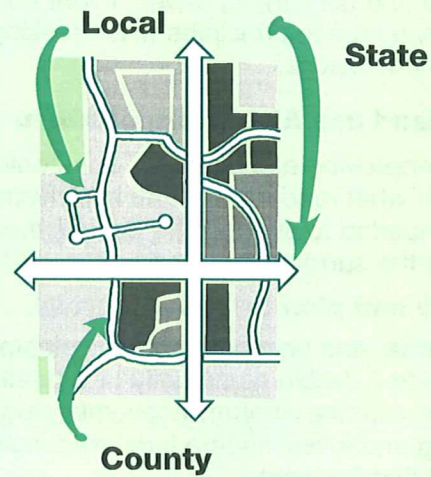
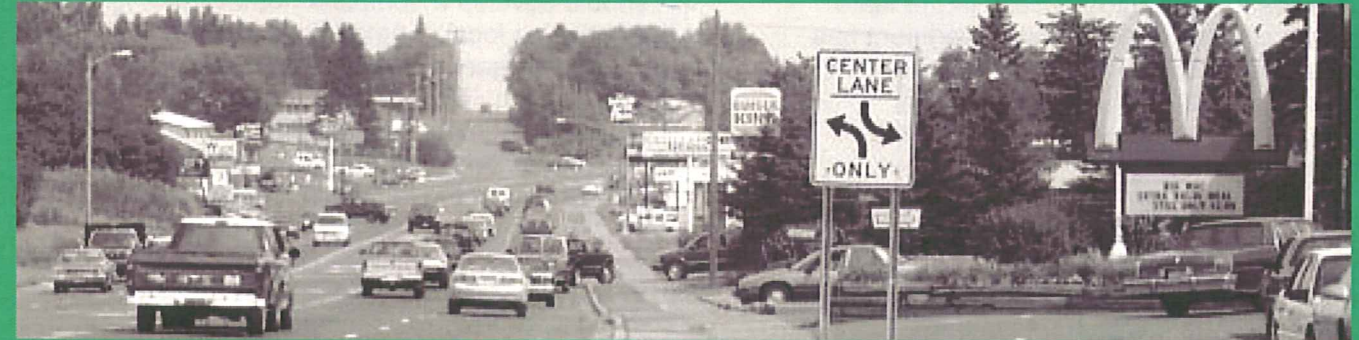


## Access Management Requires A Partnership Approach

By using the Highway Access Category System and Spacing Guidelines as a common framework, Mn/DOT and local communities can work as partners to manage access. Mn/DOT follows these guidelines when planning highway improvements, reviewing development proposals, and issuing access permits. Cities and counties should also consider these guidelines when reviewing the proposed access and street layout for new subdivisions and redevelopment of existing parcels. Working together, Mn/DOT and local governments can maintain safety and mobility on the highway AND meet the access needs of development.



## Mn/DOT and YOU: Partners in Access Management



### What is Access Management?

Access management is the planning, design, and implementation of land use and transportation strategies that maintain a safe flow of traffic while accommodating the access needs of adjacent development.

### Why Manage Access?

Too many driveways, intersections, and closely-spaced traffic signals along major roads cause problems:

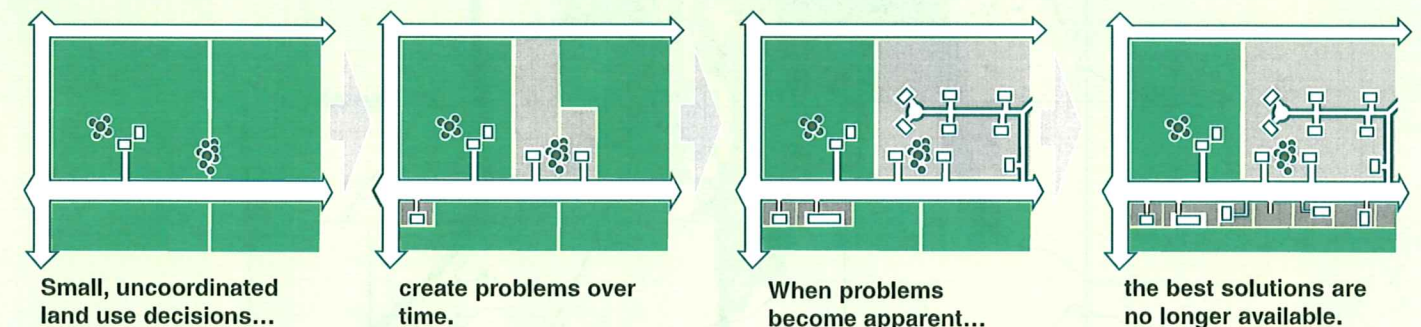
- Crashes increase as vehicles cross and turn along the road in an uncoordinated manner.
- Stop and go conditions frustrate commuters and local residents.
- Adjacent businesses suffer when customers have trouble turning into their sites.
- Freight and delivery trucks lose time and money stuck in traffic.
- Pedestrians can't find a safe spot to cross the road.
- Overall community livability suffers.

