

SECTION 6

Access Management

The objective of Access Management Plans (AMPs) in Oregon is to improve safety along state highways. Potential conflict occurs at each access point to the highway. As vehicles enter or exit, they potentially conflict with other vehicles, bicyclists, or pedestrians traveling along the highway. Reducing the number of conflict points, or redesigning accesses so that specific entry/exit areas are clear, is expected to improve safety while also improving travel time reliability, reducing overall travel time, and promoting economic development.

AMPs are balanced by the following elements:

- Supply access to public and private properties, while preserving safety and efficiency for users of the highway.
- Provide a balance between access and through traffic movement.
- Recognize the highway system as a key link between people, goods and services.
- Limit the number of potential conflict points.

The City of Dallas has demonstrated its commitment to access management through the development of access management techniques for the city street network, through coordination with ODOT on access management strategies in the vicinity of the north Dallas intersection, and through the creation of a specific goal (Goal 7) addressing access management for the Dallas TSP.

This section describes the Access Management Standards addressed in the OHP and OAR 734-051, and identifies the relevant access spacing standards for the Dallas Rickreall Highway and the Kings Valley Highway within the Dallas UGB. Current access conditions off these two state highways are then compared with these standards and general strategies are identified to manage access along the two state highways. These general strategies would be employed in the future, where opportunities are created as a result of redevelopment, changes in use, and roadway improvement projects.

State Policies

The relevant access management policies for the two state highways in Dallas are described in the OHP and OAR 734-051 (Division 51). These two documents are described below.

The OHP defines the policies and investment strategies for Oregon's state highway system over a 20-year planning horizon. Appendix D of the OHP classifies all state highways by milepoint, including interstate, statewide, regional, and district highways and local interest roads. Amendments to the OHP specify whether a highway has been designated as a Special Transportation Area (STA), Urban Business Area (UBA), or a Commercial Center. Access spacing standards differ depending on these highway classifications and special

designations, as well as the speed of the highway, its location in an urban or rural area, and whether the highway is designated as an “expressway.”

OAR 734-051 “Division 51” rules promote the protection of emerging development areas. The rules provide access management spacing standards for approaches to various types of state highways. Tables 2-8 of the Division 51 guidelines provide access spacing standards for state highways, dependent on highway classification, location (rural vs. urban), and designation as an expressway, STA, or UBA.

Both state highways within the study area are classified as District Highways. District Highways operate as county arterials. The management objective for District Highways is to provide for safe and efficient, moderate to high-speed continuous-flow operation in rural areas, and low to moderate speed operation in urban and urbanizing areas. Neither highway is classified as an expressway. Because the study area boundary is the Dallas UGB, the relevant spacing standards are for urban areas.

The segment of the Kings Valley Highway along Main Street and Jefferson Street in downtown Dallas, between Academy Street and Washington Street, has been designated as a STA. According to the OHP, STAs are typically designated on highways along downtown areas where through traffic shares importance with local auto, bicycle, pedestrian, and transit traffic. The primary management objective of highways within an STA is to provide access to community facilities and accommodate pedestrian movement along and across the highway.

The City of Dallas has requested that ODOT expand the STA designation on its north end from Academy Street to Walnut Avenue, and west along Washington Street from Jefferson Street to Levens Street. The STA boundaries have been extended for the purpose of this access management discussion.

The section of Kings Valley Highway and Dallas Rickreall Highway in the vicinity of the north Dallas intersection is being considered for UBA status. The OHP states that UBAs are located in areas of existing commercial activity where speeds are relatively low (35 MPH or less), and the need for local access is greater than the need for mobility. Future UBA status is assumed for this highway segment.

Relevant access spacing standards for the study area are listed in Table 6-1. The standards are illustrated graphically for the study area in Figure 6-1.

TABLE 6-1
Relevant Access Spacing Standards for State Highways within Dallas

Speed	Urban Non-Expressway (feet)	Urban UBA (feet)	Urban STA (feet)
≥ 55 MPH	700		
40 & 45 MPH	500		
≤ 35 MPH	400	350	175*

NOTE: From OAR 734-051, Table 4, Access Management Spacing Standards for Private and Public Approaches on District Highways. The state highways within the study area are considered “Urban.”

* Urban STA spacing is 175 feet or mid-block if the current block spacing is less than 350 feet (OAR 734-051,

TABLE 6-1
Relevant Access Spacing Standards for State Highways within Dallas

Speed	Urban Non-Expressway (feet)	Urban UBA (feet)	Urban STA (feet)
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Table 4, Note 6).

