SECTION 6

SITE ACCESS

6 - 01 GENERAL

Access to State Highways is regulated by the Washington State Department of Transportation (WSDOT). The property owner desiring access to a state highway is responsible to coordinate with WSDOT for satisfactory completion of any requirements.

Access to public and private roads is regulated by the City of Bainbridge Island through the Road Approach Permit process. No construction of access points or related improvements will be allowed without a valid Road Approach Permit. Permits will be evaluated and issued based on the ability of the proposed access or use to meet these standards.

If a proposed property access point cannot meet these standards, the city engineer may designate one or more access points based on traffic safety, operational needs, and conformance to as many of the requirements of these standards as possible.

Access points for parking or loading areas shall be designed so that backing maneuvers from or onto a public street right-of-way will not occur. This does not apply to single family or duplex residential uses on non-arterial roads.

Where necessary for the safe and efficient movement of traffic, the city engineer may require investigation by the applicant to determine whether access points should be designed to limit turning movements. The city engineer may also require joint access and circulation agreements between neighboring properties to further provide safe and efficient movement of traffic.

Temporary access may be granted to undeveloped property prior to completion of a final development plan if access is needed for construction of preliminary site access. Temporary access points are subject to removal, relocation, or redesign after final development plan approval.

Secondary access for emergency vehicles may be required for certain high volume or public safety sensitive developments. They shall be designed to the satisfaction of the city engineer based on review by the Bainbridge Island Fire Marshal.

No relocation, alteration or reconstruction of existing access points is permitted without prior written approval from the city engineer.

6 - 02 CONSTRUCTION OF ACCESS POINTS

The construction of all access points involving removal of existing vertical curb or vertical curb and gutter shall conform to this section.

When cutting through or crossing vertical curbs, gutters and sidewalks, access approaches must extend from the curb to back of sidewalk and be of Portland Cement Concrete.

When an opening for an access or for any other purpose is to be constructed through an existing Portland Cement Concrete vertical curb, the existing curb, or curb and gutter, shall be saw cut at the limits of work or removed to the nearest construction joint and the opening replaced with standard curb and driveway.

Existing street trees, street lights, traffic signal facilities, utility poles, and fire hydrants must be shown on any plan for access point construction in an area of existing vertical curb.

Prior to commencing any necessary removal or relocation of any public utilities, due to construction of an access point, the applicant/developer must secure approval from the agency having ownership or control of such facilities or features.

6 - 03 LOCATION OF ACCESS POINTS

See Standard Drawing 6-010.

Where a property has frontage on more than one roadway, access will generally be limited to the lowest volume roadway where the impacts of a new access will be minimized. Access onto other higher volume roads may be denied in the interest of traffic safety or in order to lessen congestion on the higher volume road.

Access points for commercial or industrial property uses should be placed directly opposite each other wherever possible. If this is not possible, a separation between the nearest edges of such opposite access points shall be as close to the spacing as shown on Standard Drawing 6-010 as possible. When such spacing cannot be attained, the city engineer may require investigation to substantiate whether or not left turns should be prohibited into or out of the access point.

Access to commercial or industrial use corner lots shall be located on the lower volume roadway and as close as practicable to the property line most distant from the intersection.

No portion of an access will be permitted within a radius-return.

The nearest edge of any access radius must be at least 3 feet from the nearest point of a fire hydrant no parking zone, utility pole, traffic signal installation or light standard, mailbox cluster or other similar appurtenance.

6 - 04 CORNER CLEARANCE FROM INTERSECTIONS

See Standard Drawing 6-020.

Standard Drawing 6-020, Corner Clearances, shall be used to determine corner clearances from access points for residential, commercial or industrial property uses fronting arterial and non-arterial streets operating at various speeds under signalized or stop sign traffic control. The following conditions also apply:

For rural and other high-speed (45 mph or greater) roads, corner clearances on the order of two times as great as those shown on Standard Drawing 6-020 are desirable.

In cases where corner clearances are not attainable because property frontages are narrow, a minimum corner clearance of 50 feet or as close to 50 feet as possible shall be maintained. When minimum corner clearances cannot be attained, the city engineer may require investigation to substantiate whether or not left turns should be prohibited into or out of the access point.

