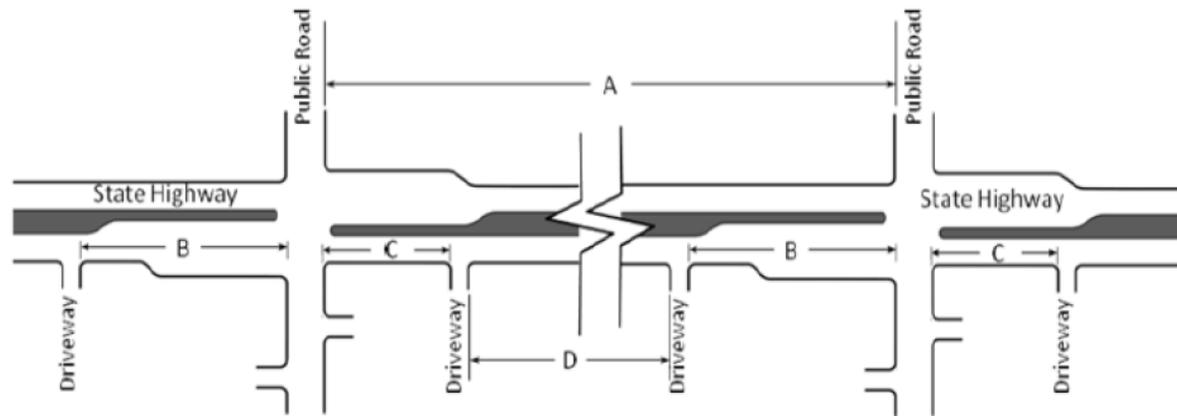


Garden City *Access Management Plan*



9/5/2019

What is Access Management?

- ▶ Proactive management of vehicular access points to land parcels adjacent to roadways

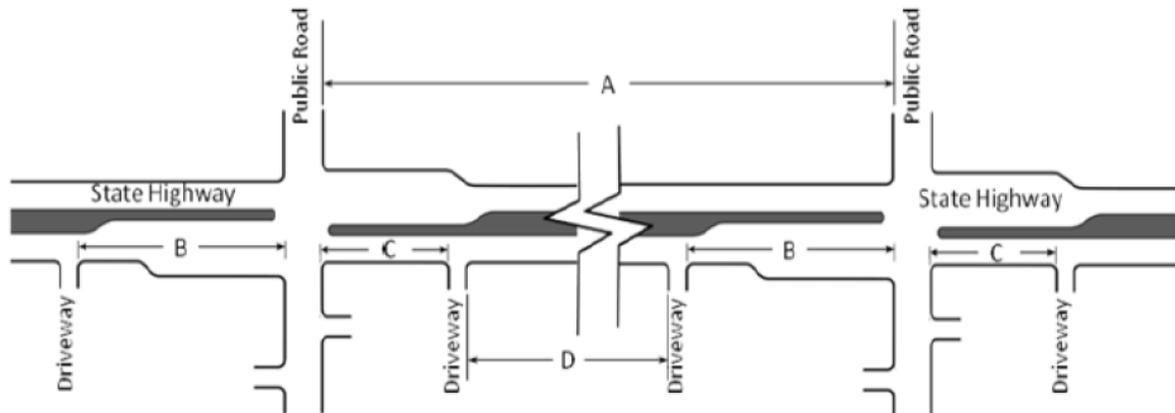
Why is it Important?

- ▶ Increased roadway capacity
- ▶ Increased bicycle and pedestrian safety
- ▶ Reduced crashes
- ▶ Shortened travel time for motorists

IDAPA 39.03.42

Rules Governing Highway R/W Encroachments

HIGHWAY TYPE	AREA TYPE	Signalized Road Spacing	Public Road Spacing (A)	Driveway Distance Upstream From Public Road Intersection (B)	Driveway Distance Downstream From Unsignalized Public Road Intersection (C)	Distance Between Unsignalized Accesses Other Than Public Roads (D)
Statewide Route	Rural	5,280 ft	5,280 ft	1,000 ft	650 ft	650 ft
	Transitional	5,280 ft	2,640 ft	760 ft	500 ft	500 ft
	Urban >35 mph	2,640 ft	1,320 ft	790 ft	500 ft	500 ft
	Urban ≤35 mph	2,640 ft	1,320 ft	790 ft	250 ft**	250 ft**



IDAPA 39.03.42

Rules Governing Highway R/W Encroachments

APPROACH USE	< 35 MPH		≥ 35 MPH		RADII	
	Minimum	Maximum	Minimum	Maximum	Minimum	Maximum
Single Residential, Farmyard, Field	12ft	40ft	20ft	40ft	20ft	30ft
Multiple Residential	28ft	40ft	28ft	40ft	20ft	30ft
Commercial (One-Way)	15ft	30ft	20ft	30ft	30ft	40ft
Commercial (Two-Way)	25ft	40ft	25ft	40ft	30ft	40ft
Boulevard Approach	84ft	84ft	84ft	84ft	Contact Department	
Joint-Use Residential/Farm	25ft	40ft	25ft	40ft	20ft	30ft
Joint-Use Commercial	12ft	40ft	20ft	40ft	30ft	40ft
Public Highways	28ft	N/A	28ft	N/A	30ft	50ft

Chinden - Joplin to Maple Grove

Remove
Access to
Joplin Road

Remove
One access
per parcel

Remove
Or limit to right-out.
Public safety
concerns.

