

2.0 ACCESS GUIDELINES

The access management guidelines pertain to the following listed items:

- Traffic signal spacing
- Cross street spacing
- Median breaks
- Right turn lanes (deceleration lanes)
- Driveway spacing
- Spacing of opposing driveways
- Corner clearance standards at intersections

2.1 Traffic Signal Spacing

Traffic signals are allowed at one-quarter mile spacing. Any proposed signal at less than one-quarter mile spacing must be applied for, with the applicant solely responsible for the signal's cost. The applicant must provide a traffic study that shows that the additional signal can be accommodated without significantly disrupting the progressive flow of traffic in the circulation system by preserving the minimum "through-band" width of the affected street. The traffic study shall include a simulation analysis for any new signal that is proposed to be spaced less than one-quarter mile.

2.2 Cross Street Spacing (3 or 4 leg intersections with full access)

| <i>Road classification</i> | <i>All land-use categories</i> |
|--|--------------------------------|
| Principal Arterials | 1320 feet |
| 76 to 84-Foot Arterial/Collector Buildout ADT < 20k | 660 feet |
| Buildout ADT >20k | 1320 feet |
| 64-Foot Arterial/Collector | 660 feet |

2.3 Median Breaks

| <i>Road classification</i> | <i>All land-use categories</i> |
|--|--|
| Principal Arterials <ul style="list-style-type: none"> • eight or six lanes • four lanes | <ul style="list-style-type: none"> • Breaks at signal controlled intersections only • Left ingress can be considered on a case-by-case basis |
| 76 to 84-Foot Arterial/Collector | City may require full or partial raised medians on a case-by-case basis in order to control left turn in and/or out movements. |

| | |
|----------------------------|--|
| 64-Foot Arterial/Collector | City may require full or partial raised medians on a case-by-case basis in order to control left turn in and/or out movements. |
|----------------------------|--|

2.4 Right Turn Lanes (Deceleration Lanes) at Driveways

| <i>Posted or Prima Facie Speed Limit</i> | <i>Number of Right Turn Vehicles per Hour</i> |
|--|---|
| 45 mph or less | 80 – 125 |
| Over 45 mph | 35 – 55 |

If the speed limit has not been determined, use the design speed minus 5 mph.

The lower threshold of 80 right turn vehicles per hour is for higher volume roadways (greater than 600 vehicles per hour per lane), or on two-lane roads where lateral movement is restricted. The higher threshold of 125 right turn vehicles per hour is most appropriate on lower volume roadways, multilane highways, or driveways with an entry radius of 50 feet or greater.

The lower threshold of 35 right turn vehicles per hour is for higher volume two-lane roadways where lateral movement is restricted. The higher threshold of 55 right turn vehicles per hour is most appropriate on lower volume roadways, multilane highways, or driveways with an entry radius of 50 feet or greater.

2.5 Driveway Spacing

| <i>Road Classification</i> | <i>Commercial and Multi-Family Residential</i> | <i>Industrial</i> | <i>Town Center</i> | <i>Single Family Residence</i> |
|--|--|----------------------------------|----------------------------------|--|
| Principal Arterial eight lanes six lanes four lanes | 660 feet 330 feet 330 feet | 660 feet 330 feet 330 feet | 660 feet 330 feet 330 feet | Not allowed Not allowed Not allowed |
| 76- to 84-Foot Arterial/Collector | 330 feet | 330 feet | 330 feet | Not allowed |
| 64-Foot Arterial/Collector | 165 feet | 165 feet | 165 feet | 165 feet (if build out volume is less than 8000 ADT) |

Distances measured from centerline to centerline.

2.6 Opposing Side Driveway Spacing on Streets without Restrictive Medians

Opposing side street driveways on streets without restrictive medians shall be aligned or with a minimum spacing of 330 feet on 76- to 84-foot Arterial/Collectors, and 165 feet on 64-foot Arterial/Collectors measured from centerline to centerline.

2.7 Corner Clearance Standards at Intersections

| <i>With Restrictive Median</i> | | |
|--|------------------------------|-------------------------------|
| <i>Position</i> | <i>Access Allowed</i> | <i>Minimum (feet)*</i> |
| Approaching intersection | Right in/right out | 115 |
| Approaching intersection | Right in only | 115 |
| Departing intersection | Right in/right out | 230 (125)** |
| Departing intersection | Right out only | 100 |
| <i>Without Restrictive Median</i> | | |
| <i>Position</i> | <i>Access Allowed</i> | <i>Minimum (feet)*</i> |
| Approaching intersection | Full access | 230 (125)** |
| Approaching intersection | Right in only*** | 100 |
| Departing intersection | Full access | 230 (125)** |
| Departing intersection | Right out only*** | 100 |

* Reduced minimums may be accepted when access to corner property cannot otherwise be provided. Subject to approval by city traffic engineer on a case-by-case basis.

** At posted speed limit of 35 mph or less, may use the measurements in parentheses.

*** right in/right out, right in only, and right out only connections on roads without restrictive medians shall, by the design of the connection, effectively eliminate unpermitted movements.

For corner properties where access is possible on at least two sides, access from the lower classification street is preferred. Distances measured from the curb return.