2.0 ACCESS OBJECTIVES, PRINCIPLES AND STRATEGIES

Early in the development of the Access Control Plan update project, it was important for the project team to develop initial objectives of what access management should accomplish in the SH68 corridor. The resulting objectives for the project are provided in Section 2.1. Guiding principles in Section 2.2 were developed to insure that the recommended treatments throughout the corridor are applied in a uniform manner. There are a number of typical situations which should be treated in the same general manner in the interest of fairness. However, it was also recognized that there are a number of unique situations which should be treated on an individual basis. Techniques to implement the updated Access Control Plan are discussed in Section 2.3.

2.1 Project Objectives

To develop an updated Access Control Plan that balances the local and regional transportation and property access needs of the corridor while creating a safer traveling environment for bicyclists, pedestrians and motorists.

The following are the objectives established for the Access Control Plan update:

- Maintain and improve the functional integrity (safety, capacity and speed) of, and the transportation service provided by, SH68 in order to most efficiently and safely move people and goods in the corridor by:
  - Improving high hazard intersections and access points
  - Improving congested intersections
  - Minimizing the number of signalized intersections
  - Consolidating the number of access points
  - Requiring that all new access points be designed to current standards
  - Providing equitable access for all property owners
  - Improving pedestrian and bicyclist safety
- Reduce reliance on SH68 by providing alternatives that:
  - Encourage parallel roadways for local circulation
  - Enhance opportunities for alternative modes of travel
- Improve the aesthetics of the corridor
- Recognize the economic impact of SH68 and its access for the communities and businesses along the corridor

2.2 Principles

The following principles were established for use in the development of the update to the SH68 Access Control Plan and should be used where applicable to help determine any modifications to the plan in the future:

- Public Road Intersections

  - Auxiliary lanes (for right and left turns) will be upgraded to State Highway Access Code (the Access Code) standards at all public road intersections.

  - Traffic signals may be installed when appropriate traffic signal warrants (as defined in the latest edition of the Manual On Uniform Traffic Control Devices (MUTCD), U.S. Department of Transportation, Federal Highway Administration are met and an approved engineering study indicates that a signal will improve the overall safety and/or operation of the intersection and corridor.

  - All other intersections which have not been identified for signalization will be converted to a right-in/right-out only (RIRO) or ¾ movement (no outbound left turns or through traffic from the side street) access point, or will be closed when there is an identified safety problem or when MUTCD signalization warrants are met.

- Residential and Business Accesses

  - Every attempt will be made to eliminate the need for individual residential or business access along the highway system unless otherwise noted in the SH68 Access Control Plan. Only one access shall be allowed for each individual parcel/property that has no other access available except as agreed by all agencies. Consolidation of residential and business accesses will be encouraged among adjoining property owners. Adjacent parcels under a common ownership or control shall be viewed as one property for access purposes.

  - It is generally believed that all residential and business access should, as a minimum, be restricted to RIRO movements. A ¾ movement access will be considered if access would serve three or more properties and would meet Access Code access spacing requirements. Frontage road access will generally remain with full turning movements.

- Change of Land Use

  - Development or re-development of existing properties will not change these principles. If access to the local road system is available, existing direct private property access(es) to SH 68 will be closed. If access to the local road system is not possible, a RIRO will be allowed with deceleration and acceleration lanes as required according to guidelines in the Access Code.

  - A formal Access Control Plan amendment will not be required, however, for interim changes to a property frontage such as defining an access or upgrading the frontage for sidewalk or landscaping improvements. These interim improvements shall be designed to build toward the ultimate plan or, at a minimum, not preclude development of the plan in the future.

2.3 Access Issue Examples

Along the project corridor there are several examples of access issues that represent what an access management project strives to improve. Undefined access, poor sight distance, inadequate bicycle and pedestrian facilities and close intersection spacing are only a few issues that can be corrected, thereby increasing the safety, accessibility and capacity of a roadway. A few examples of these types of issues are shown below:

Lack of defined access.