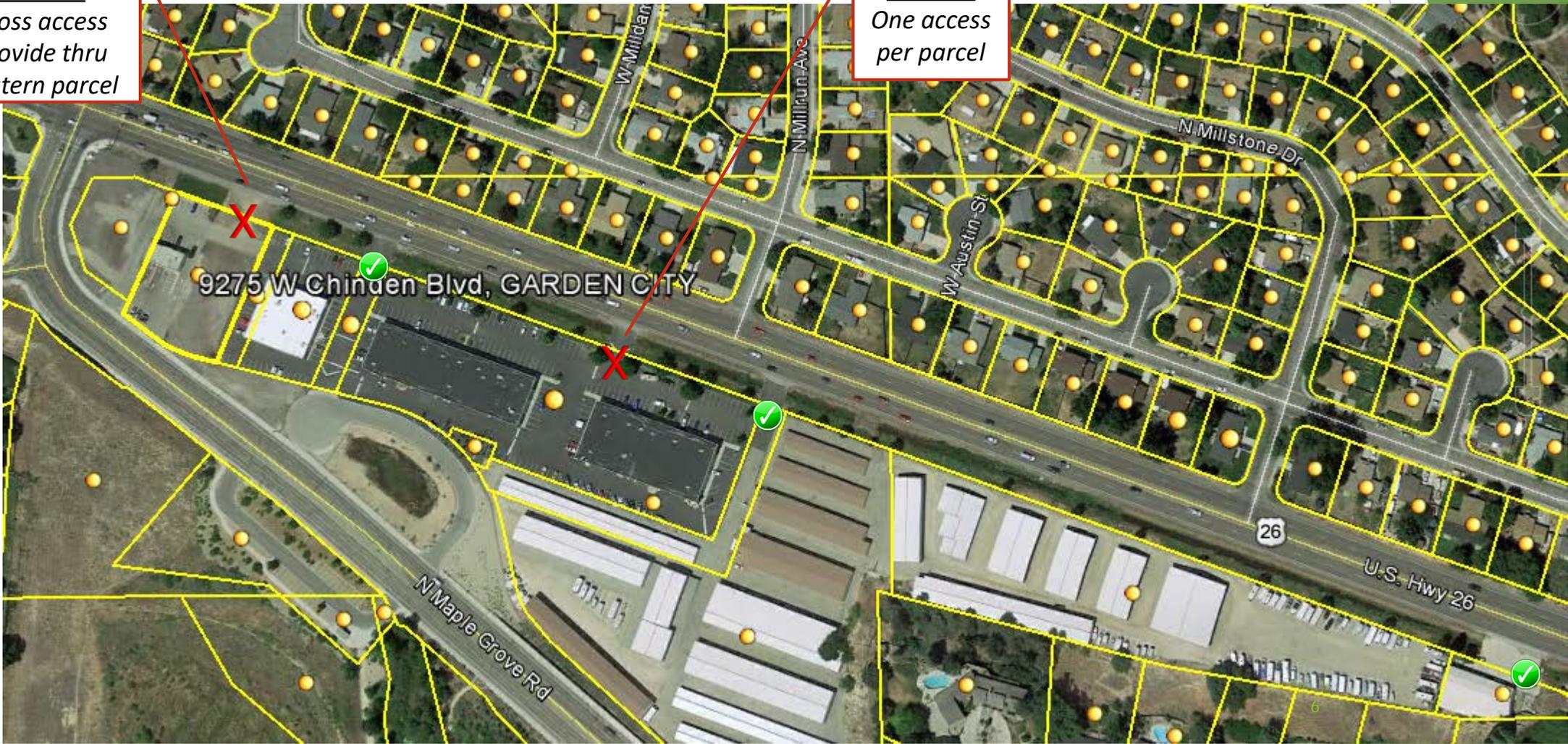


Remove
If cross access
provided thru
western parcel

Chinden - Maple Grove to Millstone

Remove
Cross access
provide thru
eastern parcel

Remove
One access
per parcel

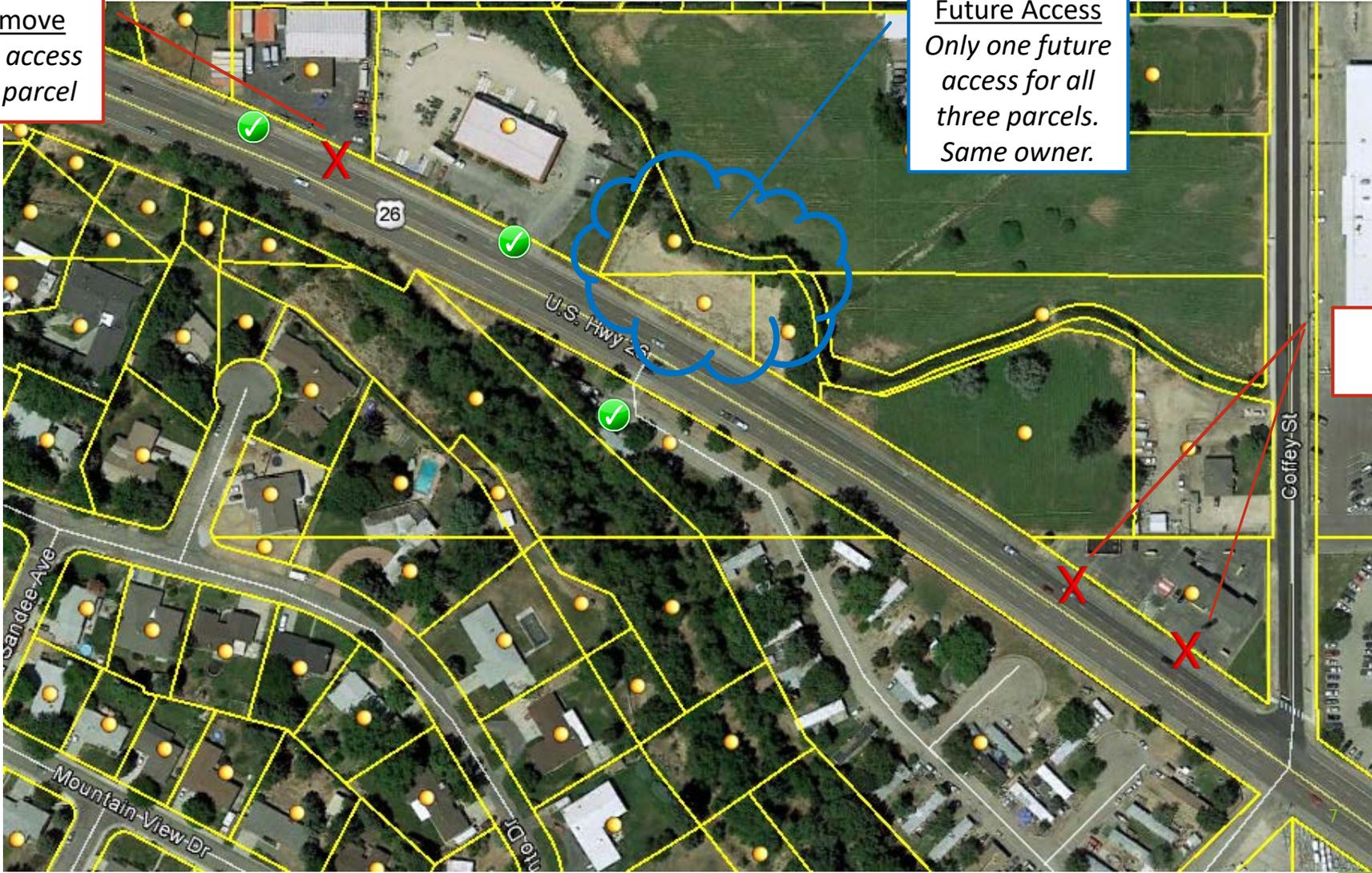


Chinden - Millstone to Coffey

Remove
One access
per parcel

Future Access