It is important to note that these spacing standards do not retroactively apply to legal roadways and accesses that were in place prior to the adoption of the policies. Rather, they apply to situations of redevelopment or change in use, roadway improvement projects, and new access points.

Summary of Existing Spacing

Figure 6-2 presents an overview of existing driveway access locations along the Dallas Rickreall and Kings Valley highways in comparison to ODOT access spacing standards. Overall, most segments of the study area have more closely-spaced driveways than considered ideal for a District Highway. Three exceptions to this finding are along Dallas Rickreall immediately west of Fir Villa Road, Kings Valley Highway north of the north Dallas intersection, and along parts of the downtown couplet.

This analysis does not call for compliance with ODOT spacing standards, but rather describes the current land uses along the state highways and identifies possible areas for opportunity for compliance in the future, as sites redevelop or roadway improvement projects are constructed.

Access Analysis

The study area was split into segments for access analysis. The boundaries for each segment were chosen because they represented some logical topographical or land use transition point. The highway segments analyzed are listed in Table 6-2:

TABLE 6-2
Segments for Access Management Analysis

Segment	Road	Segment Start	Segment End	Corresponding Figures
Dallas Rickreall Highway				
1	E Ellendale Avenue	Fir Villa Road	LaCreole Drive	6-3 to 6-6
2	E Ellendale Avenue	LaCreole Drive	Kings Valley Highway	6-7 to 6-8
Kings Valley Highway				
3	Kings Valley Highway	Northern Edge of Urban Growth Boundary (1/3 mile north of Polk Station Road)	Dallas Rickreall Highway	6-9-6-10
4	Main Street	Dallas Rickreall Highway	Rickreall Creek (northern	6-11

TABLE 6-2
Segments for Access Management Analysis

Segment	Road	Segment Start	Segment End	Corresponding Figures
			edge of couplet)	
5a	Main Street	Rickreall Creek	Washington Street	6-12
5b	Jefferson Street	Washington Street	Rickreall Creek	6-12
6	Washington Street	Jefferson Street	Fairview Avenue	6-13
7	Fairview Avenue	Washington Street	Oakdale Avenue	6-14
8	Fairview Avenue	Oakdale Avenue	Bridlewood Drive	6-15 to 6-16

Figures 6-3 to 6-15 display the current driveway locations and land uses for each of the identified segments at a 1" = 200' scale. Segments where existing driveways are more closely spaced than highway spacing standards have been flagged.

Dallas-Rickreall Highway

Dallas-Rickreall Highway is a 4.4 mile District highway that links OR 22 with the City of Dallas. The highway enters Dallas from the east and terminates at its intersection with the Kings Valley Highway (the north Dallas intersection). Approximately two miles of the highway are within the Dallas Urban Growth Boundary. The 2002 and five-year (1998-2002) segment crash rate for this highway is 2.73 crashes/MEV. This is higher than the statewide average of 2.47 crashes/MEV. There were 54 crashes during the period of 1998-2002, 26 of which resulted in an injury. The segment of E Ellendale Road between MP 0.16 and 0.28 is included in the 2004 SPIS Report of top 10 percent SPIS sites.

Where relevant, crash rates for specific study intersections are listed in the next sections.

This access management discussion analyzes accesses along the section of the Dallas-Rickreall Highway (called E Ellendale Road) within the UGB. It has been divided into two segments. The eastern segment looks at E Ellendale Road between the UGB and LaCreole Drive. The western segment looks at E Ellendale Road between LaCreole Drive and the north Dallas intersection.

Segment 1: E Ellendale Road between UGB and LaCreole Drive

This segment of E Ellendale is a two-lane highway. Land uses transition from rural at the eastern end to a suburban residential environment in the vicinity of LaCreole. The highway in this section has two travel lanes and shoulder of variable width. There is a left-turn pocket and flashing signal at Fir Villa Road. No sidewalks or bike lanes exist in this section. Current ADT is 12,600 vehicles/day; this is expected to increase to 31,600 vehicles/day by the year 2025.

Roads in this section include:

- Fir Villa Road is a minor arterial south of E Ellendale, connecting with Miller Avenue to the south. North of E Ellendale, Fir Villa Road is a local road that continues north of city limits to connect with the Kings Valley Highway.
- Oak Villa accesses off the Dallas Rickreall Highway to the north only, as a major collector south of the UGB and as a local/county road north of the UGB. Oak Villa Road connects the Dallas Rickreall and Kings Valley Highways.
- Hawthorne Avenue is a collector road to the south of the Dallas Rickreall Highway. Currently the road dead ends but this TSP recommends a project to extend Hawthorne to the south to connect with Barberry Avenue.
- In addition, the City plans to construct a new collector road, Barberry Avenue, to the highway in this segment. This TSP describes the extension of Barberry road in a north-east direction to connect with the highway between Hawthorne and Fir Villa.

