

ARTICLE 12. RIGHT-OF-WAY AND ACCESS STANDARDS

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12.1 BLOCKS

A. Block Length

Residential blocks must not exceed 1,000 feet in length, unless otherwise approved by the City Engineer.

B. Block Design

1. The shape of a new block must be generally rectangular, but may vary to conform to natural features, highway and rail rights-of-way, park boundaries, or site constraints. Where blocks curve, they must generally maintain their cardinal orientation over their entire trajectory.
2. New rights-of-way must connect to and extend the existing block network where possible. This requirement does not apply when connections cannot be made because of a natural or man-made barrier, such as existing structures, steep slopes, wetlands and waterbodies, railroad and utility rights-of-way, and parks and dedicated open space.
3. All rights-of-way must terminate at other rights-of-way forming a network. The City Engineer may grant an exception for cul-de-sacs and dead-end streets when they meet the following criteria:
 - a. No connection is available to an existing adjacent subdivision or a natural or man-made barrier, such as a waterway, railroad, limited-access expressway, or unusual topography, exists that prevents connection.
 - b. The cul-de-sac or dead-end street is no more than 600 feet in length, as measured along the centerline from the closest intersection. The length of the cul-de-sac or dead-end street may be more than 600 feet in length if necessitated by topographic and geometric limitations or other circumstances beyond the subdivider's control. Any cul-de-sac or dead end street must be approved by the Executive Director of the MPC.
4. Where adjoining areas are not developed, rights-of-way in new subdivisions should be extended to the project boundary line where feasible to make provision for the future projection of rights-of-way into the adjoining areas.
5. Alleys may be required for new or reconfigured blocks. Where blocks have an existing alley, such alley must be maintained.

12.2 GENERAL RIGHT-OF-WAY STANDARDS

All new construction, reconstruction, and reconfiguration of rights-of-way must comply with this section. This does not apply to limited access expressways. Rights-of-way must be designed in relation to topographic and drainage conditions, public safety, and the development served by the right-of-way.

A. Right-of-Way Construction

1. All right-of-way construction and repair must be in accordance with standards and specifications set forth by the Department of Engineering and Environmental Services and/or the Department of Public Works.
2. Vertical alignment must be in accordance with standards and specifications set forth by the City Engineer.

3. For horizontal alignment, the minimum radius of curvature of streets on the centerline must be as follows:
 - a. Major street: 750 feet
 - b. Collector streets: 200 feet
 - c. Minor streets: 100 feet
4. Unless approved by the City Engineer, all streets must have a centerline tangent of 100 feet between reversed curves.
5. Street grades must conform in general to the terrain and the minimum grade will be based on surface type of the roadway as determined by the City Engineer. Generally, street grades should not be less than 3/10 of 1% nor more than 5% for major street and collector streets and not less than 3/10 of 1% nor more than 10% for minor streets unless steeper grades are permitted by the City Engineer.

B. Access and Intersection Requirements

1. All public and private rights-of-way must be improved as complete streets. A complete street is defined as right-of-way facilities that are designed and operated to enable safe access for all users. Persons with disabilities, pedestrians, bicyclists, motorists, and transit riders are able to safely move along and across a right-of-way designed as a complete street.
2. If a new subdivision involves frontage on a major street, the street layout should be planned to avoid, to the extent possible, any private residential driveways from having direct access to such streets. In such cases, if such access must be provided by means of a frontage road, the centerline of which must be 75 feet from the centerline of the major street right-of-way with motor access at suitably spaced points.
3. Street intersections must be at right angles. If, because of topography or other natural or man-made barriers, an intersection cannot be at right angles, the intersection may use an alternate design that ensures safety.
4. Street jogs with centerline offsets of less than 100 feet will not be permitted except where the intersected street has a divided roadway without a median break at either intersection.

C. Property Line and Curb Radius

1. Curb radii cannot be less than 25 feet and must be increased proportionately where the angle of intersection is less than 50 degrees.
2. These minimums may be increased where the City Engineer finds that larger arcs or radii are necessary for the proper design of the intersection.

D. Clearing and Grubbing

The entire area indicated for public use must be cleared and grubbed as directed by the City Engineer. In the areas designated to be cleared and grubbed, all stumps, roots, brush, and other unsatisfactory materials must be removed to a minimum depth of two feet below the subgrade, then backfilled and compacted with suitable material.

E. Drainage

Proper drainage is the responsibility of the subdivider. Subsurface drainage is required. Green infrastructure designs are encouraged.

F. Utility Installation

Prior to paving of streets or sidewalks, water and sewer mains and services must be in place, or the developer must provide necessary casing for utilities. No pavement may be cut without the approval of the City Engineer. No boring of new pavement is allowed for the installation of new service lines mains or

other facilities unless approved by the City Engineer.

G. Street Lighting

Prior to approval of the final plat, a plan for the installation of streetlights on all new streets within the subdivision must be approved. The street lighting plan must include the type, location, and mounting of all fixtures and poles, and evidence that the system must be designed to yield, at 80% efficiency, a minimum of 0.2 footcandles at the centerline of the street with a uniformity ratio of four to one (average to minimum).

12.3 SIDEWALK DESIGN STANDARDS

- A.** Sidewalks must be provided on both sides of all rights-of-way, with the exception of a rural right-of-way type per Section 12.5. However, sidewalks are not required where one side of the right-of-way is a steep vertical wall, railroad, or other feature to which the public does not require access.
- B.** Sidewalks must be paved with a permanent, fixed, non-slip material.
- C.** Sidewalks are encouraged to be as straight and direct as possible.
- D.** Where sidewalks cross driveways, the sidewalk zone must remain level, with no change in cross-slope.

