

Access Management Policies for Jonesboro



Metropolitan Planning Organization

Benefits of Access Management

- Improved safety for all users
- Better roadway function
- Better appearance
- More successful developments
 - “Poorly designed entrances and exits not only present a traffic hazard, but also cause congestion that can create a negative image of the center.”
(Urban Land Institute, Shopping Center Development Handbook)

Access Management Takes Many Forms

- Many you are already familiar with, like
 - Right and left turn lanes
 - Controlled access freeways
- And don't even realize are for access management, like
 - Lot size and shape requirements

Access Management Elements are found in:

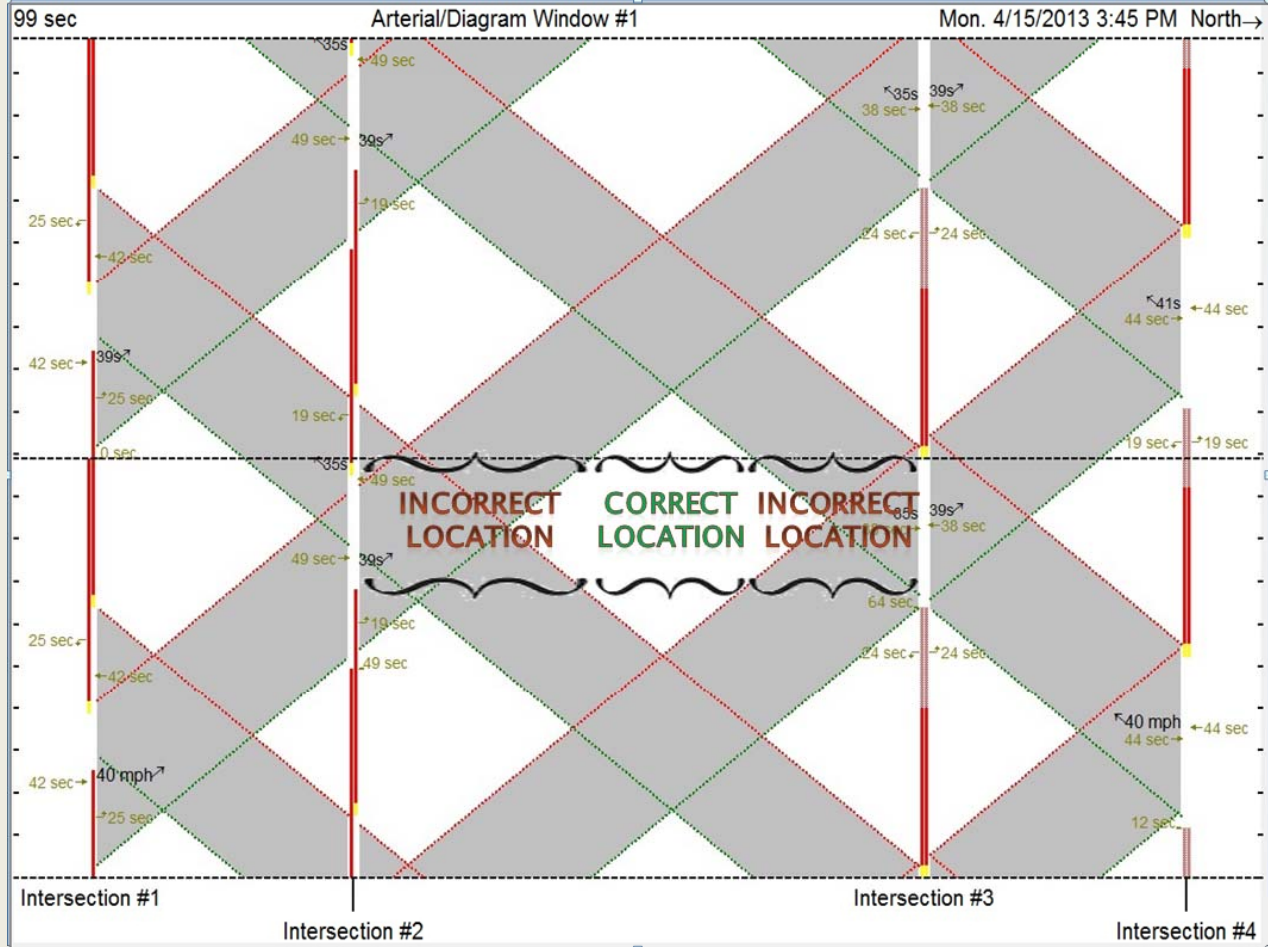
- Goals of Comprehensive Plans
 - General requirements of Master Street Plans
 - Subdivision and Zoning Regulations
 - Corridor-specific Access Management Plans
 - Commercial Design Standards
-
- They apply to both residential and commercial developments

Downtown Areas

Downtown and traditional development (TND) areas should generally be excluded from access management requirements. On-street parking is a critical element of downtown life and retail.



