

ACCESS MANAGEMENT STANDARDS MODEL ORDINANCE

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MODEL ORDINANCE
February 23, 2011**

- (A) **Intent.** These standards are intended to ensure that development is designed to be inherently safe, walkable, and efficient for the facilitation of ***“Multi-modal transportation systems”***.
- (B) **Applicability.** The standards set forth herein shall apply to land, which is proposed to be developed or redeveloped where the creation of public or private streets are required, or proposed, or in which new or existing access is created or modified.
- (C) **Street Design Principles.**
1. **Street Standards.** All street standards shall be designed and constructed according to the Master Street Plan and Minimum Street Standards as adopted by (**insert governing jurisdiction here**). All measurements shall be from the ROW as identified on the Master Street Plan.
 2. **Extensions.** All street extensions shall be constructed to Minimum Street Standards. Street extension stub-outs to adjacent properties are required to meet block layout/connectivity standards unless existing development or physical barriers prohibit such.
 3. **Substandard Widths.** Developments that adjoin existing streets shall dedicate additional right-of-way to meet the Master Street Plan.
 4. **Street Names.** Names of streets shall be consistent with natural alignment and extensions of existing and new streets. Names shall not be duplicate or similar to existing street names. Developers shall coordinate the naming of all new streets through the (**insert governing jurisdiction here**) during the development review process.
 5. **Tangents.** A straight tangent at least one hundred (100) feet long shall separate reverse curves for Collector and Arterial streets.
 6. **Pedestrian.** Pedestrian-vehicular conflict points should be controlled through warranted signalized intersections and/ or proven traffic calming design principles.

7. **Signalization.** Traffic signals shall be placed only at those intersections that meet signal warrants as defined in MUTCD latest edition. However, the governing jurisdiction shall have the final authority over all signal location.

(D) Street Block Layout/Connectivity.

1. **Block Length.** Block lengths and street intersections are directly tied to the functional hierarchy of the street pattern that exists or is proposed.
 - (a) **Principal and Minor Arterial Streets.** Signalized intersections should be located at a minimum of one every 2,640 feet (half a mile) along principal and minor arterials and shall be based on traffic warrants.
 - (b) **Collectors.** Intersections should be located at a minimum of one every 1,320 feet (quarter of a mile) along collector streets.
 - (c) **Locals.** Intersections should occur at a minimum of one every 800 feet.
 - (d) **Residential.** Intersections should occur at a minimum of one every 660 feet.
 - (e) **Waivers/ Variances.** The approval authority may change block length standards when terrain, topographical features, existing barriers or streets, size or shape of the lot, or other unusual conditions justify a departure from the adopted standard.
2. **Topography.** Local streets should be designed to relate to the existing topography and minimize the area of disturbance.
3. **Dead-End Streets.** Dead-end streets are discouraged and should only be used in situations where they are needed for design and development efficiency, reduction of necessary street paving, or where proximity to floodplains, creeks, difficult topography or existing barriers warrant their use. All dead-end streets should end in a cul-de-sac with a radius of 50' or an alternative design as authorized in the most recent edition of the Arkansas Fire Prevention Code.

(E) Access Management. Safe and adequate vehicular, bicycle, and pedestrian access shall be provided to all parcels. Local streets and driveways shall not detract from the safety and efficiency of bordering arterial routes. Property that fronts onto two public streets shall place a higher priority on accessing the street with the lower functional classification, i.e., local and collector streets.

1. Driveways (public and private) (See appendix 1 for graphical representation)

(a) Minimum distance from intersection or driveways. For purposes of determining driveway or street access separation, the separation distance shall be measured from the ROW as shown on the Master Street Plan. Driveways shall be no closer than one hundred fifty (150) feet measured from the Master Street Plan ROW of intersecting collector or lower classification streets to the center line of the drive, and no closer than two hundred fifty (250) feet measured from the Master Street Plan ROW of an intersection involving a major or minor arterial to the center line of the drive.

(b) Offset. Either the centerline of opposing nonresidential driveways shall align, or shall be offset no less than one hundred (100) feet edge to edge. This condition shall not apply where a permanent median exists without break for these driveways.

(c) Number of driveways permitted. Principal and Minor Arterial Streets: Where a street with a lower functional classification exists that can be accessed, driveways shall access onto those streets. When allowed, driveways along arterial streets shall be shared between two or more lots. Where a driveway must access the arterial street, it shall be located a minimum of two hundred fifty (250) feet from an intersection or driveway edge to edge.

