
2.0 ACCESS OBJECTIVES, PRINCIPLES AND STRATEGIES

Early in the development of the access management project, it was important for the project team to develop initial objectives of what access management should accomplish in the US 287 and SH 14 corridors. 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 Access Control Plans are discussed in Section 2.3.

2.1 Project Objectives

To develop Access Control Plans that balance the local and regional transportation and property access needs of each corridor while creating a safer traveling environment for bicyclists, pedestrians and motorists.

The following are the objectives established for the Access Control Plans:

- Maintain and improve the functional integrity (safety, capacity and speed) of, and the transportation service provided by, US 287 and SH 14 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 US 287 and SH 14 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 US 287 and SH 14 and its accesses on the communities and businesses in the corridor

2.2 Principles

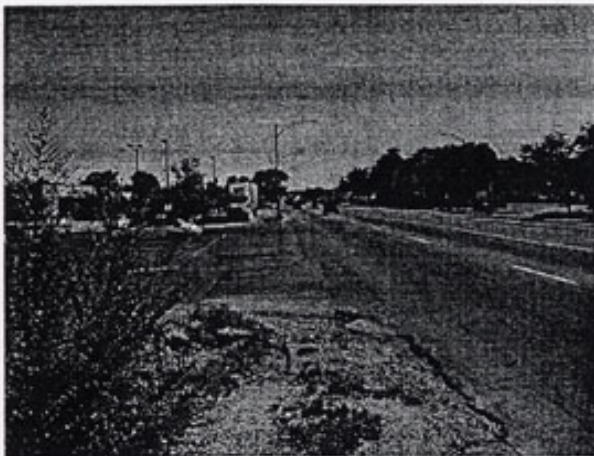
The following principles were established for use in the development of Access Control Plans and should be used, where applicable, to help determine any modifications to the Access Control Plans in the future:

- Public Road Intersections
 - Auxiliary lanes (for right and left turns) will be upgraded to State Highway Access Code (the 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 $\frac{3}{4}$ 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 appropriate 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 Access Control Plans. 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 $\frac{3}{4}$ movement access would be considered if access would serve three or more properties and would meet 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 US 287 and SH 14 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 the guidelines in the 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 plans or, at a minimum, not preclude development of the plan in the future.

2.3 Access Issue Examples

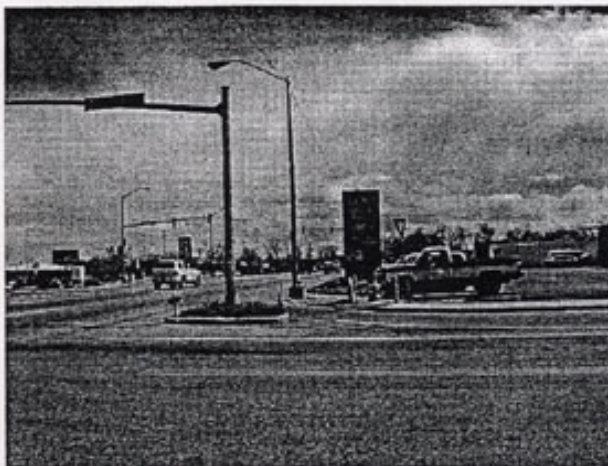
Along each of the project corridors are several examples of access issues that represent what an access management project strives to improve. Undefined access, poor sight distance, inadequate bicycle and pedestrian facilities and close intersection spacing are only a few issues that can be corrected,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



Continuous undefined access.
No pedestrian facility.



Poor sight distance.
Undefined access.



Closely spaced traffic signals.

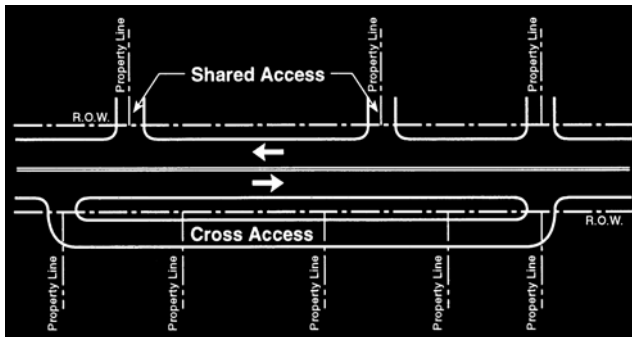


Close spacing between the State Highway
and frontage road intersections.