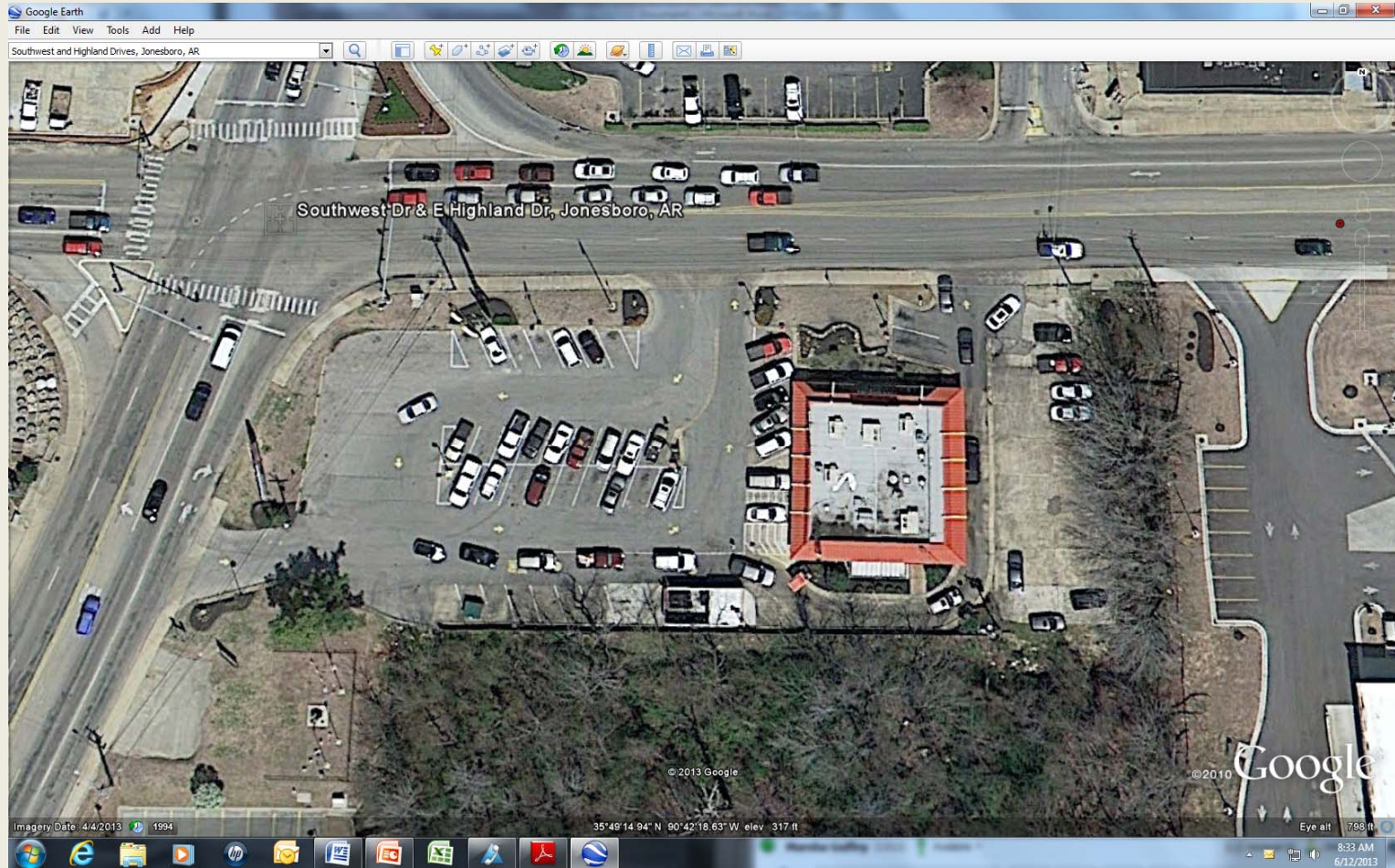
Access Management is Facilitated by Good Signal Synchronization



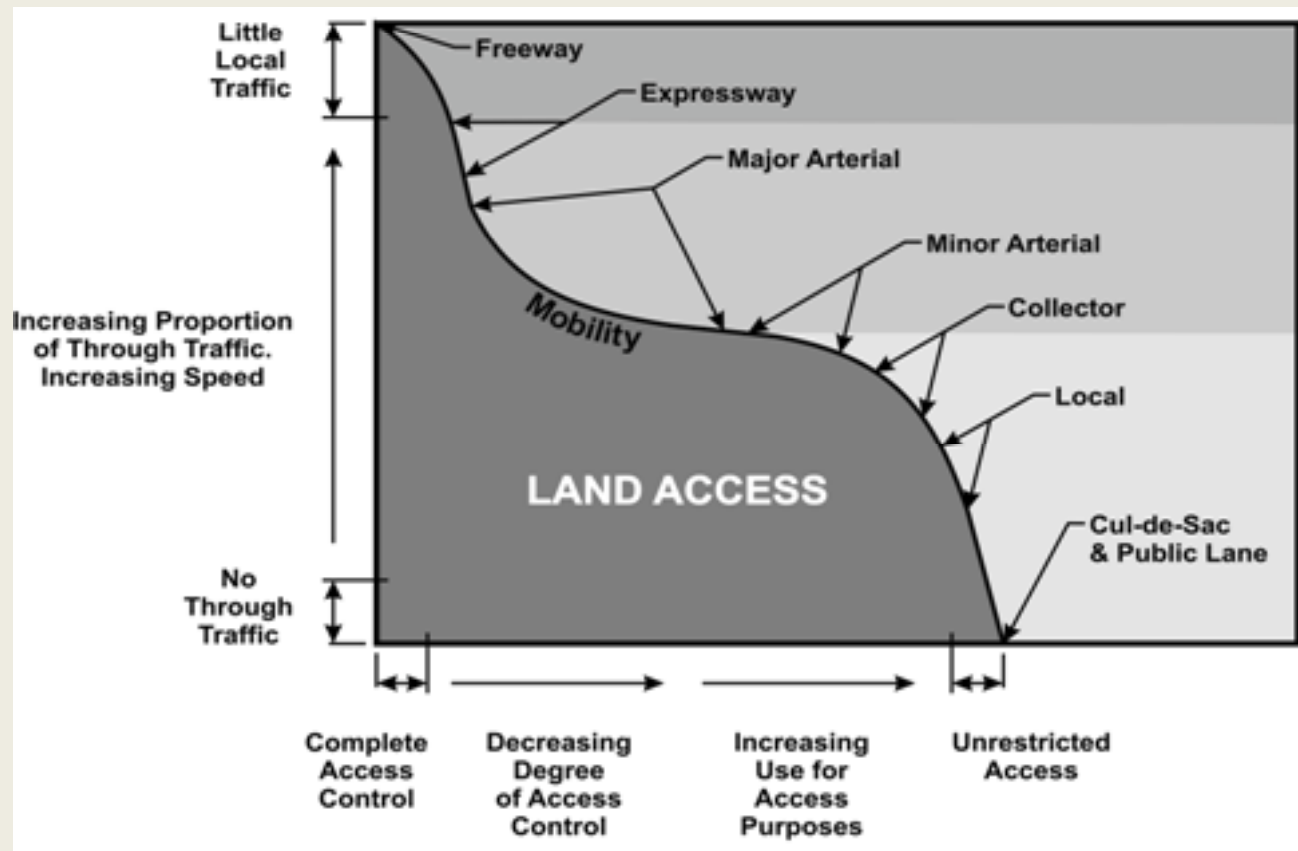
We want to avoid traffic problems associated with this kind of development



And this



Trade-off Between Access and Mobility



Functional Classification

- **Expressways** – Major Highways that provide access via interchanges only.
- **Principal Arterials** – Roadway that is of regional importance and is intended to serve high volumes of traffic traveling relatively long distances. A Principal Arterial is intended primarily to serve through traffic, and access is controlled.
- **Minor Arterials** – Roadway that is similar in function to principal arterials, but operates under lower traffic volumes, serves trips of shorter distances, and provides a higher degree of property access than major arterials.
- **Collectors** – Roadways that provides for traffic movement between arterials and local streets and carries moderate traffic volumes over moderate distances and has a higher-degree of property access.
- **Local Streets** – Roadway that is intended to provide access to abutting properties, tends to accommodate lower traffic volumes, serves shorter trips, and provides connection to collector streets.

