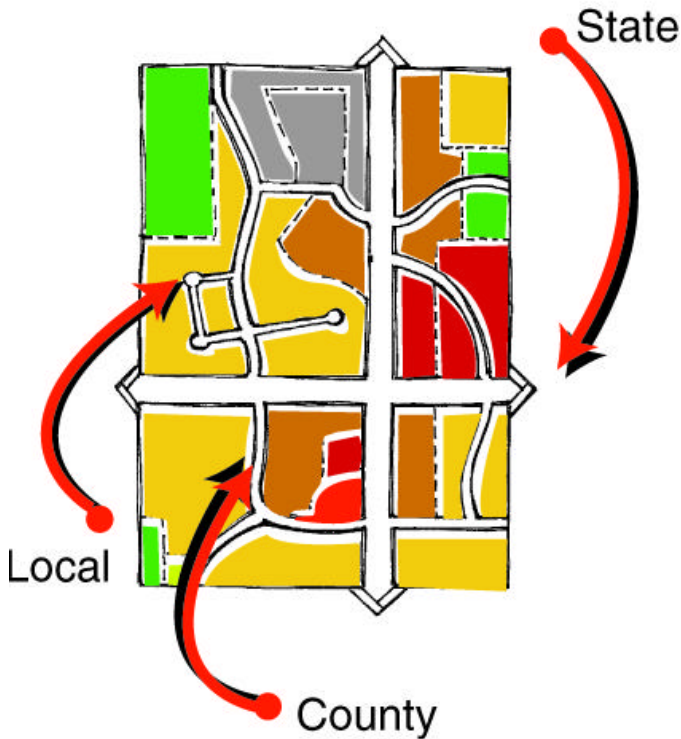


Mn/DOT Needs You!

As Partners
in
Corridor
Access Management



The purpose of this booklet is to explain:

- why managing access along our major state and county highways is important to the quality of life in your community ,and
- how local elected officials and staff can work with Mn/DOT to improve the safety, mobility and livability of your community.



The **quality of life in your community** depends on many important factors:

- the ability of your residents to earn a living
- the opportunity to live in a safe neighborhood
- access to a full range of educational opportunities
- clean water and air
- recreational opportunities
- the ability to get around safely and conveniently

Getting around in your community and surrounding region may not be the most important determinant of your community's livability, but it is a necessary ingredient. Safe, convenient, and timely travel options are now expected by residents and businesses in every community.



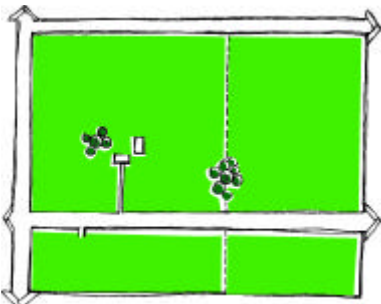
Meeting these expectations will be challenging in the coming years because Minnesota is growing---around the metro areas of St. Cloud, Rochester, and the Twin Cities...in the Northern Lakes Region...and on the edges of many smaller communities throughout the state. All this growth and economic activity is placing increased travel pressure on our state highways, resulting in congestion, delays, and accidents along many major corridors. Vehicle miles traveled on our state roads are forecasted to increase 40% by the year 2010.



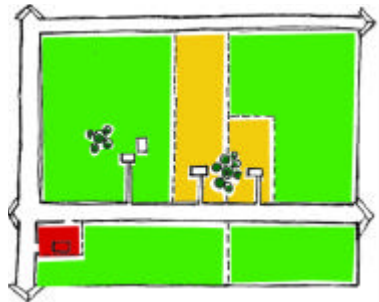
But it's not simply the amount of growth that leads to congestion and accidents on our major roadways. The problems are increasing because of the *way* we are growing, and our failure to fully consider the impacts to our transportation system as we develop and redevelop our cities and towns.