12.4 BICYCLE LANE DESIGN STANDARDS

Where bicycle lanes are included in right-of-way construction, reconstruction, and reconfiguration projects, appropriate designs include, but are not limited to, the design types of this section. Where installed, bicycle facilities, should be constructed in accordance with the Manual on Uniform Traffic Control (MUTCD) and the Urban Bikeway Design Guide published by the National Association of City Transportation Officials (NACTO).

- A.** Shared: A marking placed in a vehicular travel lane to indicate that a bicyclist may use the full lane. Also called a shared-lane marking.
- B.** Bike Lane: A portion of the roadway that has been designated by striping, signs, and pavement markings for the preferential or exclusive use of bicyclists, typically located adjacent to motor vehicle travel lanes and flowing in the same direction as motor vehicle traffic.
- C.** Buffered Bike Lane: A conventional bicycle lane paired with a designated buffer space separating the bicycle lane from the adjacent motor vehicle travel lane and/or parking lane.
- D.** Contra-Flow Bike Lane: A bicycle lane designed to allow bicyclists to ride in the opposite direction of motor vehicle traffic, typically used to convert a one-way traffic street into a two-way street, one direction being for motor vehicles and bikes, and the other being for bikes only.
- E.** Left-Side Bike Lane: A conventional bike lane placed on the left side of one-way streets or two-way median divided streets.
- F.** Cycle Track: An exclusive bike facility that combines the user experience of a separated path with the on-street infrastructure of a conventional bike lane. A cycle track is physically separated from motor traffic and distinct from the sidewalk.
- G.** Raised Cycle Track: A bicycle facility that is vertically separated from motor vehicle traffic, typically paired with a furnishing zone between the cycle track and motor vehicle travel lane and/or pedestrian area, and allowing for one-way or two-way travel by bicyclists.
- H.** Two-Way Cycle Track: A physically separated cycle track that allows bicycle movement in both directions on one side of the road.

12.5 RIGHT-OF-WAY DIMENSIONS

All rights-of-way must match one of the right-of-way types of this section, which may be modified as needed by the City Engineer to address specific site conditions.

A. Right-of-Way Types

The classifications of rights-of-way are divided into the following:

1. Major streets carry the majority of trips entering and leaving the City of Shreveport, as well as the majority of through movements.
2. Collector streets provide both access to and traffic circulation within residential neighborhoods, commercial and industrial areas. Collector streets differ from major streets in that collector streets enter residential neighborhoods, distributing trips from arterials through the area to destinations. Collector streets also collect traffic from local streets in residential neighborhoods and channel into the arterial system.
3. Minor streets primarily provide direct access to abutting land and access to the higher order street.
4. A frontage road is a secondary road running parallel to a major street or highway that provides access to houses and businesses
5. Alleys are a paved vehicular drive located to the rear of lots providing access to service areas, parking, and outbuildings, and often containing utility easements.
6. Rural roads provide access and circulation through portions of the City that are largely undeveloped or rural in character.

B. Right-of-Way Dimensional Requirements

Minimum dimensions are provided for each right-of-way type. The illustrative examples are also provided to illustrate a potential configuration of a right-of-way type. Variations to these configurations may be approved by the City Engineer and the Director of Water and Sewerage. All dimensions indicated are minimums, unless otherwise noted.

C. Right-of-Way Design Requirements

Figures 12-1 through 12-14 provides right-of-way dimensions. Rights-of-way must be designed and constructed in accordance with the standards of Section 13.5

FIGURE 12-1: MINOR STREET: NEIGHBORHOOD YIELD STREET



MINOR STREET: NEIGHBORHOOD YIELD STREET

Ⓐ	Minimum Right-of-Way Width	49'	Ⓓ	Minimum Parkway Width	6'
Ⓑ	Minimum Travel Lane Width	11'	Ⓔ	Minimum Sidewalk Width	5'
Ⓒ	Minimum Parking Lane Width	7'	Ⓕ	Minimum Maintenance Strip	1'

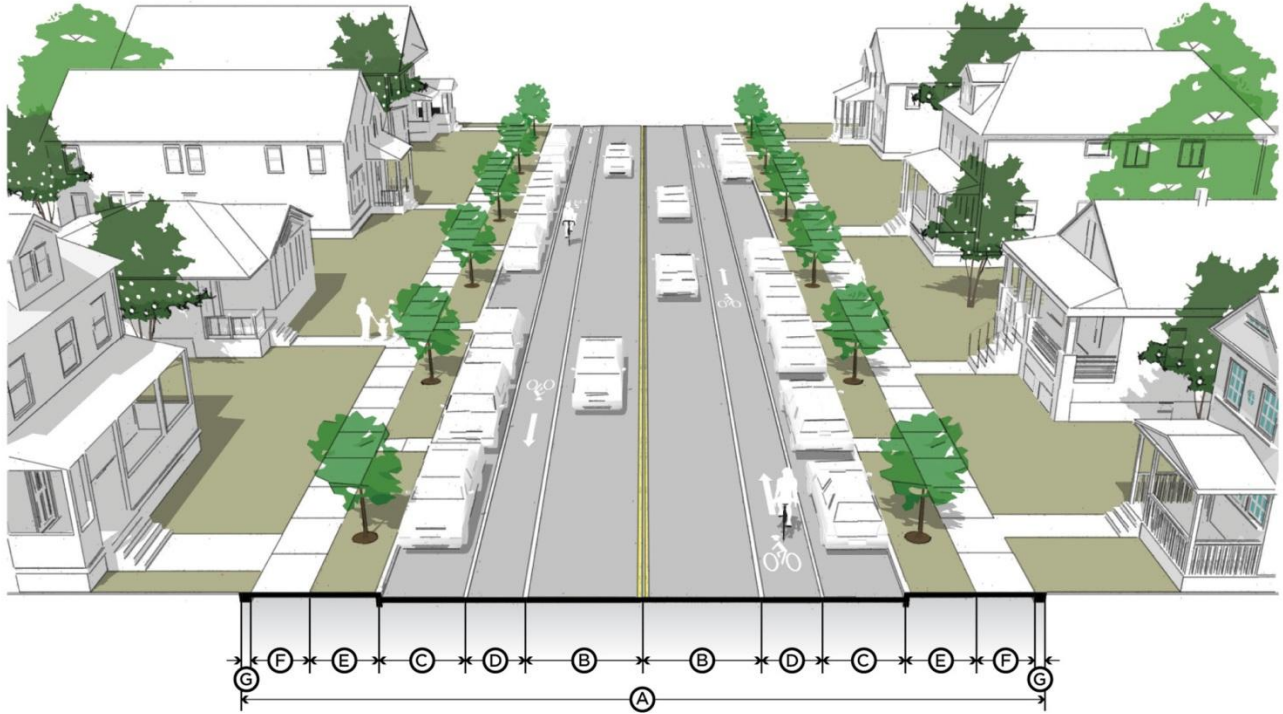
FIGURE 12-2: MINOR STREET: NEIGHBORHOOD TWO-LANE LOCAL STREET



