

Appendix B: Example Access Management Ordinance for a County

Summary

The following example access management ordinance has been adapted from the actual county ordinance of Washington County, Oregon. Washington County's ordinance was determined to be one of the most comprehensive ordinances developed by a county for access management. The adapted code is provided to assist Iowa counties in developing access management ordinances. It contains code pertaining to several primary components of access management, including classification of roadways by function and requirements for driveway spacing, corner clearance and sight distance. Key components are summarized as follows:

Roadways are classified according to the following categories:

1. Local roads—provide direct property access; do not serve through traffic.
2. Minor collectors—provide access to abutting properties and serve local access needs of neighborhoods and limited through traffic.
3. Major collectors—serve traffic traveling from local roads or minor collectors to arterials; are public thoroughfares with a lesser degree of traffic than arterials.
4. Minor arterials—serve as primary routes for travel within and between community sub-areas and augment the major arterial system; accessed primarily from the collector system.
5. Major arterials—serve as primary routes for travel between areas of principal traffic generation and major urban activity centers, and for trips between non-adjacent areas.
6. Regional arterials—freeways and principal routes that move traffic and do not provide direct access to land use activities.

Land access is permitted based on driveway spacing and corner clearance requirements as shown in Table A4.

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Table A4—Driveway spacing and corner clearance requirements

Roadway Category	Permitted Access	Driveway Spacing	Corner Clearance ⁽¹⁾ (feet)
Local	All properties	No standards	10 feet
Minor collector	All residential, commercial & industrial uses, greater than or equal to 70 feet frontage ⁽²⁾	No standards	50 feet
Major collector	All commercial, industrial, and institutional uses, greater than 150 feet frontage ⁽³⁾	100 feet	100 feet
Minor collector	Collector roads and private direct access	600 feet	600 feet
Major arterial	Collectors, minor arterials, and private direct access	1,000 feet	1,000 feet
Principal/regional arterial	Limited access subject to Iowa DOT policy	(These roads fall under Iowa DOT jurisdiction)	

- (1) Access near an intersection shall be located beyond the influence of standing queues; this requirement may result in a greater corner clearance than the minimum distance indicated.
- (2) Uses with less than 70 feet of frontage shall not be permitted a permanent single or separate access; common (joint) access shall be used where available.
- (3) Uses with less than 150 feet of frontage shall not be permitted a permanent single or separate access; common (joint) access shall be used where available.

Minimum intersection sight distance shall be ten times the vehicular speed of the road (that is, 350 feet at 35 miles per hour, 400 feet at 40 miles per hour). The vehicular speed for sight distance determination shall be the greater of the design speed or the posted speed, unless the county determines that the 85th percentile speed is less.

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All developments shall have legal access to a county or public road. Access onto any county road in the unincorporated or incorporated urban area shall be permitted only upon issuance of an access permit upon demonstration of compliance with the provisions of the county road standards.

A. Roadway Access

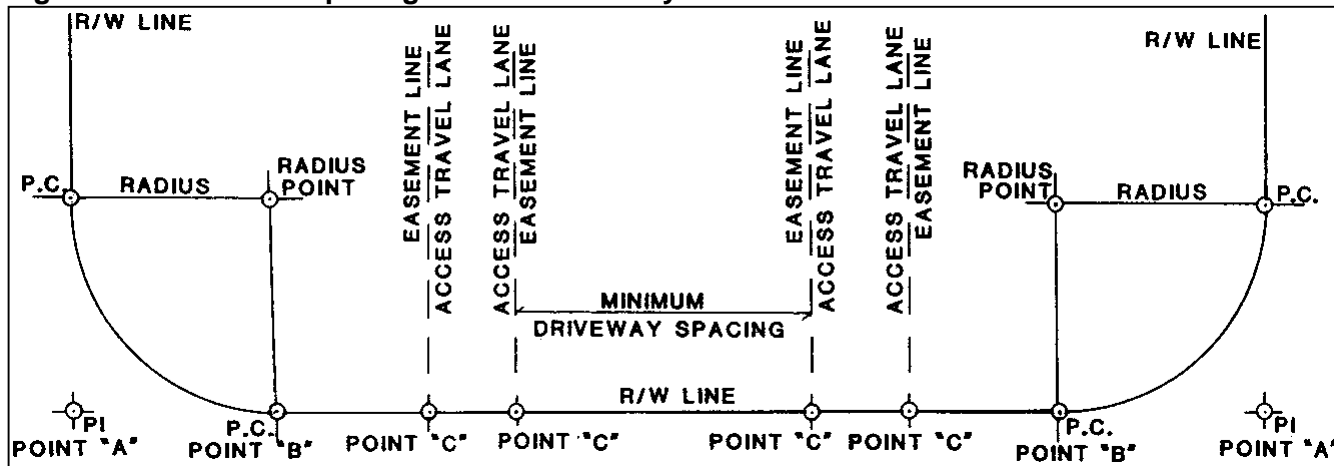
In Figure A6, R/W = Right-of-Way, and P.I. = Point-of-Intersection where P.I. shall be located based upon a 90 degree angle of intersection between ultimate right-of-way lines.

