

BERKSHIRE PLANNING TOOLS



One in a series of “toolbox” items to accompany the Regional Plan for the Berkshires

June 2002

Corridor access management

This is an overview of the 2002 BRPC publication, Corridor Access Management Guidelines, which is a transportation-focused companion volume to the Berkshire Planning Tools. It introduces the principles of access management, provides a range of specific techniques, and includes local examples of applying these techniques.

What Is Corridor Access Management?

Corridor access management is a range of ways to preserve the safe, efficient traffic operations and character of roads through application of land use control measures and design standards. It requires the coordination of land use and transportation planning to ensure that existing and future roadway environments are accessible, safe and provide adequate traffic operations. Proper access management provides a balance between movement of traffic, preservation of community character and access to land.

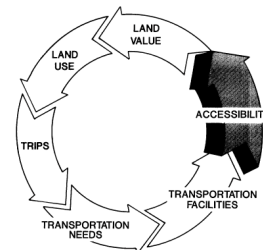
Why Use Corridor Access Management?

Corridor access management can help improve safety, preserve capacity on the transportation system, and help maintain mobility. This can preclude or delay the need to construct new infrastructure, reducing fiscal and environmental impacts. Proper use of these techniques can provide easier access to land parcels, increase transit ridership and allow for visual enhancements of property abutting travel corridors.

The Land-Use/Transportation Relationship

We are increasingly aware that land development has traffic impacts on our rural, suburban, and urban environments, as we experience increasing traffic congestion and travel delays. Transportation projects also shape land uses and values. Looking at the relationship of these two elements, we see a land use/transportation cycle, particularly relating to site development.

The Land Use/Transportation Cycle



(Source: Ohio-Kentucky-Indiana Regional Council of Governments, Access Management: A Policy for Local Communities, March 1988)

The cycle can start at the land use point, as a particular land use develops the need for trips or traffic in and out. Consequently, there is a need for transportation facilities to serve that traffic (i.e. road improvements) and the presence of this transportation facility provides accessibility, or the opportunity to move freely to and from a particular land use. This accessibility is one feature that gives the land value, which consequently may increase subsequent opportunities (i.e. more development). Hence, we have somewhat of a vicious circle.

Where Is Corridor Access Management Applicable?

Corridor access management is applicable to any roadway that currently or potentially has problems with driveway access and traffic congestion. It can be applied to roadways that currently do not have access problems so that future problems can be prevented. Strip commercial development areas with numerous driveways are the most common locations to apply access management, although options are limited due to the constraints of existing development. Access management techniques can also be applied to rural roads and residential streets.

Who Should Use Corridor Access Management?

Corridor access management should be used by anyone who is involved with roadway planning and design, land use planning, or other transportation planning. This may include local planning board and zoning board members, other local officials, land developers, design engineers, municipal and regional planners, and state officials.



Photo 1: Strip development on Route 7 & 20 in Lenox, a developed area where the community is trying to retrofit with access management techniques.

Basic Principles of Access Management

The basic principles that should be considered in implementing corridor access management are:

- ❑ Managing and regulating land uses along corridors
- ❑ Limiting access points on high volume roadways
- ❑ Applying proper site driveway design and location criteria
- ❑ Minimizing vehicle conflict points along roadway corridors
- ❑ Using appropriate roadway design and traffic control devices (signs, pavement markings, traffic signals) to maintain or improve traffic flow and safety
- ❑ Encouraging use of alternate modes of travel (transit, bicycle, walking)

Contact BRPC if you would like to purchase a copy of the full report, [Corridor Access Management Guidelines](#). Each planning board will also have a copy. The table of contents is shown on the next page. BRPC staff is available to assist communities in following through to implement specific techniques with the appropriate local boards.



Photo 2: A rural road with frequent driveways on one side. Access management could be applied now before driveways are this dense all along it (Barker Rd., Pittsfield).

