APPENDIX C ACCESS MANAGEMENT GUIDELINES

Good access management requires the balance of providing mobility and safety and providing convenient access to properties. In essence, the functional classification of streets is established to allow varying degrees of mobility and access. Greater mobility is expected on arterial streets and less access, and greater access and less mobility is expected on local streets. Given this concept of access, the following graphics provide driveway and intersection spacing and access guidelines for the various street classifications.

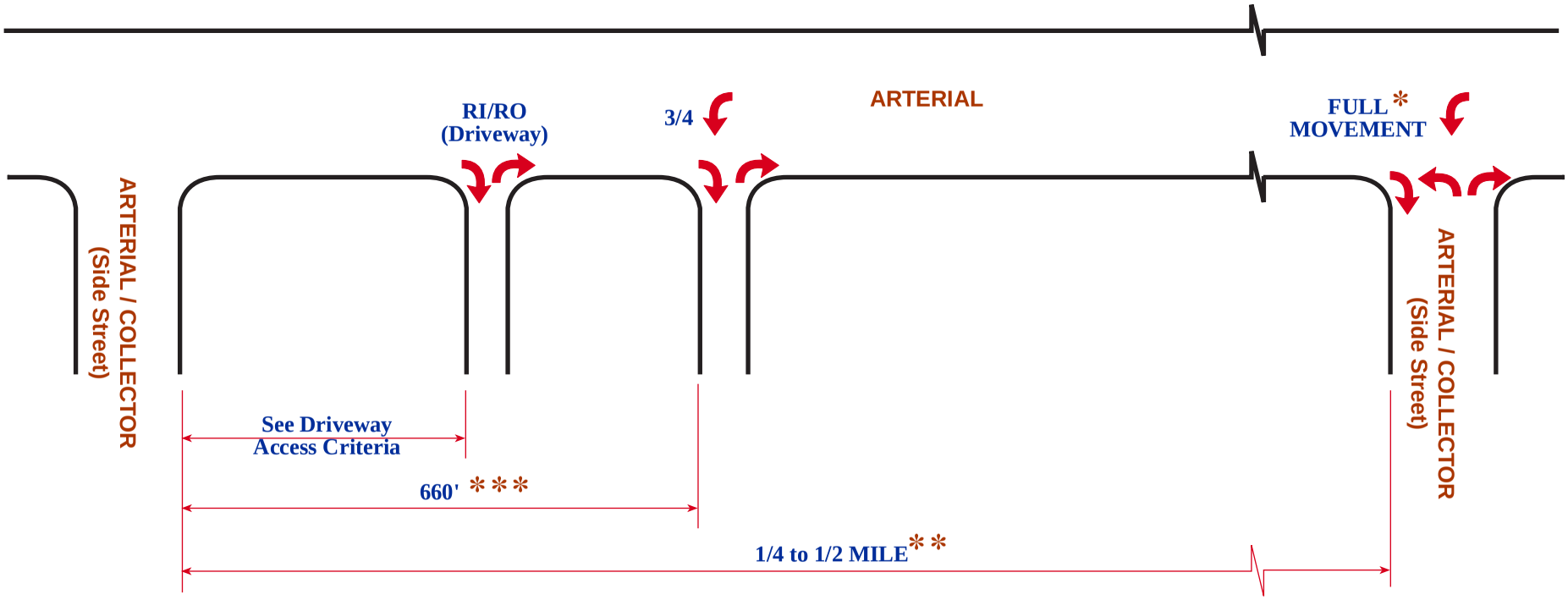
In cases where full movement access would be considered, it is important to evaluate the potential for a signalized intersection. A signal progression study should evaluate how a potential signal could affect traffic flow between other adjacent signals. Green bandwidth is a measure of signal progression and in this case, becomes a means of evaluating the location of a new signal. The minimum green bandwidth would be higher for arterial streets to allow for better mobility and less delay.

A table of design elements includes such items as volume thresholds for deceleration lanes, left-turn lane guidelines, sight distance, and driveway configurations.

* Full movement accesses.

** Signalization of full movement intersections shall be based on spacing criteria and bandwidth criteria of 35%. If the existing bandwidth is less than 35%, it shall not be degraded by more than 2% in each analysis period.

*** A 3/4 movement access may be granted a minimum of 660' from an arterial or collector side street subject to findings of a Traffic Impact Analysis.