- The Access Management tools to be applied will vary depending on the roadway's functional classification.

Access Management Techniques

- Regulate driveway spacing, corner clearance, and sight distance
- Increase minimum lot frontage and setback requirements along thoroughfares, regulate lot width to depth
- Restrict number of driveways per existing parcel or lot and consolidate access wherever feasible

Techniques

- Establish driveway design elements and warrants for use
- Promote internal connections between adjacent land uses and encourage unified circulation and parking plans
- Treat properties under the same ownership and those consolidated for development as one property for the purposes of access control

Techniques

- Discourage location of driveways along acceleration/deceleration lanes and intersection tapers
- Restrict flag lots
- Minimize commercial strip zoning/promote mixed use
- Require subdivisions along arterials and collectors to be designed with internalized access (reverse frontage)

Techniques

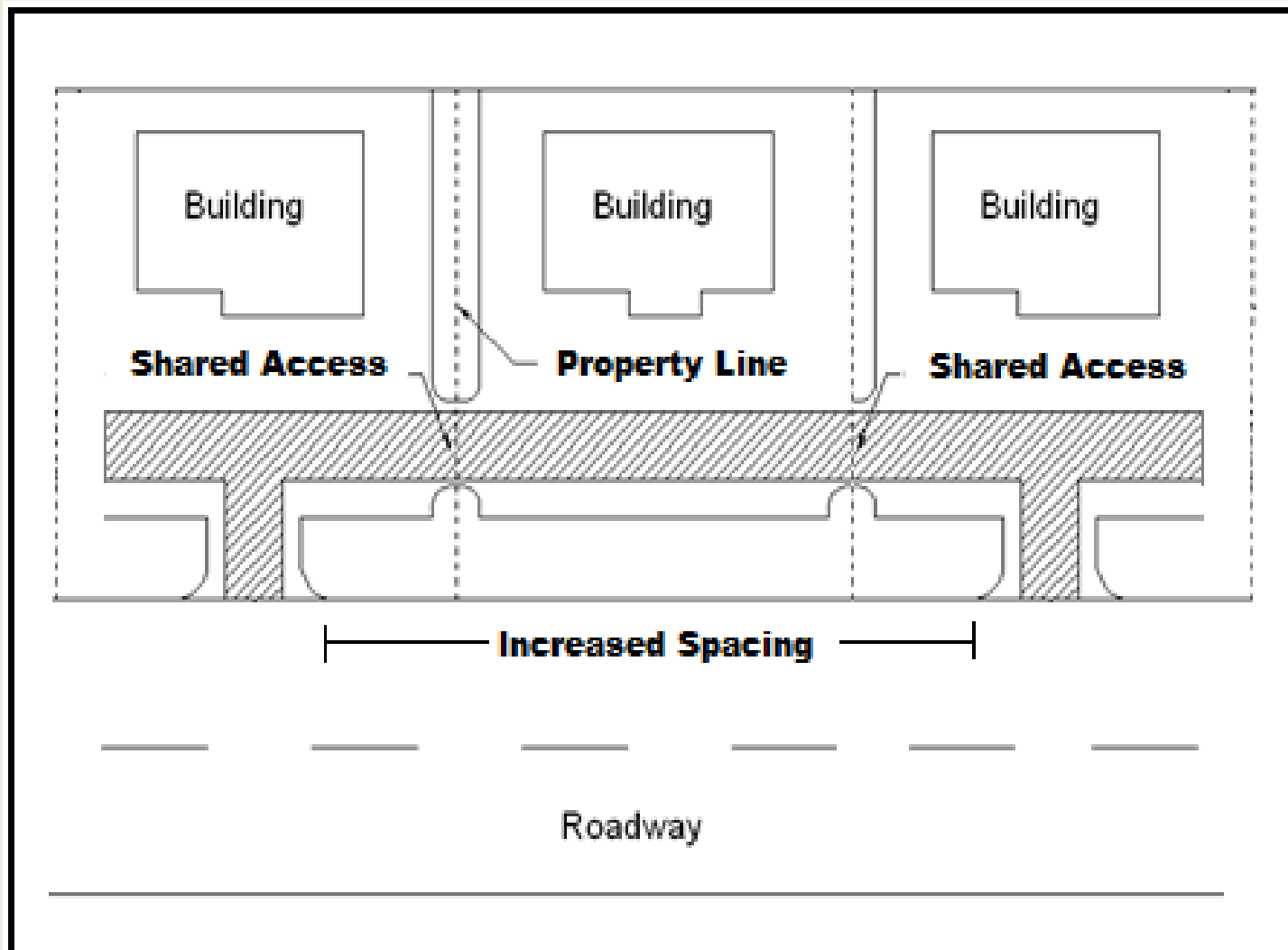
- Minimize subdivision exemptions and review lot splits to prevent access and right-of-way problems
- Optimize driveway location and overall access in subdivision and site plan review

- Applying Access Management techniques on Jonesboro's arterial roads is critical to prevent further congestion.

Recommended by Staff for Arterial and Collector Roadways in Jonesboro

Joint and Cross Access aka Shared Access

- Connect adjacent land uses and consolidate driveways serving more than one property.
- Allows vehicles to circulate between adjacent businesses without having to re-enter the arterial
- Allows intensive development of a corridor, while maintaining traffic operations and safe , convenient access to businesses



Joint and Cross Access— Administrative Issues

- Typically applied to selected corridors
- Property owners unable to meet driveway spacing standards are required to provide joint/cross access wherever feasible
- Abutting properties under different ownership are encouraged to comply, but generally not required until they redevelop or expand

Joint and Cross Access— Administrative Issues

- Applicant is allowed temporary drive in the meantime
- Easement is recorded with the property records, along with joint maintenance agreement and agreement to close the temporary driveway when the joint access system is complete