Figures 7-3 through 7-6 illustrate the existing driveway accesses along this highway segment. There are 48 driveways along E Ellendale on the north side of the highway. Existing land uses along the north side of the highway are:

- Single-family homes
- Faith Christian School
- Faith Evangelical Free Church
- Fields and farmland
- Polk Veterinary Clinic and Boarding
- Mobile Home Park (one driveway leading to approximately 25 mobile homes)

There are 69 driveway access points onto E Ellendale on the south side of the highway. Some of the specific land uses in this segment are:

- Single-family homes
- Car Shop Auto Repair
- Dallas Glass and Window
- Harry Lyda Realty
- La Campiana Restaurant
- Ed Sims Roofing
- Grace Baptist Church
- Dallas Animal Clinic

Several of the single-family homes along this segment have circular driveways, with two separate accesses per parcel onto the highway. Several businesses on the south side of the highway have multiple driveways. Driveway consolidation could be an effective access management tool for both business and residential parcels along this segment.

Several of the parcels in this section have been identified as underutilized¹ residential-zoned land. If redevelopment occurs on these parcels, the City will have an opportunity to incorporate access management measures.

Segment 2: E Ellendale Road between LaCreole Drive and Kings Valley Highway

Between LaCreole Drive and the north Dallas intersection the nature of East Ellendale transitions from residential to commercial. This highway segment has two travel lanes with curb, gutter, and sidewalk, with a two-way center-turn lane between the north Dallas intersection and Polk Station Road. There is a traffic signal and a left-turn pocket at LaCreole Drive. Current ADT for this segment is 15,400 vehicles/day; this is expected to increase to 35,400 vehicles/day by the year 2025. The section between Polk Station Road and Kings Valley Highway is being considered for UBA status.

Roads in this section include:

- LaCreole Drive is a collector road that connects E Ellendale with Miller Avenue to the south. This TSP recommends an extension of LaCreole Drive to the north to serve the LaCreole mixed-use node. A total of eight crashes were recorded in the 1998-2002 study period, a crash rate of 0.55 crashes/MEV.
- Polk Station Road is a minor arterial that connects the two study area highways. This road is slightly more than ¼ mile in length, and provides access to major commercial, including Wal-Mart. The five-year crash rate for this intersection is 0.25 crashes/MEV.
- Uglow Avenue is a local road with access to the Dallas Rickreall Highway from the south. Uglow transitions to a minor collector south of Hankel and ends at Walnut Avenue, just north of the Rickreall Creek. Uglow picks up again south of the creek but there is no bridge connecting the two Uglow streets. The intersection of Dallas Rickreall and Uglow Avenue is part of a segment listed in the top 10% SPIS sites for the 2004 SPIS report.
- The study area highways intersect at the western end of this segment. This intersection is referred to as the north Dallas intersection. A major improvement project is underway at this location, as discussed below. The 5-year crash rate for this intersection is 0.27 crashes/MEV.

This segment, only ¼-mile in length, has 27 separate accesses on the north (approximately one driveway every 50 feet). Figures 7-7 and 7-8 illustrate the location of existing driveway accesses. Some of the land uses on the north side of the highway include:

- Single-Family and Multi-Family Residential
- Grace Community Church
- Department of Motor Vehicles
- Windermere/Western View Properties

¹ The City of Dallas Comprehensive Plan defines underutilized land as all parcels larger than 0.75 acres with a single-family residence, with 0.5 acres subtracted to account for the residence, regardless of zoning district.

- Wal-Mart Truck Entrance
- Burger King
- Wells Fargo
- Gas Station/HT Storage Facility
- Exxon Station

There are 26 access locations on the south side of the Dallas Rickreall Highway in this section. Some of the specific land uses include:

- Napa Auto Parts
- McDonalds
- Ellendale Plaza (multiple businesses with one main access)
- Taco Time
- Single-Family and Multi-Family Residential

This segment displays less opportunity for driveway consolidation as many parcels currently contain only one access. However, certain businesses have multiple driveways and consolidation could be pursued. Furthermore, many businesses are immediately adjacent but have separate driveways. Some of these separate accesses could be combined in the future using shared driveways and cross-over easements.

