

Access Management Technique

	Description	Advantages	Disadvantages
Acquisition of Access Rights	State or city/town taking ownership of property along a major route.	Access restriction runs with the land and provides assurance of long-term access control. Negotiated dedication avoids the expense of purchase or condemnation. Compensating property owners for access rights avoids concerns over individual property rights.	Cost may be prohibitive. May be difficult to dedicate a funding source with competing needs. An effective tracking mechanism is required for enforcement. Condemnation is required when a negotiated purchase fails.
Joint and Cross Access	Circulatory system that is shared by two or more adjacent lots or developments that includes shared driveways and internal cross access between abutting properties.	Reduces number of individual driveways and therefore increases driveway spacing. Increased customer convenience. Gets people out of their cars and encourages walking. Access helps remove a portion of short local trips. Amount of corridor frontage is increased and available for landscaping. May improve internal circulation.	Existing properties cannot be forced to interconnect with developing properties. Closure of temporary driveways can be contentious. It is difficult to establish without coordination between local and state agencies. Typically must be created as a permit condition during subdivision proceedings.
Internal Access to Outparcels	Outparcels are on the perimeter of a larger parcel that break its frontage along the abutting roadway. Access to these outparcels can be achieved through internal access instead of driveways on the main roadway.	Regulation promotes unified access and circulation systems for major developments. Reduces the number of driveway connections on major roadways. Number of turning movements onto roadway are reduced. Area available for landscaping is increased.	Property owners may avoid regulation by incrementally splitting off and selling outparcels. Regulation is controversial, often owners of outparcels lobby intensely for direct thoroughfare access on the basis that direct access is essential to their business (common with fast-food chains.)
Access Management Overlay District	Special access management requirements added to existing zoning districts through smaller overlay districts that would be applied along a thoroughfare or near a major intersection.	Versatile tool that can be tailored to an area's unique circumstances. Can be applied as needed in local areas or along segments of roadways to prevent access problems. Typically does not require changes to underlying zoning or an overhaul of existing ordinances.	May be tough to get local support for this in Vermont. If overused, overlay district can lead to overly complex regulations and administrative procedures. Would need to follow same approval process as zoning ordinance amendments.
Land Division and Subdivision Regulations	Regulations that manage the division or subdivision of lots which ensures proper access and street layout in relation to existing or planned roadways.	Most local governments have the authority to regulate land subdivision. Attention to access management in subdivision review helps ensure that street systems and access connections are safe and properly designed.	After a subdivision is approved and lots have been sold, it is difficult to correct inappropriate access to public roadways. Minor land division is difficult to regulate and requires interagency coordination.
Vehicular Use Limitations	Vehicular use restrictions can be applied for nonconforming access connections. Visa versa, properly designed connections can have greater vehicular use.	Vehicular use limitation serves as an incentive for lot reassembly, alternative access, and shared access. Provides agencies with a mechanism for addressing land use problems. Helps mitigate the adverse impacts of nonconforming access connections.	Such limitations may require a more complex traffic impact study than would otherwise be necessary. More complex approach requires a skilled staff to administer.
Service Road	Public or private road auxiliary to an arterial that provides access to parcels adjacent to the arterial (typically for non-residential development).	Allow development of small tracks adjacent to major roadway. Separation between service road and major road is adequate for good traffic operations and safety. Businesses are visible from major roadway. Often less costly and more functional than frontage roads.	Rely heavily on new development or redevelopment where implemented through land development process. Conflicts can occur between state and local agencies where coordination is lacking.

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Uniform Signal Spacing	Signalized intersections and those that might be signalized are spaced at long, uniform intervals.	Decreased travel time and delay. Improved safety. Improved fuel economy and decreased vehicular emissions.	Difficulties in resolving terrain conflicts, existing development and street patterns. High planning level involvement determining which roadways/developments are to be signalized. Funding.
Upstream Corner Clearance on Major Road	Upstream access points are located a sufficient distance away from an intersection such that access is not blocked by queuing and drivers only have to think and react to one intersection at a time.	Enhanced safety because through traffic is allowed to maneuver through the intersection without conflicts from turning vehicles at the access point. Improved intersection capacity.	May be difficult to implement in areas with small isolated corner lots, short block spacing, and/or small property frontages.
Downstream Corner Clearance on Major Road	Downstream access points are located a sufficient distance away from an intersection such that a driver can pass through the intersection without having to react to an event taking place at the access point.	Improved safety because conflicts occurring at the intersection are separated from those occurring at the access point.	May be difficult to implement in areas with small isolated corner lots, short block spacing, and/or small property frontages.
Driveway Channelizing Islands	Channelizing in the driveway to restrict left turn maneuvers into or out of the driveway.	Driveway channelization islands are less controversial than construction of a median. The islands provide a refuge for pedestrians.	Violations are common because drivers can make the prohibited movements with relative ease.
Nontraversable Medians	A divider separates opposing traffic streams with a design that actively discourages or prevents crossing the divider.	Increased safety. Space for left turn bays. The islands provide a refuge for pedestrians. Space for landscaping. Number and complexity of conflicts are reduced.	Difficult to implement in developed areas due to right-of-way constraints. Opposition to left-turn restrictions from business proprietors or other effected parties.
Directional Median Openings for Left Turns and U-Turns	An opening in a median for left turn or U-turns and discourages/prevents all other movements.	Improves safety. Can be signalized without interfering with traffic progression.	Cross-median movements are limited to specific locations and to specific turns. Not always practical to design for large vehicles.