Only one future
access for all
three parcels.
Same owner.

Remove
Access to Coffey St



Chinden - Coffey to Glenwood

Remove
Access to Coffey St

Remove
One access
per parcel

Restrict
Limit to
entrance only

Restrict
Limit to exit only

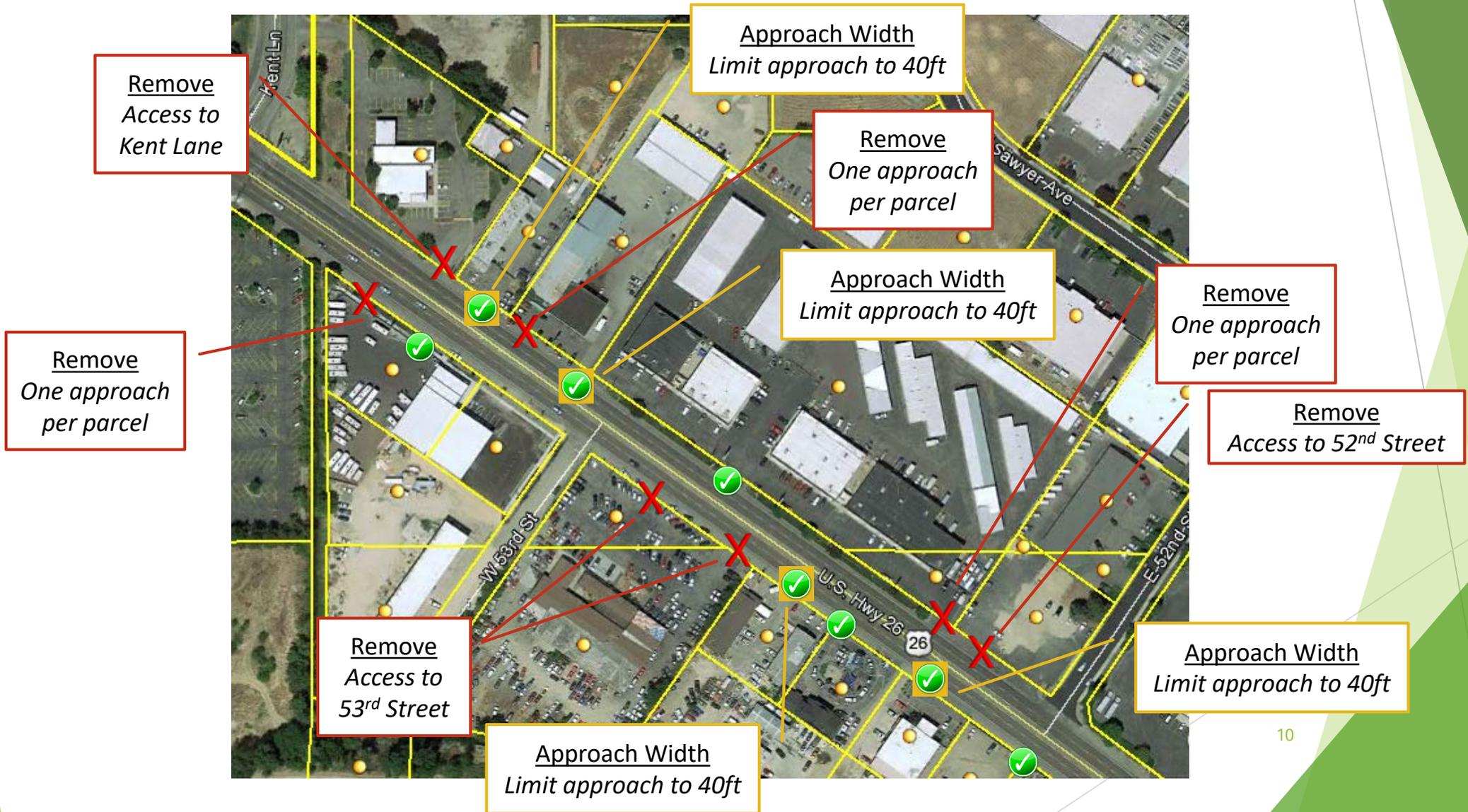
Remove
If cross access
provided to
Dresden Place