As an overview of the full report, following is the table of contents:

CORRIDOR ACCESS MANAGEMENT GUIDELINES

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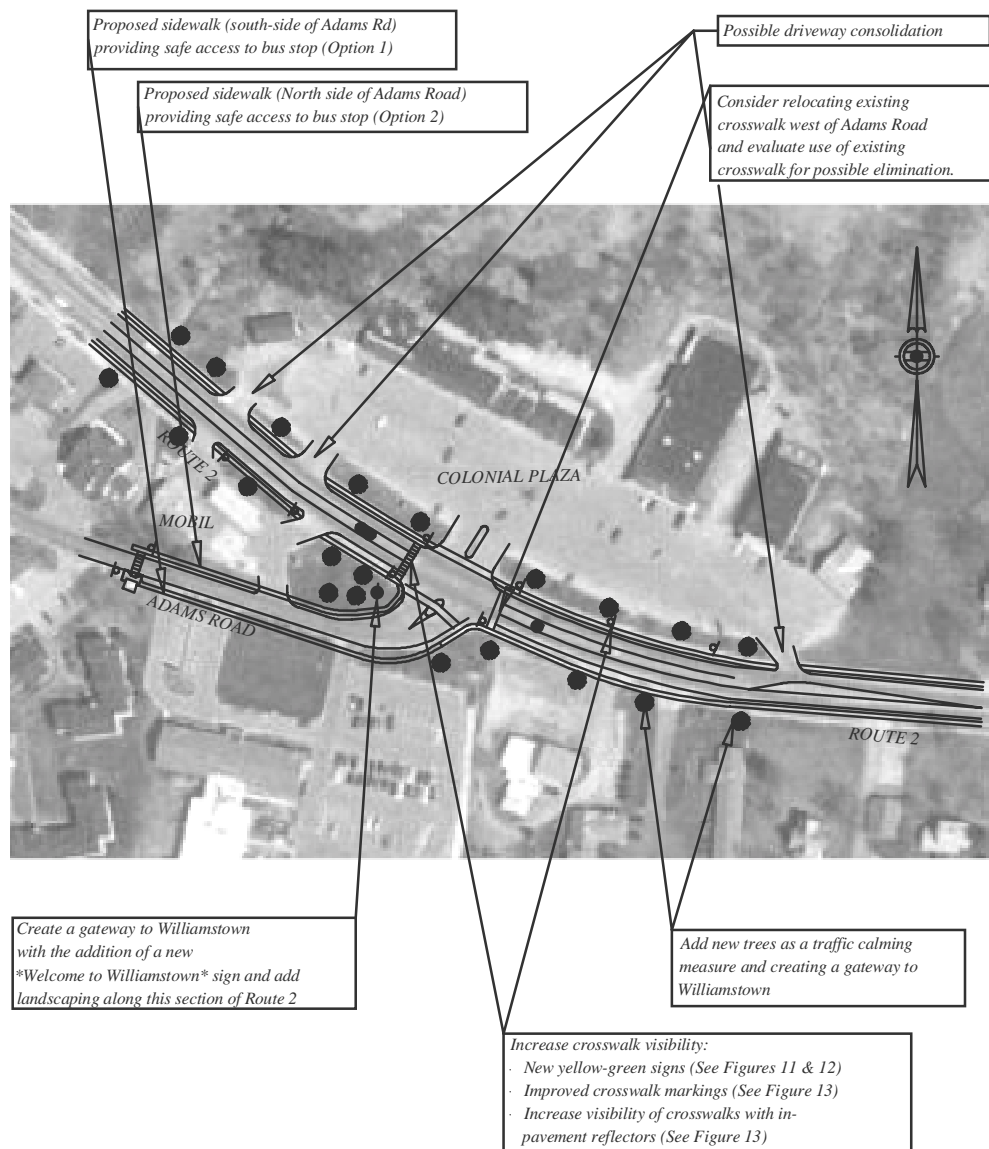
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Berkshire Planning Tools

Case Study

The techniques in the Guidelines were applied to four short segments of Route 2 between North Adams and Williamstown as local examples. This was a high priority area according to the 1997 BRPC Congestion Management Plan and is also part of another 2002 project, the Mohawk Trail Scenic Byway Corridor Management Plan.

For each of the four short segments of road, an existing conditions and a recommended improvements sketch were prepared with local input. Below is the recommended improvements sketch for Route 2 in Williamstown near the North Adams line by the Colonial Village Shopping Plaza and Adams Road.



This publication is one in a series of "toolbox" items to support the Regional Plan for the Berkshires. If you would like to receive additional copies of this or other toolbox items, please contact the Berkshire Regional Planning Commission, 1 Fenn Street, Suite 201, Pittsfield, MA 01201 or call (413) 442-1521. Copies of the toolbox items are also available on the web. Visit www.berkshireplanning.org

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