MINOR STREET: NEIGHBORHOOD TWO-LANE LOCAL STREET

(A)	Minimum Right-of-Way Width	58'	(D)	Minimum Parkway Width	6'
(B)	Minimum Travel Lane Width	10'	(E)	Minimum Sidewalk Width	5'
(C)	Minimum Parking Lane Width	7'	(F)	Minimum Maintenance Strip	1'

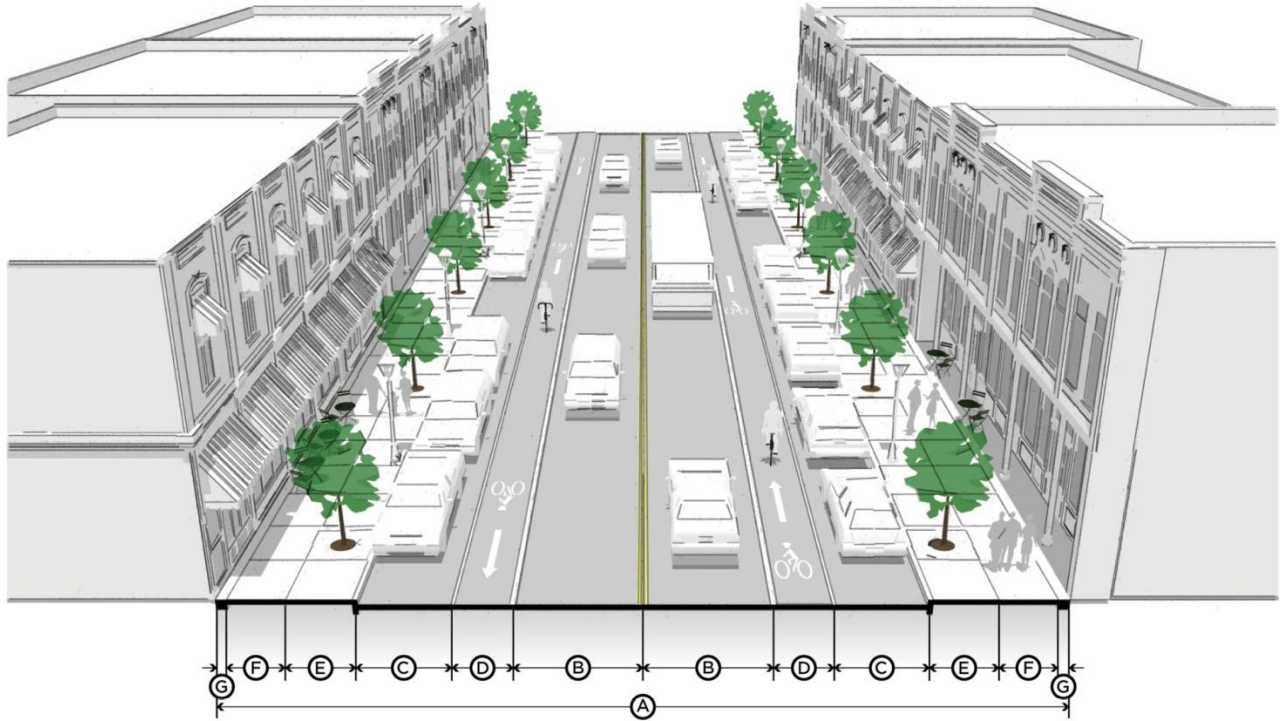
FIGURE 12-3: MINOR STREET: NEIGHBORHOOD TWO-LANE STREET



MINOR STREET: NEIGHBORHOOD TWO-LANE STREET

Ⓐ	Minimum Right-of-Way Width	68'	Ⓔ	Minimum Parkway Width	6'
Ⓑ	Minimum Travel Lane Width	10'	Ⓕ	Minimum Sidewalk Width	5'
Ⓒ	Minimum Parking Lane Width	7'	Ⓖ	Minimum Maintenance Strip	1'
Ⓓ	Minimum Bike Lane Width	5'			