Chinden - Glenwood to Kent



Chinden - Kent to 52nd



Chinden -52nd to 50th

Remove
Access to
53rd Street

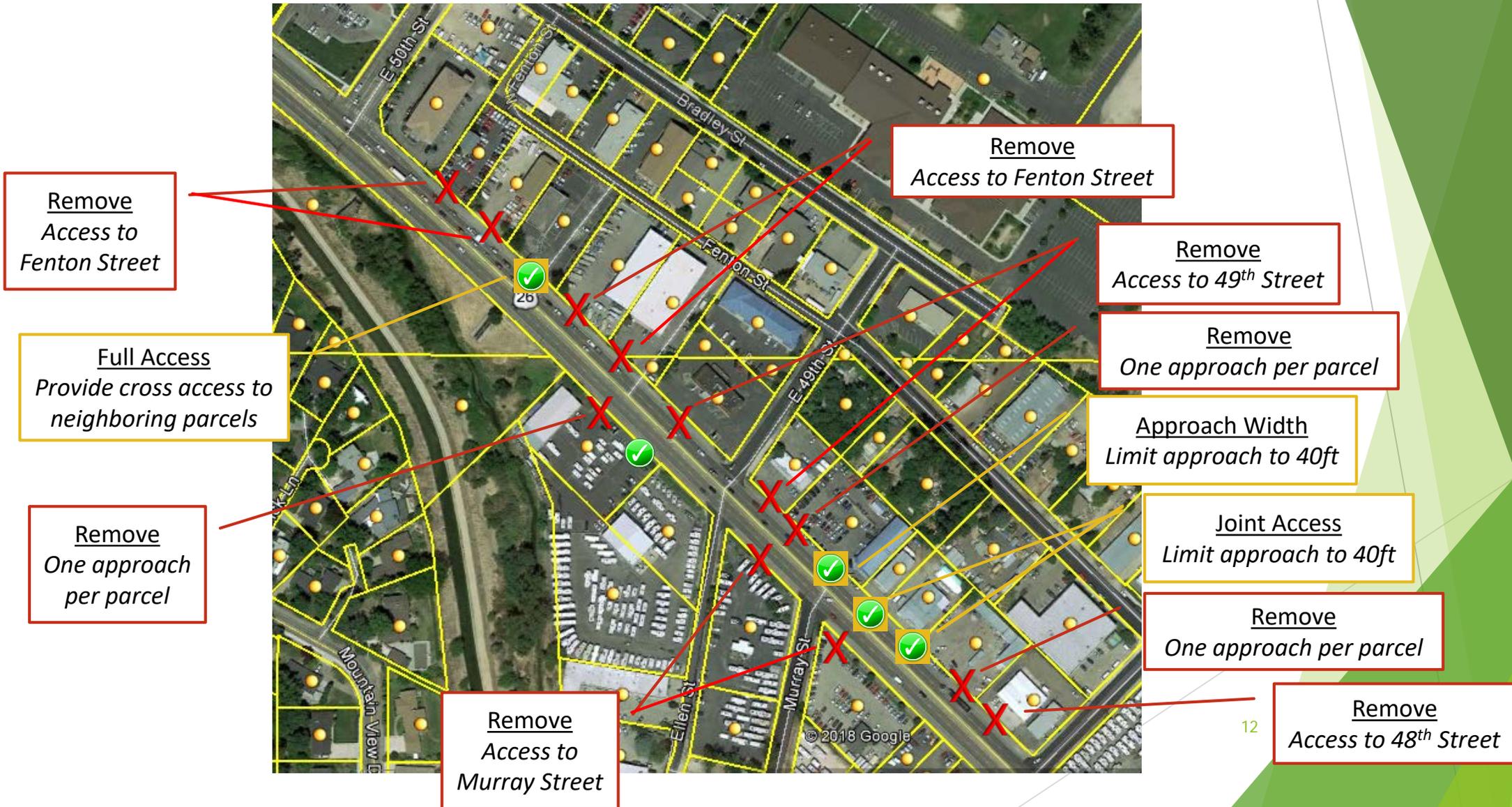
Remove
One approach
per parcel

Remove
Access to 50th Street

Future Access
Only one future
access for all
three parcels.
Same owner.

