

**For Public Review, Comment and Hearing on September 28, 2004**

An Amendment to the Regional Master Plan Transportation Policies and Implementation Strategies (Section 2.700) by adding Access Management Policies and Implementation Strategies.

## **Regional Master Plan**

### **2.700 Transportation Policies and Implementation Strategies**

#### **2.700.01 Introduction**

The Regional Master Plan Transportation section includes policy goals, principles and standards and implementation strategies related to transportation.

#### **2.700.02 Policy: Goal**

Plan and implement a safe, attractive, environmentally compatible and efficient multi-mode transportation system that is balanced with sustainable land use policies to enable the movement of people and goods to meet local and regional transportation and mobility needs without placing an undue burden on taxpayers.

#### **2.700.03 Policy: Principles<sup>1</sup>**

##### **Access Management**

1. Manage access to and from state highways per the adopted state highway corridor Access Management Plan policies and strategies incorporated herein. (See Appendix)

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<sup>1</sup> For more Principles of Access Management please see the Appendix.

2. Coordinate access management between the municipalities and NHDOT and insure all driveway permit applications are consistent with the Regional and Local Master Plan.

3. Minimize the number of curb cuts.

Fewer curb cuts reduce traffic obstructions caused by entering and turning traffic, and provide a generally safer roadway and protect the highway's capacity.

4. Regulate access from a state highway or arterial street.

Where driveway access from an arterial street is necessary, local Planning Boards are encouraged to require that such lot be served by a combined access drive or frontage road servicing several lots to limit possible traffic hazards on such street.

5. Reduce the number of conflict points.

Drivers make more mistakes and are more likely to have collisions when they are presented with the complex driving situations created by numerous conflicts. Conversely, simplifying the driving task contributes to improved traffic operations and fewer collisions. A less complex driving environment is accomplished by limiting the number and type of conflicts between vehicles, vehicles and pedestrians, and vehicles and bicyclists.

6. Separate conflict areas.

Drivers need sufficient time to address one set of potential conflicts before facing another. The necessary spacing between conflict areas increases as travel speed increases, to provide drivers adequate perception and reaction time. Separating conflict areas helps to simplify the driving task and contributes to improved traffic operations and safety.

7. Regulate the width of driveway openings and curb cuts.

Large, uncontrolled driveway openings confuse drivers, as they may be unsure as to where to position their vehicles for entering and exiting the site. Throat length is the distance a driveway extends into the development site. Adequate throat length allows for storage of exiting vehicles and provides both left and right turn lanes.

8. Provide for a separate entrance and exit.

This can help improve traffic flow from the major arterial by allowing traffic to enter the site from the major arterial and exit the site using a collector road.

Restaurants with drive through windows and one-way entrance and exit points are an example of this principle.

9. Provide connections between sites. In an area of non-residential development, such as commercial or industrial development, provide connections between sites to allow workers and customers to travel by vehicle or foot from site to site without having to use the arterial street.

It is important to plan for future development when drafting subdivision and site plan regulations to require a developer to provide a right of way between adjacent sites so that an interconnection can be made when a neighboring parcel is developed.

10. Where appropriate place signs at driveway entrances.

Properly placed signs serve as a traffic control device and improving safety and traffic flow.

## **2.700.04 Policy: Standards**

### **Access Management**

1. Driveway Spacing. The following are minimum distances between driveways per Federal access management standards:
  - In 35 mph speed limit areas, driveways no less than 150 ft. apart.
  - In 40 mph speed limit areas, driveways no less than 185 ft. apart.
  - In 45 mph speed limit areas, driveways no less than 230 ft. apart.
  - In 50 mph speed limit areas, driveways no less than 275 ft. apart.
2. Signage. No sign shall obstruct or impair the vision of vehicular and pedestrian traffic or otherwise constitute a hazard to the same. No sign shall reduce the sight distance from any driveway, road or street below a distance of 10 feet for every mile per hour of the posted speed limit on the street. Sight distance shall be measured at a point on the driver's side of the exit lane 10 feet behind the curb or edge of shoulder line with the height of the eye ranging from 3.5 to 6.0 feet above the pavement to an object having a height of 4.25 feet located within all of the travel lanes of the intersecting street.
3. Site Distance. Sight distance shall be consistent with American Association of State Highway and Transportation Officials (AASHTO) Standards. Sight distance policy is based upon the AASHTO intersection and stopping distance criteria for

passenger cars. The following table shows desirable stopping sight distances published in the AASHTO *Green Book* (1994, Table III-1).

<b>Posted Daytime Speed Limit (mph)</b>	<b>Desirable Sight Distance (feet)</b>	<b>Minimum Sight Distance (feet)</b>
55	725	450–500
50	650	400–475
45	550	325–400
40	475	275–325
35	400	225–250
30	325	200
25	250	150

AASHTO Intersection Sight Distance criteria are listed below

**Case I: Uncontrolled Intersections**

This case would apply for uncontrolled intersections and driveways. According to the O.R.S., a vehicle may enter the roadway from a driveway without stopping if it can do so without conflicting with any vehicles on the roadway.

**Case II: Yield Controlled Intersections**

This case would apply at any intersection or driveway where a yield sign is used. The sight distance required must meet the requirements for an uncontrolled operation, that is, uncontrolled speed, from the minor street or driveway (Case I) plus the requirements for a stopped control intersection (Case III).

**Case III: Stop Controlled Intersections**

This case applies to any two-way stop controlled intersections. There are three sub-cases for crossing the intersection, making a left turn and making a right turn. This case provides the primary criteria for intersection sight distance conditions for access management.

**Case IV: Signal Controlled Intersections**

This case applies at signal-controlled intersections where the critical condition occurs with free right turns and when the signal is not operating, so essentially a stop controlled condition exists.

### **Case V: Left Turn Bay Sight Distance**

The new 1994 Green Book specifies a new case for sight where a left turn movement must have adequate sight distance to make a turn from a left turn bay. This could apply at intersections, at median openings or at any location where a left turn could be made from a continuous two-way left-turn lane.

## **2.700.05 Implementation Strategies**

To implement the policies, work with local municipalities and the state to:

1. Implement the access management policy principles and standards included herein along regional state highway corridors and other municipal roads as applicable. (See Appendix).
2. Adopt a Memorandum of Understanding (MOU) with the New Hampshire Department of Transportation (NHDOT) to improve access management notification, review, coordination and implementation.
3. Use the Access Management standards and strategies to amend Site Plan and Subdivision regulations. Use them as the development criteria for new development or redevelopment of parcels that access state highways and local municipal roads as appropriate, but especially in downtowns or town centers and strip commercial areas.
4. Review all state highway driveway permit applications at Planning Board meetings and incorporate the information provided about driveway permit requests by the NHDOT District Office into the local planning process.

Each District Office sends a copy of each driveway permit application that has been submitted to the Office to the respective municipal Office. The Planning Board will review these applications at Planning Board meetings, identify any concerns, and communicate those concerns to the District Office.

5. Use their zoning ordinance and subdivision regulations to implement Master Plan land use policies and implement land use, and in particular, Access Management policies. When necessary, amend the zoning ordinance and subdivision regulations to meet the Access Management policies.
6. Use Subdivision and Site Plan Review Regulations to implement Access Management policies and strategies. Strategies include shared driveway and

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parking; interconnection between commercial developments; and safe transit for pedestrians and bicycles.