

## ACCESS MANAGEMENT

### Chapter 30

#### Town of Gorham

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(History: Adopted by the Gorham Town Bard by Local Law #10-06 effective 11/24/06; this is a new chapter to be added to the Municipal Code)

#### 30.1 INTENT

The intent of this local law is to implement the recommendations of the Access Management Appendix to the Town of Gorham Comprehensive Plan. Specifically, this local law provides requirements and procedures to provide and manage access to properties while preserving the operating efficiency of the roadway system, to improve the safety of motorists and non-motorists, reduce traffic congestion and delay associated with poor access location and design, to coordinate access management with the New York State Department of Transportation (NYSDOT) and Ontario County. This section is also intended to help implement the access management policies of the NYS Route 364 Corridor Access Management Plan.

#### 30.2 APPLICABILITY

This section shall apply to all public arterial, collector and local roadways within the Town limits, and to all properties that abut or have access to these roadways. These standards and procedures herein shall govern the review of all zoning permit, rezoning applications, building permit, variance, special use permit, site plan, and subdivision applications by the Town Board, Zoning Board of Appeals, Planning Board, Building Inspector, and Zoning Officer of the Town of Gorham.

### 30.3 DEFINITIONS

**ACCESS CLASSIFICATION** – A system for assigning the appropriate degree of access control to roadways, based upon roadway function, traffic characteristics, and community development objectives.

**ACCESS MANAGEMENT** – The process of providing and managing access to land development, while preserving the safety and efficiency of travel on the surrounding roadway system.

**ARTERIAL ROADWAY** – Routes that provide service that is relatively continuous and of relatively high traffic volume, long average trip length, high operating speed, and high mobility importance. In addition, every United States (U.S.) numbered highway is an arterial road. Arterial roadways are given the highest capacities since they are designed to carry the greatest amount of through-traffic while generally providing a lower amount of access to adjacent land uses.

**AUTHORITY** – Governmental body having jurisdiction over the roadway.

**COLLECTOR ROADWAY** – Routes that provide service that is of moderately average traffic volume, moderately average trip length, and moderately average operating speed. Such a route also collects and distributes traffic between local roads or arterial roads and serves as a linkage between land access and mobility needs.

**CONNECTION** – Any driveway, street, turnout, or other means of providing for the movement of vehicles to or from the public roadway system. For the purpose of this section, two one-way connections to a property may constitute a single connection.

**CONNECTION SPACING** – The distance between connections, measured from the closest edge of pavement of the first connection to the closest edge of pavement of the second connection along the edge of the traveled way.

**CORNER CLEARANCE** – The distance from an intersection of a public or private road to the nearest connection along the public roadway. The distance is measured from the closest edge of pavement of the intersecting road to the closest edge of the pavement of the connection. The projected future edge of pavement of the intersecting road should be used, where available. See Figure 1 herein.

**CROSS ACCESS** – An easement or service drive providing vehicular access between two or more contiguous sites so that the driver does not need to reenter the public roadway system.

**DIRECTIONAL MEDIAN OPENING** – An opening in a restrictive median that provides for specific traffic movements and physically and psychologically restricts other movements.

**EDGE OF PAVEMENT** – The physical existing edge of a paved road or the future edge. Future edge shall be used for the measurement where the associated capital improvements are within an adopted 5 year capital improvements program.

**FARM ACCESS ROAD** – A private road that serves primarily access needs to a public road for limited or seasonal farm related vehicles and equipment.

**FULL MEDIAN OPENING** – An opening in a restrictive median designed to allow all turning movements to take place from the public road system and the adjacent connection, and which therefore is intended for signalization.

**FUNCTIONAL AREA (OF AN INTERSECTION)** – That area beyond the physical intersection of two roadways that comprises decision and maneuver distance, plus any required vehicle storage length, and is protected through corner clearance standards and connection spacing standards.

**FUNCTIONAL CLASSIFICATION** – A system used to group public roadways into classes according to their purpose in moving vehicles and providing access. See table 5 herein for classification of roads within the Town of Gorham.

**JOINT ACCESS (OR SHARED ACCESS)** – A single connection serving two or more adjoining lots or parcels.

**LOCAL ROAD** – A roadway with the primary function of providing access to adjacent properties and to roadways of a higher functional classification. Routes providing service that is of relatively low average traffic volume, short average trip length or minimal through-traffic movements, and high land access for abutting property. Local roads provide the greatest amount of access to adjacent properties and subdivision streets.

**LOT FRONTAGE** – For the purpose of this local law, the linear portion of property that directly abuts a roadway.

**MEDIAN** – That portion of a highway separating opposing traffic flows, not including center two-way left-turn lanes. Medians can be traversable or nontraversable.

**MEDIAN OPENING** – An opening in a nontraversable median that provides for crossing and turning traffic.

**MINIMUM CONNECTION SPACING** – The minimum allowable distance between conforming connections, measured from the closest edge of the pavement of the first connection to the closest edge of the pavement of the second connection along the edge of the traveled way.

**MINIMUM MEDIAN OPENING SPACING** – The minimum allowable spacing between openings in a restrictive median to allow for crossing the opposite traffic lanes to access property or for crossing the median to travel in the opposite direction (U-turn). The

minimum spacing or distance is measured from centerline to centerline of the openings along the traveled way.