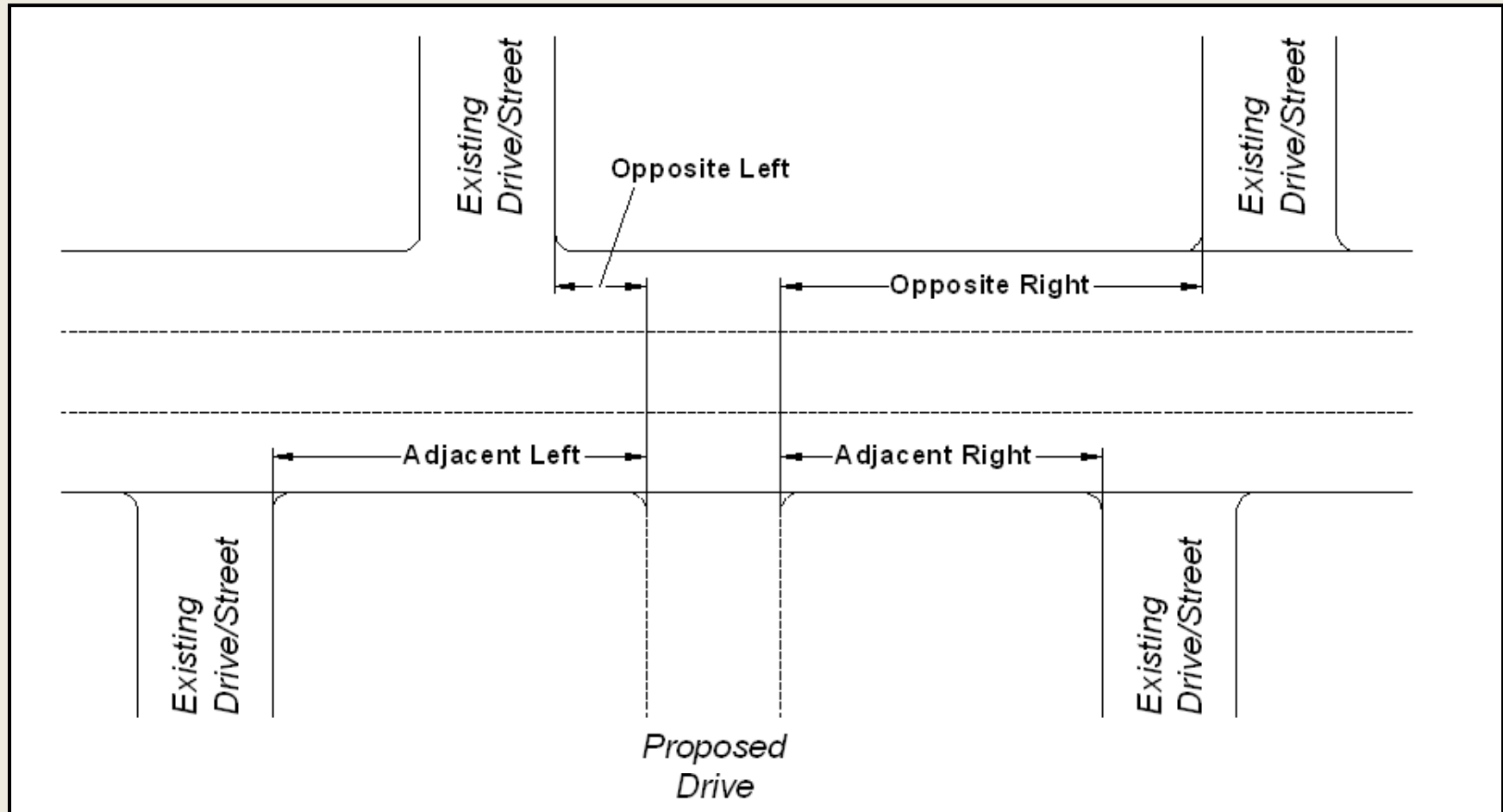
Joint and Cross Access

- Requires administrative flexibility—each site is unique
- Some cities provide incentives, such as density bonuses, relaxed parking requirements

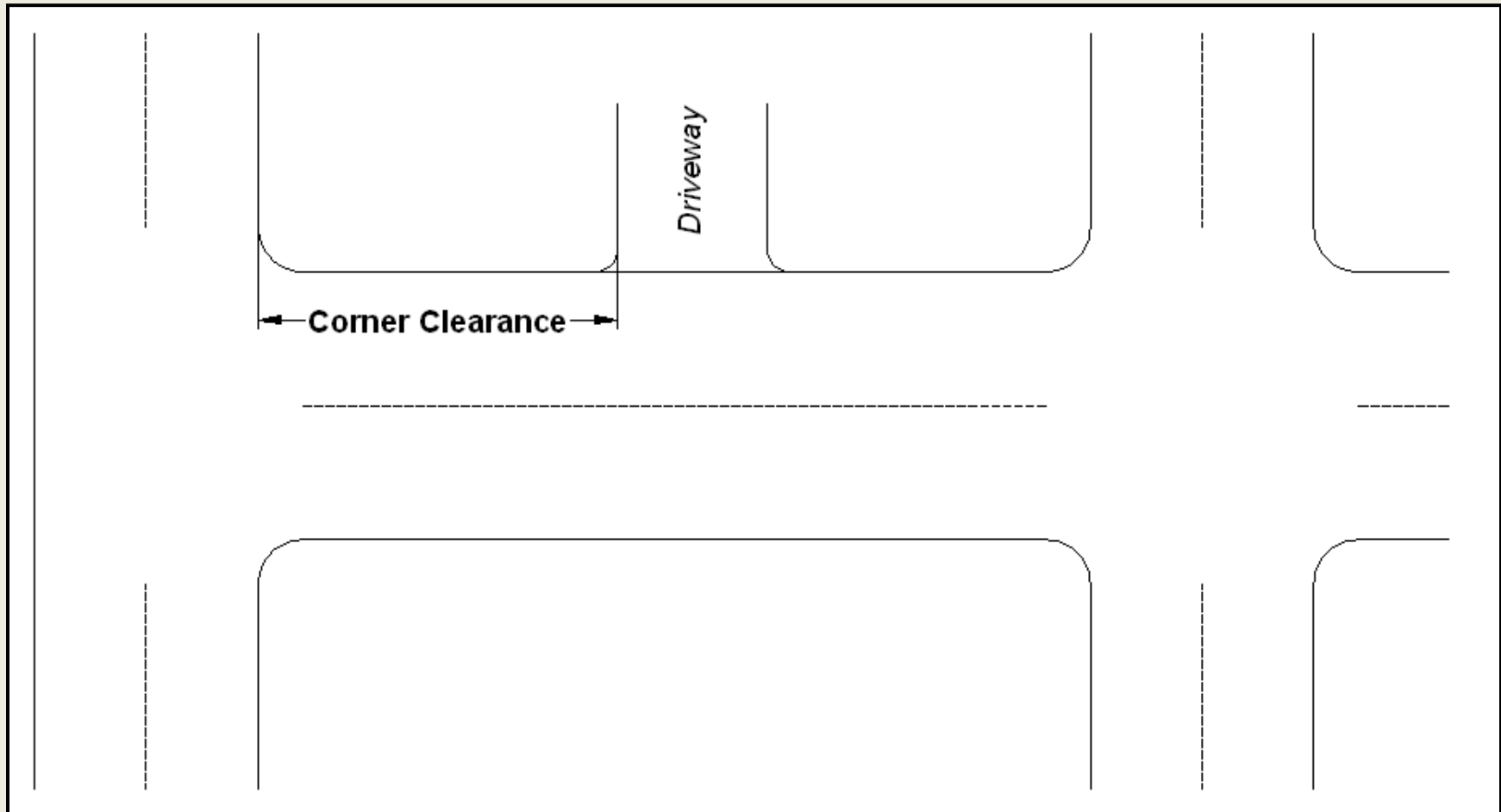
Restrict
number of
driveways per
existing parcel
or lot,
consolidate
access
wherever
feasible



