

## 9. ACCESS MANAGEMENT

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The Dixie Highway Corridor was reviewed to identify opportunities for access management to improve the traffic flow. From the *Access Management Manual*, access management can be defined as follows:

*“Access Management is the systematic control of the location, spacing, design and operation of driveways, median openings, interchanges and street connections to a roadway. It also involves roadway design applications, such as median treatments and auxiliary lanes, and the appropriate spacing of traffic signals.”*

The Dixie Highway Corridor contains many businesses, and the south end of the project area contains a highly commercial district. Commercial districts tend to contain a high concentration of access points. This lack of access management application creates problematic areas along the corridor. Currently, the south end of the project corridor experiences a large amount of delay due to the close spacing of the commercial driveways. As vehicles enter the traffic stream from multiple driveway access points, flowing traffic must slow down to accommodate them. The higher the concentration of access points, the more delay is likely. The most conflict-prone and dangerous movement from any commercial driveway is the left out maneuver followed by the left in movement. Eliminating these movements where possible can improve safety.



For approximately 100 locations, concepts were developed to help reduce vehicular conflicts which result from commercial sites with multiple and closely spaced full movement driveways on both sides of Dixie Highway. Property boundaries and/or any agreements that may exist between existing property owners were not researched as part of this study.

Some concepts listed here are entirely on private property and would require cooperation of private property owners to provide cross/shared access to adjacent property owners. These types of concepts are made where elevations between properties are the same or similar and where cross connection could provide the opportunity to not only limit dangerous and difficult left out movements, but also provide the public access to signalized intersections through adjacent properties.

Some concepts may not be practical under existing conditions at certain properties but should be considered as properties redevelop. Particular attention should be paid to corner properties where there are existing access driveways onto both Dixie Highway and the adjacent side street.

There are many locations where buildings have minimum setbacks with perpendicular parking very close to Dixie Highway. In some cases, motorists must actually back out onto Dixie Highway in order to exit parking stalls. There are also locations where there are no defined

driveways and instead the sites have access openings which span the entire width of the property. At selected locations, curbs could be constructed around the intersection radius and in front of the site to provide for and delineate a dedicated access location. This would not only define the access locations, but prevent vehicles from direct entry into the middle of an intersection.

There are existing locations where right in/right out islands have been constructed but are routinely ignored by the public. One such location is the southeast side of Dixie across from Kenton Lands Road. The right in/right out appears to have been designed to accommodate large trucks. Any time right in/right out access is designed for large trucks, passenger cars can easily use the access as full movement. Right in/right out access must be designed with the specific parcel in mind to best deter the violation of the turn restrictions.

Efforts to incorporate access management would be facilitated and expedited by a long range plan for the appearance and functional standard of Dixie Highway. A framework is needed to provide a common goal and vision of how Dixie Highway will appear and function in the future. Access management is a long term process that requires a substantial and consistent effort as the corridor gradually redevelops.