For access points near stop or signalized intersections the city engineer may require studies to determine whether stopping queues will block the access point.

6 - 05 ACCESS POINT SEPARATION OR SPACING

See Standard Drawing 6-010.

Where two or more access points serve adjacent residential property uses, the minimum distance between nearest edges of access points (not including flares or radii) must be at least 10 feet.

Where two or more access points serve the same or adjacent commercial or industrial property uses, the minimum distance shall be as shown on Standard Drawing 6-010, Commercial/Industrial Access Point Spacing. Desirable access point spacing for arterials is 200 feet or more.

In cases where the minimum access point spacing as shown on Standard Drawing 6-010 are not obtainable due to narrow existing property frontages, the access point spacing shall be as close to the required spacing as possible. In these cases, the city engineer may require investigation to substantiate whether or not left turns should be prohibited into or out of the access point.

Provisions for joint access may be required for two adjacent developments where a proposed new access will not meet the spacing requirements of this chapter or to limit the number of access points on collectors or arterials. In the event the adjacent property is not ready for development, the first property ready for development may use an interim access.

6 - 06 NUMBER OF ACCESS POINTS

The standard number of access points for a development are:

1. Residential property uses - one two-way access point. Shared driveways are encouraged.

2. Commercial or Industrial property uses - one two-way access point or two one-way access points per 500 feet of total property frontage.

Additional access points, for residential property uses, may be considered by the city engineer provided a plan is submitted to the city engineer indicating that more than one access point is required to adequately handle specific sit conditions, and will not be detrimental to traffic flow on adjacent roads.

Additional access points, for commercial or industrial property uses, may be considered by the city engineer provided a development or circulation plan is submitted to the city engineer indicating that more than the maximum number of access points permitted are required to adequately handle access point volumes, and will not be detrimental to traffic flow on adjacent roads.

Commercial or industrial developments located adjacent to two or more roadways may be allowed more than one access point per 500 feet if corner clearances as required in Standard Drawing 6-020 are met.

For large developments, it is often desirable to consolidate access traffic at a single point which can be signalized. Proposed signalization must meet appropriate warrants in the MUTCD. Access point signals should be coordinated with adjacent traffic signals and located to provide satisfactory signal progression for through traffic.

When property frontages are narrow, such that minimum access point spacing criteria cannot be met, it may be necessary to require joint access locations at property lines.

The requirements of this section are not intended to override the need for a secondary access for emergency vehicles if such access has been determined by the Fire Marshal to be necessary under the provisions of Section 10.207 of the Uniform Fire Code.

6 - 07 ACCESS POINT TYPES, RADII AND WIDTHS

See Standard Drawings 6-030, 8-120, 8-130, 8-140 through 8-170

A. DRIVEWAYS

In areas requiring cement concrete curb and gutter, new private property access points will require the installation of Drop Curb Driveways as shown on Standard Drawings 8-120, 8-130, and 8-140.

B. RADIUS-RETURNS

Radius-returns will be required for access points when specified in Standard Drawing 6-030, Access Point Types, Radii and Widths, and whenever islands are constructed in the access point to control turning movements.

C. ASPHALT OR CEMENT CONCRETE APPROACHES

In areas where curbing is not a requirement, asphalt or cement concrete approaches shall be used as shown in Standard Drawings 8-150 through 8-180.

D. NOTES - STANDARD DRAWING 6-030

1. For access points with an anticipated usage of less than 2000 VPD (Vehicles Per Day), drop curb driveways (Standard Drawings 8-120, 8-130 or 8-140) for curbed areas or asphalt or concrete approaches (Standard Drawings 8-150 through 8-180) for shouldered areas must be used.

2. Street intersections must utilize radius-returns if the daily traffic volume is 2000 VPD or greater.

3. Larger access point radii (typically between 40 and 50 feet but possibly as much as 70 feet) may be required for access points when multi-unit vehicles or single unit vehicles exceeding 30 feet in length comprise 10% or greater of the traffic expected to use the access point.