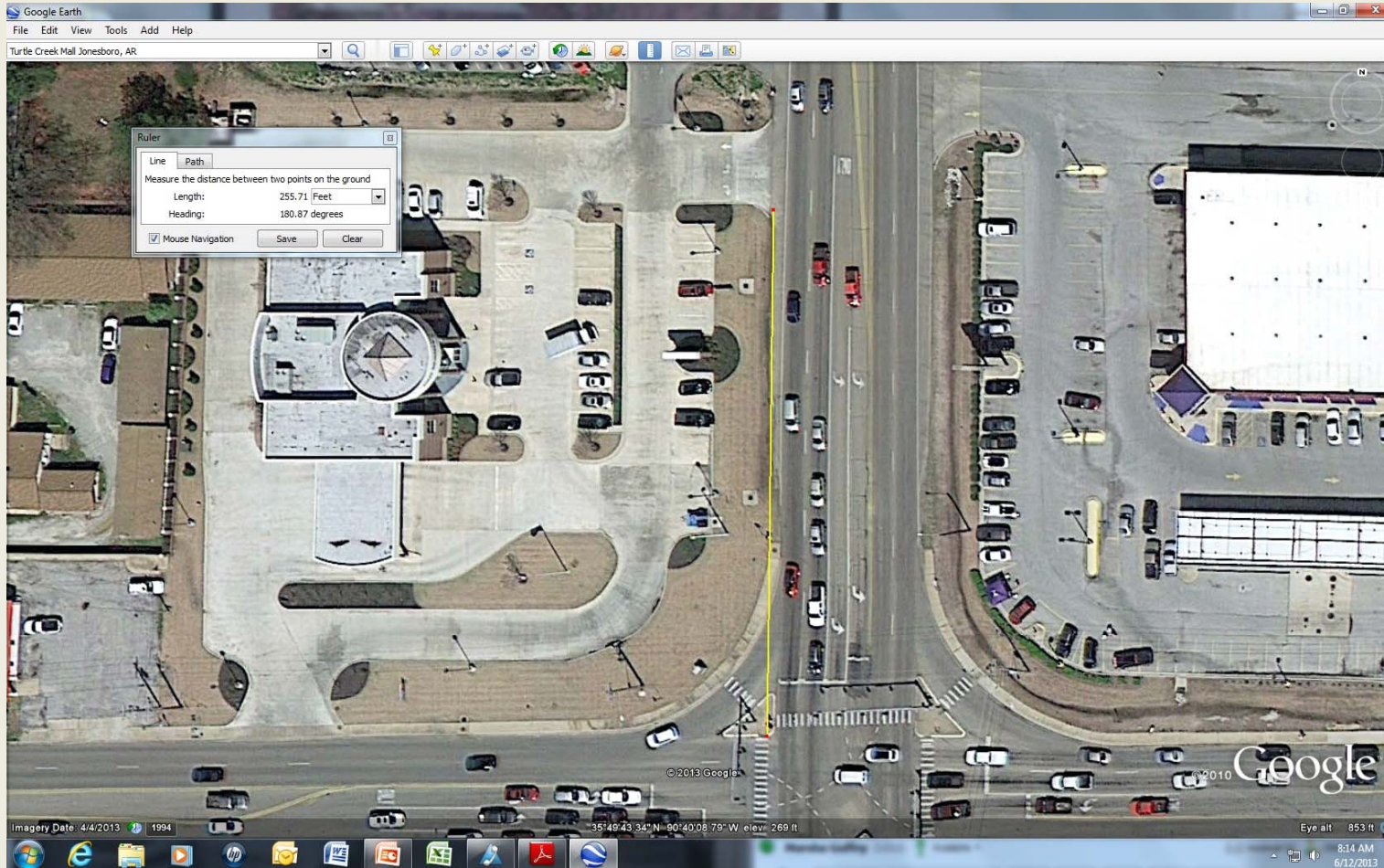
Driveway Locations



Corner Clearance (associated with sight distance)



Corner Clearance at First Security on Stadium = 250'