**MINIMUM SIGNAL SPACING** – The minimum spacing or distance between adjacent traffic signals on a public roadway measured from centerline to centerline of the signalized intersections along the traveled way.

**NONCONFORMING ACCESS** – Features of the access system of a property that existed prior to the effective date of this Local Law and that do not conform with the requirements of this Local Law.

**NON-RESTRICTIVE OR TRAVERSABLE MEDIAN** – A median or painted centerline that does not provide a physical barrier between center traffic turning lanes or traffic lanes traveling in opposite directions. This includes highways with continuous center turn lanes and undivided highways.

**OUTPARCEL** – A lot identified on a site plan or subdivision plan that is owned by a party other than the primary owner of the parent property, and is intended to be developed separately from the parent property and/or is intended to be developed for a different use (e.g. a non-residential use vs. residential use).

**PEAK HOUR** – The highest hour of vehicular traffic volume on the adjacent public street network. In some instances, the peak hour of the development is evaluated for access management purposes when the project could create an operational or safety problem on the public road network during an off-peak time for adjacent street traffic.

**REASONABLE ACCESS** – The minimum number of connections, direct or indirect, necessary to provide safe ingress and egress to the public road system based on the roadway classification, the proposed connection(s) and projected roadway traffic volumes, posted speeds, and the type and intensity of the land use.

**RESTRICTIVE OR NONTRAVERSABLE MEDIAN** – The portion of a divided highway physically separating vehicular traffic traveling opposite directions. Restrictive medians include physical barriers that restrict movement of traffic across the median such as a concrete barrier, a raised concrete curb and /or island, and a grass or a swaled median.

**SERVICE ROAD** – A public or private street or road, auxiliary to another public roadway, which has as its purpose the maintenance of local road continuity and provision of access to parcels adjacent to the public roadway. Frontage and reverse frontage/backage roads are classified as service roads.

**STUB-OUT (STUB STREET)** – A portion of a roadway or cross access drive used as an extension to an abutting property that may be developed in the future.

**TEMPORARY ACCESS** – Access that is permitted for use until alternative access becomes available.

**THROAT LENGTH** – The distance parallel to the centerline of a driveway to the first on-site location at which a driver can make a right turn or a left turn. On roadways with curb and gutter, the throat length shall be measured from the face of the curb. On roadways without a curb and gutter, the throat length shall be measured from the edge of the shoulder.

### 30.4 CONNECTION LOCATION STANDARDS

#### A. CONNECTION SPACING

1. Connections under the jurisdiction of the New York State Department of Transportation shall, at a minimum, meet the standards that are outlined in the NYSDOT Policy and Standards for Entrances to State Highways, latest edition, unless waived by the NYSDOT.
2. Connections under the jurisdiction of Ontario County shall, at a minimum, meet the guidelines that are outlined in the Ontario County Highway Access Guidelines, unless waived by the County Commissioner of Public Works.
3. Separation between access connections on all local, collector and arterial roadways within the Town of Gorham shall meet the minimum connection requirements set forth in Table 1 below.

**TABLE 1**  
Minimum Connection Spacing Standards

Posted Speed Limit (mph)	Connection Spacing (ft.)	
	Arterial	Collector & Local
35 or less	245	125
40 to 45	440	245
> 45	660	440

Source: concept based upon TRB Access Management Manual, 2003.

4. Connection spacing shall be measured from the closest edge of the pavement of one connection to the next closest edge of the pavement of the next connection (see Figure 1 below):

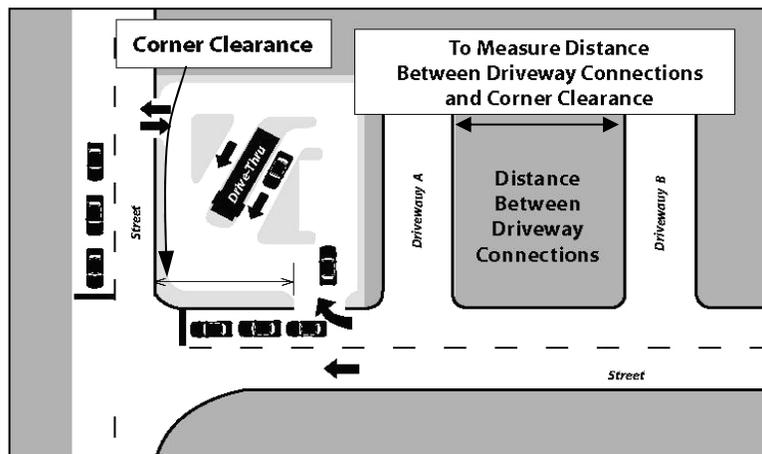


Figure 1  
Corner Clearance and Connection Spacing

5. The minimum lot frontage for all newly created lots on public arterial, collector, and local roadways shall not be less than the applicable minimum connection spacing standards of this section, as defined in Table 1, unless the property is served by an internal road system.

6. Existing individual or assembled lots with less than the required frontage may be permitted individual access where the Town Planning Board determines joint or cross access is infeasible.

7. Adjacent properties under the same ownership shall be considered as a single property for application of connection spacing or for connection permits.

