Proposed Amendments (February 11, 2019)

CHAPTER 114 - STREETS, SIDEWALKS AND OTHER PUBLIC PLACES

ARTICLE IV. - RIGHT-OF-WAY ACCESS AND MANAGEMENT

Sec. 114-98. - General specifications for all roadways.

(a) *Generally*

(3) No driveways, other than those required for one and two family residential structures on local streets or as approved on final plat, shall be constructed in such a way as to require backing maneuvers into the public right-of-way.

(b) *Location of driveway access.*

(1) Driveway access to expressway, parkway, arterial and collector roads shall not be permitted for parking or loading areas that require backing maneuvers in a public street right-of-way. Driveway access to streets for commercial or multifamily developments shall not be permitted for parking or loading areas that require backing maneuvers in a public street right-of-way. Additional provisions for access on a collector are provided in Section 118-46(m).

(2) No curb cuts through a left turn lane of a median shall be permitted in order to provide for left turn movements to driveway approaches.

(3) Driveways in right turn lane transition areas shall not be permitted.

(c) *Spacing of driveway access.*

(1) Application of the driveway access location and design policy requires identification of the functional classification of the street on which access is requested. Street sections are classified as follows:

a. Local street;

~~b. Sub-collector;~~

~~c~~b. Collector;

~~d~~c. Minor arterial;

~~e~~d. Major arterial;

(2) Driveway access spacing shall be measured from the closest edge of pavement of the first access connection to the closest edge of pavement of the second access connection. (Figure 1)

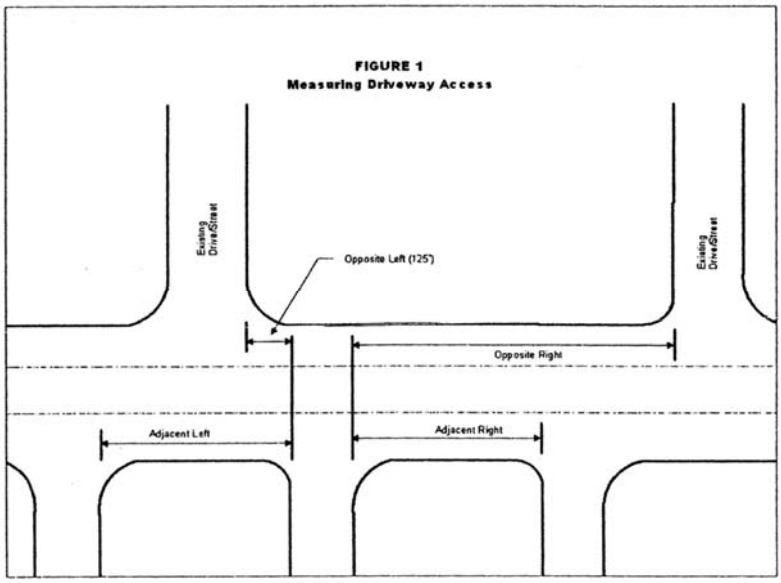


Figure 1—Measuring Driveway Access

(3) Opposite right driveways, for other than one or two family development, shall be located per the following requirements:

Street Classification	Spacing
Local	Must match or greater than 15 feet
~~Sub-collector~~	~~Must match or greater than 15 feet~~
Collector	Must match or greater than 100 feet
Minor arterial	Must match or greater than 225 feet
Major arterial	Must match or greater than 300 feet
Major arterial median	To be determined by city engineer

(4) Additional opposite right spacing exceeding that set forth in the above section may be required if it is determined by the city engineer that there is insufficient left turn queue storage or weave maneuver area between the opposite right and proposed driveway. This determination shall be made under peak traffic conditions.

(5) Opposite left driveways, for other than one and two family development, shall be located per the following requirements:

Street Classification	*Spacing*
Local	Must match or greater than 15 feet
~~Sub-collector~~	~~Must match or greater than 15 feet~~
Collector	Must match or greater than 125 feet
Minor arterial	Must match or greater than 125 feet
Major arterial	Must match or greater than 125 feet
Major arterial median	To be determined by city engineer

(6) Where possible, opposite driveways for other than one or two family development shall align. These drives shall be considered as an intersection.

(7) Adjacent driveways, for other than one or two family development, shall be located per the following requirements:

Street Classification	*Spacing*
Local street	Greater than 25 feet
~~Sub-collector~~	~~Greater than 75 feet~~
Collector	Greater than 100 feet
Minor arterial	Greater than 150 feet
Major arterial	Greater than 250 feet

(8) Exceptions. Where driveway spacing according to the standards in this section may not be possible or practical, the city engineer may require one or a combination of the following:

a. Where adequate access connection spacing cannot be achieved, the city engineer may allow for a lesser spacing when shared access is established with an abutting property.

b. Where no other alternatives exist, construction of an access connection may be allowed along the property line farthest from the intersection. To provide reasonable access under these conditions but also provide the safest operation, consideration shall be given to designing the driveway connection to allow only the right-in turning movement or only the right-in/right out turning movements, if feasible.