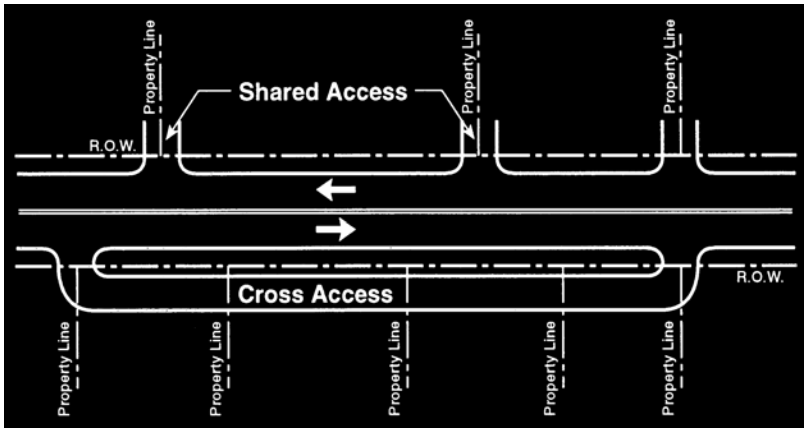
No pedestrian facility.

Unsafe left turn.

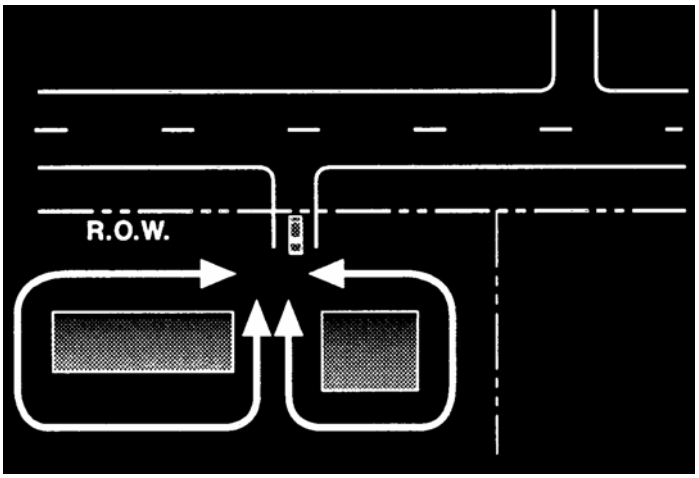
2.4 Strategies

One of the objectives of the Access Control Plan is to reduce the number of access points on the highway while still providing good access for property owners. There are several strategies that would promote both of these objectives. They include:

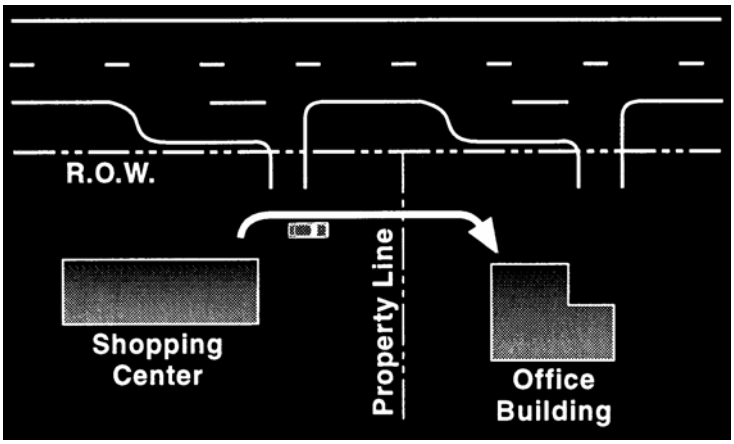
- Sharing access with adjoining parcels or providing cross access for numerous parcels



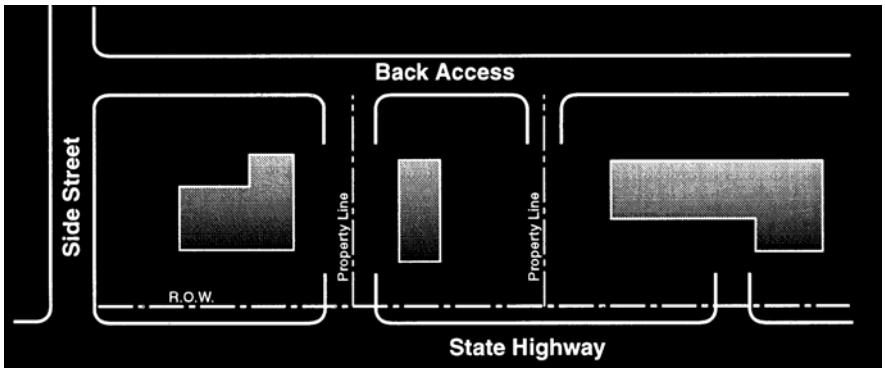
- Providing adequate internal circulation



- ***Providing connections between adjacent properties***



- ***Creating access opportunities to properties other than from the highway system***



- ***Relocating access to side streets***