8. Applications for multiple connections for a single development shall conform to the spacing standards of this section, as defined in Table 1. Multiple connections shall be considered by the roadway authority and the Town Planning Board for approval based on the following criteria:

- a. Separation of standard vehicles from heavy trucks or emergency vehicles;
- b. Two one-way connections that in combination serve ingress and egress to the development;
- c. Multiple connections enhance the safety of the abutting roadway and improve the on-site traffic circulation.

9. To reduce turning movement conflicts, access connections on undivided arterial, collector and local roadways should be aligned with those connections across the roadway. If such alignment is not possible, connections on opposite sides of the undivided roadway shall be designed to meet the standards shown in Table 2 to ensure safety in traffic and turning movements:

**TABLE 2**  
Desirable Access Connection Offsets

Posted Speed (mph)	Offset (ft.)
< 35	125
35 to 40	450
> 40	660

10. Access connections on opposite sides of the street not separated by a restrictive median shall be aligned or offset so as to eliminate left-turn overlap conflicts between vehicles traveling in opposite directions.

11. For properties unable to meet the minimum driveway spacing standards and corner clearance standards, a temporary non-conforming driveway may be granted by the Planning Board. The granting of a temporary driveway by the Planning Board shall be conditioned on obtaining a shared driveway, cross-access driveway, or unified parking and circulation with an abutting lot, and closure of the temporary driveway in the future. As a condition of approval for any such temporary driveway, the Planning Board may require a surety in a form and amount acceptable to the Town be filed to guarantee that conforming access be developed in the future and the temporary access be removed.

**B. CONNECTIONS AT INTERSECTIONS**

**1. General**

a. New connections shall not be permitted within the functional area of an intersection, as illustrated in Figure 2, unless:

- 1.) No other reasonable access to the property is available, and
- 2.) The connection does not create a potential safety or operational problem as determined by the roadway authority and Town Planning Board, and
- 3.) A condition is included in the permit that the applicant shall agree to close the access if and when alternative access becomes available that is more consistent with the corner clearance standards for the abutting roadways.

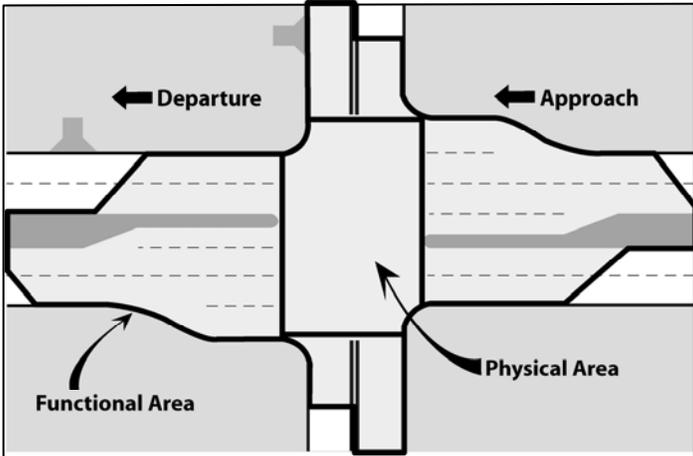


Figure 2  
Functional and Physical Area of the Intersection

b. Where no other alternatives exist, construction of an access connection may be allowed along the property line farthest from the functional area of the roadway intersection as a non- conforming access.

Property access may be restricted to the roadway with the lower functional classification and shall be closed within six months of when any conforming access becomes available.

C. CONNECTION TO LOWER CLASSIFICATION ROADWAY

1. Where property is served by roads of different functional classifications, the roadway authority and Town Planning Board may require the primary access for the property to be on the road with the lower functional classification in order to minimize access and traffic congestion on the primary roadway.
2. Access to through lots shall be required on the street with the lower functional classification as shown in Figure 3. Access onto the higher functional classification roadway may be approved by the roadway authority and Town Planning Board.

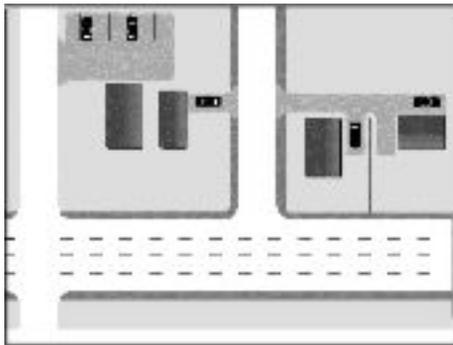


Figure: 3  
Double Frontage Lot Access

D. SERVICE ROADS (Frontage and Reverse Frontage/Backage Roads)

1. Service roads and/or shared access roads may be required by the Town Planning Board on roadways to help mitigate the adverse impact of direct access on roadway safety and efficiency.
2. Parcels that abut service roads must provide a primary connection to the service road. Secondary driveways to the public road system shall be prohibited. In instances where a connection cannot be made to a service road (for example, the planned service road has not yet been constructed to the subject property), a temporary connection to the public road system may be granted by the proper permitting authority (Town, County or State). This temporary connection must be removed within six months from the time that a service road is constructed to or adjacent to the subject property.
3. Service roads shall not access any roadway within the functional area of an existing intersection and shall not create a new access point that violates the connection spacing criteria as defined in Table 1 herein.