ODOT and the City of Dallas prepared an AMP for the western part of this segment as part of a project that is underway to realign and widen the north Dallas intersection. As part of this project, one driveway in this segment will be closed – this driveway is one of two accesses to the vacant gas station/HT storage facility on the north side of the highway.

Kings Valley Highway

Kings Valley Highway is a District highway that links OR 22 with OR 20. It enters the City from the north and runs through the center of downtown. At different locations, the Kings Valley Highway is referred to as Main Street, Jefferson Street, Washington Street, and Fairview Avenue. Approximately 3.1 miles of the highway are within the Dallas UGB. Speeds vary between 55 miles per hour north of Polk Station Road and 20 miles per hour in the downtown couplet. A total of 121 crashes occurred inside the study area on the Kings Valley Highway during the 1998-2002 time period. The segment crash rate for the highway was 2.73 crashes/MEV – this is slightly higher than the statewide five-year crash rate of 2.47 crashes/MEV. Where applicable, intersection-specific crash rates are listed below.

As mentioned in the previous section, a project is underway to modernize the north Dallas intersection, including a realignment and added capacity.

Segment 3: Kings Valley Highway between UGB and Ellendale Avenue

Kings Valley Highway through much of this segment is a two-lane highway with shoulders. Between the north Dallas intersection and Dallas Drive, there is a two-way center turn lane,

and left-turn pockets at the Wal-Mart shopping center entrance / Dallas Drive. Sidewalks exist on the west side of the highway between the north Dallas intersection and north of Dallas Drive, though one section immediately north of Orchard Drive is missing. On the east side of the highway, sidewalks exist in the immediate vicinity of the Wal-Mart frontage, but do not exist for other locations in the segment. There is a striped bicycle lane on the east side of the highway between the shopping center and Wal-Mart. Current ADT for this segment is 6,200 vehicles/day; this is expected to increase to 14,300 vehicles/day by the year 2025. The portion of this segment between Polk Station Road and the Dallas-Rickreall Highway is being considered for UBA status.

Roads in this section include:

- Polk Station Road is a minor arterial. Access is provided on the south side of the Kings Valley Highway, connecting with Dallas Rickreall Highway. On the north side of Kings Valley Highway, Polk Station Road continues for less than 1,000 feet before terminating. The five-year crash rate for this intersection is 0.20 crashes/MEV.
- Dallas Drive is a collector road accessing Kings Valley Highway from the north. The access location is directly across from the main Wal-Mart entrance. The road provides access to a number of residents, and terminates at the north end of the City.
- Orchard Drive is a minor arterial accessing the highway from the north only. It provides access to several commercial businesses at its south end, and to area residents north of Brentwood. The crash rate for this intersection is 0.11 crashes/MEV.

Between Polk Station Road and the UGB, the predominant land use is rural field (see Figures 7-9 and 7-10). The area transitions into commercial in the vicinity of Orchard Drive. There are eight access points on the west side of Kings Valley Highway between the UGB and Ellendale Avenue. Two of these approaches are for public roads (Dallas Drive and Orchard Drive), and four are between Orchard Drive and the north Dallas intersection (a spacing of less than 400 feet).

Selected land uses on the west side of the highway include:

- Rural residential
- Safeway parking lot (side entrance, one access)
- Bert's Restaurant parking lot (two accesses)

There are eight accesses also on the east side of the highway in this section. Selected land uses on the east side of the highway are listed below. Many of these access points are clustered around the north Dallas intersection:

- Exxon gas station
- Shopping Center (entrance only)
- Wal-Mart main entry
- Dallas Church of the Nazarene

Access management strategies for this segment include driveway consolidation (the Bert's Restaurant parking lot and Exxon both have two driveways) and driveway sharing (the Safeway parking lot is directly adjacent to Bert's Restaurant). Additionally, access directly adjacent to Orchard Drive and Polk Station Road could be rerouted off the highway onto these local collector roads. The AMP completed for the north Dallas intersection project lists the closure of four driveways in this study segment, including:

- Shopping Center (entrance-only) – close one access
- Safeway/Berts – combine existing three accesses into one shared (closing two accesses)
- Exxon Gas – close one access

There are a handful of parcels in this section which are identified as either underutilized or vacant commercial or residential land. As these parcels develop or redevelop, the City will have an opportunity to incorporate access management measures. The greatest opportunity for this segment is for access to be provided via local collector streets, or to share driveway access with adjacent businesses.