- (1) Minimum right-of-way radius at Intersections shall conform to the county road standards.

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- (2) All minimum distances stated in the following sections shall be governed by sight distance requirements according to county road standards.
- (3) All minimum distances stated in the following sections shall be measured to the nearest easement line of the access or edge of travel lane of the access on both sides of the road.
- (4) All minimum distances between accesses shall be measured from existing or approved accesses on both sides of the road.
- (5) Minimum spacing between driveways shall be measured from Point “C” to Point “C” as shown in Figure A6.

Figure A6—Minimum spacing between driveways



B. Roadway Access

No use will be permitted to have direct access to a road except as specified below. Access spacing shall be measured from existing or approved accesses on either side of the road.

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(1) Local Roads

Minimum right-of-way radius is fifteen (15) feet. Access will not be permitted within ten (10) feet of Point “B,” if no radius exists, access will not be permitted within twenty-five (25) feet of Point “A.” Access points near an intersection with a major collector or arterial shall be located beyond the influence of standing queues of the intersection in accordance with AASHTO standards. This requirement may result in an access spacing greater than ten (10) feet.

(2) Minor Collectors

All residential, commercial and industrial uses with seventy (70) feet or more of frontage will be permitted direct access to a minor collector. Uses with less than seventy (70) feet of frontage shall not be permitted a permanent single or separate direct access to a minor collector. Where a common access is available it shall be used, provided that such use will not result in serious operational or safety problems.

No use will be permitted direct access to a minor collector within fifty (50) feet of Point “A”; or future “P.I.” as designated in the Transportation Plan. In the case of a private minor collector which is entirely within a development, double aisle parking areas will be permitted direct access to that collector. Minimum spacing between driveways (Point “C” to Point “C”) shall be fifty (50) feet with the exception of single family residential lots in a recorded subdivision. Such lots shall not be subject to a minimum spacing requirement between driveways (Point “C” to Point “C”). In all instances, access points near an intersection with a major collector or arterial shall be located beyond the influence of standing queues of the intersection in accordance with AASHTO standards. This requirement may result in an access spacing greater than fifty (50) feet.

(3) Major Collectors

All commercial, industrial and institutional uses with one-hundred-fifty (150) feet or more of frontage will be permitted direct access to a major collector. Uses with less than one-hundred-fifty (150) feet of frontage shall not be permitted direct access to major collectors. Where a common access is available it shall be used, provided that

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such use will not result in serious operational or safety problems. No use will be permitted direct access to a major collector within one-hundred (100) feet of any present Point “A”; or future “P.I.” as designated in the Transportation Plan. In the case of a private major collector which is entirely within a single development and which provides circulation only within that development, double aisle parking areas will be permitted access to that collector. Minimum spacing between driveways (Point “C” to Point “C”) shall be one-hundred (100) feet. In all instances, access points near an intersection with a major collector or arterial shall be located beyond the influence of standing queues of the intersection in accordance with AASHTO standards. Additionally, access shall be located to provide adequate left-turn refuge. This requirement may result in an access spacing greater than one hundred (100) feet.

(4) Arterials

Direct access to arterial roads shall be from collector or other arterial roads. Exceptions for local roads and private accesses may be allowed when collector access is found to be unavailable and impracticable by the county. Access to arterials shall comply with the following standards:

(a) Minor Arterials

Direct access to a minor arterial will be permitted provided that Point “A” of such access is more than six hundred (600) feet from any intersection (Point “A”) or other access to that minor arterial (Point “C”).

(b) Major Arterials

Direct access to a major arterial will be permitted provided that such access is more than one thousand (1,000) feet from any intersection (Point “A”) or other access to that arterial (Point “C”).

(c) Principal/Regional Arterials

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Principal/Regional Arterials shall be designed and developed as limited access facilities. Access to a principal or regional arterial is subject to approval by the Iowa DOT through the state's access management policy and its implementing measures.

