

Article IV (Special Provisions), Section 36: Access Management.

The purpose of this ordinance is to regulate the location and design of both private and public access to the county roadway network, and to ensure convenient access while promoting safe movement on public roads, at reasonable speeds, and maintaining the capacity of travel of the roadway.

I. Definitions:

- A. Access Point. An entrance, driveway, street, private drive, turnout or other means of providing for the movement of vehicles to or from the public roadway network.
- B. Corner Clearance. The distance from an intersection to the nearest access connection. Measured from the nearest edge of the intersecting roadways to the nearest edge of the access.
- C. Sight Distance. The distance visible to the driver of a stopped vehicle along the center line, measured ~~four feet (4')~~ forty-two inches above grade of the roadway, 12 feet (12') from the edge of pavement.
- D. Private Driveway. A single driveway serving a single use on one property or multiple uses on more than one property.
- E. Private Lane Drive. _____ A single driveway serving two (2) or more ~~uses on one or more residential~~ properties.

Comment [d1]: Do we need both. Don't notice a difference in usage throughout the document.

II. Greene County Access Management Criteria:

AH. **Access Points Regulated according to the Greene County Major Thoroughfare Plan:** ~~The County Commission Greene County Planning & Zoning Board shall assign each existing and future roadway, or portion thereof, a classification according to its intended function in providing for traffic movement. A set of design standards shall be assigned to each classification consistent with the level of service each facility is intended to perform. The criteria shall be based on existing or projected traffic volumes, existing or projected land use adjoining a roadway, zoning and connectivity of the roadway within the overall county road network.~~

(Table 1.) It is the intent of this ordinance to limit street access within the roadway classification system to the category immediately below in the hierarchy to the fullest extent possible. (i.e. primary arterial accesses expressway, secondary arterial accesses primary arterial, collector accesses secondary arterial). See Article I, Section 3(B)(127) of the Greene County Zoning Regulations for Roadway Classification Definitions.

Table 1.

1. Freeway Classification:

A limited access highway with grade separated intersections at major thoroughfares. Intended for high volume, high speed traffic movement between cities and across metropolitan areas and not intended to provide direct access to adjacent land.

2. Expressway Classification:

A limited access roadway with some grade crossings and signals at major intersections. Intended for high volume, moderate to high speed traffic within the metropolitan area with limited access to adjacent land.

3. Primary Arterial Classification:

A street primarily intended to provide for high volume, moderate speed traffic between major activity centers. Access to adjacent property is limited and is subject to controls that facilitate traffic movement and safety.

4. Secondary Arterial Classification:

A street which supports the primary arterial system and is intended for a moderate volume of traffic at moderate speed. Direct access to adjoining property is limited and is subject to controls that facilitate traffic movement and safety.

5. Collector:

A street which collects and distributes traffic to and from local and arterial streets. Intended for low to moderate volume, low speed and short length trips while also providing moderate restrictions on access to abutting property.

6. Local:

A street for low volume, low speed and short length trips providing access to abutting properties with minimal restrictions.

B. Design of Access Points: The width, grade, curb radii and other design aspects of access points shall conform to the Greene County Design Standards for Public Road Improvements.

Comment [d2]: How closely do these match OTO. Since we refer to a Residential Collector, should we define it?

C.A. Private Access Points: Private access points for any use, commercial, industrial or residential, shall not be allowed on roadways classified as a Freeway or Expressway on the Major Thoroughfare Plan. Driveways for single family or duplex lots shall not directly

Comment [d3]: Does this fit better in §Number of Access Points section?

access collector or higher classification streets and, when fronting on more than one roadway of different classification, must access the lesser classified roadway. The driveways for corner lot access can be from either or both streets so long as both streets are classified as local residential. Driveways are not allowed to be continuous from one residential street on one side of the lot, across the lot to the other residential street. Single family uses located outside the Urban Service Areas, Industrial, commercial and multi-family uses shall have limited access points onto collector and arterial streets and may be required to locate on a common property line to maintain safe spacing as future development occurs.

Comment [d4]: Does this fit better in "Coordination of Access Points" section?

A Private lane can serve two or more properties. As many as three (3) tracts under ten (10) acres can be served with a single lane through the administrative subdivision process. Private lanes are exempt from public street design standards but must have a sign meeting Emergency Management requirements. The developer is responsible for the cost of the sign and it shall be installed by the Greene County Highway Department. See Article V, (Streets) of the *Greene County Subdivision Regulations*.

D. Number of Access Points: Each legal tract of land is entitled to one direct or indirect access point to the public roadway provided that its location and design fulfill the Minimum Corner Clearance and Minimum Sight Distance requirements of this regulation. Development sites under the same ownership, consolidated for the purpose of development and comprised by more than one building site shall not be considered separate properties under the requirements of this ordinance. An additional access point may be granted for tracts of land with a minimum 500' of frontage as determined by the Highway Administrator. A traffic study may be required by the Highway Administrator to determine the location, spacing and size of the access point(s) for a property.