Segment 4: Main Street between Ellendale Avenue and North End of Couplet

This segment of Kings Valley Highway, referred to as Main Street, runs between the north Dallas intersection and the north end of the downtown couplet. Figure 6-11 displays driveway locations. The segment is a two lane roadway with sidewalks and a bi-directional center turn lane. On-street parking is allowed but appears to be underutilized. The southern end of this segment is a school zone. A traffic signal was recently installed at the intersection of Main and Walnut. ADT in this section is currently 15,600 vehicles/day, and is anticipated to increase to 28,000 vehicles/day by 2025. The portion of this segment between Ellendale Avenue and Walnut Avenue is being considered for UBA status, and the portion of the segment south of Walnut Avenue is being considered for STA status.

Three streets connect to the highway:

- Rainbow Avenue is a local road connecting to Main Street from the west. The street provides access to residential areas west of Main Street.
- Hankel Street is a collector street connecting to Main Street from the east. Currently Hankel Street terminates approximately 450 feet west of Hawthorne, but the TSP recommends extending Hankel east to Fir Villa Road as part of the Barberry Node development.
- Walnut Avenue is a local street that runs along the north side of the Rickreall Creek between LaCreole and Levens. The five-year crash rate at this intersection is 0.50 crashes/MEV.

There are 14 driveways on the west side of the highway (approximately one driveway every 125 feet). Land uses include:

- Les Schwab Tire Center (two accesses)
- Thrifty Market (secondary access – primary access is on Rainbow Avenue)

- Kliever's Abbey Carpet and Flooring (two accesses)
- Hong Kong Restaurant
- Single-Family Residential
- Nanyang Restaurant
- Arctic Circle (three accesses)

The AMP completed for the north Dallas intersection project closes three accesses in this study segment, including:

- Les Schwab – close two accesses
- Thrifty Mart – close one access (access provided via Rainbow Street)

In addition, another AMP is being developed for the vicinity of Main Street and Walnut Avenue, where a new signal has been installed. As part of this AMP, access to the Nanyang Restaurant from Main Street would be removed, with access provided along Walnut Avenue.

On the east side of the highway there are 11 access points (approximately one driveway every 150 feet). Some access management techniques have been employed along this side of the highway. Close to the north Dallas intersection, one primary access is provided off the highway leading to Figaros Pizza and Subway, with full curb, gutter, and sidewalk treatment. As part of the Main Street / Walnut Avenue intersection project, one driveway leading to the Fuel/Food Mart will be removed. For the Starlite Lanes, primary access appears to have been moved to Walnut Avenue, removing access to the highway.

Selected land uses include:

- Fuel/Food Mart
- Dick's Auto Center (two driveways)
- Starlite Lanes Bowling Alley (vehicle entry from Walnut Avenue)
- Carquest Auto Parts (two driveways)
- Spray Shining
- Main Plaza Strip Retail (one driveway, multiple businesses)
- Figaros/Subway Plaza (one driveway leading to multiple businesses)

Possible access management techniques relevant to this segment include relocating additional accesses from the state highway onto local collector streets and driveway consolidation (where relevant and feasible). Access management strategies appear to already have been adopted for driveways on the east side of Kings Valley Highway near the north Dallas intersection, where multiple businesses share a parking area and one driveway.

Segment 5: Downtown Couplet

The downtown couplet runs through downtown Dallas between the Rickreall Creek and Washington Street. See Figure 6-12. Main Street runs in the southbound direction and Jefferson in the northbound direction. The segment of the couplet between Academy Street and Washington Street has been designated as a STA. The portion of the segment north of Academy Street, on both Main Street and Jefferson Street, is being considered for STA status.

One segment of the downtown couplet, Jefferson Street between MP 3.07 and 3.16, is included in the 2004 SPIS Report as a top 10 percent SPIS site. Two intersections are included in this segment – Oak Street and Academy Street.

At the north end of the couplet, immediately north of Rickreall Creek, is an island that separates the northbound and southbound traffic to two separate bridge structures over the creek. Northbound traffic in the left lane is allowed to make a U-turn at the island.

Roads accessing the highway in this segment include:

- Academy Street is a collector road that extends to Hayter Street to the west and approximately 650 feet of Jefferson Street to the east. The intersection of Jefferson Street and Academy Street is included in the segment listed in the 2004 top 10 percent SPIS site.
- Oak Street is a local road that extends to Levens Street to the west and approximately 650 feet of Jefferson Street to the east. The intersection of Jefferson Street and Oak Street is included in the segment listed in the 2004 top 10 percent SPIS site.
- Mill Street is a collector road that extends westward to the St. Phillip Catholic Church near the Rickreall Creek, and eastward to become Uglow Street. The five-year crash rate for both the intersection of Mill and Main and Mill and Jefferson is 0.55 crashes/MEV.
- Court Street is a local road that extends westward to become Ellis Street, and eastward approximately 200 feet beyond Lewis Street.