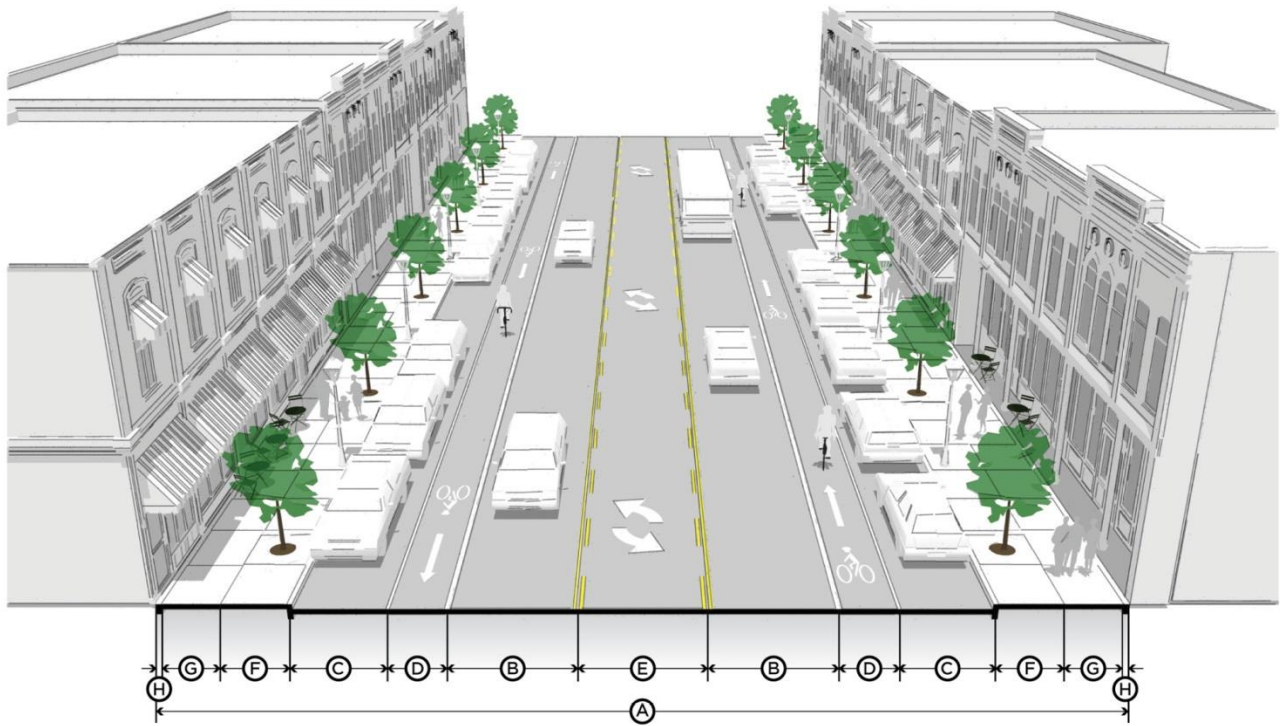
FIGURE 12-4: COLLECTOR: TWO-LANE UNDIVIDED



COLLECTOR: TWO-LANE, UNDIVIDED

(A)	Minimum Right-of-Way Width	72'	(E)	Minimum Parkway Width	6'
(B)	Minimum Travel Lane Width	11'	(F)	Minimum Sidewalk Width	5'
(C)	Minimum Parking Lane Width	8'	(G)	Minimum Maintenance Strip	1'
(D)	Minimum Bike Lane Width	5'			

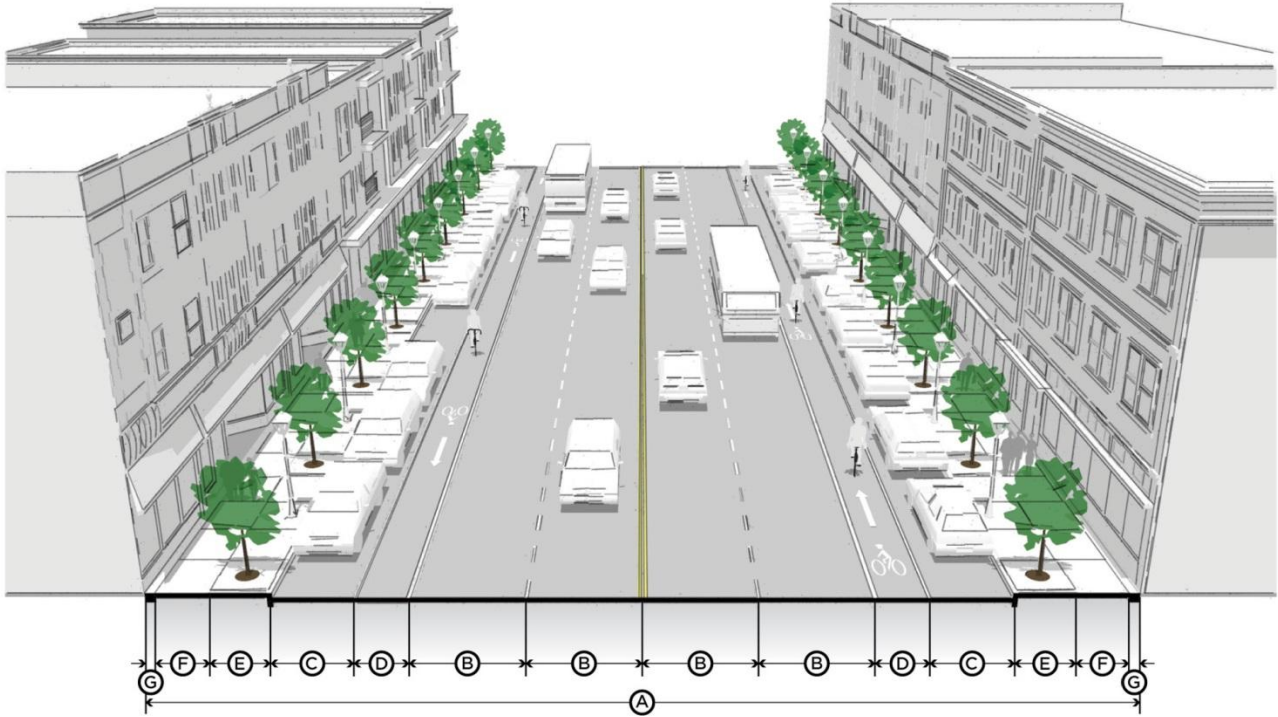
FIGURE 12-5: COLLECTOR: TWO-LANE DIVIDED