02-240 9/29/03

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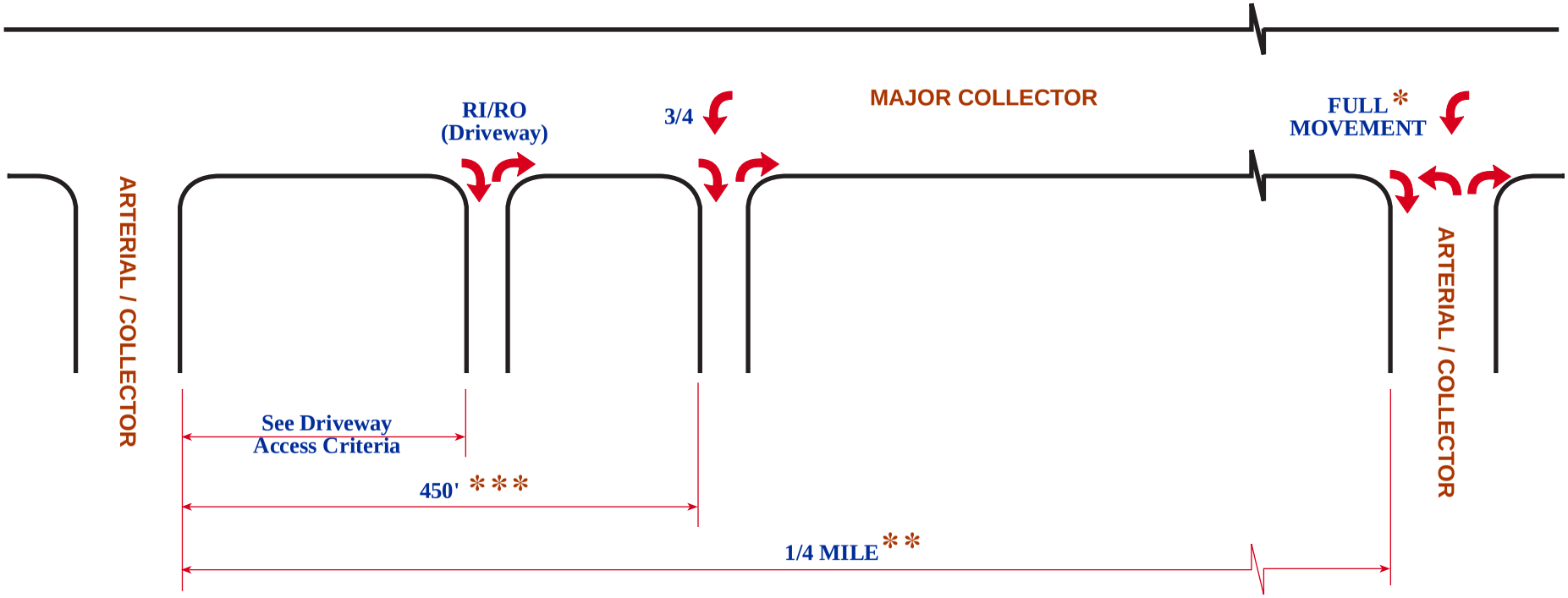
ARTERIAL ACCESS CRITERIA
(45 MPH)

* Full movement accesses may be granted a minimum of 660' from an arterial / collector intersection for shopping centers subject to findings of a Traffic Impact Analysis.