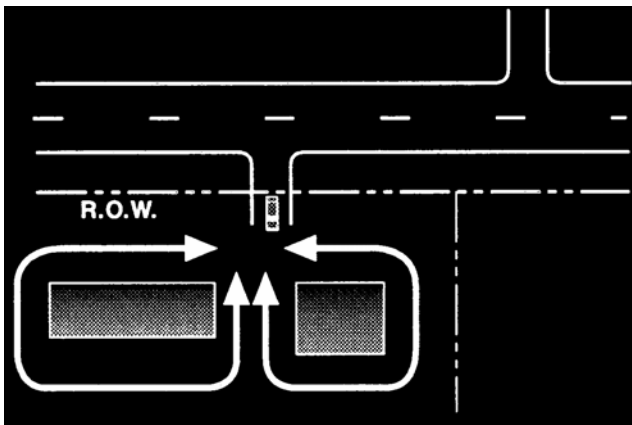
2.4 Strategies

One of the objectives of the Access Control Plans 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:

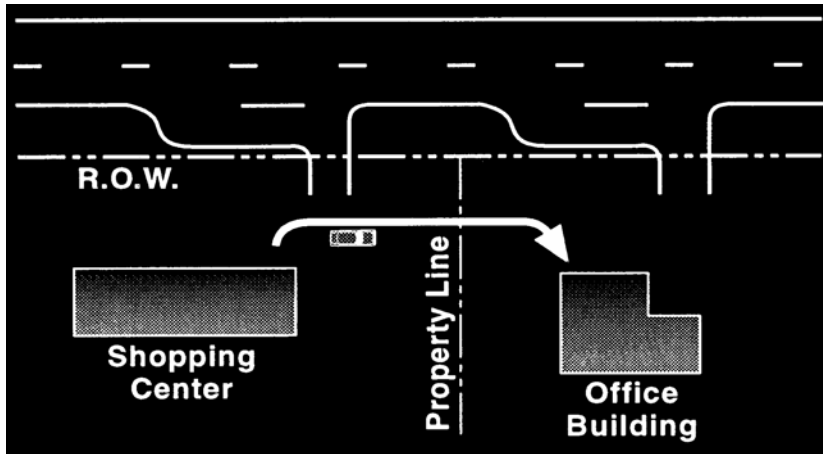
- *Sharing access with adjoining parcels or providing cross access for numerous parcels*



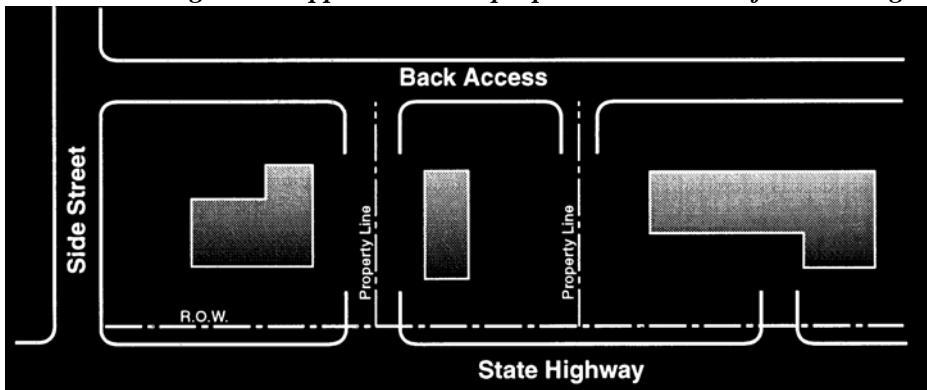
- *Providing adequate internal circulation*



➤ *Providing connections between adjacent properties*



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



➤ *Relocating access to side streets*