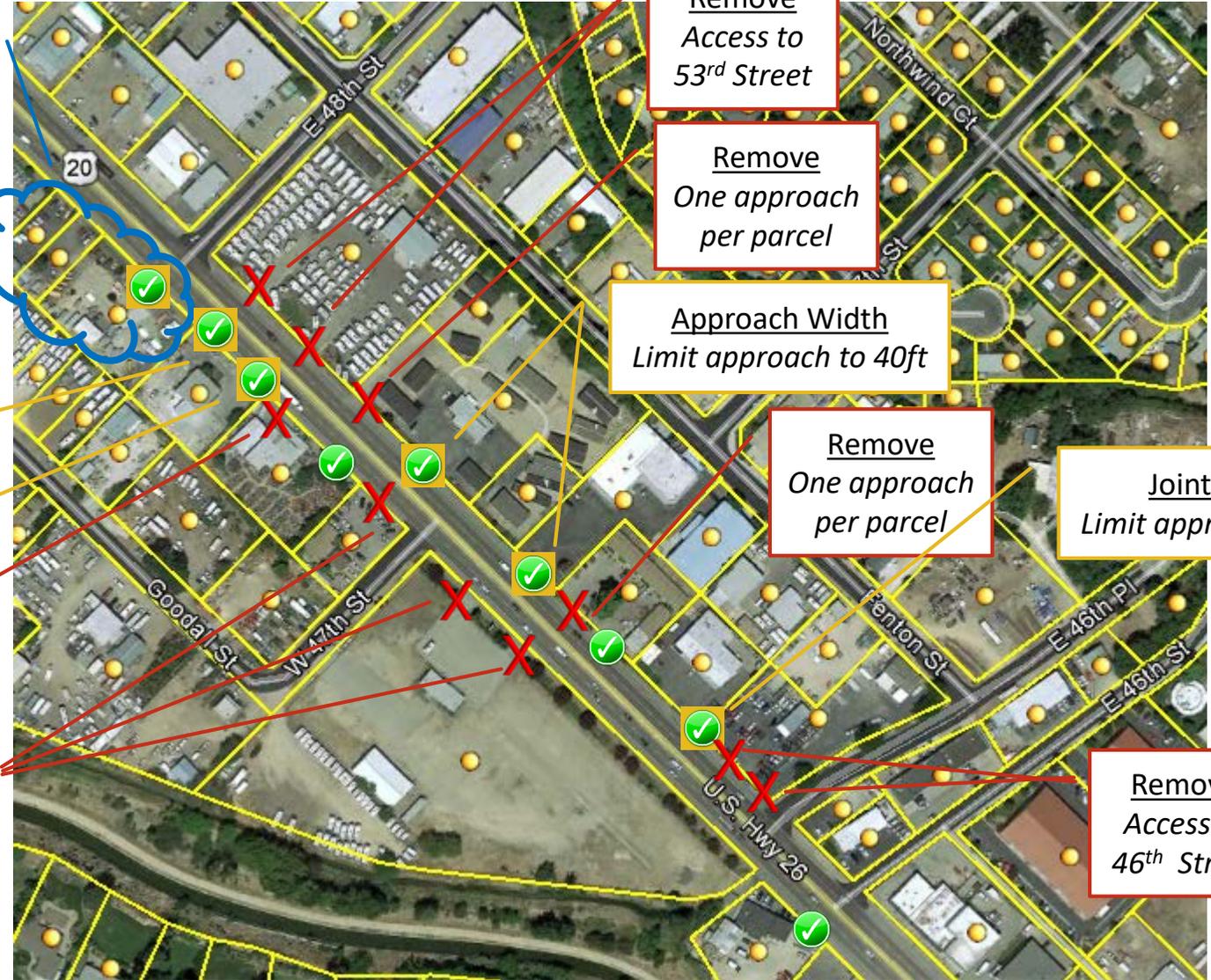


Chinden -50th to 48th



Chinden - 48th to 46th

Future Access
Consolidate 3
accesses into 1 across
from 48th St



Remove
Access to
53rd Street

Remove
One approach
per parcel

Approach Width
Limit approach to 40ft

Remove
One approach
per parcel

Joint Access
Limit approach to 40ft

Exit Only

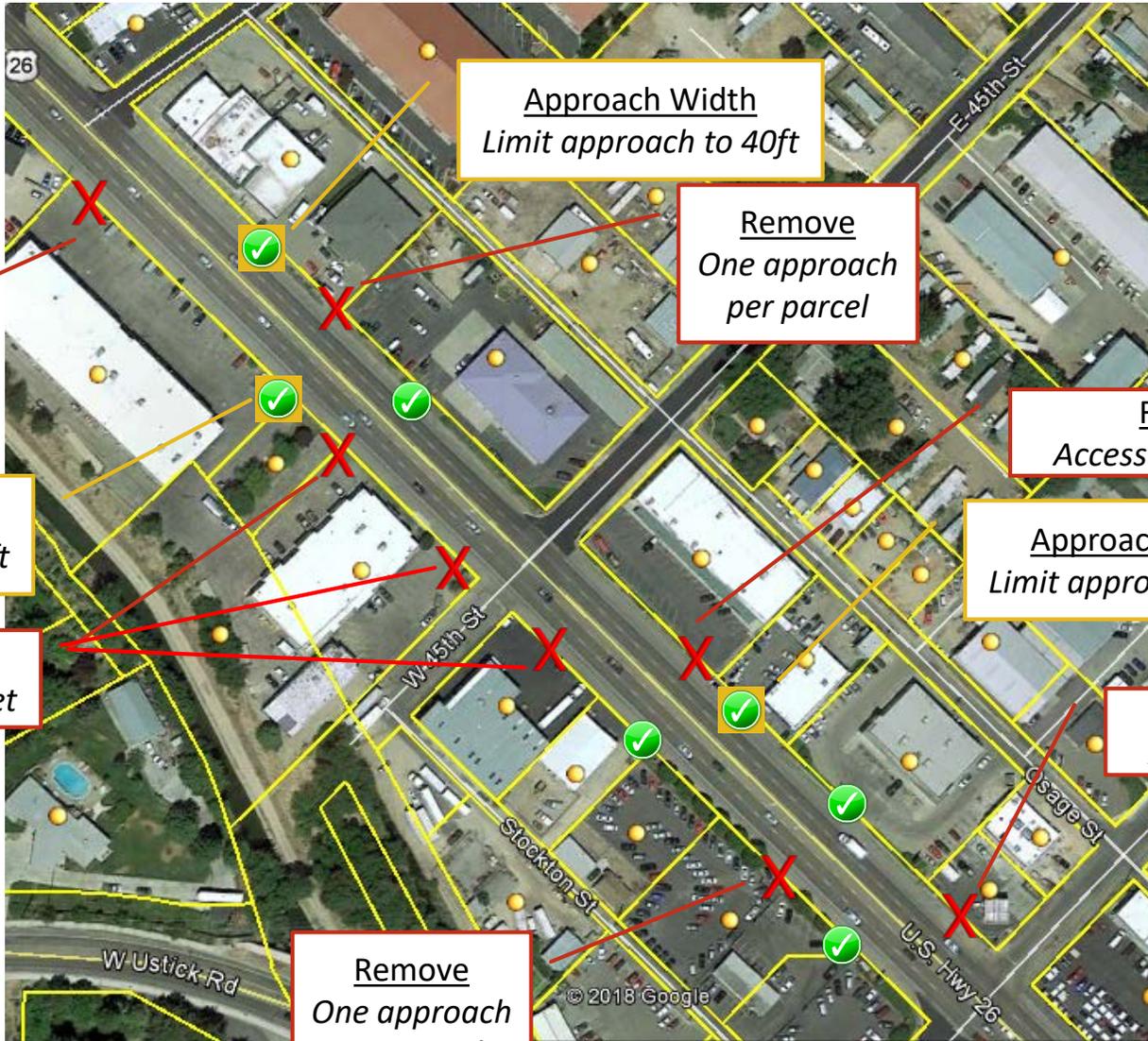
Entrance Only

Remove
One approach
per parcel

Remove
Access to 47th Street

Remove
Access to
46th Street

Chinden - 46th to 44th



ITD recommends widening Osage Street and Stockton Street to be functional backage roads

Remove One approach per parcel

Approach Width Limit approach to 40ft

Remove One approach per parcel

Remove Access to 45th Street

Approach Width Limit approach to 40ft

Approach Width Limit approach to 40ft

Remove Access to 45th Street

Remove Access to 44th Street

Remove One approach per parcel

Chinden - 44th to 42nd

ITD recommends widening Osage Street and Stockton Street to be functional backage roads



