Chapter 9: Access Management Guidelines

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1. Purpose

The primary objective of establishing access management guidelines is to expedite the movement of traffic. This is achieved by clearly identifying access points, providing connections between adjacent properties to reduce trips on the through streets, reducing delay by minimizing the number of conflict points between opposing traffic flows, and separating turning movements from through movements wherever necessary and practicable. Successful application of access management techniques create a corridor with a uniform driving environment which improves traffic safety by providing sufficient sight distance and time to react to potential hazards. It also provides property owners and developers access to their site that is as quick, convenient, and reasonable as possible for the property owner's approved use.

Emphasis is on prevention, although correction of some existing conditions can be remedied as the use of a property changes. Such changes happen slowly but can be an essential part of a long-term plan for any community. If access points are allowed to occur at random along a roadway with little or no thought given to proper design or long term effects, it will be very costly, perhaps impossible to correct the situation once development along the corridor is complete. Sometimes, existing conditions can be corrected if a proposal to modify or otherwise redevelop a property is submitted to the City for consideration and approval. The City will consider each case individually and work closely with the property owners to improve access control while maintaining a viable development site for the owner. It should be noted that access management guidelines are not a solution to all traffic problems and do not negate the need for road widening or other geometric improvements.

2. Access Management Categories

There are five access management categories based on the functional classifications of roadways. Each classification defines the degree of mobility for motor vehicle traffic versus recommended access limitations to adjacent properties. The difference in the classifications demonstrates the relationship between the need to control property access and the management of adequate traffic flow. Access management guidelines should be applied to all roadways within the City as reasonably and practically as feasible. If it becomes apparent due to existing or future conditions that a particular roadway, or section of roadway, will be unable to attain the specifications for its assigned access management category, the City may assign a more applicable access management category or provide a site specific access plan.

There remains some difficulty in applying the access management guidelines to the central business district in downtown Delaware. Although the existing access conditions may be deficient according to current guidelines, the "Main Street" facilities in the fully developed urban areas should not have their access category changed. Such routes should have their access treatment accepted of "grandfathered" because upgrading would be disruptive to the local economy, downtown culture, and too costly to justify.

Access Category Description and General Guidelines			
Category		**Characteristics**	**Guidelines**
I	Major Arterial	• High speed (>50 MPH) and volume • arterial freeways primarily utilized by interregional and interstate traffic	Multi-lane facilities, some with medians; controlled access at interchanges; no direct property access permitted.
II	Major Arterial	• High speed (45-50MPH) and volume • Major arterials that primarily carry intercity, interregional and interstate traffic through the city while providing access to properties.	Access points limited to connecting streets at interchanges or public street intersections; Signals at public intersections to be coordinated to minimize through traffic delay; no direct private access permitted unless there are no reasonable alternative means to access property and then access may be restricted to Right in Right Out (RiRo) only.
III	• Major Arterial • Minor Arterial • Collector	• Moderate to high speed (35-45MPH) and volume • Major and minor arterials, and collectors that primarily provide access to business and commercial properties and/or while carrying through traffic for moderate to longer distances through the city.	General provision is to provide one private access point for each parcel unless it can be shown that additional access points are necessary and would not be detrimental to the safety and operation of the roadway. Access may be restricted to right-in/right-out (Ri-Ro) where traffic conditions on abutting street pose substantial risk, congestion or delay in permitting a conflicting traffic movements or turns. Consideration to be given to provide access off side street connections and controlled intersection points. Full access may require provision of left turn lanes to minimize delay and improve safety on through street.
IV	Collector	• Low to moderate speed (25-35MPH) and volume • Collector streets providing access to primarily residential areas with a mix of business uses, and carrying through traffic for short to moderate distances.	General provision is to provide one private access point for each parcel unless it can be shown that additional access points are necessary and would not be detrimental to the safety and operation of the roadway. Access points/driveways may be restricted away from intersecting higher classification streets and should be at least 150ft from street intersections to accommodate minimum vehicle reaction and stopping distances.
V	Local	• Low speed (25 MPH) and volume • minor collector and local streets serving primarily residential areas, where speed limits are 25 MPH with little benefit to providing higher speed of travel.	Provide reasonable and safe direct access to all properties. Driveways should avoid alignment with utility structures, be spaced away from adjacent driveways and at least 100ft from street intersections to accommodate minimum vehicle reaction and stopping distances.