### What are the Benefits?

Effective access management will:

- Reduce congestion and crashes.
- Preserve road capacity and postpone the need for roadway widening.
- Improve travel times for the delivery of goods and services.
- Ease movement between destinations.
- Support local economic development.

### Why Act Now?



## Mn/DOT's Access Management Guidelines

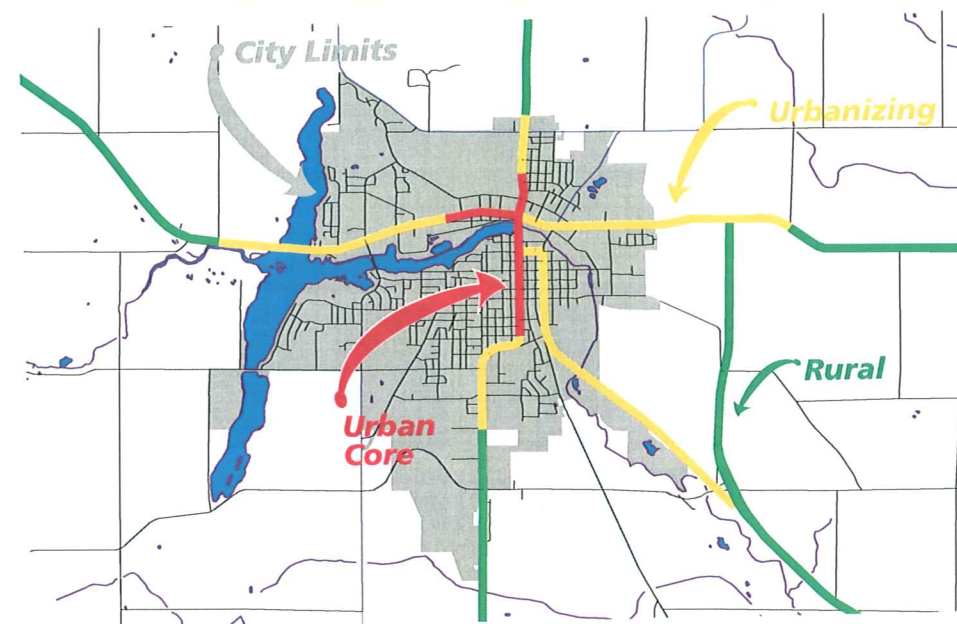
Working jointly with city and county representatives, Mn/DOT has developed guidelines for managing access to the state highway system. Every highway segment has been assigned to a primary access category, depending on its function and strategic importance within the statewide network. These categories are:

- High Priority Interregional Corridor
- Medium Priority Interregional Corridor
- High Priority Regional Corridor
- Principal Arterial (Metro Area and Primary Trade Centers)
- Minor Arterial
- Collector

Within each primary access category are Urban Core, Urbanizing, and Rural subcategories, which are based on the existing and planned land use of the surrounding area. The recommended spacing and allowance for public street intersections and private access varies with the highway's primary category and subcategory.

- **Urban Core** areas are fully developed with a tightly woven network of public streets. Public street spacing is based on block length, usually between 300-660 feet. The spacing for direct property access typically should be at least 200 feet to provide adequate stopping sight distance.