Collector Streets: Driveways shall be located a minimum of one hundred fifty (150) feet from an intersection or driveway. When allowed, driveways along collector streets shall be shared between two or more lots.

| Number of Driveways Permitted | |
|--------------------------------------|------------------------------------|
| Length of Street Frontage | Maximum Number of Driveways |
| 0 - 500 ft. | 1 |
| 501 - 1000 ft. | 2 |
| 1001 - 1500 ft. | 3 |
| More than 1500 ft. | 4 |

(d) Distance between Driveways. Unless otherwise specified by ordinance, the maximum number of curb cuts for each property shall be determined by length of road frontage and the maximum posted speed limit of the road.

| Distance between Driveways | |
|-----------------------------------|---|
| Travel Speed Permitted | Minimum Distance between Driveways |
| 30 mph | 100 |
| 35 mph | 150 |
| 40 mph | 200 |
| 45 mph | 250 |
| 50 mph | 300 |
| 55 mph | 350 |

(e) Curb radius. To ensure safe turn movements, turning radii for commercial drive curb cuts should be a least twenty five (25) feet for curb cuts along streets designated on the Master Street Plan. Exceptions may be granted through a waiver/ variance request to the **(governing jurisdiction)** for shorter radii in the downtown area and for larger radii needed where there may be a need to accommodate truck traffic.

(f) Residential and subdivision access. No residential lot shall be permitted direct access to a collector, minor, or major arterial street. All residential subdivision development contiguous to a collector, minor, or major arterial street shall orient frontage to a local, residential or alley and back the project, without access to the said major streets. All subdivisions with thirty (30) or more lots shall have two access points or designed according to the current Arkansas Fire Prevention Code.

(g) Waiver / variance In order to protect the ingress and egress access rights to a street of an abutting property owner, a waiver/ variance request to the driveway minimums may be granted by the approving authority to allow a driveway at the safest functional location along the property street frontage. Joint shared driveways shall be required with an adjoining parcel. If a parcel on the corner of an arterial or collector street provides such short frontage along a major street that there is no safe ingress/egress functional location on that street, the **(governing jurisdiction)** may deny or limit the driveway to ingress or egress only.

(h) Driveway Width. Commercial, industrial, and multi-family driveway widths shall meet the following guidelines:

(1) One-way in or out. If the driveway is a one-way in or one-way out drive, then the driveway shall be a minimum width of twenty (20) feet and shall have appropriate signage designating the driveway as a one-way connection.

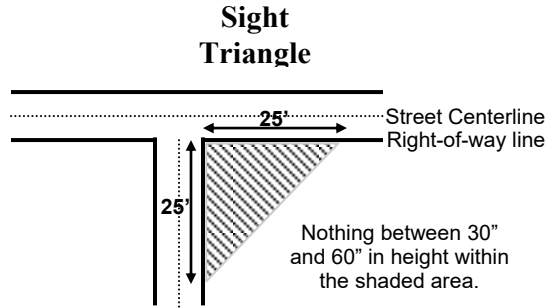
(2) Two-way. For two-way access, each lane shall have a width of twelve (12) feet and a maximum of three lanes shall be allowed. Whenever more than two lanes are proposed, the governing jurisdiction may require entrance and exit lanes to be divided by a raised median. All median designs shall be approved by the governing jurisdiction.

(3) Minor or Major Arterials. Driveways that enter a minor or major arterial at traffic signals must have at least two (2) outbound lanes (one for each turning direction) of at least 12 feet in width, and one in-bound lane with a 14-foot width.

(i) Driveway Grades. Driveway grades shall conform to the recommendations of the Center for Urban Transportation Research as shown in the table titled "Maximum Drive Grades."

| Maximum Drive Grades | |
|----------------------|----------------|
| Roadway | Driveway Grade |
| Major Arterial | 5 % |
| Minor Arterial | 6 % |
| Collector | 7 % |
| Local | 10 % |

- (j) **Sight Triangle.** Driveway approaches must be designed and located to provide an exiting vehicle with an unobstructed



view. Any plantings or structures in the site triangle must not exceed 30" in height as shown below. The site triangle distance may be increased for higher classification streets or as required by the governing jurisdiction.