(d) *Corner clearance.*

(1) Corner clearance, the distance between a street intersection and a driveway, for driveway access other than to one or two family development, shall meet or exceed the minimum driveway spacing requirements for that roadway, as shown above.

(2) Downstream corner clearance. When minimum spacing requirements cannot be met due to lack of frontage and all means to acquire shared access drives or cross access easements have been exhausted, the following shall apply: at intersections with channelized right-turn lanes with yield control, a corner clearance as shown in the following may be approved by the city engineer:

a. Local streets. No closer than 30 feet.

~~b. Sub-collectors. No closer than 75 feet.~~

~~c~~b. Collectors. No closer than 75 feet.

~~d~~c. Minor arterials. No closer than 100 feet.

~~e~~d. Major arterials. No closer than 120 feet.

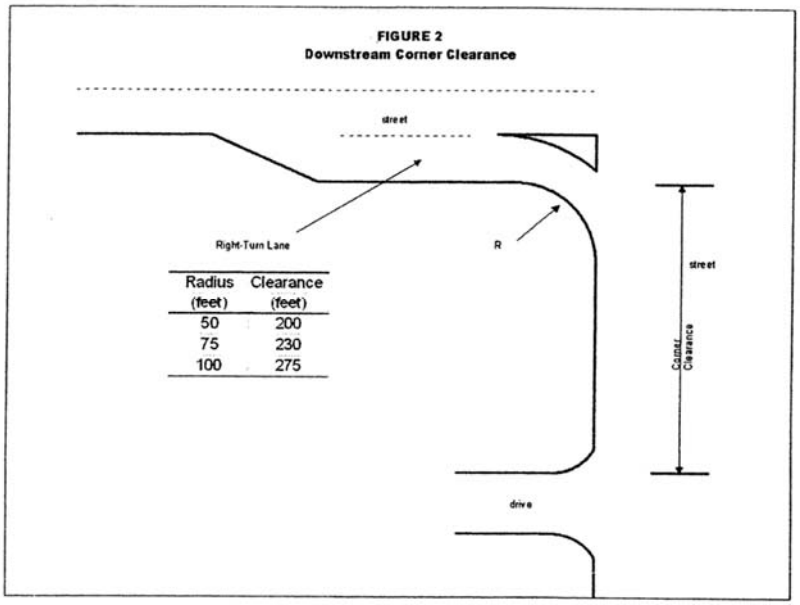


Figure 2—Downstream Corner Clearance

(f) *Geometric design of driveway access.*

(1) All driveways shall meet the city's standard specifications for street construction and construction standards.

(2) Curb cuts for driveways shall not be permitted in the curb return of an intersection.

(3) The curb return radii or flares for driveways intersecting at right angles with the roadway and without a deceleration lane shall be as follows:

a. Curb return radii or flares for one or two family driveways shall be five feet or have a three feet flare.

b. Curb return radii or flares for industrial, commercial and multi-family driveways shall be a minimum of 15 feet to a maximum of 30 feet.

c. Curb return radii or flares for driveway types not included in this section shall be determined by the city engineer.

d. The city engineer may allow a larger radii or flare in special circumstances, for instance where there will be significant large truck, bus, or shuttle traffic on a daily basis.

(4) The tangent point of the driveway curb return at the public roadway line or flare shall be a minimum distance of one foot off the property projected perpendicular to the street centerline, except single family zero lot line lots. On single family zero lot line lots where the drive is on the zero lot line, the tangent point or flare shall be no greater than three feet beyond the adjoining property line projected perpendicular to the street centerline.

