

# **Access Management Guidelines**

**Executive Summary**

**2011**

## **Bannock Transportation Planning Organization**

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# Executive Summary

The Access Management is the process of controlling the placement and design of intersections and driveways that access a public roadway. Access Management balances the need for property owners with the need of local government to provide a safe efficient roadway network benefitting both. These Guidelines are those which the Bannock Transportation Planning Organization has adopted for the Pocatello/Chubbuck urbanized area. The Guidelines recognize that no one criteria can be absolute; given the unlimited variations in parcel size, terrain, development type, and surrounding roadway system. The Guidelines apply primarily for commercial property located on arterials or collectors; and are divided into four sections.

## Section 1 - Introduction

The introduction presents the purpose of access management principles and provides a historical perspective of their development in the nation and in Bannock County. The emphasis and research on access management is relatively recent. It is thus understandable that the concepts are often not clearly understood or always accepted. It also follows that much of the existing roadway system was developed without consideration of current access management principles, and thus does not provide an example of good practice regarding access design. It is intended that the Guidelines serve as an impetus for access/roadway systems to evolve to a more safe and efficient level as these principles are applied.

## Section 2 - Roadway Characteristics Affecting Access Planning

Section 2 describes the characteristics of adjacent roadway that can affect the access management guidelines applicable to a given site. Where future roadway improvements have been identified (as part of the transportation plan), it is necessary that site specific access plans be developed to meet the criteria for the planned roadway, not the existing roadway. Temporary access provisions may be needed until the roadway improvements are completed. The information in Section 2 is to be provided by the local jurisdiction to the developer or property owner.

## Section 3 – Site Related Access Management Guidelines

Section 3 provides specific access management guidelines in two parts: General Provisions that describe the overall policy framework for access management, and numerical access spacing and design guidelines to which individual site access planning must adhere. When applying these guidelines to a specific site, it will be necessary to also account for future access needs of adjacent sites. Existing and future adjacent access needs to be considered will be defined by the local jurisdiction. The General Provisions and numerical guidelines are included at the end of this summary.

## Section 4 – Site Access and Circulation Planning - Implementation /Coordination with Traffic Impact Studies

Section 4 describes a process which can be followed to develop reasonable solutions when parcel size, terrain, or other factors make it impossible to implement the Guidelines as stated. Section 4 also describes coordination between Traffic Impact Studies (when required) and application of access management guidelines.

Bannock Transportation Planning Organization - Access Management Guidelines Update  
**General Provisions of Access Management Guidelines - Arterials**

<b>Topic</b>	<b>Access on to Arterials</b>
<b>Existing Access</b>	When a property is redeveloped, access points must be changed as necessary to comply with the current access management guidelines. Thus, there is no assurance that the number, type, and location of existing access points will be approved for the redevelopment.
<b>Direct Access</b>	Direct access to the arterial street shall NOT be permitted when the property in question has other reasonable access or reasonable opportunity to obtain other reasonable access to the general street system.
<b>Lot Splitting</b>	No additional access rights shall accrue upon the splitting or dividing of existing parcels or contiguous parcels under or previously under the same ownership or control. All access to newly created properties shall be provided internally from any existing access.
<b>Turn Restrictions</b>	Access will generally be restricted to right turns only. (Note: The right turn only standard does not apply to one-way streets.)
<b>Temporary Left Turns</b>	Temporary left turn access may be permitted if, the applicant establishes that: (1) the left turn movement(s) do not have the potential to meet the warrants for signalization; and (2) the left turn movement(s) would not create unreasonable roadway congestion or safety problems or lower the level of service below C, and; (3) alternatives to the left turn would cause unacceptable roadway and intersection traffic operation and safety problems, and; (4) a raised median does not already exist.
<b>Temporary Direct Access</b>	If it is determined that denial of direct access to the arterial would cause unacceptable traffic operation or safety problems at the alternate access location(s) and to the overall traffic flow of the general street system, then driveway access to the arterial may be approved on a temporary basis. When this single temporary direct access to an arterial is allowed as described above, such access shall continue only until such time that another reasonable access to a lower function street is available.
<b>Creating Public Intersections</b>	If the proposed direct access location to the arterial is consistent with: the spacing and requirements for public intersection, then direct access may be approved on a permanent basis. Such access points should be signalized if the estimated traffic volumes (from the traffic impact study) meet warrants.
<b>Additional Access Points</b>	Not Applicable
<b>Fire Access</b>	When local fire regulations require a secondary access to provide for emergency services, an emergency access to the arterial street may be allowed if no other reasonable alternative is available. Such access shall NOT be open for non-emergency uses and shall be maintained by the permittee as a closed access except during emergencies.

Bannock Transportation Planning Organization - Access Management Guidelines Update  
**General Provisions of Access Management Guidelines - Collectors**