COLLECTOR: TWO-LANE, DIVIDED

Ⓐ	Minimum Right-of-Way Width		Ⓔ	Minimum Center Lane Width	
	Median	76'		Median	4'
	Turning Lane	82'		Turning Lane	11'
Ⓑ	Minimum Travel Lane Width	11'	Ⓕ	Minimum Parkway Width	6'
Ⓒ	Minimum Parking Lane Width	8'	Ⓖ	Minimum Sidewalk Width	5'
Ⓓ	Minimum Bike Lane Width	5'	Ⓗ	Minimum Maintenance Strip	1'

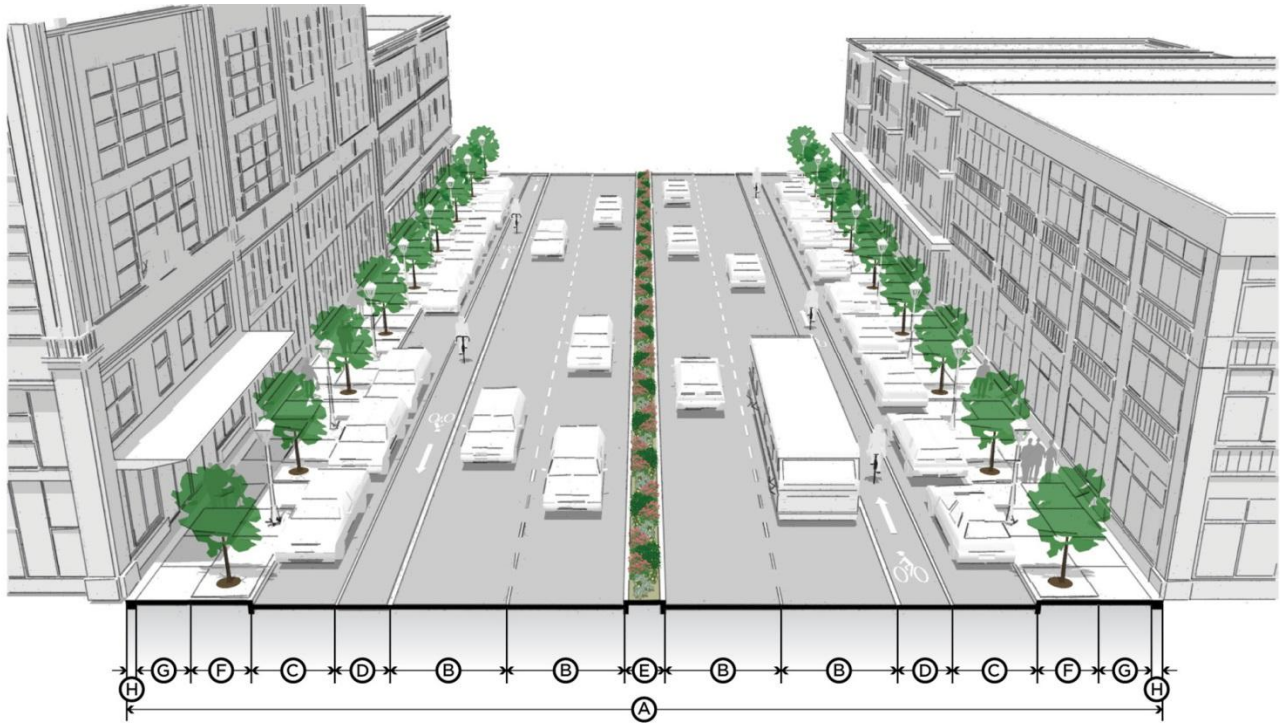
FIGURE 12-6: COLLECTOR: FOUR-LANE UNDIVIDED



COLLECTOR: FOUR-LANE, UNDIVIDED

Ⓐ	Minimum Right-of-Way Width	94'	Ⓔ	Minimum Parkway Width	6'
Ⓑ	Minimum Travel Lane Width	11'	Ⓕ	Minimum Sidewalk Width	5'
Ⓒ	Minimum Parking Lane Width	8'	Ⓖ	Minimum Maintenance Strip	1'
Ⓓ	Minimum Bike Lane Width	5'			

