MEMO

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DATE	December 3, 2024
TO	City of Ramsey
CC	Chris Anderson, Senior Planner
FROM	Eric Luth and Zeke Peters
RE	Driveway Spacing Concerns

The City of Ramsey and Anoka County have expressed comments regarding the driveway spacing shown on the proposed preliminary plat for "Emerald Estates" located on the following parcels:

PID #:

- 05-32-25-11-0001
- 04-32-25-22-0001

The concerns address the access onto 181st Ave NW or County Road 64. The current plans show 13 driveways that are at least 100 feet apart, accessing County Road 64 for the planned 13 lots.

Neither Anoka County or the City of Ramsey have specific requirements for driveway spacing, and we have deferred to the recommendations made by MnDOT in their Access Management Manual. For the roadway classification and use of the properties, County Road 64, with residential uses, is identified as a Type 2 rural road use. This, along with the posted speed limit of 55 MPH indicate that driveways should be at least 100 feet apart (See Attachment A)

The plans, as provided, comply with this suggestion, and in some cases, exceed the 100-foot suggestion. While alternatives have been suggested, we feel that the access as shown is the most appropriate for not only safety, but environmental concern and use of the planned lots.

Each home will be built custom and to order, meaning exact placement of the homes on the lots is not determined at this time, only that they will follow access requirements and zoning standards at time of permitting.

With this, the other suggestions are addressed as follows:

1. Turnarounds should be supplied to prevent vehicles from backing out onto County Road 64.
    a. Covenant restrictions will be added to each planned lot, requiring a driveway turnaround to be supplied to discourage vehicles from backing onto County Road 64.

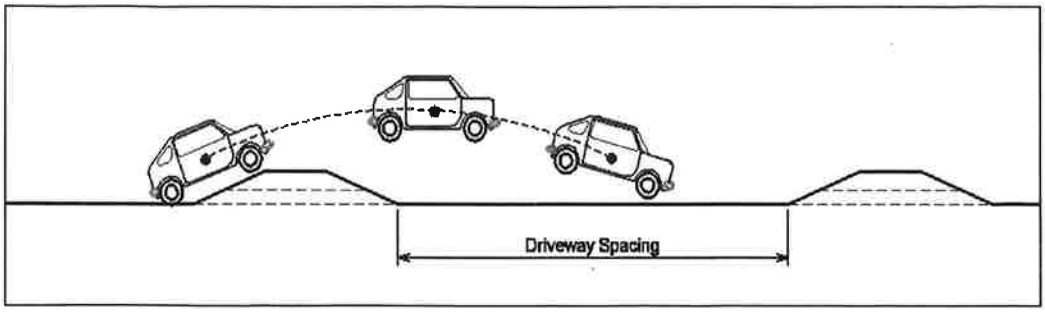
2. Shared driveways to reduce the number of access points along the projects.
    a. Shared driveways would reduce the total number of conflict points, but they would increase the amount of traffic at each point and increase the amount of backup and safety conflicts they are meant to address. Shared driveways mean more people may need to use the same space at the same time versus individual driveways. We feel this would decrease the overall safety for access to the lots.

3. A shared drive through the property to consolidate driveways even further.
    a. This idea creates an even larger conflict area with more traffic and access needs, meaning further road improvements may be necessary along the Country Road. This would increase overall conflict between drivers and homeowners trying to access their shared driveway if any backups or overparking occurs on one individual lot.
    b. This idea would also create additional wetland and woodland impacts if additional shared driveway space is brought through the entire lot.

Overall, we feel that the presented preliminary plat shows a complainant plan that not only is the safest option given the current state of County Road 64 but also preserves the most wooded areas and reduces wetland impacts. Our intention with this development is to have as little impact on the existing natural features and maintain a rural feel along a County Road.

ENCL: Attachment A- MnDOT Access Management Manual pgs. 30-31

Figure 3.26: Rural Driveway Spacing



- In rural areas (Subcategories AF and A), the spacing between low-volume (Types 1 and 2) driveways should provide a safe landing area for errant vehicles. Figure 3.27 lists the spacing needed to provide an adequate and safe landing area. The spacing is applicable for the following:
    - For two driveways serving the same parcel or adjacent parcels; and,
    - For two driveways on the same side of the highway.
- In rural and urban/urbanizing areas (Subcategories AF, A and B), the spacing between high-volume (Type 3) driveways should provide adequate stopping sight distance for the posted speed of the highway, as shown in Figure 3.27. This spacing is applicable for the following:
    - For two driveways serving the same parcel or adjacent parcels; and,
    - For two driveways on the same side of a highway or on opposing sides of an undivided highway.
- In urban core areas (Subcategory C), highway speeds are generally low and parcels are generally small. Using the Spacing between Adjacent Driveways as the basis for the spacing of adjacent driveways generally is not practical.