Segment 5A: Main Street between North End of Couplet and Washington Street

There are very few driveway access points within the couplet. This is mainly due to the short block length (typically 325 feet) and the period of development – several of the downtown structures predate automobile travel, are densely developed, and are oriented towards higher pedestrian traffic. The segment contains two wide travel lanes, on-street parallel parking, and wide sidewalks. There are no bicycle facilities. A traffic signal is located at Washington and Main. Most street intersections contain curb extensions to reduce pedestrian crossing widths. ADT in this segment is currently 7,700 vehicles/day. This is expected to increase to 12,400 vehicles/day by the year 2025.

On the west side of Main Street there are 12 accesses off the highway, 10 of which are located north of Mill Street. Between Mill and Washington access is predominantly provided via local side streets or on-street parking. Land uses on the west side of Main Street include:

- Riverside Inn (two driveways)

- Academy Building
- Washington Federal Savings Bank
- Dallas Select Market
- Bank of America

On the east side of Main Street, there are 12 driveways, predominantly north of Mill Street. Land uses include:

- Place Restaurant
- Wells Fargo
- Dominos Pizza
- Polk County
- La Herradura Restaurant

Further access management in the downtown couplet is limited to the area north of Mill Street. Driveway consolidation is a potential technique for the few businesses with multiple driveways. To reduce conflicts in this area, signage prohibiting left turns or through movements during certain times of the day could be employed.

Segment 5B: Jefferson Street between Washington Street and North End of Couplet

Kings Valley Highway runs along Jefferson Street in the northbound direction between Washington and the Rickreall Creek, where it merges with Main Street and becomes two-directional. Similarly to Main Street, this segment contains two wide travel lanes, on-street parallel parking, and sidewalks. No dedicated facilities exist for bicycles. Most street intersections contain curb extensions to reduce pedestrian crossing widths. At the north end of Jefferson Street is an island where the left-hand lane leads into a U-turn, allowing drivers to turn southbound onto Main Street. Current ADT is 6,000 vehicles/day. This is expected to increase to 9,700 vehicles/day by the year 2025.

There are 18 direct driveways off the highway on the east side of Jefferson Street. In addition to some single-family homes, some of the land uses include:

- Radio Shack
- Dallas Fire Department
- Polk County Courthouse
- McMullin Chevrolet/Pontiac
- Jefferson Manor Residences
- Dairy Queen

On the west side of Jefferson, there are 15 driveways off the highway. Selective land uses include:

- Dallas City Hall

- Polk County
- Barking Penguin Café
- Dutch Brothers Café
- Citizens Bank

More opportunity for access management exists along Jefferson than along Main, as more businesses have direct driveway access onto the highway, and several have multiple driveways. Access management strategies should be pursued for this segment because portions of it (MP 3.16-3.07) are included in the 2004 SPIS Report as top 10 percent SPIS sites. Driveway consolidation at the car dealership and the Dairy Queen could be appropriate, and there is substantial opportunity to reroute access from the highway onto local side streets.

There are a few vacant, commercial-zoned parcels in this section. As these parcels develop, the City will have an opportunity to incorporate access management measures. Some opportunity exists in this segment for access off of the local street network, or shared driveway access with adjacent businesses.

Segment 6: Washington Street from Jefferson Street to Fairview Avenue

The Kings Valley Highway continues through the south end of downtown Dallas as SW Washington Street. Washington Street is a three-lane roadway with two travel lanes and one center turn lane. There is a traffic signal at the intersection of Washington Street and Levens Street. On-street parking is allowed between Jefferson Street and Church Street. Sidewalks exist on the west side of the highway throughout the segment, though there are some inconsistencies in the sidewalk between Levens and Ellis. The highway transitions from auto-oriented commercial with several accesses at the end closest to the downtown couplet, to closely-settled residential. Figure 6-13 shows the locations of the existing driveways along Washington Street. ADT in this segment is currently 10,400 vehicles/day, which is expected to increase to 14,500 vehicles/day by the year 2025. The portion of this segment between Jefferson Street and Levens Street is being considered for STA status.