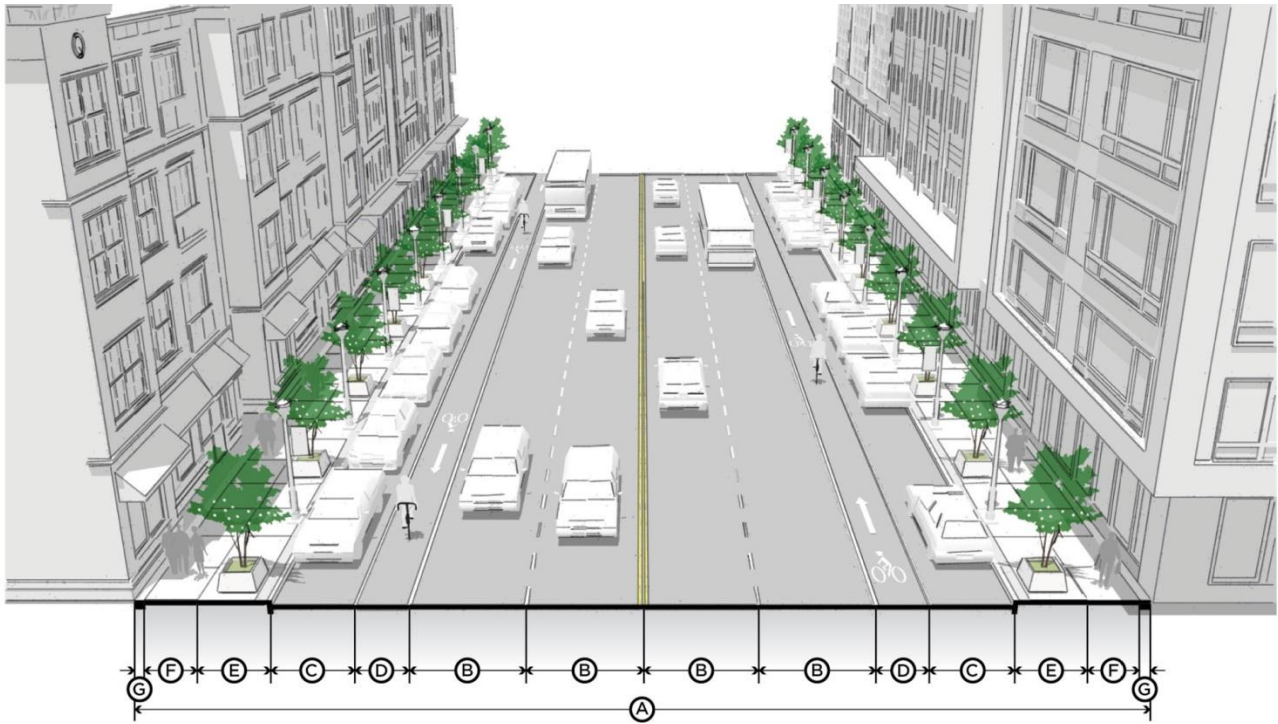
FIGURE 12-7: COLLECTOR: FOUR-LANE DIVIDED



COLLECTOR: FOUR-LANE, DIVIDED

Ⓐ	Minimum Right-of-Way Width		Ⓔ	Minimum Center Lane Width	
	Median	98'		Median	4'
	Turning Lane	105'		Turning Lane	11'
Ⓑ	Minimum Travel Lane Width	11'	Ⓕ	Minimum Parkway Width	6'
Ⓒ	Minimum Parking Lane Width	8'	Ⓖ	Minimum Sidewalk Width	5'
Ⓓ	Minimum Bike Lane Width	5'	Ⓗ	Minimum Maintenance Strip	1'

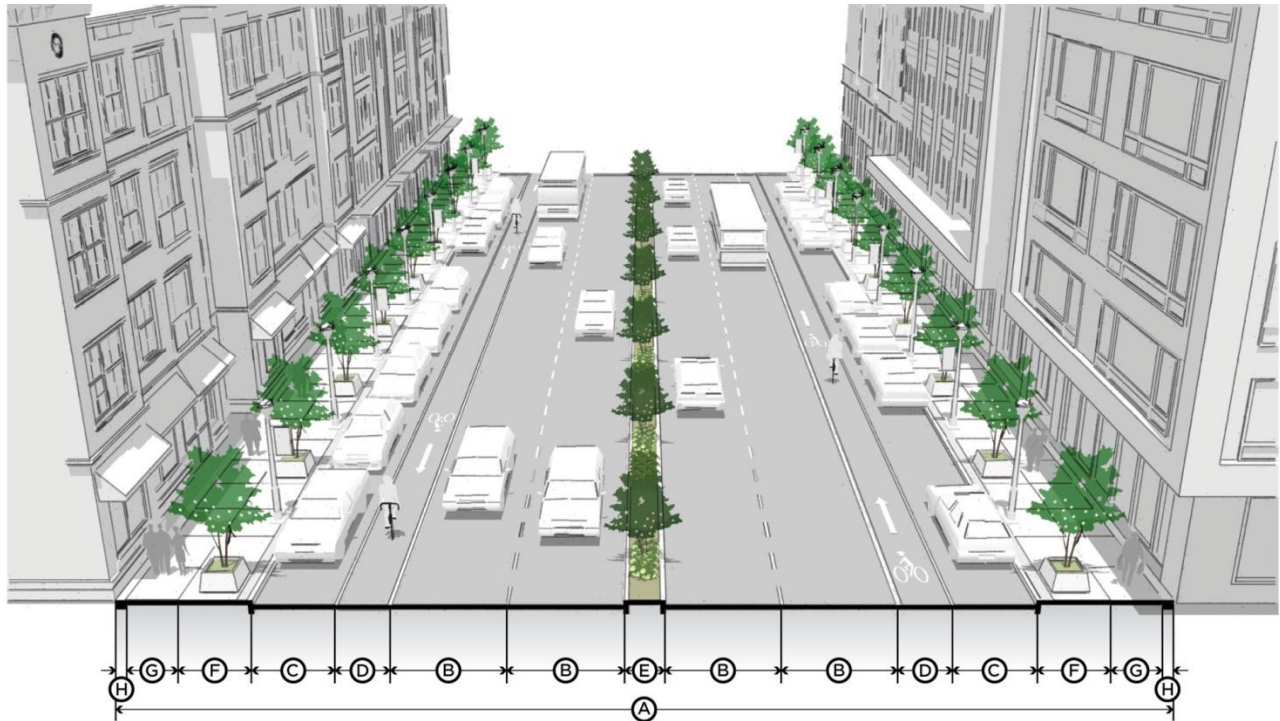
FIGURE 12-8: MAJOR STREET: FOUR-LANE UNDIVIDED