3. Number of Access Points

Each existing tract of land is entitled to one direct or indirect access point to the public roadway network provided the location and design meet the sight distance and design requirements of the City standards. Properties should not be denied all access to the public street system without appropriate compensation for loss in property value. Additional access points are approved on an individual case basis and only when it can be demonstrated that the access point will not adversely affect the capacity or safety of the roadway. In some cases, access points to a property may be restricted to right-in/right-out, left-in only, no left out etc. based on the condition of traffic volumes, speeds, pavement width, and available turn lanes to accommodate traffic ingress and egress movements.

4. Consolidation and Modification of Existing Access Points

Whenever the use of a parcel of land changes, is modified or otherwise upgraded, or where two or more parcels of land are assembled under one purpose, plan, entity, or usage, the existing driveway access becomes subject to review and approval against the current access category guidelines. Access to the modified or improved site should be based upon the developer/owner's plans to use one or more of the existing access points, and/or to close and relocate driveway access. Access points may have to be relocated or restricted based upon changes in traffic conditions of the adjacent street network that may not have posed the same concerns when the original development was initially constructed. In all cases, redeveloped properties shall start with the requirement of permitting a single access point for the property, with additional access points allowable if they can be shown that they are necessary and would not be detrimental to the safety and operation of the roadway.

5. Coordination of Access Points

Access points on opposite sides of category II, III or IV roadways shall be aligned with each other. Access points on opposing sides of a street that do not align may have turning movement restrictions imposed upon them as determined necessary, to maintain the safety and efficient operation of the street network. Access points and driveways shall be designed, located, and constructed in a manner to provide for the coordination of access between adjacent properties for current and future development. In some cases, shared or common access drives may be required to minimize impact to the roadway. Access connections between adjacent properties in the form of parking lot connectors, frontage or service roads shall also be considered to improve internal access with minimal disruption to through traffic flows along the adjacent public street network.

6. Temporary Access Points

In some circumstances, due to phased development or future roadway improvement plans, it is possible to permit an access point with a design or location which will ultimately interfere with the operation of traffic on the through street or is otherwise not in compliance with the access management guidelines, but for now remains the best practical alternative. Such access points must be designated as "Temporary" on all approved plans and documents relating to the development. Plans must also be submitted and approved by the City that address the timing, means, and responsibility associated with the eventual abandonment of the temporary access point and construction of the permanent access point, before the temporary access point is approved.

7. Minimum Driveway and Unsignalized Intersection Spacing

To minimize the potential for accidents and delay to through traffic, access points to businesses, and low volume unsignalized intersections on category II and III roadways should be separated by the minimum distance measured from the nearest edge of adjacent driveways as shown, and in accordance with the posted speed limit. Spacing of driveways between intersections should be as uniform as possible.

Minimum Driveway and Intersection Spacing for Access Management Category II & III	
Posted Speed Limit (MPH)	**Minimum Driveway Spacing (FT)**
25	150
30	200
35	250
40	325
45	495
50	550
55	605

8. Minimum Signalized Intersection Spacing

Preserving the quality of traffic flow and safety requires the spacing of signals that assures the continuous, progressive movement of traffic. Uniform, or near uniform spacing is required for the most efficient flow of traffic. The optimal spacing of signals depends on the cycle length and posted speeds. Long cycle lengths combined with high speeds require long distances between signals, while shorter cycle lengths and lower speeds require closer signal spacing. The need for a signal shall be determined by a warrant analysis using the OMUTCD and conducted by a qualified traffic engineer.

