Knowledge Sharing"
Fewer conflicts means fewer crashes

- 4-way Intersection – Full Median Opening
  - 32: Crossing (16) Diverging (8) Converging (8)

- 4-way Intersection – Bi-Directional Median Opening
  - 10: Crossing (2) Diverging (4) Converging (4)

- T Intersection – Full Median Opening
  - 9: Crossing (3) Diverging (3) Converging (3)

- T Intersection – Directional Median Opening
  - 5: Crossing (1) Diverging (2) Converging (2)

“Driving Down Fatalities Through Knowledge Sharing”
Medians Improve Safety

- Fewer conflicts
- Simplifies driving tasks
- Pedestrian refuge

“Driving Down Fatalities Through Knowledge Sharing”
Traffic Spillback

NOTE: Signing and Striping are for Conceptual Design Only.

LEGEND
- Raised Median
- Stop Sign Controlled
- Traffic Signal Controlled

“Driving Down Fatalities Through Knowledge Sharing”
Crowded Opening

“Driving Down Fatalities Through Knowledge Sharing”
Lack of Storage

NOTE: Signing and Striping are for Conceptual Design Only.

LEGEND
- Raised Median
- Stop Sign Controlled
- Traffic Signal Controlled

TRAFFIC OPERATIONAL ISSUE #3
INSUFFICIENT LEFT-TURN STORAGE

“Driving Down Fatalities Through Knowledge Sharing”
Kennedy Boulevard Corridor

3.50 Miles

17 Median Openings

1.40 Miles
### Table 3-7: Pedestrian / Bicycle 4-Year Crash Summary / Injury Severity

<table>
<thead>
<tr>
<th>Travel Mode</th>
<th>Fatal</th>
<th>Incapacitating Injury</th>
<th>Non-Incapacitating Injury</th>
<th>Possible Injury</th>
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<td>1</td>
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<td>0</td>
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### Table 3-8: Pedestrian / Bicycle 4-Year Crash Summary / Lighting Condition

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<tr>
<th>Travel Mode</th>
<th>Daytime</th>
<th>Night with Street Lights</th>
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### Table 3-9: Pedestrian / Bicycle 4-Year Crash Summary / Crosswalk Related

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## Four-Year Crash Experience (2010-2013)

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<tr>
<th>Median ID</th>
<th>Intersection</th>
<th>Median Opening Type (Full, Directional, Signal)</th>
<th>M.P.</th>
<th>Total Collisions</th>
<th>Total Ped/Bike Collisions</th>
<th>Total Collisions With Injury</th>
<th>Total Collisions With Fatal</th>
<th>Total Correctable Collisions (Left-Turn / Right-Angle)</th>
<th>Total Correctable Collisions With Injury</th>
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Kennedy Boulevard (SR 60) Access Management Safety Study
Hillsborough County, Florida

LOCATION ID: Median Opening 1-A  MILEPOST: 1.608  CROSS STREET: Westshore Blvd.

CONDITION DIAGRAM

COLLISION DIAGRAM

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<th>RIGHT</th>
<th>TAPER</th>
<th>STORAGE</th>
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COLLISION TYPE

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<th>2012</th>
<th>2013</th>
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<th>FATALITY</th>
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COLLISION SYMBOLS

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<th>NUMBER OF COLLISIONS</th>
<th>COLLISION TOTALS</th>
<th>COLLISION SEVERITY TOTALS</th>
<th>LEFT TURN/Angle Summary</th>
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Kennedy Boulevard (SR 60) Access Management Safety Study
Hillsborough County, Florida

LOCATION ID: Median Opening 1-L
MILEPOST: 2.422
CROSS STREET: Hale Ave.

CONDITION DIAGRAM

COLLISION TOTALS

COLLISION TYPE | NUMBER OF COLLISIONS | COLLISION TOTALS | COLLISION SEVERITY TOTALS | LEFT-TURN / ANGLE SUMMARY
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<td>COLLISION TOTALS</td>
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COLLISION SYMBOLS

AM Peak Hour

Mid-Day Peak Hour

PM Peak Hour

TUR L L A N E S S T O R A G E L E N G T H ( F T )

APPROACH | STORAGE | TAPER | STORAGE | TAPER
<table>
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<tr>
<th></th>
<th></th>
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Business Plaza

Radio Shack Plaza

Medi Weight Loss Plaza

Kennedy Blvd.
Kennedy Boulevard – Summary of Recommendations

**Bicycle and Pedestrian Safety Improvements**

- Upgrade street lighting where needed.
- Provide a pedestrian crossing with raised median and RRFB control near Arawana Avenue.
- Provide high emphasis crosswalks and “Yield to Pedestrians” (R10-15) signs at all signalized intersections.
- At Willow Avenue, provide pedestrian features for the east/west pedestrian crossings.
- Install a new traffic signal at Rome Avenue with pedestrian crossing features.