Too many driveways, intersections, and closely spaced traffic signals along major roads are the most obvious signs of the problem. Roadway safety is threatened by too many vehicles crossing and turning along the road in an uncoordinated manner. Stop and go conditions are frustrating for commuters and local residents as well. Adjacent businesses suffer when customers find it increasingly difficult to enter and exit their sites. Freight and delivery trucks lose time and money when delayed in traffic. Pedestrians can't find a safe spot to cross the road. Accidents increase. State and regional mobility declines. And the overall quality of life in the community suffers.

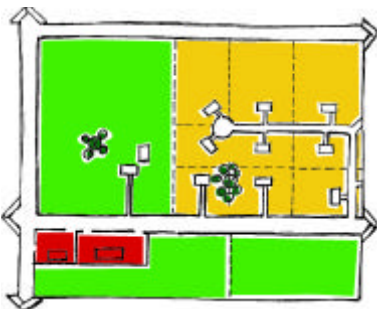
These problems don't occur over night. Small but uncoordinated development practices create problems over time. Fixing the problem after the fact is seldom an ideal solution. Widening the road to add more lanes, or building a bypass, is very costly and extremely disruptive to the adjacent residents and businesses.



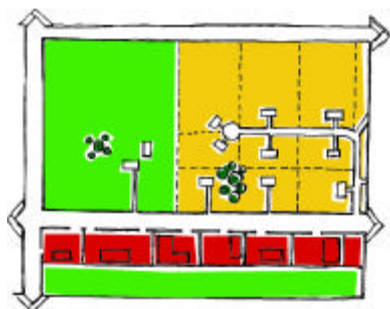
Small, uncoordinated land use decisions...



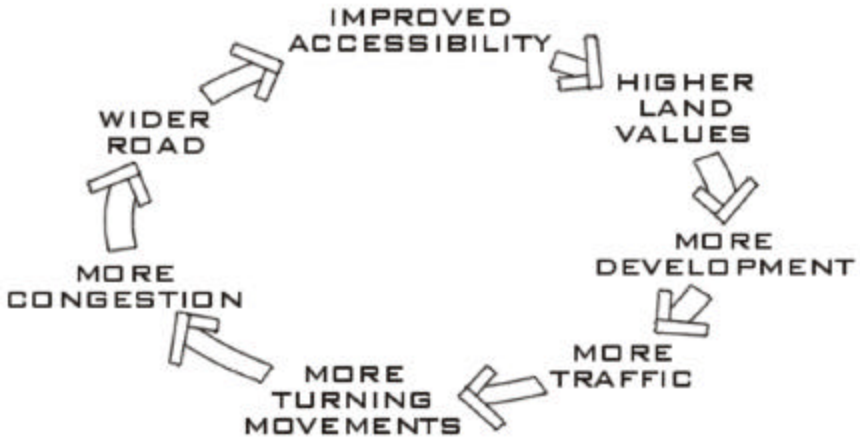
create problems over time



When problems become apparent...



the best solutions are no longer available.



The Land Use-Transportation Connection

Land use and transportation are mutually dependent systems. Highways and streets provide the access to land that enables its development. Land development generates demands on the transportation system in the form of auto, truck, pedestrian, bicycle, and transit trips.

A community's long-term development prospects can be stymied by inadequate transportation connections to the surrounding region and State. On other hand, inadequate community planning and insensitive site development can severely reduce the effectiveness of an otherwise adequate transportation system.

Over the past 30 years, Minnesota has invested billions of dollars in the State's highway system. We now have a complete network of highways linking all parts of the state. These roads, like any other investment, must be managed. Access must be managed.

What is access management?

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

Why does Mn/DOT need your help?

Mn/DOT cannot manage access on its own. Local government throughout Minnesota must help. Mn/DOT will manage and maintain the state's highway system. But cities and townships have the authority, and the responsibility, to plan and manage the land development that affects the state highway system. As long as land use and transportation responsibilities remain segmented, intergovernmental partnerships will be essential.