EB. Coordination of Access Points: Major access points on opposite sides of a Primary or Secondary Arterial shall be located opposite each other. If not so located, turning movement restrictions may be imposed as determined necessary by the Highway Administrator. Private driveways should also be lined up from each other across the public roadway whenever possible. Access drives shall be designed, located and constructed to provide access between adjacent properties.

Comment [d5]: Does this fit better in "Coordination of Access Points" section?

F. Median Breaks: On roadways where a raised median exists, no median breaks shall be allowed for private commercial or residential drives. Drive access shall be right in/right out only. Requests for median breaks for private commercial drives shall be determined by the Highway Administrator when accompanied by a traffic study justifying the need for the break. Median breaks for public and private streets must adhere to spacing requirements within Article V, Section 2 (Streets) of the *Greene County Subdivision Regulations*.

Comment [d6]: Who will give final approval?

G. Improvements to Public Roadways: All existing and proposed development access points may be evaluated by the Greene County Highway Department and/or the agency

having jurisdiction over the roadway as to the need for improvements. The Greene County Highway Department may request the developer perform a traffic study to quantify the impact the development will have on the transportation system. When Greene County determines that an access point will negatively impact the capacity or the safety of the roadway, it may require the developer to dedicate sufficient right of way and construct the necessary improvements to mitigate the impact to the roadway.

HC. Minimum Corner Clearance of Access Points from Intersecting Streets: The minimum corner clearance for access points adjacent to intersecting streets shall conform to Table 2.

I. Spacing of Access Points: Private access points, for any use or zoning district, shall not be located within a turn lane to a public street and must be located on the property to provide adequate corner clearance and minimum sight distance as mentioned in Tables 2 and 3. Minimum spacing between commercial and residential access points must conform to the minimum requirements in Table 2. A shared access on a common property line or a cross access easement with an adjacent property shall be required for lots with inadequate corner clearance or lot frontage as defined in the *Greene County Zoning Regulations*. A minimum 150' of spacing is required for drives located on adjoining properties and on secondary drives on lots that exceed 500' of frontage. The cross access easement for commercial uses must be approved by the Board of Adjustment and properly recorded along with a maintenance agreement. Access points for public and private streets must adhere to article V, Section 2 (Streets) of the *Greene County Subdivision Regulations*. **Table 2.**

<u>Intersecting street</u>	<u>Collector and above</u>	<u>Local</u>
<u>Street Classification</u>		
Freeway with right in right out and median. <u>No Direct Access</u>	660', may be 330'	330'
Expressway	330'	330'
Primary Arterial	330'	150'
Secondary Arterial	330'	150'
Commercial/Ind.	330'	150'
Collector	330'	100'

Table 2; Minimum Spacing Requirements

Street Class	Freeway	Expressway	Expressway	Primary Art.	Secondary Art.	Collector	Collector	Res/Ind Coll.	Local
Street Class	1-3 miles	1-3 miles	N/A	N/A	N/A	N/A	N/A	N/A	N/A
<u>Interchange</u>	1-3 miles	Prohibited	1/2 mi. for public streets, commercial, multi-family drive	1/4 mi. for public streets, commercial, multi-family drive	N/A	660'	N/A	N/A	N/A
<u>Signalized Intersection</u>	Prohibited	Prohibited	1/2 to 1 mile with additional traffic study (2640 to 52800)	1/4 to 1/2 mile with additional traffic study (1320 to 26400)	1/4 to 1/2 mile	660'	660'	N/A	N/A
<u>Non-Signalized Intersection</u>	Prohibited	Prohibited	1/2 to 1 mile for public streets, commercial, multi-family drive with additional traffic study (2640 to 52800)	1/4 mile for public streets, commercial, multi-family drive with additional traffic study (1320 to 26400)	1/4 mile	330'	330'	150' upstream for public roads. Private residential driveways must adhere to Greene County Subdivision Regulations.	150' for public roads. Private residential driveways must adhere to Greene County Subdivision Regulations.
<u>Restricted Median Break</u>	Prohibited	Prohibited	0' to 1320' with additional traffic study requirement.	0' to 660' with additional traffic study requirement.	N/A	N/A	N/A	N/A	N/A
<u>Right-in/Right-out</u>	Prohibited	Prohibited	220' to 330' requirement.	150' requirement.	N/A	N/A	N/A	N/A	N/A
<u>Commercial/Multi-Family Drive</u>	Prohibited	Prohibited	*See Note Below	*See Note Below	*See Note Below	*See Note Below	*See Note Below	*See Note Below	*See Note Below
<u>Residential Farm/Utility Drive</u>	Prohibited	Prohibited	330' for public streets, commercial and multi-family drive with additional traffic study requirement.	330' for public streets, commercial and multi-family drive with additional traffic study requirement.	N/A	N/A	See Amend Greene County Subdivision Regulations	See Greene County Subdivision Regulations	N/A
<u>Minimum Corner Clearance - Collector and above.</u>	N/A	N/A	440' to 660' additional traffic study requirement.	220' to 330' additional traffic study requirement.	220' to 330'	220'	100'	100'	100'
<u>Minimum Right-in/Right-out Clearance - Local Streets</u>	N/A	Prohibited	440' to 660' for public streets, commercial, multi-family drive with additional traffic study requirement.	150' for public streets, commercial, multi-family drive with additional traffic study requirement.	220' to 330'	150'	150'	150'	50'
<u>Facility Spacing</u>	5 mi. +/- 1 mi.	4 mi. +/- 1 mi.	1/2 mi. +/- 1/4 mi. with additional traffic study requirement.	1/4 mi. +/- 1/8 mi. with additional traffic study requirement.	3/4 mi. +/- 1/4 mi.	3/8 mi. +/- 1/4 mi.	3/8 mi. +/- 1/4 mi.	150'	150'
<u>Commercial/Multi-Family Drive</u>	Prohibited	Prohibited	660'	330'	210'	160'	See Greene County Subdivision Regulations	*Amend Greene County Subdivision Regulations	
<u>Residential Drive</u>	Prohibited	Prohibited	Prohibited	Prohibited	Prohibited	Prohibited	*Amend		
<u>Minimum Corner Clearance Collector and above.</u>	N/A	N/A	330'	330'	330'	330'	330'	100'	
<u>Minimum Corner Clearance for Local Streets</u>	Prohibited	Prohibited	330'	150'	150'	150'	150'	50'	
<u>Facility Spacing</u>	5 mi +/- 1 mi	4 mi. +/- 1 mi.	1 1/2 mi. +/- 1/2 mi.	3/4 mi. +/- 1/4 mi.	3/8 mi. +/- 1/4 mi.	3/8 mi. +/- 1/4 mi.	3/8 mi. +/- 1/4 mi.	150'	