The following roads connect to the highway in this segment:

- Church Street is a local road that runs parallel to the couplet between the Rickreall Creek and Birch Street. It serves a variety of users.
- Levens Street is a local road south of Washington Street, and a minor arterial north of Washington Street. To the south of Washington, Levens continues to Oakdale. North of Washington, Levens is a city-designated truck route and connects with W Ellendale Road. The 5-year crash rate at this intersection is 0.79 crash/MEV.
- Hayter Street is a collector road that extends past Academy Street to the north and past Oakdale to the south. Hayter Street serves mainly residential users.
- Ellis Street is a local road that extends only one block north of Washington (turning eastward as Court Street), but continues to the south connecting with Oakdale. Ellis is also a mainly residential street.

On the west side of Washington there are 20 accesses. This approximates one driveway every 200 feet, though most driveways are actually spaced much more closely, and clustered along the three-block section between Levens and Jefferson. Close to half the driveways on the west side of Washington in this section are clustered between these two streets (length of $\frac{1}{4}$ mile). In addition to single-family homes (focused west of Levens), selected land uses include:

- Dallas City Cleaners
- Dallas Muffler
- Center Market
- Mennanite Brethren Church

On the east side of Washington, there are 27 accesses. This is because the land uses closest to the couplet are predominantly auto-oriented commercial. Each small business has at least one separate driveway. Similarly to the west side of Washington, uses between Fairview and Levens are predominantly residential. Some of the land uses along the east side of Washington include:

- Dallas Mortuary
- Fathertime Clocks
- Feed Store
- Washington Street Pub
- Shell Gas Station
- Chevron Gas Station

Relevant access management techniques for this segment include driveway consolidation or driveway sharing, rerouting access to side streets, and as a potential long-term solution, creating an alley access parallel to Washington.

Segment 7: Fairview Avenue from Washington Street to Oakdale Avenue

Between Washington and Oakdale, the Kings Valley Highway, referred to as Fairview Avenue, is a two-lane highway with on-street parking and sidewalks. The speed limit is 30 miles per hour. See Figure 6-14. The uses are predominantly closely-spaced single-family residential homes. ADT along this highway segment is currently approximately 8,900 vehicles/day. This is expected to increase to 13,300 vehicles/day by the year 2025.

Five local roads connect to the highway in this segment, each running east-west, serving local residents. None of the five roads terminate at Fairview Avenue:

- Clay Street
- Ash Street
- Maple Street

- Birch Street
- Cherry Street
- Oakdale Avenue (five-year crash rate of 0.42 crashes/MEV)

There are 26 driveways off the west side of the highway (approximately one driveway every 100 feet). Land uses include:

- Single family residential
- Fairview Market

There are 22 access points off the highway on the east side of Fairview Avenue (approximately one driveway every 120 feet). Land uses include:

- Single family residential
- Ceramics shop
- Ixtapa Mexican Restaurant
- Sign store (wide driveway)

Access management techniques along this highway segment are limited, though some potential exists to redirect access from the state highway onto local streets.

Segment 8: Fairview Avenue from Oakdale Avenue to UGB

This segment of the Kings Valley Highway is the southernmost within the study area. South of Oakdale there is no sidewalk and no on-street parking. The roadway is two lanes with variable shoulder width. A drainage ditch runs alongside both sides of the highway. Figures 7-15 and 7-16 illustrate the location of existing driveways along this segment. Current ADT is approximately 6,100 vehicles/day. This is expected to increase to 9,800 vehicles/day by the year 2025.

The only road connecting with the highway in this segment is Bridlewood Drive. Bridlewood Drive is a local road accessing Fairview Avenue from the west. There were no crashes recorded at this intersection over the five-year study time period.

The location is predominantly rural – the only non-residential use is the Dallas Cemetery, which has one main access which remains open during the day, and three additional access points which are gated (presumably opened during funeral services). There are a total of 14 driveways between Oakdale and the UGB on the west side of the highway (approximately one driveway every 285 feet), and 17 driveways on the east side of the highway between the UGB and Oakdale (approximately one driveway every 235 feet).

Potential access management techniques for this segment could include requiring future development to limit access to the highway to one local collector street (similar to development along Bridlewood Drive). It is recommended that access to the Dallas Cemetery remain channeled through the main entrance with the exception of funeral processions.

Access Management Techniques

This section does not address access management strategies on a parcel-specific basis. Rather, this section identifies a variety of access management techniques that could be applied when parcels are improved or redeveloped over time. These techniques include driveway consolidation, parallel road improvements, median control, and acquisition of access to properties.