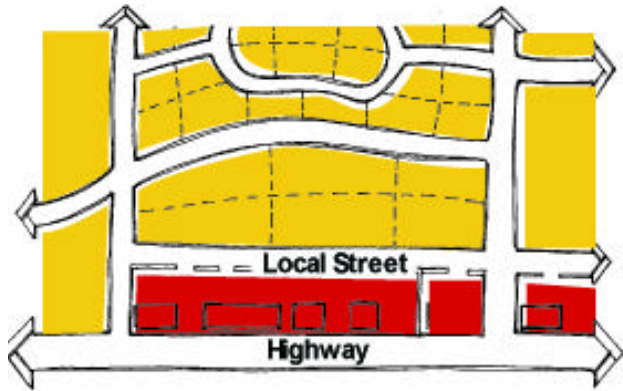


Local Communities Can Choose to Manage Access

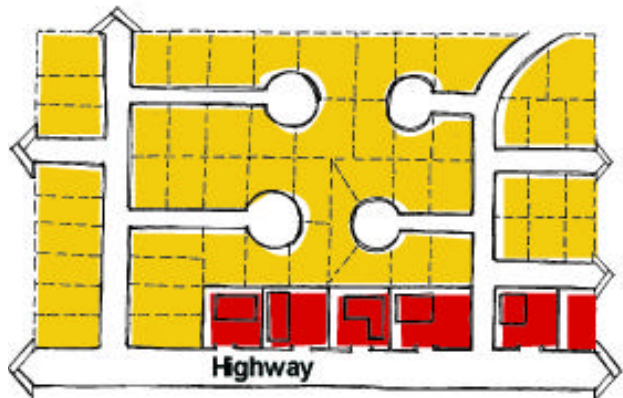
Every time a City Council or Town Board approves a new subdivision or a rezoning of land, it is making a decision involving access. Their decisions will have a major impact on the long term safety and mobility of their community.

If the local government wants to insure long term safety and livability of their community, it will require that new subdivisions with lots adjacent to the highway take access from service roads and side streets. No new parcels with direct driveways to the highway will be approved. Subdivisions will be designed with inter-connected local streets, so that residents do not have to use the highway for shorter, local travel within their community.

Do



Don't



What can access management do for your community?

The proper location and spacing of access along our major highways and arterials, coupled with a well designed local street network to serve adjacent land development, can provide many benefits to your community.

- Support desired development.
- Provide landowners and businesses with safe, convenient access.
- Postpone or prevent the need to widen highways.
- Protect neighborhoods from unplanned through trips.
- Expand the market area of the local business community.
- Make pedestrian and bicycle travel safer and more comfortable.
- Sustain land values and tax base.
- Provide more space for landscaping.
- Enhance community appearance.

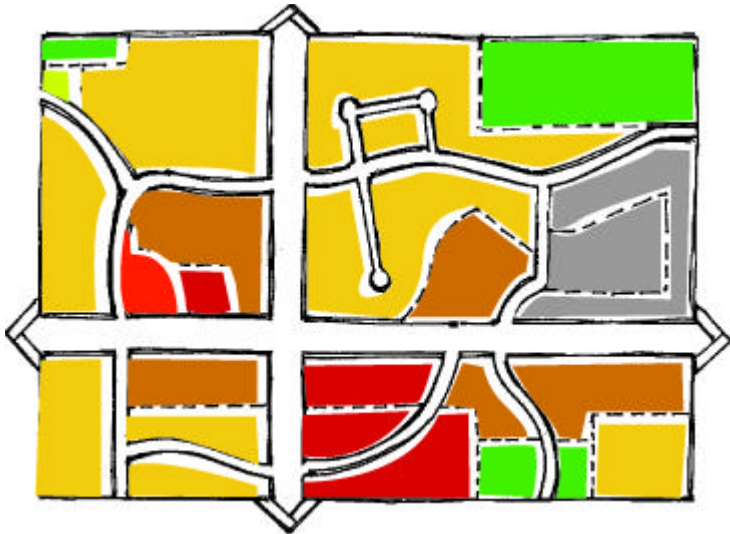


What Can You do to Promote Access Management?