- (k) **Throat Length.** The length of driveways or "Throat Length" shall be designed in accordance with the anticipated storage length for entering and exiting vehicles to prevent vehicles from backing into the flow of traffic on the public street or causing unsafe conflicts with on-site circulation. General standards appear in the table below titled "Generally Adequate Driveway Throat Lengths", but may vary according to the projected volume of the individual driveway. These measures generally are acceptable for the principle access to a property and are not intended for minor driveways. The figure titled "Driveway Throat Length," depicts an example of adequate throat length.

Driveway Throat Length

| Generally Adequate Driveway Throat Lengths | |
|---|-------------------------------|
| Development Type | Driveway Throat Length |
| Shopping Centers > 200,000 GLA* (Signalized) (800 spaces) | 200' |
| Smaller Developments < 200,000 GLA* (Signalized) | 75'-95' |
| Un-signalized Driveways | 40'-60' |

- (l) **Driveway Approach to Property Line.** The driveway approach shall extend to the property line and/or Master Street plan right-of-way from the paved street and shall be paved with concrete in accordance with the Standard Street Specifications.
- (m) **Driveways beyond the Property Line.** Except in agricultural and residential estate zoning districts, all driveways shall be paved from the property line and/or master street plan right-of-way with asphalt, concrete, brick or stone pavers, or other solid surface and shall extend twenty (20) feet (length) into the property unless no parking is provided between the property line and structure.
- (n) **Driveways beyond 20 Feet into the Property.** Driveways beyond 20 feet into the property may be paved or unpaved and shall be clearly defined by landscaping or edging.
- (o) **Unpaved Driveway Maintenance Requirements.** All unpaved driveways shall be maintained with adequate gravel, grasses, or other plants and/or landscaping materials to keep the area from becoming rutted, muddy and/or soil from being blown or washed away. (enforced through the storm water management ordinance or other ordinances)
- (p) **Driveway Grading and Drainage.** The driveway shall be graded in such a way to dispose of surface water into appropriate structures.

(F) Freeway Interchanges with Arterials

1. **Land Use.** The most appropriate use of interchange area land (interims of the regional economy) should be encouraged, consistent with maintaining an efficient and safe traffic facility.
2. **Lot Depth.** Land near interchanges should have sufficient depth to provide access to interior tracts, and developments with shallow frontages should be discouraged.
3. **Access Points.** Land use should be of a type that requires only a minimum number of access points and intersections

along the arterial in the vicinity of ramp entrances and terminals.

4. **Frontage.** The design of interchange traffic facilities should be coordinated with the simultaneous development of a comprehensive plan for the interchange area and that the practice of acquiring property access rights be expanded in critical cross-route problem areas.

5. **Frontage Roads.** Frontage roads along freeways should intersect arterials near interchanges at an appropriate distance away from the ramp terminal intersection (see table below). In addition, a continuous system of frontage roads can provide additional property access and reduce reliance on arterial road access.

6. **Individual Access Management Plans –** Individual jurisdictions' access management plans related to freeway interchanges shall be agreed upon by AHTD, the local jurisdiction, and the MPO.

Suggested access spacing near interchanges

2-Lane Cross Routes

| Access Type | Area Type | | |
|-------------------------------------|--------------------------------|-------------------|----------------|
| | Fully Developed Urban (45 mph) | Suburban (45 mph) | Rural (55 mph) |
| First Access | 750 | 990 | 1,320 |
| First Major Signalized Intersection | 1,320 | 1,320 | 1,320 |

4-Lane Cross Routes

| Access Type | Area Type | | |
|-------------------------------------|--------------------------------|-------------------|----------------|
| | Fully Developed Urban (35 mph) | Suburban (45 mph) | Rural (55 mph) |
| First Access from Off-Ramp | 750 | 990 | 1,320 |
| First Median Opening | 990 | 1,320 | 1,320 |
| First Access Before On-Ramp | 990 | 1,320 | 1,320 |
| First Major Signalized Intersection | 2,640 | 2,640 | 2,640 |

(G) Acceleration and Deceleration Lanes. Site plans for all commercial development and redevelopment, residential subdivisions, and multifamily dwellings on collector, and arterial streets will be analyzed by the City for critical traffic conditions for both the initial opening and full development of the site. Deceleration lanes are required for single and combined uses that generate right turn driveway volumes of thirty (30) or more vehicles in the peak hour, as determined using standard Institute of Transportation Engineers (ITE) trip generation rates for the subject land use(s).