4. All service roads, required to be constructed as part of subdivision and site plan review and approval by the Town Planning Board should be constructed to Town standards to ensure their suitability for public access. Service roads may be offered for public dedication, or alternative ownership and maintenance methods may be accepted or required.

E. CROSS ACCESS AND JOINT ACCESS

1. If the connection spacing standards as defined in Table 1 cannot be achieved, then joint use connections and/or cross access easements shall be required.
2. Property owners that provide for joint and cross access may be granted a temporary connection permit, where necessary, to provide reasonable access until such time as the joint use connection and cross access connections are provided with adjacent properties.
3. Within six months after construction of a joint use or cross access connection, property owners utilizing such access shall close and remove any existing temporary connections provided for access in the interim.
4. Applicants for all non-residential developments and redevelopments may be required by the Town Planning Board to use cross access easements and joint use connections to connect adjacent properties in order to reduce curb cuts, to increase the area for parking and landscaping, and to preserve the capacity and safety of the roadway system.
5. Property owners utilizing joint and/or cross access shall record:
  - a. An easement allowing cross access to and from the adjacent properties;
  - b. A joint maintenance agreement defining maintenance responsibility of property owners that share the joint use connection and cross access system.
6. Applicants for new development and/or redevelopment of existing property may be required to construct a paved stub-out to the property line, and to provide a cross access easement in anticipation of a future cross access connection (see Figure 4).

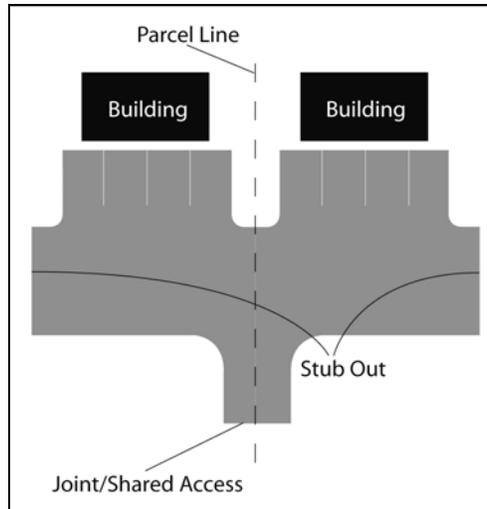


Figure 4  
Cross Access Stub-Outs<sup>1</sup>

7. The design of the cross access corridor or joint connection shall conform to the Town's Engineering Standards. The design shall ensure efficient and safe vehicular operation and pedestrian movements for internal traffic circulation and for traffic mobility on the adjacent roadway.
  - a. Shared driveways and/or cross access driveways shall be of sufficient width (minimum 20 feet) to accommodate two-way travel for automobiles and emergency service and loading vehicles. Wider driveways may be required to serve traffic to major developments or large vehicles.
  - b. Shared driveways, cross access drives, interconnected parking, and private streets constructed to provide access to lots internal to a subdivision shall be recorded as an easement and shall constitute a covenant running with the land. Operating and maintenance agreements for these facilities shall be recorded with the deed
8. Cross access easements are not intended to be publicly maintained. The Town may, however, hold such an easement pending the issuance of such similar easements from the adjoining property owner(s), with the right to transfer such easement to the other affected property owner(s) upon such execution.

#### F. UNIFIED ACCESS

1. In the interest of promoting unified access and circulation systems, development sites under the same ownership or consolidated for the purposes of development and comprised of more than one building site

<sup>1</sup> Graphic depicts commercial buildings accessed from a rear access or backage road, so that the parking is behind the building from the main public road as required by the Town.

shall be considered unified parcels for purposes of this section. This shall also apply to phased development plans and master developments such as Planned Unit Developments that contain a mix of land uses. Accordingly, the following requirements shall apply:

- a. The number of connections permitted shall be the minimum number necessary to provide reasonable access to the overall site and not the maximum available for that frontage.
- b. All easements and agreements required under Section 4.E (Cross Access and Joint Access) shall be provided.
- c. Access to out parcels shall be internalized using the shared circulation system (see Figure 5 herein). Internal connections (vehicular and non-vehicular) shall be made between different land uses within a master or planned development. The shared internal circulation system shall be designed to avoid excessive movement across parking aisles or queuing across surrounding parking and driving aisles and shall encourage pedestrian and bicyclist safety.