As local elected officials and staff, you can ensure safe and convenient travel in your community by applying a few basic principles to your land development decisions.

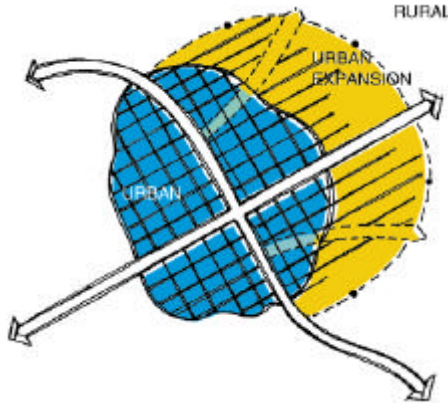
1. Consider land use and transportation together.

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



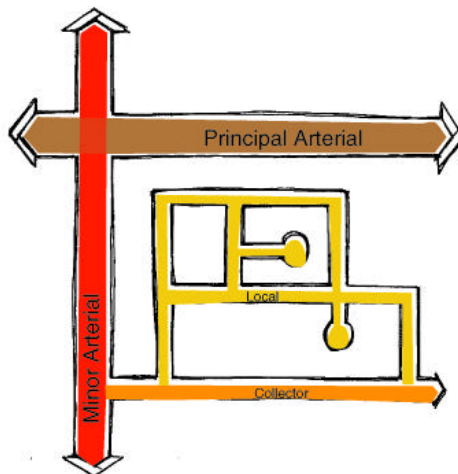
2. Identify and plan for growth areas.

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



3. Plan for a complete hierarchy of roads.

A viable community requires a variety of roadways organized as an integrated system. Highways and arterials are needed to serve longer, higher speed trips. Local streets and collectors provide access to homes and businesses. Plan your system with different roads to serve different purposes. This will protect neighborhoods from unplanned, high speed through-traffic and preserve the capacity of the highways for longer state and regional travel.



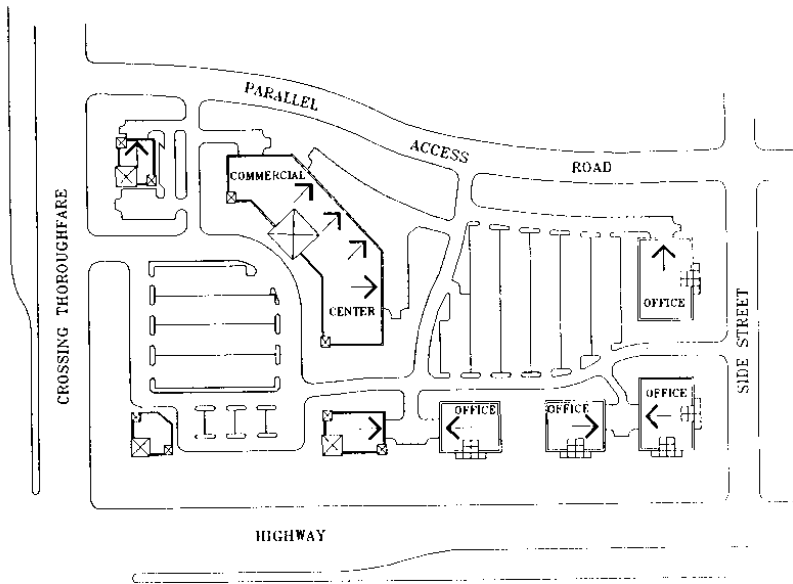
4. Adopt local regulations to protect the functional integrity of your road system.

Set access spacing rules in your zoning and subdivision regulations according to roadway functional classification. Recognize that the greatest access control is need for those roads intended to serve longer trips and through traffic.