Driveway Consolidation

Driveway consolidation would be most directly employed to businesses and residences with more than one access to the highway. The most dominant example of this is the single-family residences along East Ellendale Avenue. Many of the homes and several of the businesses along this highway have circular driveways. This creates two very closely-spaced access points along the highway for each parcel, and doubles the possible conflict points between vehicles. The benefit of these circular driveways is that drivers sometimes use one access for entry and the other for exit, thereby eliminating the need to back up onto the highway. However, driveway designs could accommodate drivers turning around within the driveway, while retaining only one driveway access per parcel. At least one residence on East Ellendale showed where one end of a circular driveway had been closed.

Another example of potential driveway consolidation could be along Washington Street, where businesses located side-by-side have separate driveways but adjacent parking. These areas could be considered for future driveway consolidation and internal circulation, with either separate or shared parking.

Parallel Road Improvements

The concept of parallel road improvements is to construct or make improvements to a local frontage road running parallel to the highway. The frontage road would provide direct access to homes and businesses, and connect with the highway at one or few locations.

The frontage road concept has limited application in Dallas. Homes and businesses in the City are either built close to the highway (such as along East Ellendale, and along Fairview between Washington and Oakdale) or already employ this concept (such as developments off Bridlewood Drive or Dallas Drive). Few streets truly parallel to the highway exist, and new roads are expensive to construct. However, potential applications for a frontage road could include Washington Street between Levens and Jefferson, where “alley” type access could be provided in back of the parcel fronting the highway.

Local Road Access

Another application of this technique is the provision of alternate, non-highway access to business and residential parcels. This technique has specific application along both highways in the vicinity of Polk Station Road, and Kings Valley Highway in particular along Orchard Drive along Main Street north of the couplet, and along both legs of the couplet north of Mill Street. Examples where this technique appears to have been employed already include the Star Lite Lanes, where access is provided via Walnut Avenue instead of Main Street, and the Thrifty Market where main access is provided along Rainbow Avenue (though secondary access remains open to Main Street).

Median Control

Medians are physical barriers placed on the roadway or at driveways (approaches) to discourage or prevent turns. According to the OHP, medians are typically recommended along expressways or other statewide highways with high daily traffic volumes and/or identified safety problems. The north Dallas intersection project will have raised medians/separators installed on the intersection's southbound and westbound legs (on Main Street, and on W Ellendale Avenue).

There is limited application for additional medians in Dallas. This said, there is one identified potential uses for medians in Dallas. This is the intersection of Orchard Drive and the Kings Valley Highway. Currently there is no signal at this location, and left-hand turns from Orchard onto the highway are allowed. The TSP recommends a signal at this intersection for the future, though an interim measure could be some kind of median structure (such as a porkchop) that disallows left turns, but keeps the intersection open for right-in, right-out access.

Signage

Signage could be employed to disallow left-turn or through turning movements at certain intersections, while keeping the existing access open. These could be employed in the downtown area, such as at Mill and Main and Walnut and Main, where through movement could become dangerous in the future when traffic volumes increase. It is recommended that the City and ODOT monitor movements and crash statistics at these locations to see if signage prohibiting certain movements is warranted.

Access Acquisition

If certain parcels create considerable safety or mobility problems along the state highway, but no alternate local access is possible, the City and/or ODOT could consider purchasing the parcel.

Implementation Guidelines

Section 5.5 of the Dallas Comprehensive Plan provides a discussion of access management within the City of Dallas. Specific access management standards for the city's arterial and collector system are not identified, though the plan states that such access control measures should be developed. In addition, the plan lists a variety of techniques to be considered by the City during the review of development applications:

1. Provide for common driveways (sharing access with adjacent properties)
2. Provide access to collector and local streets
3. Encourage connections between adjacent properties
4. Construct local service roads
5. Avoid offsetting streets and major driveways, especially in commercial areas.

These methods are consistent with the access management techniques recommended in the previous section for the two state highways in the study area.

The Comprehensive Plan also outlines a procedure for the City to coordinate with the County and the State on access management issues. This process includes coordination on maintaining mobility standards, improving safety, bicycle/pedestrian access, and ensuring efficient use of existing and proposed facilities.

The City has already implemented several access management measures as part of recent OTIA-funded projects. Driveway consolidation and rerouting access to local roads appears to have been employed along Main Street north of the couplet. These same access management strategies will be implemented as part of the north Dallas intersection

Insert Figures 6-1 through 6-16