Minimum Signalized Intersection Spacing for Access Management Category I, II, III			
	I	**II**	**III & IV**
Preferred Spacing	At grade intersections not permitted	1 mile	1 mile
Acceptable Spacing		½ mile	½ mile
Minimum Spacing		½ mile	¼ mile

9. Street Listing by Access Management Category*

Street Name	Access Management Category
US 23 (Cottswold Dr to Pennsylvania Av)	I - Major Arterial
US 42 (London Rd to US 23)	I - Major Arterial
US 42 (West of London Rd)	I - Major Arterial
SR 37 (West of Lexington Bl)	II- Major Arterial
SR 521 (AKA Kilbourne Rd)	II- Major Arterial
US 23 (not included in Catergory I)	II- Major Arterial
US 36 (East of "the Point")	II- Major Arterial
US 36 (West of Applegate Ln)	II- Major Arterial
Glenn Parkway	II- Major Arterial
Sawmill Parkway	II- Major Arterial
Sunbury Rd (AKA US 36/SR 37) (E_o "the Point")	II- Major Arterial
Central Av (AKA SR 37) (Lexington Bl to "the Point")	III - Major Arterial
Sandusky St	III - Major Arterial
William St (AKA US 36) (Applegate Ln to "the Point")	III - Major Arterial
Lake St (US 42)	III - Major Arterial
Belle Av	III - Minor Arterial
Cheshire Rd	III - Minor Arterial
Hills Miller Rd	III - Minor Arterial
Houk Rd	III - Minor Arterial
Liberty Rd	III - Minor Arterial
London Rd	III - Minor Arterial
Pennsylvania Av	III - Minor Arterial
Pittsburgh Dr	III - Minor Arterial
Stratford Rd	III - Minor Arterial
Troy Rd	III - Minor Arterial
Armstrong Rd	III - Collector
Berlin Station Road	III - Collector
Bowtown Rd	III - Collector
Braumiller Rd	III - Collector
Curtis St	III - Collector
Curve Rd	III - Collector
Glenn Rd	III - Collector
Henry St	III - Collector
Meeker Way	III - Collector
Merrick Bl	III - Collector
Mill Run Crossing	III - Collector
Nutter Farms Ln	III - Collector
Ohio Health Bl	III - Collector
Olentangy Av	III - Collector
Peachblow Rd	III - Collector
Slack Rd	III - Collector
Warrensburg Rd	III - Collector
Boulder Dr	IV - Collector
Buehler Dr	IV - Collector
Carson Farms Bl	IV - Collector
Cheshire St	IV - Collector
Cobblestone Dr	IV - Collector
Eagle Walk Rd	IV - Collector

Street Name	Access Management Category
Elizabeth St	IV - Collector
Euclid Av	IV - Collector
Executive Bl	IV - Collector
Ferguson Av	IV - Collector
Firestone Dr	IV - Collector
Fountain Ave	IV - Collector
Franklin St	IV - Collector
Grand Circuit Bl	IV - Collector
Hawthorn Bl	IV - Collector
Hayes St	IV - Collector
Heffner St	IV - Collector
Hull Dr	IV - Collector
Lantern Chase Dr	IV - Collector
Lexington Bl	IV - Collector
LincoLn Ave	IV - Collector
Locust Curve Dr	IV - Collector
New Market Dr	IV - Collector
North St	IV - Collector
Park Av	IV - Collector
Pollock Rd	IV - Collector
Rock Creek Dr	IV - Collector
Union St	IV - Collector
Washington St	IV - Collector
Winter St	IV - Collector
Winterbourne Dr	IV - Collector

*This street listing is current as of 12/31/18. Typically other streets not listed are Category V-local streets, however it shall be the developers responsibility to verify the access management category of any street, listed or not listed.