Roadway Classification	Degree of Access
Principal	No Direct
Minor	Limited
Collector	Some
Local	Unrestricted

5. Avoid strip commercial development. Promote commercial nodes.

Commercial development can be located adjacent to and visible from the highway. But it should be accessed by a system of parallel roads and side streets to complement the state and county highway system.



6. *Design residential subdivisions with access from local neighborhood streets.*

Avoid residential lots as designed below with driveways onto major state and county highways. Orient residential drives to local streets that feed onto the highway at a few carefully designed and spaced intersections.



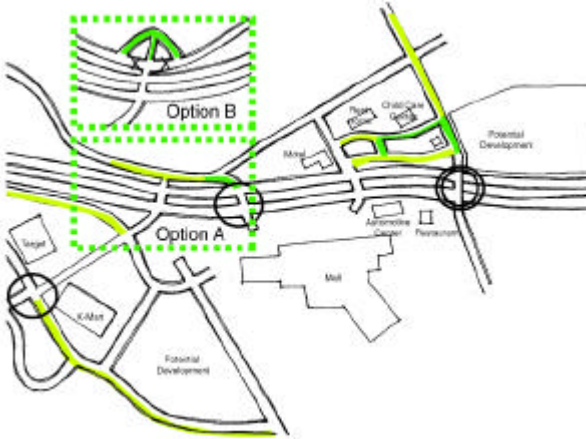
7. *Promote street connections between individual subdivisions.*

Give your residents convenient options for travelling from one neighborhood to another on local streets, without needing to travel on major highways.



8. *Seek opportunities to retrofit problem corridors over time.*

Adopt a long range vision for improving access spacing along older, developed corridors. Correct unsafe access situations as individual parcels are expanded or redeveloped. Work with affected property owners to consolidate drives, and provide cross access between parcels. Fill in the supporting roadway network with local access roads as part of the redevelopment process.



9. *Coordinate your local development plans with Mn/DOT and county road agencies.*

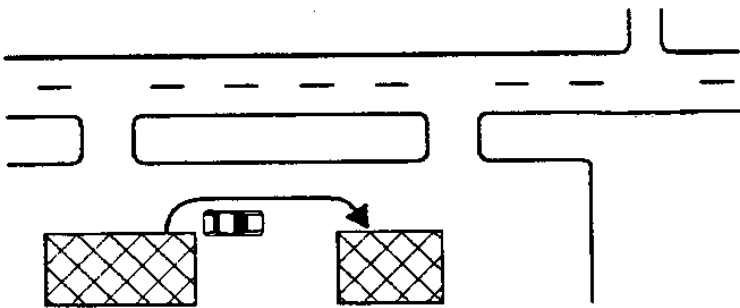
Share plans for new subdivisions, rezonings, and site plans with affected road authorities early in the development process. You don't even need to wait until development is proposed in your community. Contact Mn/DOT and your county highway department to talk about your long range plans and development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



Site Planning Principles

It is important to consider long range community visions and corridor plans as individual sites are developed. In addition, basic site planning principles should be applied.

1. Limit the number of curb cuts per parcel. Consolidate access points and provide shared driveways to serve adjacent parcels.
2. Separate driveways to maintain minimum spacing requirements for that type of roadway.
3. Provide access to corner parcels from local side streets, not from the highway or major arterial.
4. Provide adequate driveway throat length.
5. Align driveways on opposite sides of roadways.
6. Locate driveways away from intersections and turn lanes.
7. Require shared access and parking for new developments, expansions, or redevelopments wherever possible.
8. Treat parcels under common ownership as a single parcel for unified access design.
9. Provide adequate space on-site for vehicles to wait in drive-thru lanes without spilling out onto the street.
10. Provide for pedestrian and bicycle connections between parking lots and building entrances.



**Internal Traffic Circulation: Site Traffic
Doesn't Enter the Roadway**

For further information
or
technical assistance

contact

Land Use and Access Management Section

Minnesota Department of Transportation

651-284-3503

or

651-284-3476