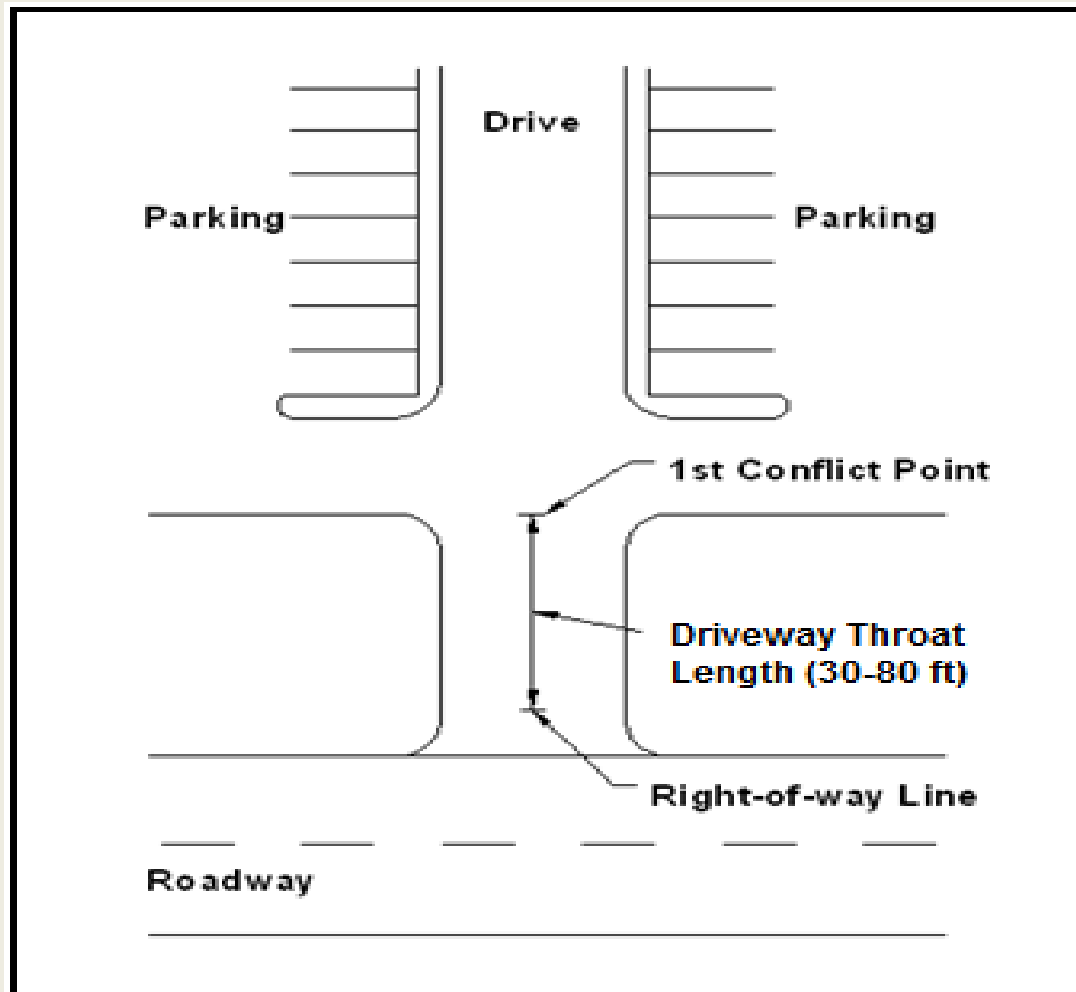


Queuing/Storage Requirements for Special Traffic Generators

- Bank = 5-6 vehicles
- Drive through car wash = 5 vehicles
- Fast food drive through = 8 vehicles
- Gas stations = 35' from ROW

- Schools—length of loop drive will vary by number of students and level of school

Throat Lengths



Throat Length Mall at Turtle Creek = 250'



Establish driveway design elements and warrants for use of those design features



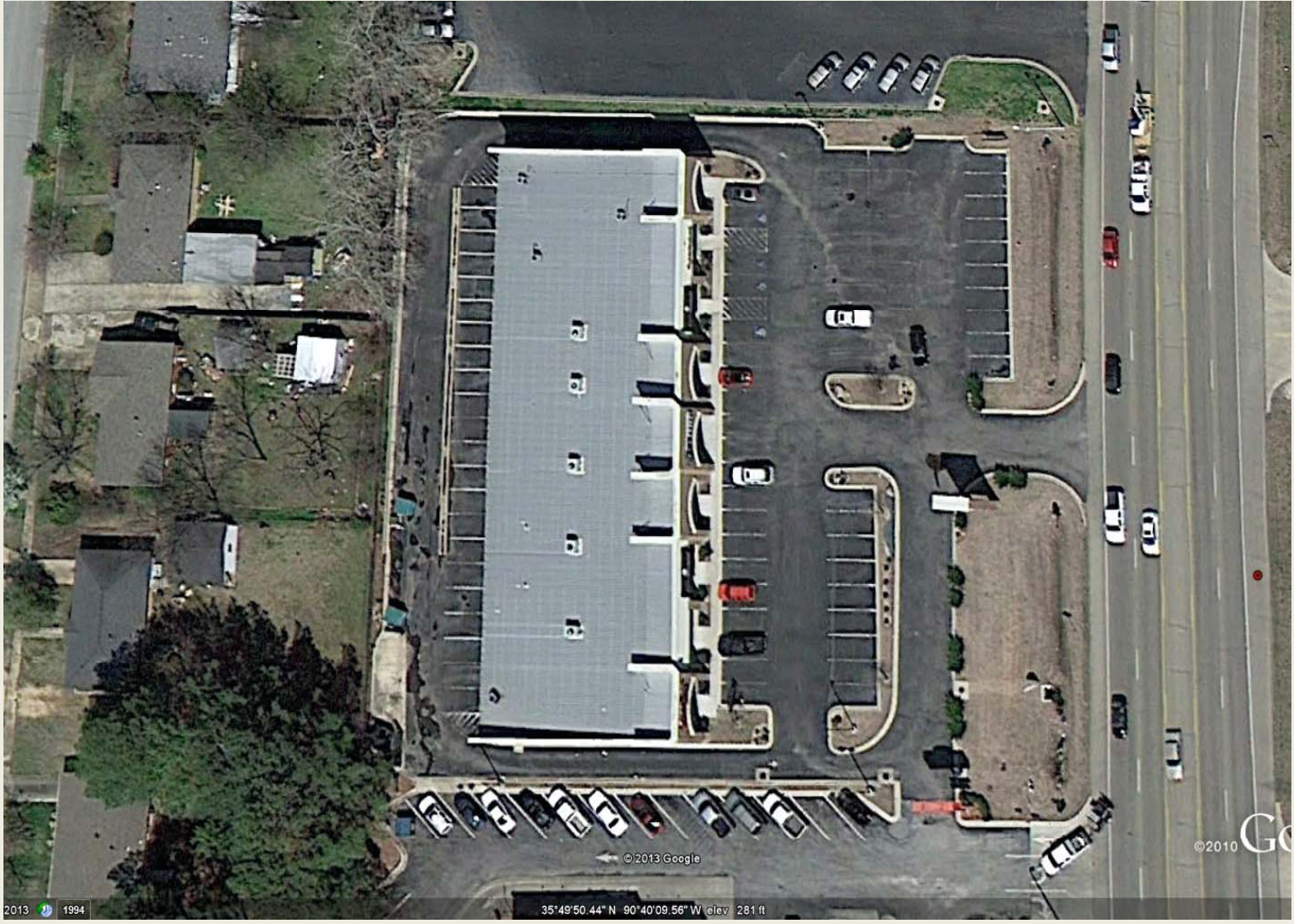
Requirement for Traffic Impact Analysis for Larger Developments or Special Need Situations



Arterial Roadways Recommended for Corridor-Specific Access Management Plans

- Johnson from ASU to NEA Baptist
- Washington and Matthews from Downtown to Caraway
- Others???