Additional development, requiring a building permit that would generate right turn driveway volumes of thirty (30) or more vehicles in the peak hour shall require the installation of an approved deceleration lane. Four hundred (400) feet minimum spacing between drives measured centerline to centerline or from the ROW intersecting lines of public streets to the centerline of a curb cut, is required when deceleration lanes are required. Construction of driveways along acceleration lanes, deceleration lanes, and tapers are prohibited due to the potential for vehicular weaving conflicts.

(H) Joint and Cross Access Major traffic generators, adjacent commercial or office properties classified as major traffic generators (i.e., shopping plazas, office parks, etc.), shall provide joint and cross access for vehicles and pedestrian circulation between sites. A system of joint use driveways and cross access easements shall be established wherever feasible in commercial zoning districts along streets designated on the City Master Street Plan to allow circulation between sites.

1. A continuous service drive or cross access corridor extending the entire length of each property served to provide for driveway separation consistent with the curb-cut standards.
2. A design speed of 10 mph and sufficient width to accommodate two-way travel aisles designed to accommodate automobiles, service vehicles, and loading vehicles;
3. Stub-outs and other design features to make it visually obvious that the abutting properties may be tied in to provide cross-access via a service drive;
4. A unified access and circulation system plan that includes coordinated or shared parking areas is encouraged wherever feasible.

(I) Non-Conforming Access Features. Permitted access connections in place as of the date of the adoption of this ordinance that do not conform with the standards herein shall be designated as nonconforming features and shall be brought into compliance with applicable standards under the following conditions:

1. When new access connection permits are requested;
2. Alterations exceeding 50% of the existing gross floor area;
3. 25% increase in driveway trip generations; or
4. As roadway modifications occur.

(J) Discontinued Use. If the principal activity on a property with nonconforming access features is discontinued for a consecutive period of 180 days then that property must thereafter be brought into conformity with all applicable connection spacing and design requirements, unless otherwise exempted by the approving authority. For uses that are vacant or discontinued upon the effective date of this code, the 180-day period begins on the effective date of this code.

Access Management Definitions

Definitions not expressly prescribed herein are to be construed in accordance with the customary usage in municipal planning and engineering practices. Whenever used in this regulation, the word "may" is permissive, while the word "shall" is to be interpreted in its mandatory sense. For the purpose of interpreting this regulation, certain words used herein are defined as follows:

A

AASHTO: American Association of State Highway and Transportation Officials.

Access: A way or means of approach to provide vehicular or pedestrian entrance or exit to a property.

Access Connection: Any driveway, street, turnout or other means of providing for the movement of vehicles to or from the public roadway system.

Access Management: The process of providing and managing access to land development while preserving the regional flow of traffic in terms of safety, capacity, and speed.

AHTD: Arkansas Highway and Transportation Department.

Alley: A minor public right-of-way used for utility installations and vehicular access to the back or the side of properties abutting a street.

B

Block: A parcel of land, intended to be used for urban purposes, which is entirely surrounded by public streets, highways, railroad rights-of-way, public walks, parks, drainage channels, or a combination thereof.

C

Cul-de-sac: A local street with only one outlet and having an appropriate terminal for the safe and convenient reversal of traffic movement.

Commission: The word "Commission" or "Planning Commission" shall be the official City Planning Commission/ Planning Board of the **(governing jurisdiction)**.

Cross Access: A service drive providing vehicular access between two or more contiguous sites so the driver need not enter the public street system.

Curb Cut: A curb cut is a ramp leading smoothly down from a sidewalk to a street, rather than abruptly ending with a curb and dropping roughly 4–6 inches (10–15 cm).

D

Dead End Street: A Street having one end open to traffic and being permanently terminated at the opposite end.

Dedication: Land and improvements offered to the city and accepted by the city for public use, control and maintenance.

Development: Any change in improved and unimproved real estate, including but not limited to buildings or other structures, mining, dredging, filling, grading, paving, excavation or drilling operations or storage of equipment or materials as defined by the governing jurisdiction.

Development plan: A drawing showing all proposed improvements to a piece of property including streets, parking lots, buildings, drives, signs, utilities, drainage, grading by size and location.

Driveway: A driveway is a break in access at street grade to serve as an access point to one or more structures, and is owned and maintained by an individual or group edge to edge.