Remove
Access to 44th Street

Approach Width
Limit approach to 40ft

Remove
Access to 43rd Street

Approach Width
Limit approach to 40ft

Approach Width
Limit approach to 40ft

Remove
Access to 43rd Street

Remove
One approach
per parcel

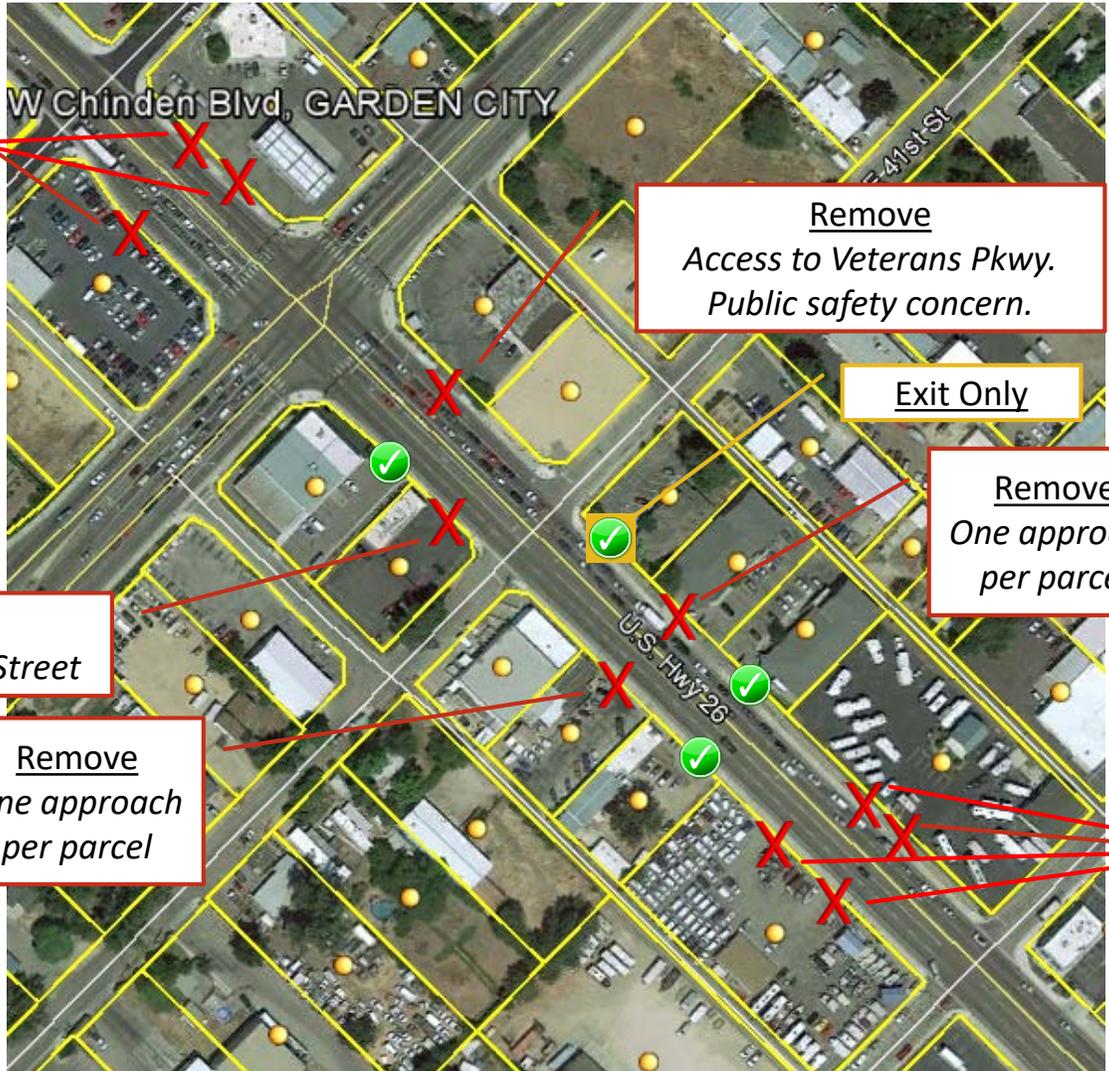
Remove
Access to 42nd Street

Remove
Access to
42nd Street

111 W 43rd St, GARDEN CITY

Chinden - 42nd to 40th

ITD recommends widening Osage Street and Stockton Street to be functional backage roads



Remove
Access to 42nd Street

Remove
Access to Veterans Pkwy.
Public safety concern.

Exit Only

Remove
One approach
per parcel

Remove
Access to 41st Street

Remove
One approach
per parcel

Remove
Access to
40th Street

Chinden - 40th to 38th

ITD recommends widening Osage Street and Stockton Street to be functional backage roads