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Isolated Left Turn Bay on Undivided Roadways	An auxiliary lane which removes left-turning vehicles from the through-traffic lane.	Rear-end and left-turn collisions are reduced. Capacity is increased. Left-turning vehicle can clear opposing gap with sufficient speed.	May require considerable construction to attain additional pavement width. Alternatively achieving the lane by paint stripping results in loss of shoulder. A transition by through traffic is required.
Paved Shoulder Bypass at Three-way Intersection	Allows through vehicles to bypass a stopped turning vehicle using the shoulder.	Reduces rear-end collisions. Reduces through traffic delays. Inexpensive especially if paved shoulder already exists. Takes less space than an isolated left-turn bay.	A transition by through traffic is required. Less safe than isolated left-turn lane. Driver expectancy is violated. Additional right-of-way and construction may be needed to widen roadway.
Continuous Two-way Left Turn Lane	Flush painted median lane intended for vehicles that are making left turns from both directions on a roadway.	Safer than undivided roadways. Increased capacity. Reduces delay. Less controversial than nontraversable median.	Less safe than nontraversable medians. Promote strip development. No pedestrian refuge. Necessitates long pedestrian clearance intervals. Potential for conflicting left turns. Difficult to provide dual left turn lanes at intersections in the future. :Left turns from abutting properties are difficult then roadway is operating at high volumes.
Left-Turn Bay at Median Opening	Median opening large enough for deceleration and storage of left turn movements.	Refuge for drivers making left turns. Left turn lane may help maintain an acceptable speed on the through lane. Reduced crash rates. Increased capacity. Delay to through traffic is reduced.	Cannot be used if median is too narrow. Proximity of the bay to any other median opening may limit the length of the turn lane.
Indirect Left Turn and U-Turn	Often referred to as "Jug handle". Forces traffic for left turns and U-turns to the outside of the roadway and crosses both directions of traffic at a signal.	Can accommodate left/U- turns where the median is too narrow for a turn bay. Multiple lanes can be provided for the redirected left/ U- turn traffic. Allows two phase traffic signal control. Can be easily designed to accommodate trucks.	Right-of-way can be costly if property needed for construction of the indirect left turn is developed.
Right-Turn Bay	An auxiliary lane which removes high volumes of right-turning vehicles from the through-traffic lane.	Improved safety. Right turning vehicles can leave through traffic at an acceptable speed. Increased capacity. Reduced delay.	Require roadway widening. Longer pedestrian crossing length.

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Agency coordination	Coordination between state and local agencies to encourage better decision making.	Education of local entities on access management strategies for a specific roadway. Better final decisions.	Challenging to coordinate.
Appropriate residential and commercial driveway design	Driveways are designed with a proper slope, angle, width, turning radii, sight distance, and adequate drainage.	Reduce flood damage, erosion, maintenance costs, and accidents. Improved snow removal.	Cost to property owner. Has to be managed/regulated by officials.
Varying permit requirements based on use of property	Requirements for access design can be varied depending on the proposed use of the property.	Lower cost to low impact user. Access is appropriate size for use.	Has to be managed/regulated and periodically reviewed by officials to ensure property use compliance.
Ensure adequate sight distance at driveway	Adequate stopping or intersection sight distances at driveways and intersections. Require signs if sight distance is not adequate.	Improved safety.	May not be feasible for all roadways/properties.
Shared driveways	More than one property accessing a driveway.	Shared driveway maintenance. Fewer conflict points on main roadway. Less snow plowed across main roadway.	Requires coordination between property owners and likely property deed changes.