



System Access

Access connections (driveways, local streets, and private roads) to the County's roadway system must be planned, constructed, and maintained in a manner that is consistent with the basic mobility and safety needs of the street classification to which access is being provided. For instance, streets intended to carry large volumes of traffic at high speeds should have minimal access points to reduce vehicular conflicts. Access points that are carefully located on a property can reduce the levels of conflict that can result from pedestrian and motorized traffic. The uniform application of access standards for the street and highway system will contribute to the successful operation of the system.

Policies:

- C 6.1 Provide dedicated and recorded public access to all parcels of land, except as provided for under the statutes of the State of California.
- C 6.2 Require all-weather access to all new development.
- C 6.3 Limit access points and intersections of streets and highways based upon the road's General Plan classification and function. Access points must be located a sufficient distance away from major intersections to allow for safe, efficient operation. (AI 3)
- C 6.4 Discourage parcel access points taken directly off General Plan designated highways. Access may be permitted off of General Plan designated highways only if no local streets are present.
- C 6.5 Provide common access via shared driveways and/or reciprocal access easements whenever access must be taken directly off a General Plan designated highway. Parcels on opposite sides of a highway shall have access points located directly opposite each other, whenever possible, to allow for future street intersections and increased safety.
- C 6.6 Consider access implications associated with adjacent development and circulation plans, and promote efficient and safe access improvements on airport facilities.
- C 6.7 Require that the automobile and truck access of commercial and industrial land uses abutting residential parcels be located at the maximum practical distance from the nearest residential parcels to minimize noise impacts.

Local Agency and Property Owner Coordination

One of the major transportation goals of this General Plan is to provide a circulation (arterial highway) plan that is integrated with that of adjacent jurisdictions and with the development of land in the unincorporated area. To accomplish this goal, the County must maintain a high level of inter-governmental and property owner coordination and citizen participation in the circulation and transportation planning process, and work with other agencies to assure that regional transportation plans are consistent with the County's General