

3.0 ACCESS MANAGEMENT

Access management is a means to protect the safety, traffic operations and the assigned functional purpose of the street system while considering the access needs of the various elements of the system. Access management addresses the problems of congestion, capacity loss and accidents. Providing access to land development while simultaneously preserving the flow of traffic on the surrounding road system in terms of safety, capacity needs and speed is the goal of access management. Access is defined as any driveway or other point of ingress/egress such as a driveway, alley, street, road or highway that connects to the public street system.

The street system serves two distinct purposes. The first is to provide mobility to the traveling public. The second is to provide direct access to properties. These two purposes may conflict such that multiple access points along a road restrict both the speed and capacity at which vehicles may travel. A properly designed system provides a balance such that certain streets, such as principal arterial highways, have a greater emphasis on facilitating mobility while other streets, such as local streets, can have a greater role in providing direct access to properties.

The existing and future function of each street is critical in determining the number, location, and design of access points and access control. Access management extends beyond simply specifying the number and separation of driveways and access points. Included are roadway design, such as auxiliary lanes, medians, stopping sight distance, channelization, and land development issues such as sign standards, internal site circulation, driveway layout, and alternative travel modes.

Appropriate access management strikes a balance in preserving the functional integrity of the street and providing access. Speed, capacity and safety are the significant reasons for instituting access management. With proper access management, the speed differential between vehicles can be minimized or separated and proper access management will reduce the number of conflict points, resulting in fewer accidents. When the traffic on the street system can travel safely and efficiently, capacity is preserved. Access management recognizes the interests of both landowners and roadway users in providing a transportation system that better meets the needs of all interests.

3.1 State Highways

The State Highway Access Code 2, CCR 601-1, was amended. The most current document is: [State of Colorado State Highway Access Code, Volume 2, Code of Colorado Regulations 601-1](#). Under that code, all accesses constructed on a State Highway require an access permit approved by the State. The Access Code requires owners of land adjacent to a State Highway that is being developed or redeveloped to apply for an Access Permit for each access to the State Highway if

the use of the property is being changed or the existing access modified. The definition of property change is included in Section 2.6 of the [Code](#).

3.2 City or County Streets

Local jurisdictions approve the design, number, and location of access points. When changes in land use occur which result in changes in the type or nature of access operation, the access shall be approved with the development plans and constructed to meet current standards.

3.2.1 Backing Into the Right-of-Way

Driveways, parking or loading areas that require backing maneuvers in a public street shall not be approved except for single family or duplex residential uses on local streets. Exceptions may also be made in the downtown area, defined as the area between Pitkin Avenue to Grand Avenue, 1st Street to 8th Street.

Backing into alleys will be allowed from normal parking stalls, regardless of land use, under the following conditions:

- The parking is designed so the parking stall and aisle meet the requirements in [section 4.3.2.1](#). The needed aisle width can include the existing alley.
- A maximum of four spaces in a row will be allowed, with a 5' landscape area on each end of the spaces. This standard is designed for perpendicular parking spaces and a 50' wide lot. Wider lots can create more spaces, up to a maximum of 8 spaces without intermediate landscaping but the end landscaping is still required. Angle parking will be addressed on a case by case basis to achieve the intent of this standard.

3.2.2 Provision of Access

If a property has frontage on more than one street, access will be permitted only on those street frontages where design and safety standards can be met. The primary access shall be on the lower-order street. Additional access points may be allowed based on traffic safety as determined by a TIS as described in [Chapter 2](#).

3.2.3 Restriction of Turning Movements

Turning movements may be limited where necessary for the safe and efficient movement of traffic, both on and off-site.

3.2.4 Number of Access Points and Joint Access

Each development applying for access to a collector or arterial street shall analyze its own internal circulation system and access points, as well as impacts to the surrounding properties and street system as part of the required TIS.

Cross-access easements or stub streets to abutting properties may be required when it is determined that such abutting properties may be unable to meet [access spacing standards](#). The project site design shall include a circulation and access system that will safely and efficiently accommodate traffic from adjacent properties. The site plan shall include the site frontage for a minimum distance of 200' from the site property boundaries.

One access point per property ownership will be permitted, unless an approved site plan or TIS shows that additional access points are required to adequately handle driveway volumes and that the additional access points will not be detrimental to safety and traffic flow on adjacent public streets. Temporary access may be granted to accommodate phased development of a site. Temporary accesses are subject to removal, relocation, redesign or reconstruction after permanent approved access is constructed.

3.2.5 Cross-Access Corridors

Cross-access corridors shall be designed to provide common access and circulation among parcels, in order to assist in local traffic movement. Cross access should be designed to include the following elements:

1. Sufficient separation between the public street and the cross-access corridor to allow storage and circulation to occur within the site.
2. Sufficient width to accommodate **two-way travel** aisles designed to accommodate automobiles, service and delivery vehicles.
3. Stub-outs to the abutting properties that will be tied in to provide cross-access.
4. Linkage to other cross-access corridors in the area, if applicable.

Wherever a cross-access corridor is designated on a subdivision plat, site plan or other development application, the property owner shall grant and record an easement allowing cross-access to and from the other properties in the area.

3.2.6 *Stub Streets*

A stub street is an existing or planned street that is or will be extended to the property line(s) of a development for the purpose of future extension onto adjacent property. A stub street may be for access and/or as a part of the comprehensive circulation system.

3.2.7 *Abandoned Accesses*

Existing driveways shall not be abandoned, relocated, altered, or reconstructed without a permit from the appropriate agency..

3.2.8 *Exclusive Turn Lanes*

Exclusive turn lanes are described in detail in the [CDOT Access Management Code](#) and in [Chapter 6](#).

3.2.9 *Field Access*

Field access is defined as access used solely for agricultural purposes and traffic generation does not exceed one vehicle (two trip ends) per day when averaged over one calendar year. When an agricultural property changes to a new or more intensive land use, all field accesses to the property shall be considered abandoned and access points for the new or more intensive use will be determined by the standards contained within this document.

3.3 **Access Exceptions**

Exceptions to these standards shall be allowed only as set forth in [Chapter 14](#).

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