Figure 3.27: Spacing between Adjacent Driveways

Posted Speed Limit (mph)	Rural (Types 1 & 2) Spacing between Adjacent Driveways (feet) [2][4]	Rural & Urban/Urbanizing (Type 3) Spacing between Adjacent Driveways (feet) [1][2][3]
40	--	305
45	50	360
50	75	425
55	100	495
60	100	570
65	--	645

(1) The Spacing between Adjacent High-Volume Driveways is based on the Stopping Sight Distance described in the AASHTO Green Book 2001 and the Mn/DOT Road Design Manual, Table 2-5.09A, but uses the posted speed of the highway instead of the design speed.

(2) The values shown in this table may be superceded to avoid the functional area (see Section 3.4.4) of adjacent intersections and driveways, or to accommodate turn lanes for the proposed access.

(3) The spacing between adjacent driveways is based on a level roadway without any horizontal curvature. In areas with vertical and horizontal curves, additional distance may be needed.

(4) Spacing based on the Texas Transportation Institute "Safety of Driveways in Close Proximity to Each Other." The spacing was modeled for speeds between 45 mph and 60 mph. No data is available for posted speeds below 45 mph or above 60 mph.

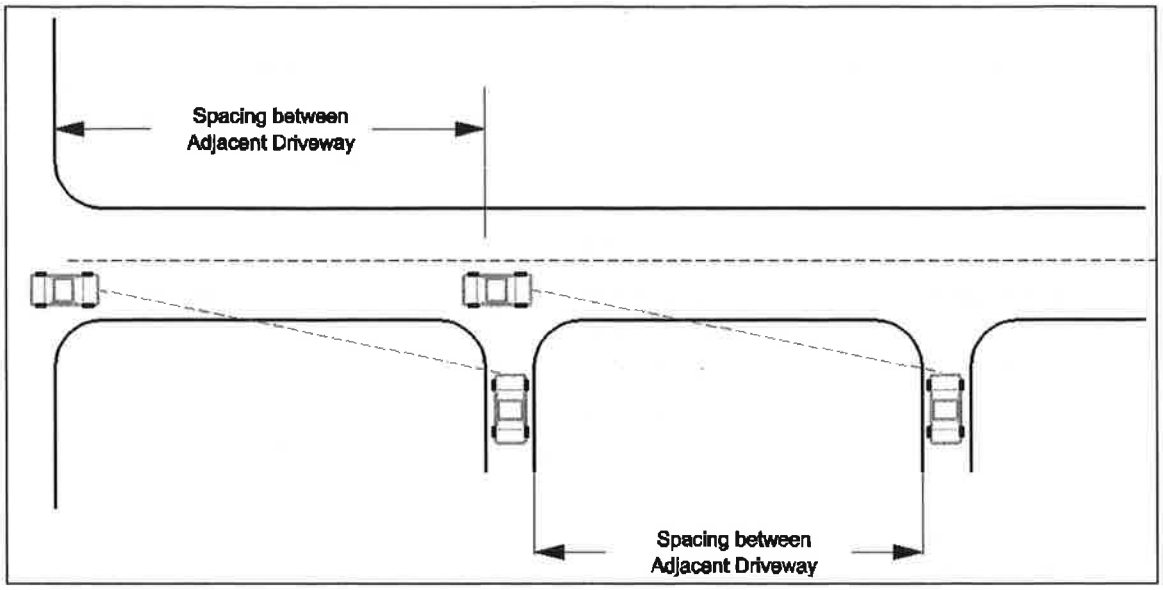
Type 1- Field Access
Type 2- Residential / Farm
Type 3- Commercial / Business

3.4.3 Spacing between Driveways

Definitions

The **Spacing between Driveways** is the spacing between adjacent driveways as measured from the near edges of each driveway (see Figure 3.25). The driveways may be on the same side of the highway or on opposing sides of the highway.

Figure 3.25: Spacing between Adjacent Driveways



Guidance and Examples

The spacing between two driveways affects the safety and operations of a highway differently, depending on the design of the driveway and the volume of traffic using the driveway.

- The spacing of high-volume (Type 3) driveways along a high-speed highway has the potential to affect the safety and operations of the highway. The potential impact occurs when vehicles queuing at one driveway block the sight distance at an adjacent driveway. This generally is a concern only at high-volume driveways where vehicle queuing may take place. At low-volume (Types 1 and 2) driveways, vehicle queuing is unlikely, and the likelihood of vehicles entering the highway from adjacent driveways at the same time is also small. Spacing between high-volume driveways is also important in order to reduce the potential for overlapping right-turn lanes, should two adjacent high-volume driveways require turn lanes.

- The spacing of all types of rural design driveways (Types 1, 2, and 3) has the potential to affect the safety of the highway. The potential impact occurs when a vehicle runs off the road and hits the driveway side slope. To minimize the severity of the crash, all driveways should be designed in accordance with the *Mn/DOT Road Design Manual*. The spacing between the driveways is based on providing a clear landing area beyond a driveway for errant vehicles to safely land if they are launched over a driveway (see Figure 3.26).