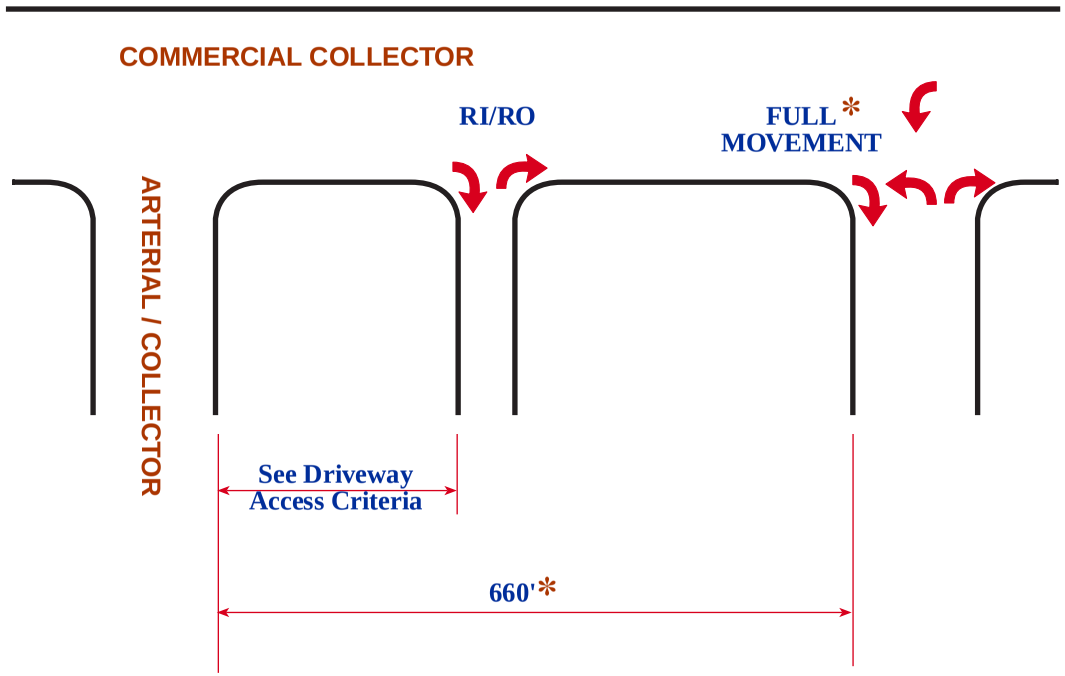
** Signalization of full movement intersections shall be based on spacing criteria and bandwidth criteria of 30%. If the existing bandwidth is less than 30%, it shall not be degraded by more than 2% in each analysis period.

*** A 3/4 movement access may be granted a minimum of 450' from an arterial or collector intersection subject to the findings of a Traffic Impact Analysis.



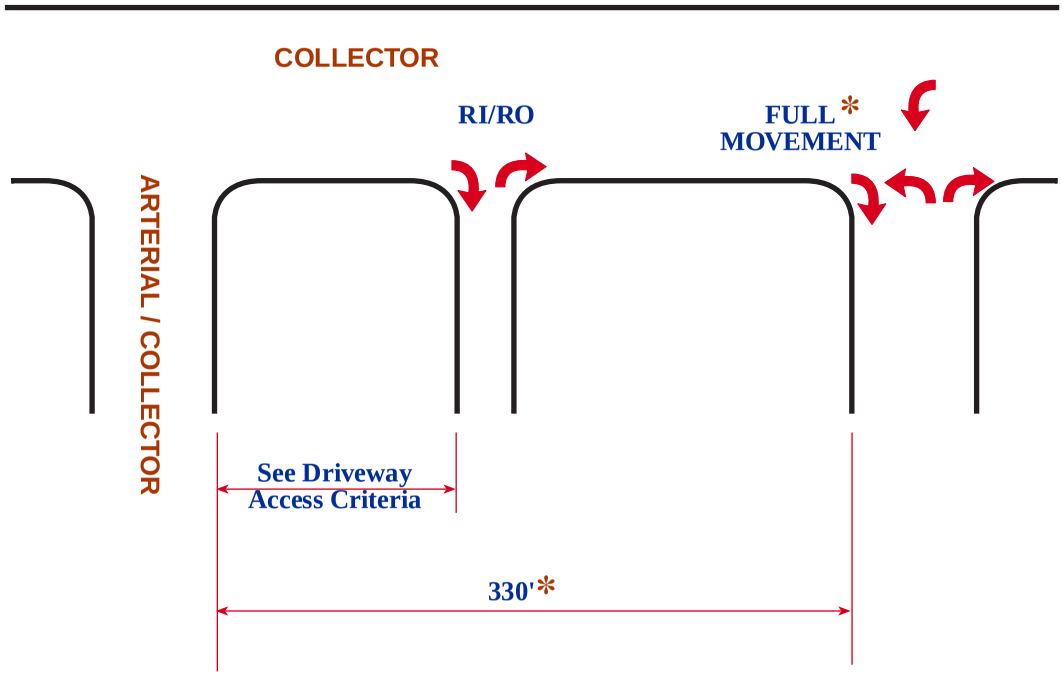
MAJOR COLLECTOR ACCESS CRITERIA
(40 MPH)

* Full movement accesses may be granted at distances less than 660' from an arterial / collector intersection based on findings of a Traffic Impact Analysis.



COMMERCIAL COLLECTOR ACCESS CRITERIA
(35 MPH)

* Full movement accesses may be granted at distances less than 330' from an arterial / collector intersection based on findings of a Traffic Impact Analysis.