E

Easement: A grant by the property owner of the use, for a specific purpose or purposes, of land by the public, a corporation, or certain persons.

Edge to Edge:

Engineer: A person duly authorized under the provisions of the Arkansas Engineering Registration Act to practice the profession of engineering in the State of Arkansas.

Expressway: An expressway is a divided highway for high-speed traffic with controlled access.

F

Frontage Road: A public or private drive, which generally parallels a public street between the right-of-way and the front building setback line. The frontage road provides access to private properties while separating them from the arterial street. (see also Service Roads)

Functional Area of Intersection: Manual of Uniform Minimum Standard for Design, construction, and Maintenance - A manual produced by the Arkansas Department of Transportation which provides for uniform standards and criteria for transportation facilities for both state and local roads.

G

General Plan: The adopted comprehensive plan that provides long-range development policies for the area subject to urbanization in the foreseeable future and which includes, among other things, the future land use plan and master street plan.

Governing Jurisdiction:

J

Joint Access (or Shared Access): A driveway connecting two or more contiguous sites to the public street system.

L

Lot: A parcel of land, legally defined in a recorded deed or a recorded plat, fronting on a public dedicated right-of-way or other approved private drive. The lot shall not be divided by any public highway or alley, including any part thereof subject to any easement for any purpose other than a public highway or alley, but excluding any part thereof severed from another lot where the severance creates any nonconformity of use or structure. Said lot shall establish one building site and comply with all subdivision rules and regulations of the City.

Lot, Corner: A lot located at the intersection of and abutting on two or more streets.

Lot, Double Frontage:

M

Manual of Uniform Traffic Control Devices (MUTCD): A Federal document adopted by the Arkansas Department of Transportation that provides standards for traffic control devices.

Master Street Plan: The plan made and adopted by the Planning Commission and accepted by the City Council classifying certain streets within the planning area jurisdiction as arterial or collector streets.

Median: A *median* is a grass or raised divider in the center of a road that separates opposing traffic and discourages or prevents vehicles from crossing the divider.

P

Parcel: A division of land composed of one or more lots in contiguous ownership.

Parking space: An area of definite length and width, exclusive of drives, aisles or entrances, giving access thereto, and fully accessible for the storage or parking of permitted vehicles.

Pavement Width: The portion of a street available for vehicular traffic; where curbs are laid, it is the distance from back of curb to back of curb.

R

Reasonable Access: The minimum number of access connections, direct or indirect, necessary to provide safe access to and from the thoroughfare, as consistent with the purpose and intent of this code and any applicable plans and policies of the (city/county).

Right-of-Way: The usage of the term "right-of-way" for land platting purposes shall mean that every right-of-way hereafter established and shown on a final plat is to be separate and distinct from the lots or parcels adjoining such right-of-way and not included within the dimensions or areas of such lots or parcels. Rights-of-way intended for streets, crosswalks, water mains, sanitary sewers, storm drains, or any other use involving maintenance by a public agency or public utility company shall be dedicated to public use by the maker of the plat on which such right-of-way is established.

S

Service Road: A public or private street or road, auxiliary to and normally located parallel to a controlled access facility that maintains local road continuity and provides access to parcels adjacent to the controlled access facility.

Significant Change in Trip Generation: A change in the use of the property, including land, structures or facilities, or an expansion of the size of the structures or facilities causing an increase in the trip generation of the property exceeding 10 percent more trip generation (either peak or daily) and 100 vehicles per day more than the existing use for all roads under local jurisdiction; or

exceeding 25 percent more trip generation (either peak or daily) and 100 vehicles per day more than the existing use for all roads under state jurisdiction.

Street: A public or private right-of-way, however designated, which provides vehicular access to adjacent areas.

Street, Arterial: Arterial streets serve to interconnect and support the freeway system. Arterial streets link major commercial, residential, industrial areas. Arterial streets are typically spaced 1 mile apart to assure accessibility and reduce the incidence of traffic using collectors or local streets in lieu of a well placed arterial street. The main function is to carry high volumes of traffic within the community and major activity centers within the region. Each arterial street is designated on the Master Street Plan for the City as either a super, major or minor arterial.

Street, Collector: Collector streets provide both access and circulation within residential, commercial, and industrial areas. Collector streets are located along neighborhood borders and collect traffic from residential and commercial areas and channel vehicles to minor and major arterials. Collector streets are designated on the Master Street Plan and/or General Plan for the City.