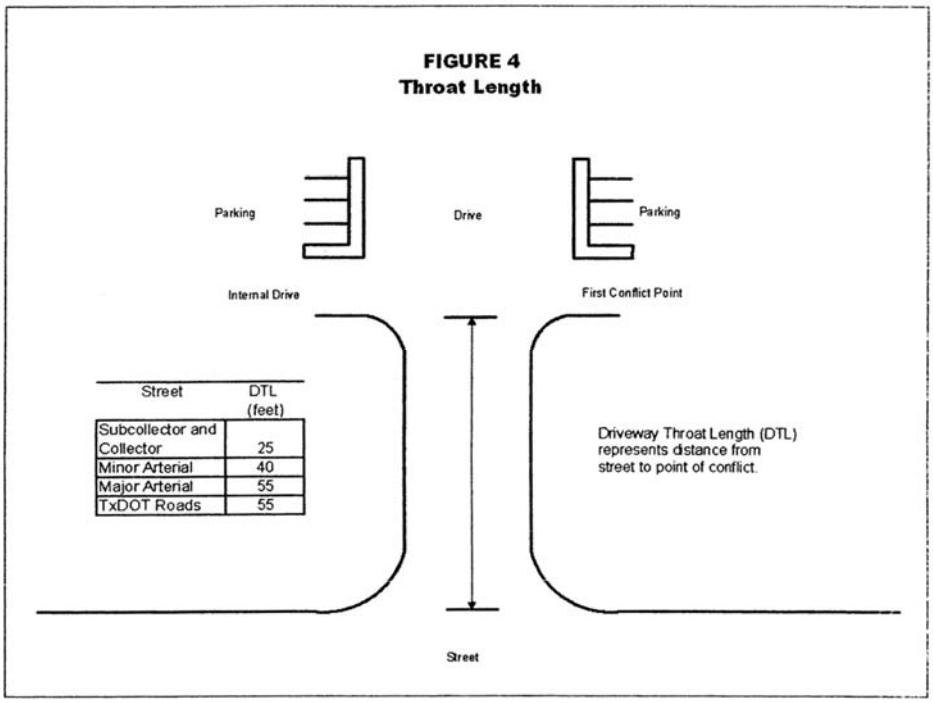
(5) The maximum width of a one- or two-family driveway approach measured at the property line shall not exceed 30 feet in width, while the minimum width shall not be less than 12 feet in width unless the driveway is shared, in which case the driveway shall not exceed 40 feet in width.

(6) The maximum width of a commercial, industrial and multi-family driveway approach for two-way operation shall not exceed 40 feet except that the city engineer may issue permits for driveway approaches greater than 40 feet in width on major streets to handle special traffic conditions. The minimum width of a commercial and multifamily driveway approach for two-way operation shall not be less than 20 feet.

(7) The width of a driveway approach that is a combination of two driveways for one or two family circular drives shall not exceed 28 feet.

(8) Throat length. A minimum driveway throat length of 25 feet for ~~sub-collectors and~~ collector streets, 40 feet for minor arterials, and 55 feet for major arterials, as shown in figure 4, may be required as determined by the city engineer to allow for traffic entering the site to be stored on site in order to avoid a queue of traffic from the development from being out on the roadway causing delays to the through traffic stream. The driveway throat length shall be defined as the distance from the street to the first point of conflict in the driveway.

FIGURE 4
Throat Length



(9) Driveway median. On collector, minor arterials, and major arterials, access points may be required to be designed to prohibit certain types of turning movements (for example, left turns). Driveways not meeting the spacing guidelines in subsection 114-98(c) may be designed for limited access by the addition of a median to the driveway.

(10) Turn lanes~~Right turn deceleration lane~~. Turn lanes are exclusive deceleration and storage lanes that allow for vehicles to turn left and right at intersections outside the through lane. ~~On collector, minor arterials, and major arterials, tapered or channelized deceleration lanes for vehicles turning right into high volume or intersection type driveways may be required if warranted.~~ Turn lanes requirements are provided in Section 118-46(y).~~Design of right turn deceleration lanes shall be in accordance with the AASHTO Green Book on auxiliary lanes.~~

(11) The spacing requirements for driveways not meeting the specifications in subsection 114-98(c) may be lessened or waived by the city engineer if tapered or channelized deceleration lanes are used.

(12) Signalization. Access points on collector, minor arterials, and major arterials may be required to be signalized in order to provide safe and efficient traffic flow. A development may be responsible for all or part of any right-of-way, design, hardware, and construction costs of a traffic signal if it is determined that the signal is necessitated by the traffic generated from the development. The procedures for signal installation and the percent of financial participation required of the development in the installation of the signal shall be in accordance with criteria set forth by the city engineer.

Sec. 114-99. - Approval methods for granting access to roadways.

Granting approval to all roadways. The city engineer will require one of the following before granting an applicant access to any roadways:

(1) The applicant must meet the requirements listed within this article for all roadways.

(2) The city engineer may require an engineering study or traffic impact analysis (TIA) to be completed and approved by the city engineer and improvements made according to the approved TIA for a development, including a subdivision master plan and the issuance of a building permit, that would generate more than 100 peak hour trips (PHT) on any street or where the standards of this article cannot be met to ensure safety at access points. A building permit shall not be issued for a development that is required to have an approved TIA until such TIA has been approved and any improvements called for in the TIA have been approved as part of the building permit plans. A certificate of occupancy shall not be issued until any improvements required in the approved TIA have been completed, inspected and approved by the director of public works or his designee or as otherwise approved by the city engineer ~~in accordance with subsection e~~. TIA requirements are provided in Section 118-46(y).

Remove subsections a-g.