**DRAFT: 12072023**

**MEMO: Road/street/access Guidelines**

**Summarized by Tosta from November 28, 2023 PC Work Session**

**PC discussions on access/streets/roads to date have resulted in the following tentative guidelines. Yellow highlights note areas not yet addressed or needing more discussion:**

1. Overarching all street development and maintenance is the understanding that Boulder is a rural community that intends to retain its rural character as outlined in the Boulder General Plan.
2. Rather than using the terminology “streets,” somewhat implying an urban environment, the term “roads” would be more appropriate for the rural character Boulder wants to preserve.
3. While recognizing its rural character, public safety is a primary municipal concern that requires properties (lots) be accessible via emergency equipment (e.g., fire trucks and ambulances, 4WD truck) to protect both property and the public safety of individuals.
4. “Private driveways” will provide access to a single lot. They may be gravel or dirt but must meet specifications for emergency vehicle access (4 WD fire truck).
5. Streets not dedicated to or maintained by the Town and accessing more than one (and up to 8?) lot(s) are called “private streets.”
6. Private streets require a “*street maintenance agreement*” (example:<https://boulder.utah.gov/wp-content/uploads/2022/04/Private-Road-Maint-Agreement_unsigned.pdf>) to be signed by all owners using the street for access to their lots and recorded with the lot.
7. Streets dedicated to and maintained by the Town are called “public streets” and are outlined on the Town map (prepared by Jones and DeMille?) – NOTE: This map must be formally adopted and ideally incorporated into the General Plan.
8. Access requirements in the Utah Wildland-Urban Interface Code will be adopted by reference and used as the general guideline for vehicle access to lots. (e.g., 20 foot width of drivable surface)
9. UDOT guidelines will be adopted where possible and specifically to define “all weather road.”
10. Roads that cross major drainages or areas designated as sensitive will require engineering design to minimize damage.
11. Drainage must be addressed on all roads.
12. Engineering design standards to meet/address the above conditions will be adopted by reference (and included in the application checklist?)
13. Private streets proposed to the Town as dedicated public streets will need to meet additional standards.
14. All lots within a proposed subdivision must have legal access from a public road. Such access may be direct or via a private street or driveway.
15. Subdivisions of more than \_\_ lots require at least two points of access.
16. A table such as shown on the next page from Summit County should be included in Boulder Town ordinances to clarify the nature of different types of streets/roads.

**Table example of “rural roads” from Summit County:**

TABLE 1   RURAL ROAD DESIGN STANDARDS   FOR DEVELOPMENT WITH LOT SIZES OF 5 ACRES OR MORE

|  |  |  |  |
| --- | --- | --- | --- |
|  | **Rural Collector** | **Rural Local** | **Rural Minor** |
|  | **Rural Collector** | **Rural Local** | **Rural Minor** |
| Function | Provides a primary access to and through development from other arterial or collectors and is intended to serve as a primary trafficway | Provides supplemental access to adjoining properties and is secondary to a rural collector; provides limited continuity | Provides supplemental access to adjoining properties and is secondary to a rural local road; provides little continuity |
| Rights of way | 50 feet | 50 feet | 50 feet |
| Pavement width | 24 feet | 20 - 24 feet | 18 - 20 feet |
| Shoulder width | 2 - 4 feet | 2 feet | 2 feet |
| Drainage | Open swale or ditch | Open swale or ditch | Open swale or ditch |
| Design speed | 40 mph | 25 mph | 20 mph |
| The minimum width of a road surface that will be considered for a public dedication is 24 feet. | | | |
| The minimum width of a road right of way that will be considered for public dedication shall be 60 feet. | | | |