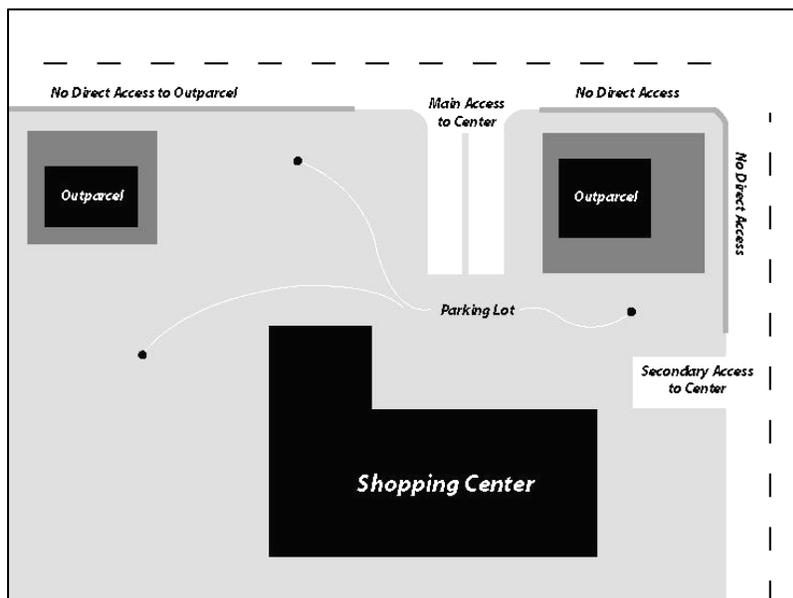


Figure 5  
Internalized Access to Out Parcels

- d. Where abutting properties are in different ownership and not part of an overall development plan, cooperation among the various owners in development of a unified access and circulation system is encouraged; this includes pedestrian connections. Only the building site(s) under consideration for development approval shall be subject to the requirements of this section. Abutting properties shall not be required to provide unified access and circulation until they are developed or are redeveloped.

- e. Access to an out parcel shall be appropriately designed and marked with pavement markings, signage, and similar appropriate guidance to maximize the efficiency of the internal traffic circulation.
- f. An adequately demarcated pedestrian pathway shall provide a safe route for pedestrians between the out parcel and the primary development.
- g. Out parcels for land uses with connection volumes exceeding 100 peak hour trips may be considered for a single right-in access point. This access shall not be within the functional area of an existing intersection. The roadway authority shall determine whether or not the proposed right-in access point is appropriate, based upon the roadway characteristics, relevant traffic data, and the existing and proposed land use(s).

### 30.5. CONNECTION DESIGN STANDARDS

#### A. GENERAL

1. All connections for access to their respective roadways shall be designed in accordance with the NYSDOT, Ontario County, and Town of Gorham specifications and these access management requirements.
2. Access connections should be limited to one access per parcel or less (e.g. shared access) or to contiguous parcels under the same ownership, in accordance with the access management requirements contained herewith.
3. Connections shall not be designed to require vehicles to back out directly onto the abutting roadway except for driveways serving single family detached or two-family dwellings on individual lots.
4. Connections for farm access roads shall maintain safe travel and operation on a public road, but such connections are not subject to these access management requirements. The farm access road shall comply with these requirements, if the intent of the farm access road is to provide access to developed lands in the future.
5. Where the roadway is undivided or where there is no signal control, and when existing or projected connection volumes exceed 75 vehicles in the peak hour or 500 vehicles per day, a 3-lane connection (see Figure 6 herein) may be required.

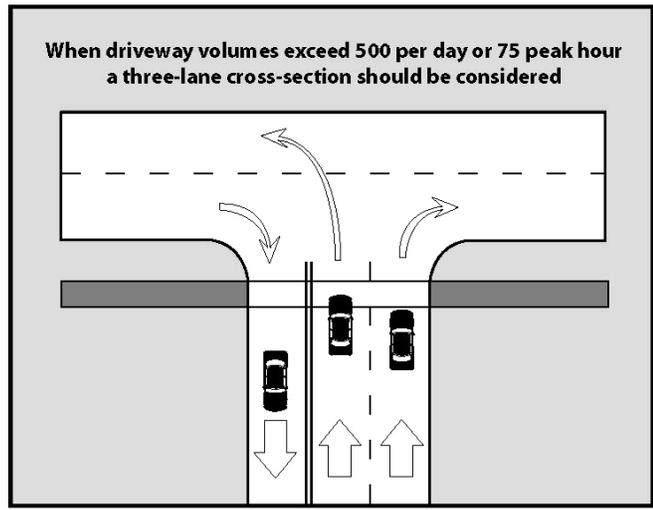


Figure 6  
Large Volume Connection Diagram

B. THROAT LENGTH

1. The minimum throat length for unsignalized driveway connections to arterial, collector and local roadways shall, at a minimum, meet the following standards shown in Table 3 and Figure 7 below.

TABLE 3  
Connection Throat Length – Unsignalized

Connection Peak Hour Volume	Throat Length 1
Up to 50	40/55
51 to 99	75/100
100 or more	150/200

Source: Model Land Development Regulations for Counties and Municipalities, CUTR  
1= 40 / 60 = with/without a separate right-turn lane

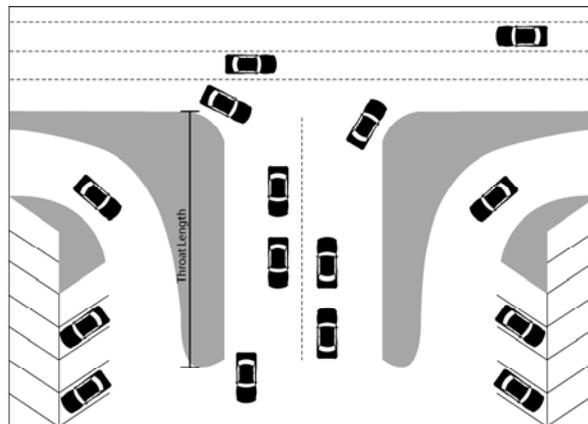


Figure: 7 Measuring Connection Throat Length

2. Connection throat lengths for signalized driveways shall provide sufficient storage to accommodate the projected peak hour queues for vehicles based upon intersection capacity analysis.