MAJOR STREET: FOUR-LANE, UNDIVIDED

Ⓐ	Minimum Right-of-Way Width	96'	Ⓔ	Minimum Parkway Width	7'
Ⓑ	Minimum Travel Lane Width	11'	Ⓕ	Minimum Sidewalk Width	5'
Ⓒ	Minimum Parking Lane Width	8'	Ⓖ	Minimum Maintenance Strip	1'
Ⓓ	Minimum Bike Lane Width	5'			

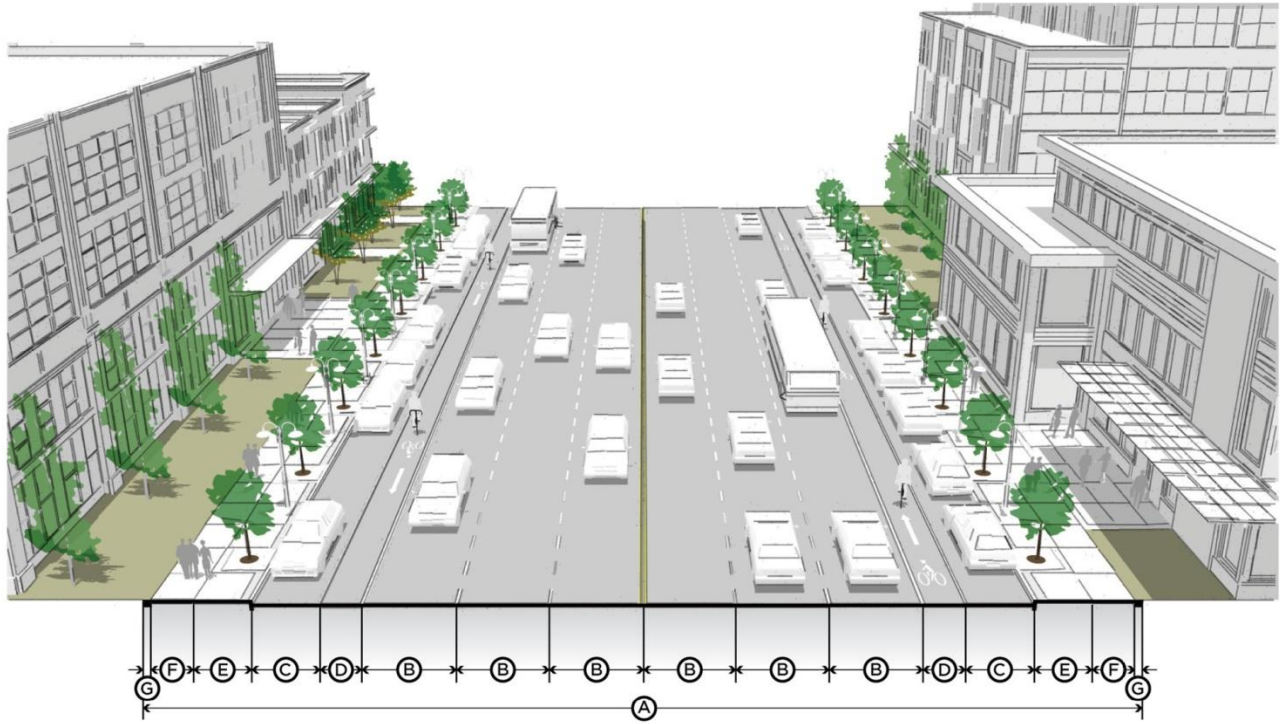
FIGURE 12-9: MAJOR STREET: FOUR-LANE DIVIDED



MAJOR STREET: FOUR-LANE, DIVIDED

Ⓐ	Minimum Right-of-Way Width		Ⓔ	Minimum Center Lane Width	
	Median	100'		Median	4'
	Turning Lane	107'		Turning Lane	11'
Ⓑ	Minimum Travel Lane Width	11'	Ⓕ	Minimum Parkway Width	7'
Ⓒ	Minimum Parking Lane Width	8'	Ⓖ	Minimum Sidewalk Width	5'
Ⓓ	Minimum Bike Lane Width	5'	Ⓗ	Minimum Maintenance Strip	1'