Street, Frontage: A minor street which is generally parallel to and adjacent to a major highway or railroad right-of-way and which provides access to abutting properties and protection from through traffic.

Street, Local: Local and residential streets have the sole function of providing access to adjacent land. Residential and local streets serve traffic within neighborhoods and should carry low volumes of traffic at slower speeds.

Street, Minor Residential: The term "minor residential" street shall mean a street which has a single entry/exit, serves no more than twenty-four (24) dwelling units and shall be the lowest in the functional classification of streets. The intended purpose of a minor residential street is to serve local non-through traffic in a residential setting.

Street Right-of-Way Width: The shortest distance between the lines which delineate the right-of-way of a street as it runs from abutting property line to abutting property line.

Stub-out (Stub-Street): A portion of a street or cross access drive used as an extension to an abutting property that may be developed in the future.

T

Temporary Access: Provision of direct access to the controlled access facility until that time when adjacent properties develop, in accordance with a joint access agreement or frontage road plan.

V

Vacation: Legal abandonment of a platted street right-of-way or easement.

Variance: Permission from the Board of adjustment to depart from the requirements of these regulations.

W

Waiver: Permission from the governing jurisdiction/ approval authority to depart from the requirements of these regulations.

Warranted Signalization:

TYPICAL RIGHT OF WAY AND EASEMENT GRANT

That for and in consideration of One Dollar (\$1.00) and other good and valuable considerations to the undersigned **Name Here** Grantor(s), cash in hand paid, the receipt of which is hereby acknowledged, said Grantor does hereby grant, bargain, sell and convey unto the City of (city/ town name here), Arkansas, Grantee, their successors and assigns, a permanent easement to lay, construct, remove, enlarge, maintain, inspect and repair a City sewer line, with public right of ingress and egress to and from the same, on over, across and under the following described real estate to-wit:

PROPERTY DESCRIPTION:

RIGHT OF WAY OR EASEMENT DESCRIPTION:

Grantees shall have and are hereby granted the right of constructing, reconstructing, locating, relocating, inspecting, patrolling, expanding existing facilities as may be required in the future, and maintaining said sewer line. Grantees shall have and are hereby granted the further right at all time to remove from said lands all vegetation, undergrowth, trees, and parts thereof, or other obstructions, which in the opinion of the Grantees, restrict access, constitutes a hazard, or endangers the safety of said sewer easement, or their appurtenances and/or the public, and/or for the purpose of installing additional facilities.

The Grantor or his successors shall not cause to be constructed any buildings, structures or other improvement (other than fences, driveways, and paved parking areas) within the above described easement, and no trees shall be planted by Grantor or his successors on said easement. Grantor or his successors shall not be entitled to any compensation for fences, growing crops, structures which may be removed or disturbed within this easement by virtue of Grantees' exercise of the rights under this agreement.

Tract No. _____
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Grantees agree to repair any damage to Grantor's driveways, sidewalks, parking areas, lawn or pastures that result from the exercise of rights and privileges contained within the easement described herein. Said damage to driveways, sidewalks, parking areas, lawn or pastures shall be restored by Grantees as close as is reasonable to the original condition.

It is further understood that Grantee's easement shall be exclusive and the Grantor or his successors shall convey no parallel rights to any person, utility or corporation on, across or under said easement without the written permission of Grantees.

TO HAVE AND TO HOLD the above described easement unto said grantees, its successors and assigns, forever or until said right of way if finally abandoned.

Grantor also agrees to forever warrant and defend the above described easement unto said grantees against all legal claims.

IN WITNESS WHEREOF, the hand and seal of Grantor is hereunto set this _____ day of _____, _____.

Authorized Agent

Tract No. _____
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ACKNOWLEDGEMENT

STATE OF ARKANSAS }
COUNTY OF BENTON }

BE IT REMEMBERED, that on this date, before me, a Notary Public within and for said County and State, duly commissioned and acting, personally appeared **Representative**, authorized agent of **Name Here**, to me well known as the person or persons who executed the foregoing easement grant, and that had executed the same for consideration and purpose therein mentioned and set forth.

WITNESS my hand and seal on this _____ day of _____, _____.

Notary Public

My Commission Expires: _____

Appendix A