C. AUXILARY TURN LANES

1. Exclusive turn lanes for connections required on arterials, collectors and local roadways shall be designed for their respective roadways in accordance with standards and guidelines established by the NYSDOT, Ontario County, the Town of Gorham, and these access management requirements.
2. The need for exclusive turn lanes for connections on arterials, collectors, and local roadways shall be determined using NYSDOT and Ontario County guidelines.
3. The left turn storage lengths and deceleration lengths are required in accordance with the latest American Association of State Highway and Transportation Officials (AASHTO), NYSDOT, and Ontario County requirements.
4. Queue (storage) and taper plus deceleration lane lengths for right turn lanes shall, at a minimum, meet the standards set forth in Table 4. See also Figure 8.

TABLE 4  
Right Turn Lane Taper and Storage

Posted Speed (mph)	Taper & Deceleration Length (TL)(ft.)	Storage Lane Length (SL) (ft.)	
		Stop Condition	Free Right
35	145	105	80
40	155	135	110
45	185	165	140
50	240	195	170
55	385	210	200

Source: AASHTO Green Book

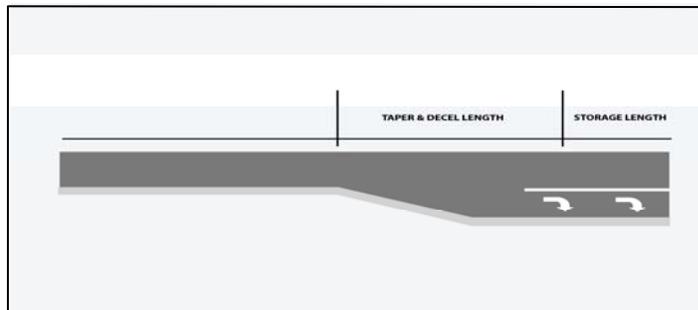


Figure 8: Right Turn Storage and Taper Lanes

5. Continuous right turn lanes shall be prohibited.
6. Turn lane warrant requirements may be modified for a development based on factors identified in a Traffic Study for the development, and approved by the Town of Gorham Planning Board in conjunction with the roadway authority, specifically NYSDOT Regional Traffic Engineer, Ontario County Commissioner of Public Works, or Town Highway Superintendent.

### 30.6 INTERNAL SITE CIRCULATION

- A. Residential developments shall provide internal pedestrian connectivity within the development with special emphasis on access to on-site recreational amenities, trails, clubhouses and open spaces.
- B. The internal road networks for new or redevelopment plans shall include, at a minimum, a mainline internal roadway that maximizes on-site circulation and connectivity with adjacent undeveloped parcels. This provision shall not be interpreted to prevent all use of the cul-de-sac but shall promote internal connections for vehicular traffic to the degree such is reasonable and possible.

### 30.7 DEVIATION FROM CONNECTION STANDARDS

- A. Meeting the standards of this section may not always be possible. Therefore, the following process is available to evaluate requested deviations from the access management and internal traffic circulation standards of this section. In all cases, however, safety for the driving public and pedestrians shall be the primary consideration.
- B. The Town Planning Board may make a determination to modify or waive the requirements for Cross Access and Joint Access, where the characteristics of abutting parcels would make adherence to the standards infeasible. This determination shall be made in consultation with the roadway authority.
- C. Deviations of up to 10% of the connection standards in this section are considered Minor Deviations. The Town Planning Board may grant such deviations based on roadway characteristics, land use, traffic operations, and safety.
- D. Except where otherwise provided for in this section for determination by the Town Planning Board, other requests for deviations are considered Major Deviations and shall be considered by the roadway authority and the Town Planning Board in accordance with the Town's standards for variances as spelled out in the Town's Zoning Laws.

- E. In addition to the general requirements for a waiver, the applicant for a major deviation from the terms of this section shall provide adequate data and analysis to the roadway authority and Town Planning Board to demonstrate how the proposed alternate access management and/or site circulation plan is equal to or better than the relevant required access management and internal circulation provisions of this section. Applicants for major deviations from access spacing standards shall submit an access management plan to the roadway authority and Town Planning Board as follows:
1. Encompasses a study area that includes the length of the property frontage on all abutting roadways, plus the distance established by access spacing standards on either side of the property lines, and the corresponding area on the opposite side of undivided roadways.
  2. Addresses existing and future access for study area properties.
  3. Evaluates operational and safety impacts of the proposed plan versus impacts of adherence to adopted standards.
  4. Includes all improvements and recommendations necessary to implement the proposed plan.

### 30.8 WAIVERS

- A. Waivers from the requirements and standards of this local law shall only be granted by the Planning Board of the Town of Gorham, and shall involve a subdivision or site plan review. If an application that was not otherwise subject to site plan or subdivision review by the Planning Board is made that involves a waiver from this Local Law, then subdivision or site plan review by the Planning Board shall be required.
- B. The granting of a waiver shall be in harmony with the purpose and intent of this Local Law and shall not be considered until every reasonable option for meeting the provisions of this Local Law is explored.
- C. Applicants for a waiver should demonstrate unique or special conditions that make strict application of the provision of this Local Law impractical. This shall include a showing that:
1. indirect or restricted access cannot be obtained, and there is no reasonable expectation that such access may be able to be obtained in the future,
  2. no reasonable engineering or construction solution can be applied to mitigate the condition, and
  3. no alternative access is available from a road with a lower functional classification than the primary road.