C. Exception to Access Criteria

- (1) Alternate points of access may be allowed if an access management plan which maintains the classified function and integrity of the applicable facility is reviewed and approved after considering the applicant's compliance with this Article.
- (2) An application for an access management plan shall explain the need for the modification and demonstrate that the modification maintains the classified function and integrity of the facility. References to standards or publications used to prepare the access management application shall be included with the application.
- (3) An access management plan shall address the safety and operational problems which would be encountered should a modification to the access spacing standards be granted. An access management plan shall be prepared and certified by a traffic or civil engineer registered in the State of Iowa. An access management plan shall at minimum contain the following:
 - (a) The minimum study area shall include the length of the site's frontage plus the distance of the applicable access spacing standard, as set forth in Section B, measured from the property lines or access point(s), whichever is greater. For example, a property with 500 feet of frontage on a minor arterial (required 600 foot access spacing standard) shall have a minimum study area which is 1,700 feet in length.
 - (b) The access management plan shall address the potential safety and operational problems associated with the proposed access point. The access management plan shall review both existing and future access for all properties within the study area as defined above.
 - (c) The access management plan shall include a comparison of all alternatives examined. At a minimum, the access management plan shall evaluate the proposed modification to the access spacing standard and the

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impacts of a plan utilizing the county standard for access spacing. Specifically, the access management plan shall identify any impacts on the operations and/or safety of the various alternatives.

- (d) The access management plan shall include a list of improvements and recommendations necessary to implement the proposed access modification, specifically addressing all safety and operational concerns identified.
- (4) Notice for a proposed access management plan shall include all property owners within the study area defined in this section.

D. Sight Distance

The following specifies the minimum requirements for sight distance for roads intersecting each other and for driveways intersecting public roads. It is the intent of this section to regulate the creation of new access points and new lots or parcels and development in the county in a manner that will insure that each new access point or each new lot or parcel created or development will have a safe access to a public road.

- (1) Existing access points which do not meet the sight distance standards and are on property included with a development action which will not add any additional vehicle trips to that access are exempt from this Section, except as required by county road standards. Improvements at these existing access points may be required to maximize sight distance to the extent practicable by the county through an access permit or right-of-way permit.
- (2) The minimum intersection sight distance shall be based on the vehicular speeds of the road. The vehicular speeds for the purpose of determining intersectional sight distance shall be the greater of the following unless the eighty-five percentile speed is determined to be less by the county pursuant to the standards of this Section.
 - (a) Design speed—a speed selected by a registered engineer for purposes of design and correlation of those features of a road, such as curvature, superelevation, and sight distance, upon which the safe operation of vehicles is dependent.

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- (b) Posted speed—that speed which has been established and posted by the county.
 - (c) Eighty-five percentile speed—that speed as certified by a registered engineer below which 85 percent of all traffic units travel, and above which 15 percent travel. The eighty-fifth percentile speed shall be measured at the point where the sight restriction occurs.
- (3) Intersection sight distance shall
- (a) be based on an eye height of 3.5 feet and an object height of 4.25 feet above the road and
 - (b) be assumed to be 10 feet from the near edge of pavement or the extended curb line or the near edge of the graveled surface of a gravel road to the front of a stopped vehicle.
- (4) Minimum intersection sight distance shall be equal to ten (10) times the vehicular speed of the road as determined by the standards of this Section such as in Table A5.

Table A5—Intersection sight distance

Speed (mph)	Distance along Crossroad (feet)
25	250
30	300
35	350
40	400
45	450
50	500
55	550

- (5) Intersection sight distance values shall conform with (3) above. For significant road improvement projects, the above intersectional standards shall be met in addition to the AASHTO remaining sight distance standards.

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- (6) In those instances where there are no access locations available to the site that meet or can meet the sight distance requirements, a written request for modification may be submitted to the county. The request for modification shall be specifically stated in the notice for the accompanying development permit and shall be considered as part of said development permit. The request for modification of the sight distance requirements shall be subject to the following:
- (a) Submitted and certified by a registered engineer;
 - (b) Documented and reference nationally accepted specifications or standards;
 - (c) Certified that the modification will not compromise safety or the intent of the county's transportation standards;
 - (d) The cost of any modifications agreed to must be borne by the applicant; and
 - (e) There shall be no location available to provide access to the proposed development site which currently meets the sight distance requirements, or which can be altered to meet the sight distance requirements. Alterations needed to provide adequate sight distance include but are not limited to grading and the removal of vegetation. For the purpose of this subsection alternative access location means:
 - (i) Any location on the proposed development site which meets or can meet the sight distance requirements; or
 - (ii) Any location off the proposed development site that
 - can provide access to the site by an existing access easement or through an access easement which will be provided to the site as part of the development application and
 - meets or can meet the sight distance requirements.

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E. Road Standards

- (1) All roads proposed to be of public ownership shall conform to the county road standards.
- (2) All proposed curve radii shall be designed to county road standards for truck-turning requirements.