<b>Topic</b>	<b>Access on to Collectors</b>
<b>Existing Access</b>	When a property is redeveloped, access points must be changed as necessary to comply with the current access management guidelines. Thus, there is no assurance that the number, type, and location of existing access points will be approved for the redevelopment.
<b>Direct Access</b>	One access may be allowed from the collector street to an individual parcel or to contiguous parcels under the same ownership or control if such access will not be detrimental to the safety and operation of the street.
<b>Lot Splitting</b>	No additional access rights shall accrue upon the splitting or dividing of existing parcels or contiguous parcels under or previously under the same ownership or control. All access to newly created properties shall be provided internally from any existing access or a new access determined by the governing body.
<b>Turn Restrictions</b>	Access will generally be restricted to right turns only. (Note: The right turn only standard does not apply to one-way streets.)
<b>Temporary Left Turns</b>	Temporary left turn access may be permitted if, the applicant establishes that: (1) the left turn movement(s) do not have the potential to meet the warrants for signalization; and (2) the left turn movement(s) would not create unreasonable roadway congestion or safety problems or lower the level of service below C, and; (3) alternatives to the left turn would cause unacceptable roadway and intersection traffic operation and safety problems, and; (4) a raised median does not already exist.
<b>Temporary Direct Access</b>	If it is determined that denial of additional direct access to the collector would cause unacceptable traffic operation or safety problems at the alternate access location(s) and to the overall traffic flow of the general street system, then temporary direct access may be approved. When this temporary additional direct access is allowed, such access shall continue only until such time that another reasonable access to a lower function street is available. Temporary accesses can be reevaluated not more frequently than once every five years.
<b>Creating Public Signalized Intersections</b>	If the proposed direct access location to the collector is consistent with the spacing and public intersection requirements, then direct access may be signalized.
<b>Additional Access Points</b>	Additional access may be provided if the applicant establishes that the additional access would not be detrimental to the safety and operation of the street. Additional access points would be subject to all access management guidelines unless variances are granted.
<b>Fire Access</b>	When local fire regulations require a secondary access to provide for emergency services, an emergency access to the collector street may be allowed if no other reasonable alternative is available. Such access shall NOT be open for non-emergency uses and shall be maintained by the permittee as a closed access except during emergencies.

**General Provisions of Access Management Guidelines – Local Roads**

<b>Topic</b>	<b>Access on to Local Streets</b>
<b>Existing Access</b>	When a property is redeveloped, access points must be changed as necessary to comply with the current access management guidelines. Thus, there is no assurance that the number, type, and location of existing access points will be approved for the redevelopment.
<b>Direct Access</b>	One access may be allowed from the local street to an individual parcel or to contiguous parcels under the same ownership or control if such access will not be detrimental to the safety and operation of the street.
<b>Lot Splitting</b>	No additional access rights shall accrue upon the splitting or dividing of existing parcels or contiguous parcels under or previously under the same ownership or control. All access to newly created properties shall be provided internally or as determined by the governing body.
<b>Turn Restrictions</b>	All turning movements including left turns may be allowed provided adequate safety and design standards are met.
<b>Temporary Left Turns</b>	If left turn access to the local street would cause unacceptable traffic operation or safety problems at access location(s) and to the overall traffic flow of the general street system, then temporary left turn access may be approved. Temporary left turn access may be permitted if, the applicant establishes that the alternatives to the left turn would cause unacceptable roadway and intersection traffic operation and safety problems.
<b>Temporary Direct Access</b>	If additional direct access to the local street would cause unacceptable traffic operation or safety problems at the alternate access location(s) and to the overall traffic flow of the general street system, then temporary direct access may be approved. When this temporary direct access is allowed, such access shall continue only until such time that another reasonable access is available.
<b>Creating Public Intersections</b>	Not Applicable
<b>Additional Access Points</b>	Additional access may be provided if the applicant establishes that the additional access would not be detrimental to the safety and operation of the street. Additional access points would be subject to all access management guidelines unless variances are granted.
<b>Fire Access</b>	Not Applicable

## Numerical / Design Guidelines

The following summarizes numerical access spacing and design guidelines that are associated with the General Provisions. They are specific requirements for placement and design of intersections and driveways that access the public rights-of-way. The report provides additional detailed information on the derivation of these guidelines

Non-Signalized Access Spacing. This is the distance between commercial and large residential development access points on the same side of the street. The recommended spacing for access points varies by the functional classification of the street to be accessed and are as follows:

Arterial	Collector	Local
Full Access – 660'	330'	Not Applicable
Right-in/Right-out – 440'		

Spacing Between Access Points and Intersections. Spacing requirements are different depending on whether the access is located before or after an intersection.

The distance between intersections and the nearest preceding access point is called the near side corner clearance. The recommended spacing for near side corner clearance are:

Arterial	Collector	Local
660'	450'	150'

The distance between the preceding intersection and the next driveway is called the far side corner clearance. The recommended spacing for far side corner clearance are:

Arterial	Collector	Local
380'	260'	200'

Spacing Guidelines for Traditional Development Patterns. The Guidelines recognize that the fundamental spacing guideline presented in the document may be unobtainable under traditional urban development and roadway grid conditions. Where these conditions exist the access spacing is determined by the intensity of the use. The spacing for access is based on the trip generation anticipated for the site. The access spacing for Urban Core Development is:

Generator Size	Arterial	Collector	Local
Minimum: < 500 Annual Daily Traffic	160'	100'	40'
Minor: 500 – 1500 Annual Daily Traffic	260'	160'	130'
Major: > 500 Annual Daily Traffic	330'	220'	160'

Access Point Design Parameters. The design of an access point or driveway is an important component of the Guidelines. The design of the access a points: a) affects the speed of vehicles turning from the public roadway, and b) allows for storage of exiting vehicles so as not to affect the access point operation or internal circulation. The access design consists of three components: width of the access, the radius of the curb at the roadway, and the uninterrupted length of the access roadway within the development site. Recommend access design guidelines for the most common conditions are:

- Access Point (Driveway) Width for two-way access points – 30’ to 40’
- Access Point (Driveway) Curb Radius - 30’
- Access Point (Driveway) Length for one exit lane - 50’

Relation of Access Points to Those on the Opposite Side of the Roadway. The preceding guidelines apply to access points on the side on the street boarding the development. Most streets are developed on both sides. Where access points exist on the opposite sides of the street the distance between two points should be:

- Arterial (less than 45mph)      300’ access spacing
- Collector                              200’ access spacing