**Access Management Safety Improvements to Reduce Conflicts (Westshore – Himes 17 Median Openings)**

- Close 5 existing median openings.
- Convert 3 existing full median openings to directional median openings.
- Lengthen left-turn lanes at 8 locations.

**Improvement Benefits**

- Safer conditions for pedestrians and bicycles at signalized intersections (with high emphasis pavement markings and signs), Rome Avenue (with new traffic signal) and near Arawana Avenue (with new pedestrian crossing).
- Reduced right angle and left turn crashes along the corridor as a result fewer median openings and greater distance between median openings.
- Reduced rear-end and sideswipe crashes along the corridor as a result of longer storage areas in left turn lanes.
- Improved traffic flow conditions as a result of reduced conflicts and greater spacing between median opening intersections.
Median Opening 1-A
Westshore Boulevard
MP 1.608
Existing Access
Signalized Intersection
Proposed Modification(s)
1. Lengthen W/B overall dual left-turn lane length to 760 feet in conjunction with proposed closure of Median Opening 1-B

Median Opening 1-B
Renelle Drive
MP 1.671
Existing Access
Full Median Opening
Proposed Modification(s)
1. Close Median Opening

Median Opening 1-C
Trask Street
MP 1.739
Existing Access
Full Median Opening
Proposed Modification(s)
1. Lengthen W/B left-turn lane to 285 feet in conjunction with proposed closure of Median Opening 1-D

Median Opening 1-D
Cooper Place
MP 1.795
Existing Access
Full Median Opening
Proposed Modification(s)
1. Close Median Opening

Median Opening 1-E
Hesperides Street
MP 1.859
Existing Access
Full Median Opening
Proposed Modification(s)
1. Convert to Bi-Directional Median Opening
2. Lengthen E/B left-turn lane to 285 feet in conjunction with proposed closure of Median Opening 1-D
3. Lengthen W/B left-turn lane to 285 feet in conjunction with proposed closure of Median Opening 1-F

Concept Median Opening Plans for SR 60 (Kennedy Boulevard) From Westshore Blvd. to Brevard Ave. (NOT FOR CONSTRUCTION)
Median Opening 1-F
Lauber Way
MP 1.922
Existing Access
Directional Median Opening
Proposed Modification(s)
1. Close Median Opening

Median Opening 1-G
Manhattan Avenue
MP 1.984
Existing Access
Full Median Opening
Proposed Modification(s)
1. Lengthen E/B left-turn lane to 285 feet in conjunction with proposed closure of Median Opening 1-F
2. Lengthen W/B left-turn lane to 285 feet

Median Opening 1-H
Hubert Avenue
MP 2.109
Existing Access
Full Median Opening
Proposed Modification(s)
1. Lengthen E/B left-turn lane to 285 feet
2. Lengthen W/B left-turn lane to 180 feet
Median Opening 1-I
Lois Avenue
MP 2.234
Existing Access
Full Median Opening
Proposed Modification(s)
1. Lengthen E/B left-turn lane to 400 feet
2. Lengthen W/B left-turn lane to 285 feet in conjunction with proposed closure of Median Opening 1-J

Median Opening 1-J
Krental Avenue
MP 2.296
Existing Access
Full Median Opening
Proposed Modification(s)
1. Close Median Opening

Median Opening 1-K
Clark Avenue
MP 2.359
Existing Access
Full Median Opening
Proposed Modification(s)
1. Convert to Bi-Directional Median Opening
2. Lengthen E/B left-turn lane to 250 feet in conjunction with proposed closure of Median Opening 1-J
3. Lengthen W/B left-turn lane to 250 feet in conjunction with proposed closure of Median Opening 1-L

Median Opening 1-L
Hale Avenue
MP 2.422
Existing Access
Full Median Opening
Proposed Modification(s)
1. Close Median Opening
Median Opening 1-P
Sterling Avenue
MP 2.874

Existing Access
Full Median Opening

Proposed Modification(s)
1. Convert to Bi-Directional Median Opening
2. Adjust E/B left-turn lane to 200 feet
3. Adjust W/B left-turn lane to 200 feet

Median Opening 1-Q
Himes Avenue
MP 2.999

Existing Access
Signalized Intersection

Proposed Modification(s)
1. Lengthen E/B left-turn lane to 350 feet
2. Lengthen W/B left-turn lane to 300 feet