Rest of these slides are ones I don't
want to throw away yet—ignore for
now

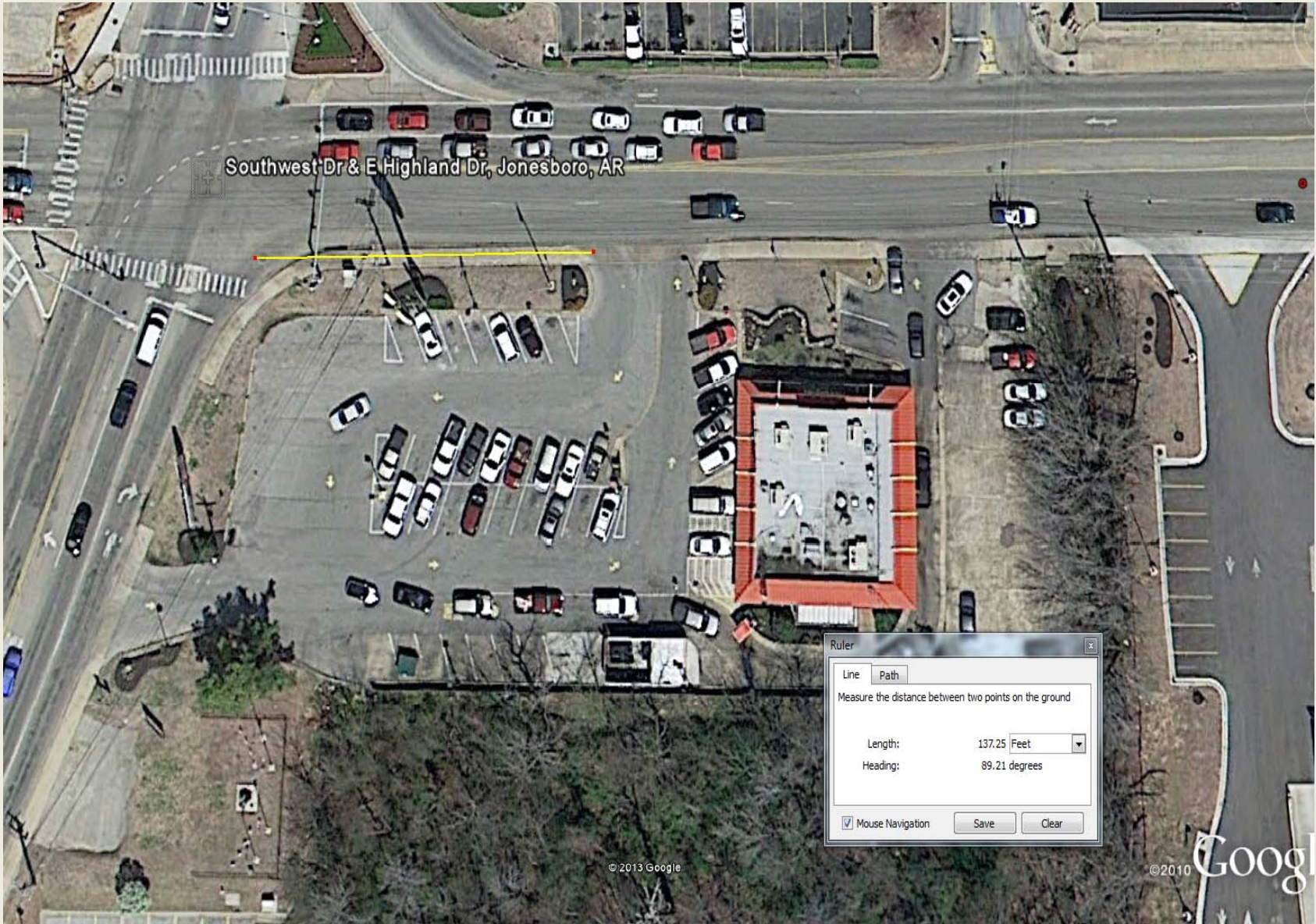


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2013 1994

35° 49' 50.44" N 90° 40' 09.56" W elev 281 ft



Southwest Dr & E Highland Dr, Jonesboro, AR

Ruler

Line Path

Measure the distance between two points on the ground

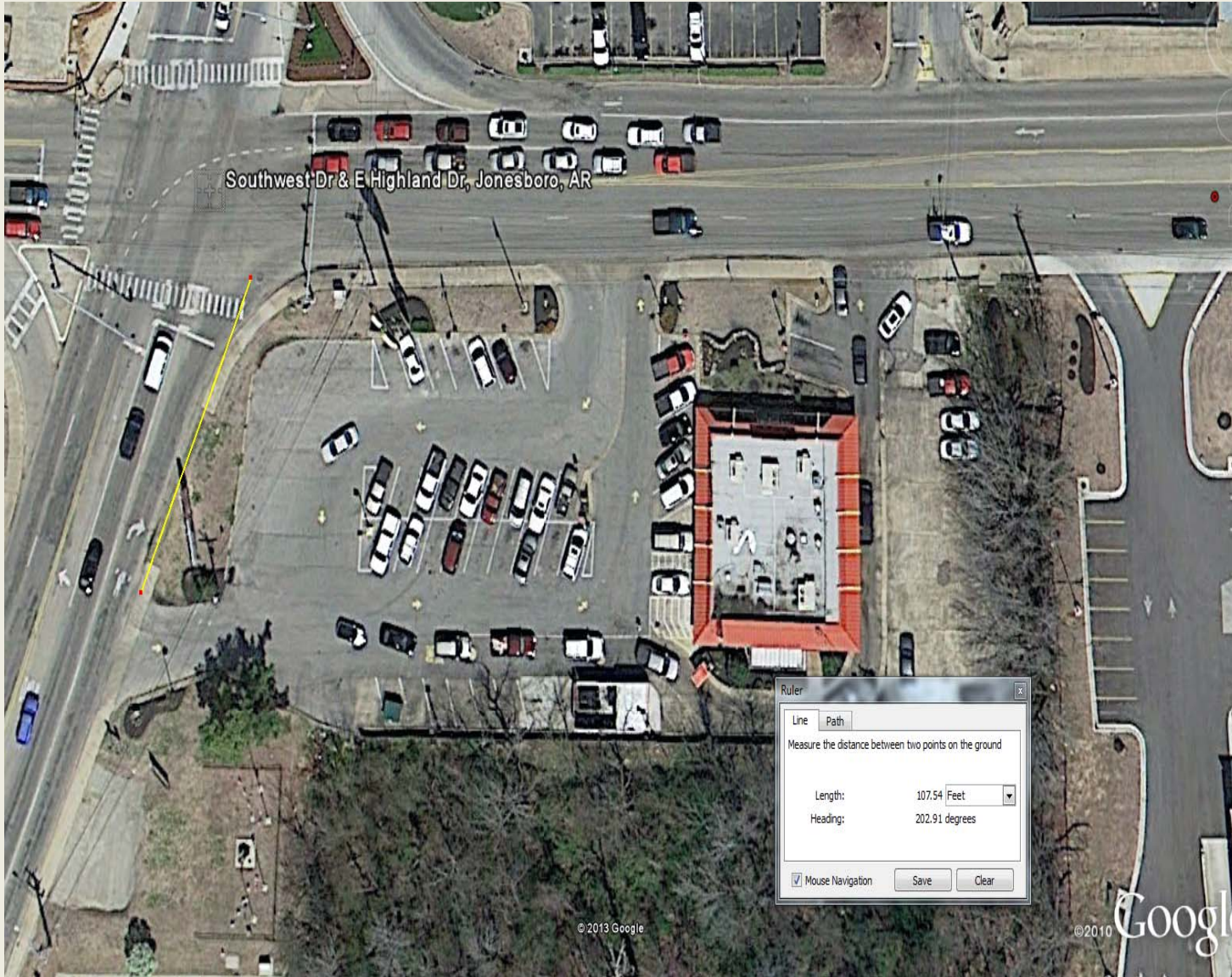
Length: 137.25 Feet

Heading: 89.21 degrees

Mouse Navigation Save Clear

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Southwest Dr & E Highland Dr, Jonesboro, AR

Ruler

Line Path

Measure the distance between two points on the ground

Length: 107.54 Feet

Heading: 202.91 degrees

Mouse Navigation Save Clear

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Increase minimum lot frontage and setback requirements along thoroughfares, regulate lot width to depth

- ??????????????????????????????