- D. Under no circumstances shall a waiver be granted unless not granting the waiver would deny all reasonable access, endanger public health, welfare, or safety, or cause an exceptional and undue hardship on the applicant. No waiver shall be granted where such hardship is self-created.

### 30.9 SPECIAL STANDARDS FOR ARTERIAL ROADS, STATE RT 364, AND COUNTY ROAD 1

#### A. Number of Driveways

Access to State Rt 364 and arterial roadways as designated in Section 11 (Functional Classification of Roads) should be limited to one access per parcel or less (e.g. shared access), or to contiguous parcels under the same ownership, in accordance with the access management plan and this local law. More than one driveway may be permitted if the additional access satisfies the minimum access spacing requirements set forth in this Local Law, and it does not degrade traffic operations and safety on State or local roads; and

1. for parcels with arterial frontage of at least 300 feet, an additional access may be allowed for each 300 feet of frontage thereafter, provided that these driveways meet the standards for Driveway Spacing and Location, and
2. where parcels have dual frontage on both a local (side) street and State Rt 364, access shall be provided from the secondary road and the additional driveway/s will improve the safe and efficient movement of traffic between the parcel, adjacent parcels, and the road.

#### B. Driveway Design

Alternative access shall be encouraged. One or more of the following may apply:

1. Reverse Frontage (Backage) Roads: Backage drives shall be encouraged, especially for locations where connection to a side street is available. In addition to access along the backage road, direct connection/s to the arterial street may be allowed, provided that the access meets the requirements for Number of Driveways and Driveway Spacing and Location.
2. Frontage Roads: Frontage drives may also be used, especially for locations where connection to a side street is available. In addition to access along the frontage road, direct connection/s to the arterial street may be allowed, provided that the access meets the requirements for Number of Driveways and Driveway Spacing and Location.
3. In areas where frontage roads or backage roads are recommended, but adjacent properties have not yet developed, the site shall be designed to accommodate a future road designed in accordance with local road

standards. In such instances, the Planning Board may temporarily grant individual parcels a direct connection to the adjacent arterial. This access connection shall be closed at such time as the frontage or backage road is constructed.

C. Changes in Access

1. The Town Planning Board may establish provisions for and require future alteration of the lot layout, the location and design of driveways, parking, and other access features based on phased development, additional development, or a change in use of a lot or development of, or a change in use of an abutting lot.
2. For any change of use of a lot which requires a Town permit or approval and increases usage, the Town Planning Board may:
  - a. require the closure or relocation or consolidation of driveways so as to meet the minimum driveway spacing standard for the new use:
  - b. require shared driveways and cross-access driveways with abutting lots; or,
  - c. require alteration of the lot-layout and parking which allow for the circulation of traffic between abutting properties.

D. Left hand turning lanes

Left-turn lanes on all roads in the Town shall be installed in accordance with this Access Management Local Law, the Access Management Map, and the latest NYSDOT requirements. If a traffic impact study, gap study, etc., performed in accordance with NYSDOT study requirements determines that a left-turn lane is justified at an unspecified and undefined location on the Access Management Plan, the density or intensity of land development shall be limited to a level such that a left-turn lane is not warranted. Under such conditions, further development shall be limited until alternative means of access for future development beyond the warrant threshold can be attained.