MINOR and BOULEVARD COLLECTOR ACCESS CRITERIA (35 MPH)

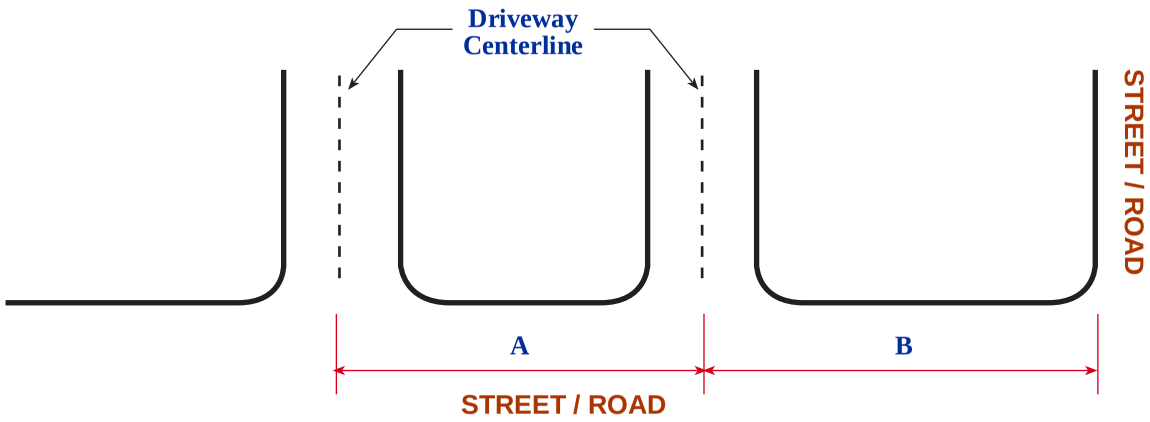


	Figure Reference	Distance
Non-Residential Driveways on Arterials		
From The Side Street (Right-in/right-out only)1	B	330’
Distance Between Driveways (Right-in/right-out only)	A	330’
Non-Residential Driveways on Major Collector		
From The Side Street (Right-in/right-out only)	B	300’
Distance Between Driveways (Right-in/right-out only)	A	275’
Non-Residential Driveways and Local Streets on Other Collectors		
From The Side Street		
Commercial Collector (Right-in/Right-out Only)	B	250’
Boulevard Collector (Right-in/Right-out Only)2	B	200’
Minor Collector (Right-in/Right-out Only)2	B	200’
Distance Between Driveways		
Commercial Collector (Right-in/Right-out Only)	A	200’
Boulevard Collector (Right-in/Right-out Only) 2	A	150’
Minor Collector (Right-in/Right-out Only) 2	A	150’
Residential Driveways on Local Streets		
From the Side Street	B	20’
Distance Between Driveways	A	15’

1 Approval of access contingent on the findings of a Traffic Impact Study.
2 Additional turn movements may be allowed per the findings of a Traffic Impact Study.

DRIVEWAY ACCESS MINIMUM SPACING CRITERIA

Street Standards/Design Elements

Street Standards/Design Elements	Arterial/ Gateway Arterial	Collector				Rural		
		Major	Commercial	Boulevard	Minor	#1	#2	Rural
Maximum Posted Speed (MPH)	45	40	35	35	35	30	30	30
Design Speed	55	45	40	40	40	35	35	35
Travel Lanes	4	4	2	2	2	2	2	2
Parking Lane Width	None	None	7' Both Sides	None	None	7' Both Sides	7' Both Sides	None
Traffic Volume ADT	16,000 to 32,000	7,000 to 16,000	4,000 to 7,000	1,500 to 4,000	1,500 to 4,000	<1,500	<1,500	<500
Minimum Sight Distance at Intersections and Driveways	610'	500'	445'	390'	390'	335'	335'	335'
Driveway Configuration	Radial Curb Return	Radial Curb Return	Curb Cut or Radial	Curb Cut or Radial	Curb Cut or Radial	Curb Cut	Curb Cut	Radial No Curb
Auxiliary Lanes – Left-Turn Lane	Required at all intersections with left turns	Required at all intersections with left turns	Required at all intersections	Required at all intersections	Required at all intersections	Not Required	No Required	Not Required
Auxiliary Lanes – Right-Turn Deceleration Lane	Required when > 50 veh./hr.	Required when > 50 veh./hr.	Not Required	Not Required	Not Required	Not Required	Not Required	Not Required