West Home Rd

Griffwood Ln

King St

Stadium Blvd

49

Brazos St

18

Baswell St

News Ave

Mains St

Wc

Sally Ln

Viking St

Watson St

Payless ShoeSource

Sunglass Hut

Justice at Mall At Turtle Creek

Cellairis (Mall at Turtle Creek)

Gap (Mall at Turtle Creek)

Liberty Bank of Arkansas - Mall at Turtle Creek

Victoria's Secret - Mall At Turtle Creek

Mall At Turtle Creek

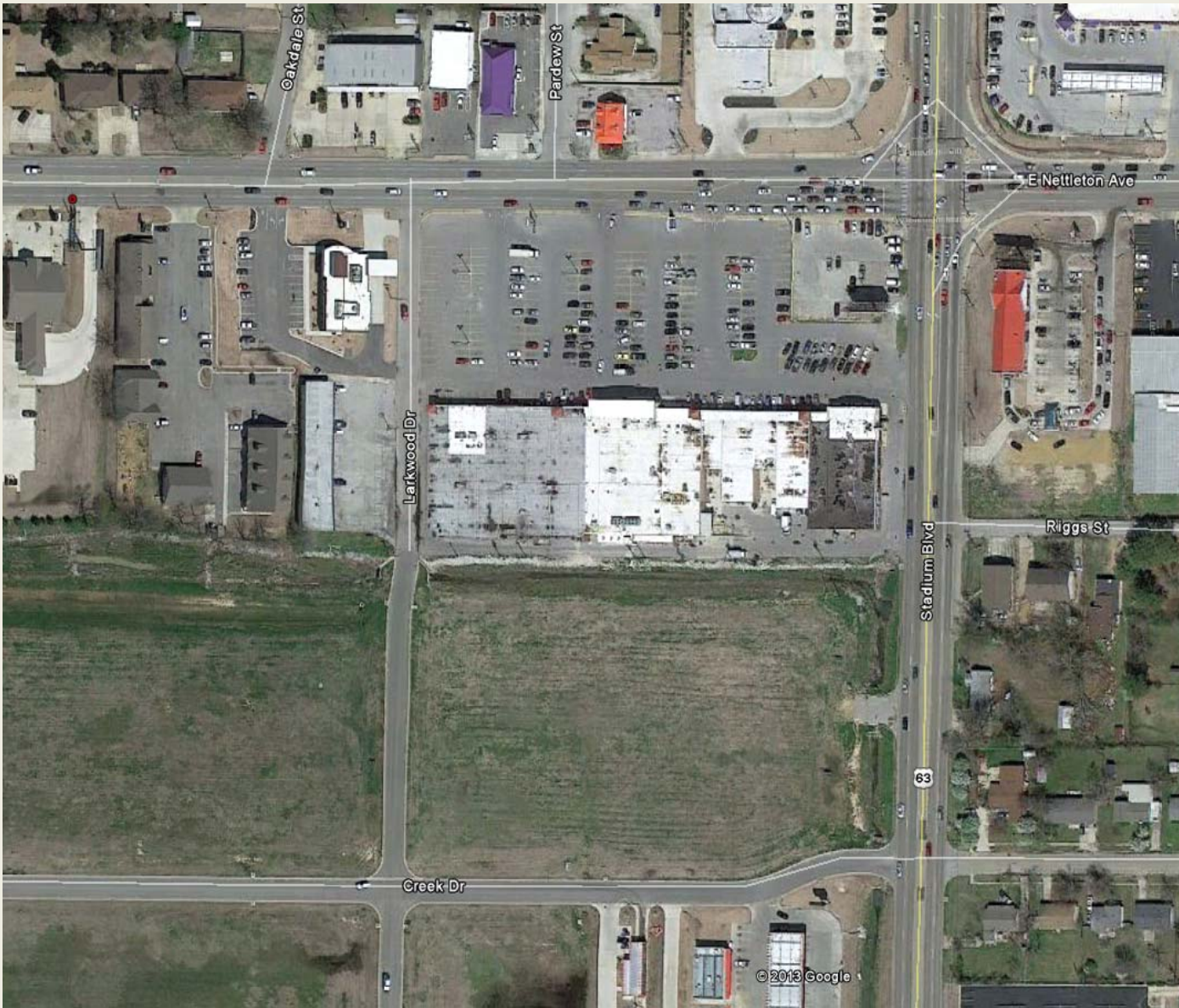
Barnes & Noble

Best Buy Mobile

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Development	Frontage	Number of Drives	Width of Drives	Throat Length
NEA Baptist	1,957'	3		247'
Turtle Creek Mall (Highland)	2,679'	2	With Median, 56'	160'
IO Metro Center (Stadium)	253'	1	21' to 49'	55'
IO Metro to First Security Bank (Stadium)	933'	6, shared access	2 and 3 lane 3 lane = 34' to 45'	55'
Hays Market (Nettleton)	626'	4		



Distance from First Security Entrance
on Stadium to intersection = 248'