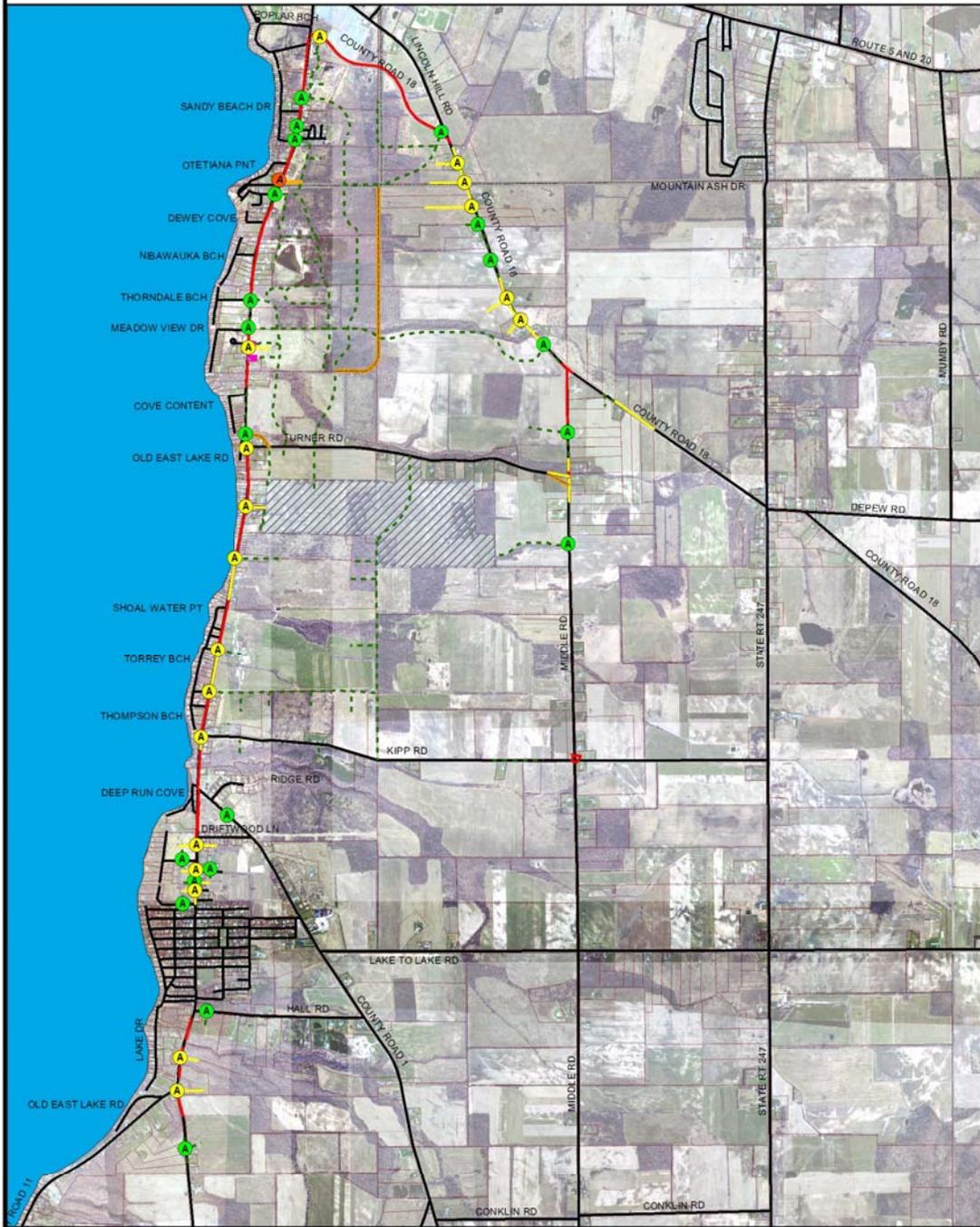
30.10 ACCESS MANAGEMENT MAP

- A. Attached and adopted as part of this Local Law is the Access Management Map on file with the Clerk of this Board. The map indicates:
1. The proposed general locations for future alternative access roads.
  2. A future road network intended to provide vehicular traffic alternative

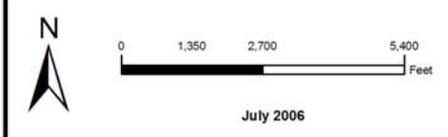
means of travel to State Rt 364. These are intended to guide the Planning Board and applicants in designing new development to provide road rights of ways in across subject properties to actualize the Access Management Map.

3. The areas along State Rt 364 and other public roads where left hand turn lanes can be accommodated, and where future road intersections can be safely provided.
- B. The Town may update and expand this map based upon future studies and to encompass additional areas of the Town.

# Town of Gorham Access Management Plan Map



- |                               |                                   |   |                  |
|-------------------------------|-----------------------------------|---|------------------|
| Restricted Access Zone        | Optional (Preferred) Subcollector | Potential Access Point with Turn Lane Option    | Town Boundary    |
| Temp Access                   | county_tax_parcel                 | Potential Access Point without Turn Lane Option | Existing Roadway |
| Subcollector Network - Future | Cul de Sac Ped Passthrough        | Potential Access Point - Temporary              |                  |



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PC

### 30.11 FUNCTIONAL CLASSIFICATION OF ROADS

Table 5 indicates the functional classification of all roads in the Town of Gorham. All roads not listed are classified as Rural Local or Local roads.

Table 5  
Functional Classification of Roads

Jurisdiction	Route No.	Functional Classification	Notes
State	364	Urban Collector	from north Town line to junction of County Road 11
		Rural Major Collector	from County Road 11 to south Town line
State	245	Rural Minor Arterial	from County Road 18 west to the village of Rushville
State	247	Rural Minor Collector	from County Road 18 south to State Rt 245 intersection
County	1	Rural Major Collector	
County	11	Urban Collector	from State Rt 364 to Longpoint
		Rural Minor Collector	from Longpoint to south Town line
County	17	Rural Local	
County	18	Rural Minor Collector	from State Rt 245 to State Rt 247
		Rural Minor Arterial	from State Rt 247 to State Rt 364
County	24	Rural Minor Collector	from County Road 29 Intersection South to Town line
		Local	from State Rt 245 Intersection to County Road 29 intersection
County	29	Rural Minor Collector	

Section 2. If any clause, sentence, paragraph, section or part of this local law shall be adjudged by any court of competent jurisdiction to be invalid, such judgment shall not affect, impair or invalidate the remainder thereof, but shall be confined in its operation to the clause, sentence, paragraph, section or part thereof directly involved in the controversy in which such judgment shall have been ordered.

Section 3. This local law shall take effect immediately upon filing with the Secretary of State. (filed 11/24/06)