- **Urbanizing** areas are developing areas beyond the urban core. Local governments should develop a complete network of supporting local streets to serve these areas. Public intersections should be spaced at 1/8, 1/4, or 1/2 mile increments, depending on the highway's primary category assignment. Access to homes and businesses should be provided from the local supporting street network, and not from the state highway.
- **In Rural** areas where agriculture, forestry, or very low density residential uses predominate, the local network of supporting roads is usually quite limited. In these areas, public street intersections should be spaced at 1/4, 1/2, or 1 mile increments, depending on the highway's primary category assignment. Direct access to homes and farms should be provided by local roads when possible. When that is not possible, limited direct property access may be permitted.



## Ten Ways Local Governments Can Manage Access

Ensure safe and convenient travel in your community by applying these principles when making development decisions.

### 1. Think land use AND transportation.

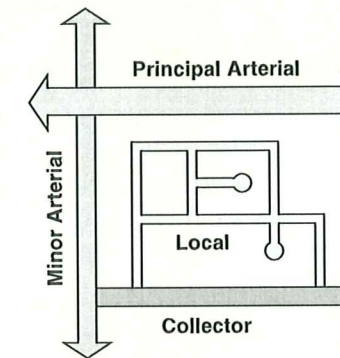
Before approving a subdivision or rezoning, consider what road design and improvements will be needed to support the development and link it to the surrounding area.

### 2. Identify and plan for growth areas.

Incremental and uncoordinated development will not lead to a livable community or a healthy business climate. Support economic growth by planning and investing in a local road network to support development.

### 3. Develop a complete hierarchy of roads.

A viable community requires a variety of roadways organized as an integrated system. Highways and arterials are needed for longer, higher speed trips. Local streets and collectors provide access to homes and businesses. Recognize that different roads serve different purposes.



### 4. Link access regulations to roadway function.

Access requirements in your zoning and subdivision regulations should fit each roadway's functional classification. Recognize that the greatest access control is needed for those roads intended to serve longer, higher speed trips.

### 5. Avoid strip development. Promote commercial nodes.

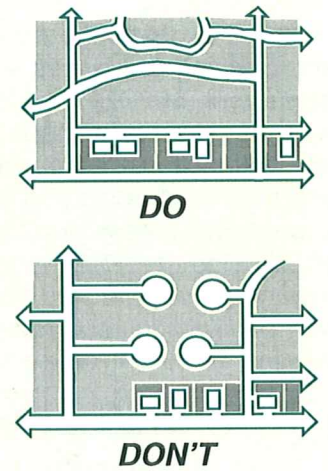
Commercial development can be located adjacent to and visible from the highway, but should be accessed via a system of parallel local roads and side streets that complement the state highway system.

### 6. Connect local streets between subdivisions.

Give your residents convenient options for travel from one neighborhood to another by connecting local streets from one subdivision to the next.

### 7. Design subdivisions with access onto local streets.

Avoid lot designs with driveways that enter onto major state or county highways. Orient business and residential driveways to local streets that feed onto the highway at a few carefully designed and spaced intersections.

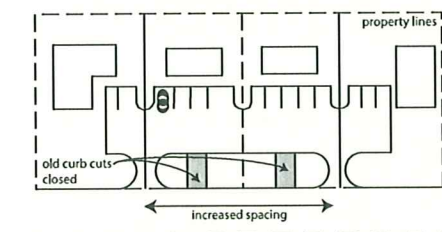


### 8. Practice good site planning principles.

Locate entrances away from intersection corners and turn lanes. Provide adequate space on the site for trucks to maneuver and for vehicles to queue at drive-through windows without backing or stacking on the roadway. Adjacent businesses should provide shared driveways and cross access so customers can make multiple stops without entering the arterial.

### 9. Correct existing problems as opportunities arise.

Adopt a long range vision for improving access along older, developed corridors. Correct unsafe accesses as individual parcels expand or redevelop. Work with affected property owners to consolidate driveways and provide internal access between parcels. Fill in the supporting roadway network with local access roads as part of the redevelopment process.



### 10. Coordinate local development plans with Mn/DOT and county road agencies.

Share plans for subdivisions, rezonings, and site plans with affected road authorities early in the development process. You don't even need to wait until development is proposed. Contact Mn/DOT and your county highway department to talk about your long range plans and development needs.