   In designing these larger vehicle access points, methodology as contained in the WSDOT Design Manual, Chapter 920, Road Approaches, particularly Figure 920-2b, entitled Commercial Approach - Single Approach Type D will be used as a guide, keeping in mind the following:

a. If a commercial or industrial access point is going to have significant number of both trucks and passenger cars, then consideration shall be given to separating trucks from passenger cars. This would entail separating both access points and site circulation.

b. Vehicles should be able to utilize radius-return access points without encroaching on adjacent lanes of traffic.

E. WIDTHS

1. The maximum two-way access point width shall be 20 feet for residential property uses (single family or duplex) and 40 feet for commercial property uses, except, the maximum two-way access point width for industrial property uses may be 50 feet. Wider commercial or industrial widths may be approved by the city engineer where a substantial percentage of oversized vehicles traffic exists. In this case, the access should be sized to accommodate the largest design vehicle likely to use the access with considerable frequency.

2. Residential access points shall have a minimum width of 12 feet. Commercial or Industrial access points shall have a minimum width of 25 feet fronting a non-arterial, and 30 feet fronting an arterial.

3. One-way access point widths for commercial or industrial access points may range from 20 to 22 feet.

6 - 08 HORIZONTAL ALIGNMENT OF ACCESS POINTS

All access points shall be angled a minimum of 75 degrees to the street, 90 degrees preferred, unless designated right turn only in which case the angle must be at least 45 degrees and then only with the city engineer's approval. EXCEPTION: Access points designed for large vehicles shall be angled a minimum of 85 degrees to the street.

6 - 09 VERTICAL ALIGNMENT OF ACCESS POINTS

See Standard Drawing 6-040.

Back edges of access points shall be at the same elevation as the back of the sidewalk adjacent to the access point approach. EXCEPTION: The city engineer may allow a deviation from this requirement for a reverse slope driveway situation if the applicant/developer can demonstrate such a deviation will allow a safe sight distance to be maintained.

Approach grades and configuration shall accommodate future street widening to prevent major access point reconstruction.

For maximum access grades, see Standard Drawing 6-040, Access Point Grades.

6 - 10 Left turn, Acceleration, Deceleration Lanes

The need for left turn, acceleration and deceleration lanes in conjunction with development proposals will be determined by the city engineer on a case-by-case basis. Evaluation by the city engineer may require submittal of traffic data by the applicant/developer.

6 - 11 MEDIANS

The necessity for median treatment in conjunction with development proposals will be determined by the city engineer on a case-by-case basis.

6 - 12 TRANSIT STOPS

See Standard Drawing 6-050.

Generally, bus pullouts will be specified if (1) traffic and passenger boarding and debarking conditions warrant; (2) traffic flow would be greatly hindered due to in lane stopping; or (3) the posted speed limit is in excess of 35 mph.

A. LOCATIONS FOR BUS PULLOUTS

1. Placement of Bus Pullouts on the far side of signalized intersections immediately following the intersection is preferred. When no signalized intersection exists, the pullout should be placed on the far side of the intersection. Sight distance shall be determined by consulting Table 7.1 for all roads. Distance between pullouts should not be greater than 1000 feet.

2. If far side pullouts are not possible, near side pullouts will be evaluated. Mid-block pullouts are generally discouraged.

3. Bus pullouts should be constructed on both sides of a two-way street in a complementary pair if possible.

4. Maintaining adequate separation between access point/intersections and bus pullouts can increase the safety and efficiency of both the roadway and the transit service.

5. When locating a bus pullout in reference to existing access points or an access point in reference to an existing bus pullout, the following guidelines need to be taken into consideration:
   a. A minimum distance of 105 feet, 125 feet preferred, should be maintained between the pullout and the access point on arterial roadways and a minimum of 55 feet, 75 feet preferred, on non-arterial roads. This distance is measured from the edge of the access point to the front or back of the transit vehicle, whichever end is closer.
   b. Driveways within the limits of a bus pullout are discouraged. Any exception to this requirement will require approval by the city engineer.

B. DESIGN OF BUS PULLOUTS

Bus pullouts should be designed as depicted in Standard Drawing 6-050. All pullout designs must follow applicable guidelines for facilities used by the handicapped (Americans With Disabilities Act). The Community Transit Systems Planning Office should be contacted for specific design questions.

C. OTHER DESIGN REFERENCES

Chapter 1060, entitled Transit Benefit Facilities, WSDOT Design Manual.