



5I-7 Other Improved Roadway Operations

In addition to access management techniques previously presented, the following can also improve traffic operations and safety.

- Long, uniform signal spacing
- Share commercial driveways
- Provide visual cues of access drives and public street intersections
- Prohibit on-street parking on principal and minor arterials
- Install pavement marking tape on arterials
- Convert parallel streets to one-way pair in commercial areas
- Provide frontage and backage roads
- Recess gates used by large vehicles

A. Long uniform signal spacing

All major arterials, minor arterials, and major collectors within urbanized areas, the urban fringe or areas that may ultimately be subject to urban growth should have long, uniform traffic signal spacing.

1. Provides the flexibility to use timing plans, which can provide efficient traffic progression over a wide range of speeds and cycle lengths.
2. Use a minimum of 1/2 mile spacings on major suburban/urban arterials.
3. Use a minimum of 1/4 mile spacings on minor arterials and major collectors where traffic progression is less important than on major arterials.
4. Locate cross-roads and full median openings only at locations that conform to the selected spacing interval so that the intersection may be signalized when conditions warrant.
5. Where signal does not conform to the selected long, uniform spacing, reduce the cross-street green and increase the major street green so as to maintain progression on the major street.

B. Provide visual cues on arterial roads

1. Provide adequate decision sight distance.
2. Signs help identify the location of driveways serving commercial and industrial developments.
3. Illuminate roadway intersections and major driveways which are used at night.
4. Provide a landscape strip between the curb, or edge of pavement and the sidewalk on right-of-way line.

C. Convert parallel streets to a one-way pair in commercial areas

1. Conversion of two 2-way roadways to a one-way pair eliminates left-turn crossing conflicts.
2. Signal timing is simplified, traffic progression is enhanced, capacity is increased.
3. The area between the one-way pair is effectively converted to a median on which development already exists.
4. Not a desirable practice where the abutting properties are residential.

D. Provide frontage and backage roads with adequate stacking and queuing

Figure 1: Frontage and backage roads with adequate stacking and queuing