Remove Access to 40th Street

Remove One approach per parcel

Exit Only

Entrance Only

Remove One approach per parcel

Remove One approach per parcel

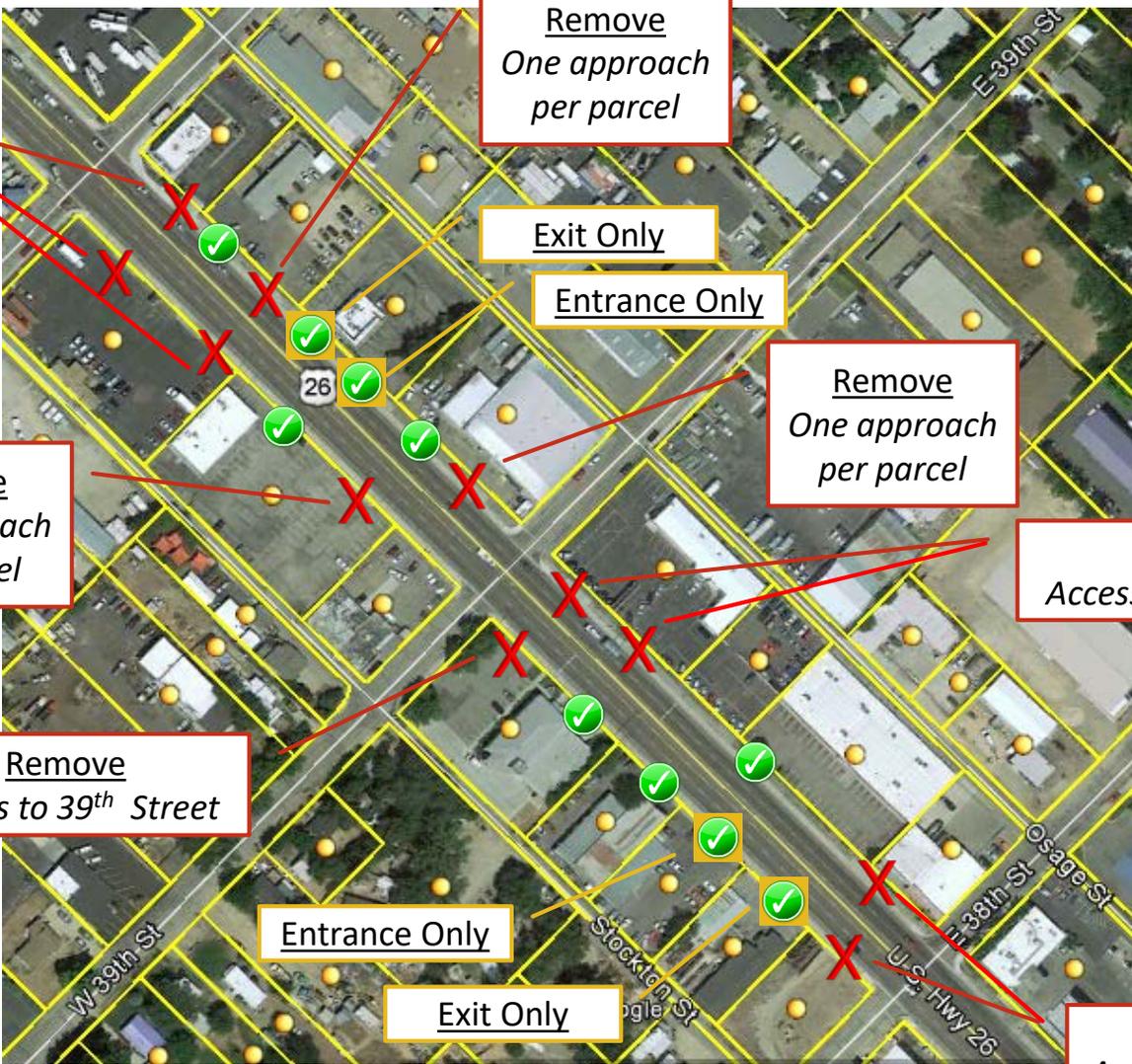
Remove Access to 39th Street

Remove Access to 39th Street

Entrance Only

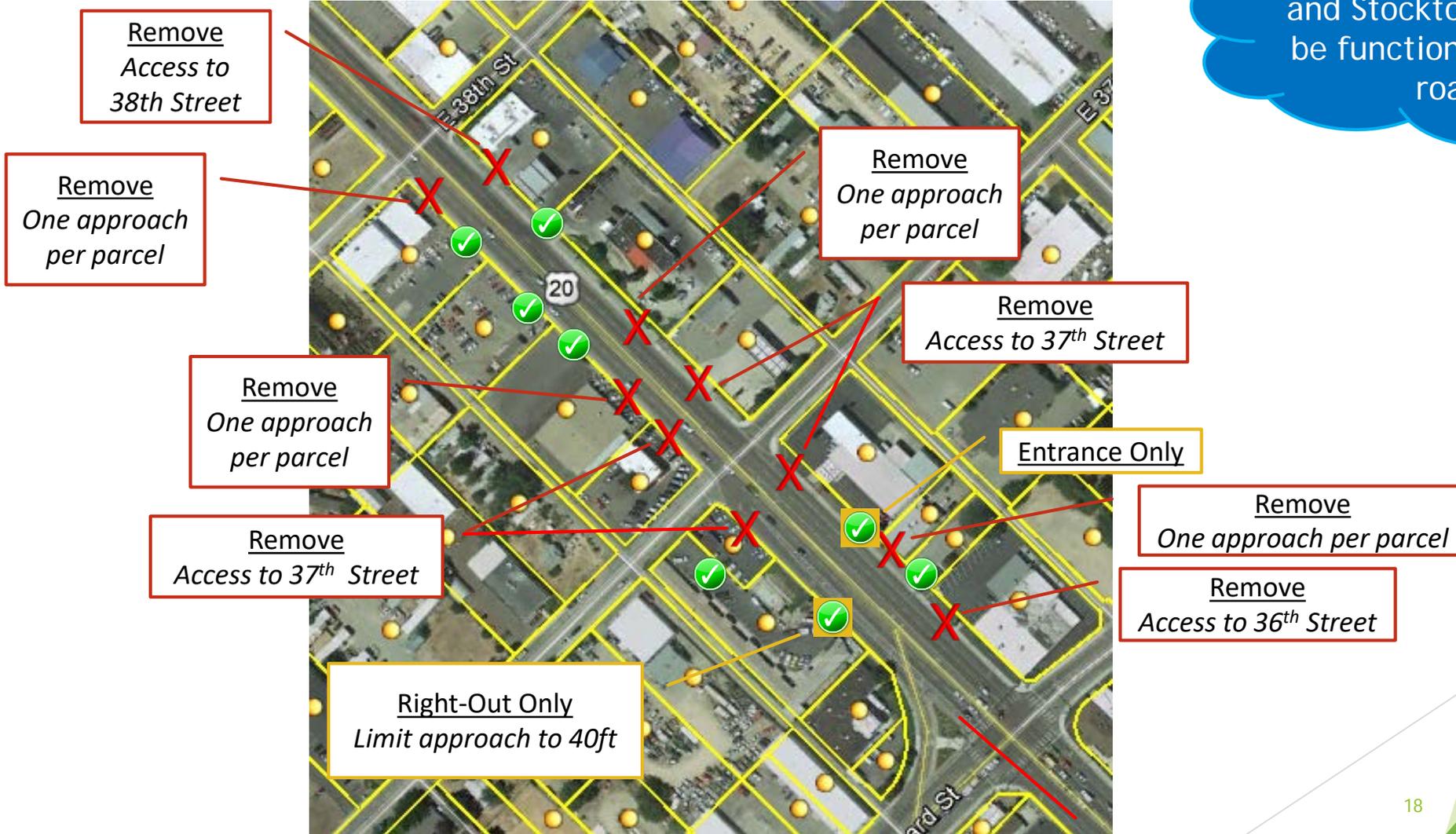
Exit Only

Remove Access to 38th Street



Chinden - 38th to 36th

ITD recommends widening Osage Street and Stockton Street to be functional backage roads



Chinden - 36th to 33rd

ITD recommends widening Osage Street and Stockton Street to be functional backage roads



Right-Out Only
Limit approach to 40ft

Remove
One approach
per parcel

Approach Width
Limit approach to 40ft

Remove
Access to
34th Street

Exit Only

Exit Only

Remove
One approach
per parcel

Remove
Access to 34th Street

Entrance Only

Chinden - 33rd to Fairview

ITD recommends widening Osage Street and Stockton Street to be functional backage roads



Remove
Access to 33rd Street

Remove
Access to 32nd Street

Remove
Access to 31st Street

Approach Width
Joint approach limited
to 40ft

Remove
One approach
per parcel

Exit Only

Remove
Access to Brown Street

Remove
Access to 32nd Street

Remove
Access to 31st Street

Remove
One approach
per parcel

Safe, Walkable and Bike Friendly

Access Management Provides:

- ▶ Reduction in conflict points
- ▶ Consistent distances walking across approaches
- ▶ Increased pedestrian safety
- ▶ Increased bicyclist safety
- ▶ Reduction in crashes
- ▶ Increased roadway capacity
- ▶ Shortened travel time for motorists