Comment [d7]: Do we need these rows?

*Minimum one direct or indirect access per lot. Apply most appropriate spacing from above, if possible.
+For platted lots, access is prohibited. For unplatted lots, access is prohibited unless lot does not front a lower classification roadway.

Table 2: Minimum Spacing Requirements.

J.D. **Minimum Sight Distance:** The minimum sight distance for all access points shall conform to Table 3.

Table #3. - Minimum Sight Distance.

<u>Speed Limit</u>	<u>Current requirement</u>	<u>2004 requirement</u>
50 mph	375 feet	425 feet
45 mph	325 feet	360 feet
40 mph	275 feet	305 feet
35 mph	225 feet	250 feet
30 mph	200 feet	200 feet
25 mph	none	155 feet

Comment [d8]: Do we need the 2004 distances shown?

E. ~~**Number of Access Points:** Each legal tract of land is entitled to one direct or indirect access point to the public roadway provided that its location and design fulfill the Minimum Corner Clearance and Minimum Sight Distance requirements of this regulation. For tracts of land with frontage greater than 500 ft, an additional access point may be allowed as determined by the Highway Administrator.~~

FK. **Non-Conforming Access Points:** Any access existing prior to the date of adoption of this ordinance that does not conform with the standards herein is non-conforming and will be allowed to continue as long as the ~~access or access remains in service and~~ the ~~property and land use it serves is not expanded or discontinued~~ does not change. If the non-conforming access is ~~modified, expanded~~ expanded or the land use served by the non-conforming access is ~~expanded, modified~~, the access must either be eliminated or brought into conformance with the standards within this ordinance. If the non-conforming access or the use or structures of the property served by the non-conforming access ~~are~~ is discontinued for more than one (1) year, use of the access must not be re-established unless approved by the Board of Adjustment.

G. ~~**Spacing of Private Access Points:** Private access points, for any use or zoning district, shall not be located within a turn lane to a public street and must be located on the property to provide adequate corner clearance and minimum sight distance as mentioned in Tables 2 and 3. Minimum spacing between commercial access points and a public street~~

~~connection must conform to the minimum corner clearance requirements in Table 2. A shared access on a common property line or a cross access easement with an adjacent property shall be required for lots with inadequate frontage or to maintain minimum spacing for future development. The cross access easement must be approved by the Board of Adjustment and properly recorded.~~

LH. Consolidation of Existing Access Points: Whenever the use of a parcel of land changes, is subdivided or two or more parcels are assembled under one purpose, plan or use, the existing driveways may be required to consolidate, close or relocate. ~~T~~the preexisting drives shall be removed after the consolidated drive is established.

I. Design of Access Points: ~~The width, grade, curb radii and other design aspects of access points shall conform to the Greene County Design Standards for Public Road Improvements.~~

J. Provision for Turning Lanes and Deceleration/Acceleration Lanes: ~~At those access points where vehicles turning to and from the roadway will affect the capacity of the roadway or create an unacceptable accident risk, the developer shall dedicate sufficient right of way and construct turning lanes or deceleration/acceleration lanes as necessary to maintain the capacity of the roadway and minimize the potential accident risk.~~

MEDIANS:

MK. Approval of Access Points Along State Maintained Routes: A copy of the plans for all access points to be constructed along a state maintained route shall be submitted to the Missouri Department of Transportation for review and approval.

NL. Waiver of Requirements: The Highway Administrator may waive or modify the requirements ~~of this regulation,~~ if it is determined that such action is warranted after all of the above sections of the ordinance have been addressed. ~~given the nature of the individual project.~~