



Title:
Road Access Control

Legal References:
Municipal Government Act:

Policy Category:
Infrastructure and Operations

Cross References:
Servicing Standards for Subdivision and Road Construction

Effective Date: March 30, 2010
Revision Date:

Purpose:

The purpose of the Road Access Control Policy is to provide access control to lands to and from the County's road network. This policy is intended to provide uniformity and consistency for access management for County roads. An access management strategy ensures the safe operation of the existing and proposed County road network. Proper roadway network planning in a development can have significant positive impact on neighbourhood connections, travel directions, and emergency access.

Definitions:

- "Capital Costs" means capital costs as referred to in Section 648 of the *Municipal Government Act*;
- "Council" refers to the Council for Rocky View County;
- "County" refers to Rocky View County;
- "Development" means development as defined in the *Municipal Government Act*;
- "Infrastructure" means such things as roads, water, wastewater, storm water and similar municipal services as may be required;
- "Lands" means the private titled lands in accordance with the *Land Titles Act*, as amended;
- "Long term road network" refers to the network plan periodically presented to and approved by Council.
- "Public Road" means roadways in the provincial road allowance, either developed or undeveloped, with a minimum spacing of 1.6 km (1 mile) or a diversion thereof. Therefore, a public road access is the intersection of a public road and an approach under the County's management, jurisdiction and control;
- "Road Approaches" will be defined as follows:
- Commercial Approach - is a means of access between a County road and a commercial development.
- Industrial Approach - is a means of access between a County road and a parcel of land used by industry (i.e. business park, heavy industry, intensive livestock operation, grain terminal).
- Recreational Approach - is a means of access between a County road and a recreational facility (i.e. campground or a golf course).
- Multi-Parcel Residential (Mutual Approach) - is a private means of access between a County road and a residential subdivision that includes more than one lot.
- Multi-Parcel Residential (Internal Road) - is a public means of access between a County road and a residential subdivision that includes more than one lot.
- Farmstead Approach (Residential Approach) - is a means of access between a County road and a single farmstead or residence.
- Field Approach - is a means of access between a County road and the directly adjacent parcel of land used solely for agricultural purposes.
- Utility Approach - is a means of access between a County road and a utility installation (i.e. microwave tower, pumping station).
- Resource Approach - is a means of access between a County road and a site used for resource exploration (i.e. well site, gravel pit).
- "Road Classifications" will be defined as follows:

Rural Road System

- "Arterial roads" means roads which feed directly into the Provincial highway system and which regularly have traffic volumes of 500 vehicles per day (vpd) or higher.
- "Collector roads" means roads which connect to arterial roads and which typically have traffic volumes

between 200 and 500 vpd.

- “Local roads” means roads which service subdivisions, local residential areas, and rural roads which have average traffic volumes of less than 200 vpd.

Urban Road System - Urban cross-section roads address, through Council approval, the need for high volume roads in County urban-commercial areas and hamlets.

- “Expressway” means roads designed to accommodate heavy (greater than 10,000 vpd) traffic flow between major elements of the regional transportation network.
- “Major Streets” means roads functioning as connectors between major traffic generators and expressways or high volume roads (greater than 500 vpd) and lesser volume local streets, or directly to and from traffic destinations.
- “Collector Streets” means streets used where the daily traffic volumes typically exceed 500 vpd. They collect and distribute traffic to and from major streets and local roads.
- “Local/Residential Streets” means streets that direct access to abutting residential properties and collect and distribute traffic to and from properties and collector streets.
- “Road Connectivity” means the quantity and quality of connections in the road network.
- “Subdivision” means subdivision as defined in the *Municipal Government Act*; and
- “Subdivision Approval” means the date the Council or the Subdivision Appeal Board renders a decision on a subdivision application.

Policy Statements:

1. In high traffic areas, the County will strive to eliminate access points that interrupt the flow of traffic, as determined by the Infrastructure and Operations Department.
2. Subdivision applications will be reviewed to ensure that they do not increase the number of access points to County roads. Care will be taken to protect the ultimate classification requirements of the long term road network.
3. Significant changes in use of existing access to County roads that decrease the effective operation of the roadway will not be permitted.
4. At the time of development or subdivision applications, road construction, major rehabilitation, approvals should be sought to remove all redundant and/or non-compliant means of access.
5. All developments requiring access shall be encouraged to consider multiple road connections to existing and developing road networks. Single-entry developments and communities shall be discouraged.
6. All cul-de-sac roads should consider an all-weather emergency access to an adjoining public road.