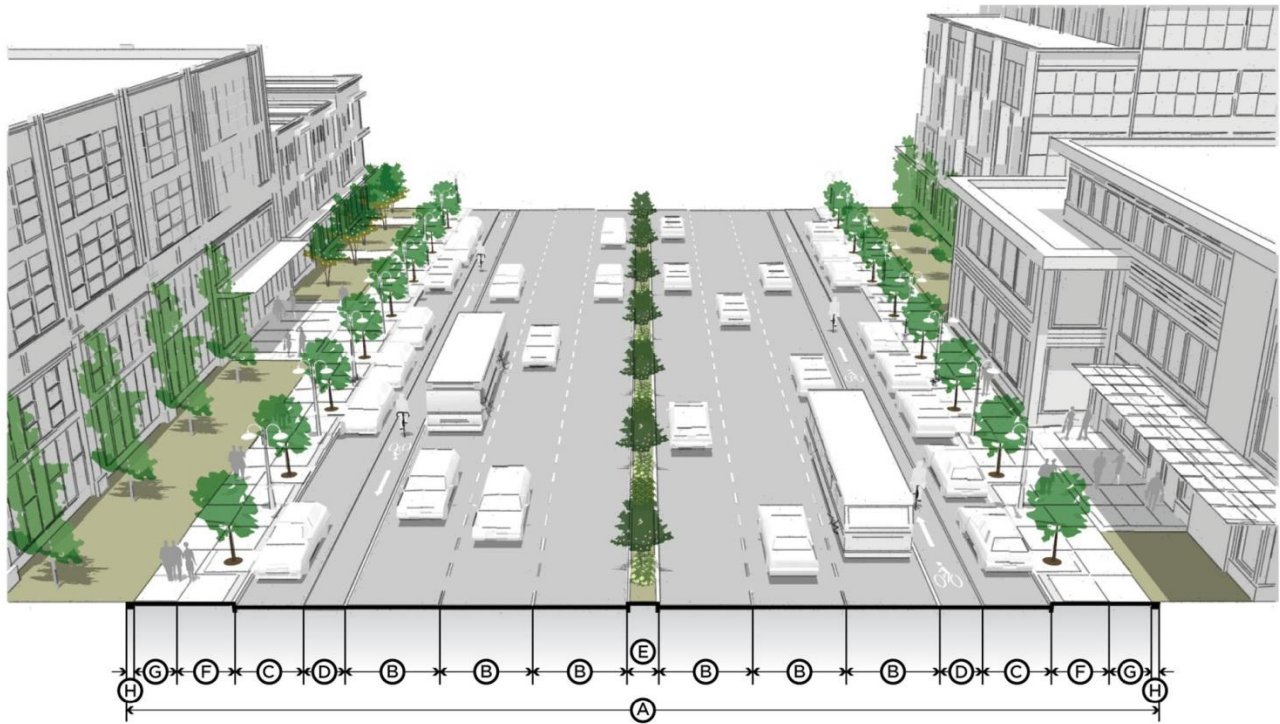
FIGURE 12-10: MAJOR STREET: SIX-LANE UNDIVIDED



MAJOR STREET: SIX-LANE, UNDIVIDED

Ⓐ	Minimum Right-of-Way Width	118'	Ⓔ	Minimum Parkway Width	7'
Ⓑ	Minimum Travel Lane Width	11'	Ⓕ	Minimum Sidewalk Width	5'
Ⓒ	Minimum Parking Lane Width	8'	Ⓖ	Minimum Maintenance Strip	1'
Ⓓ	Minimum Bike Lane Width	5'			

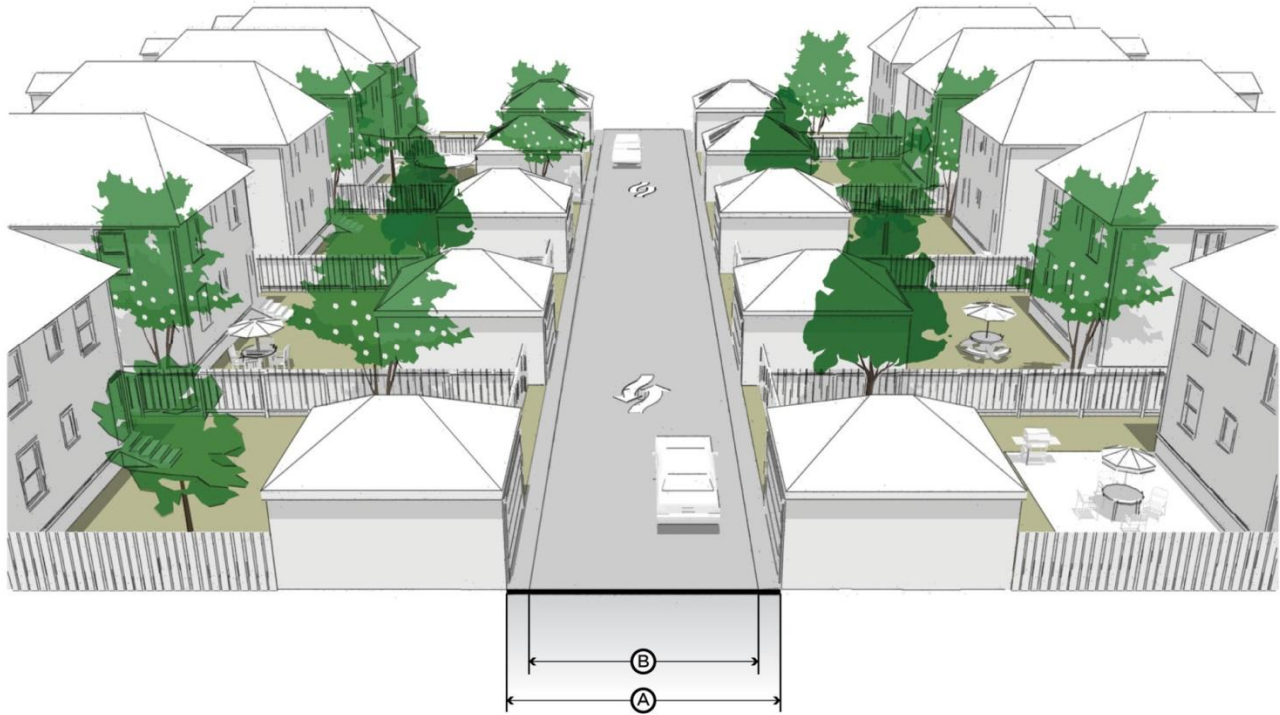
FIGURE 12-11: MAJOR STREET: SIX-LANE DIVIDED



MAJOR STREET: SIX-LANE, DIVIDED

(A)	Minimum Right-of-Way Width		(E)	Minimum Center Lane Width	
	Median	122'		Median	4'
	Turning Lane	129'		Turning Lane	11'
(B)	Minimum Travel Lane Width	11'	(F)	Minimum Parkway Width	7'
(C)	Minimum Parking Lane Width	8'	(G)	Minimum Sidewalk Width	5'
(D)	Minimum Bike Lane Width	5'	(H)	Minimum Maintenance Strip	1'

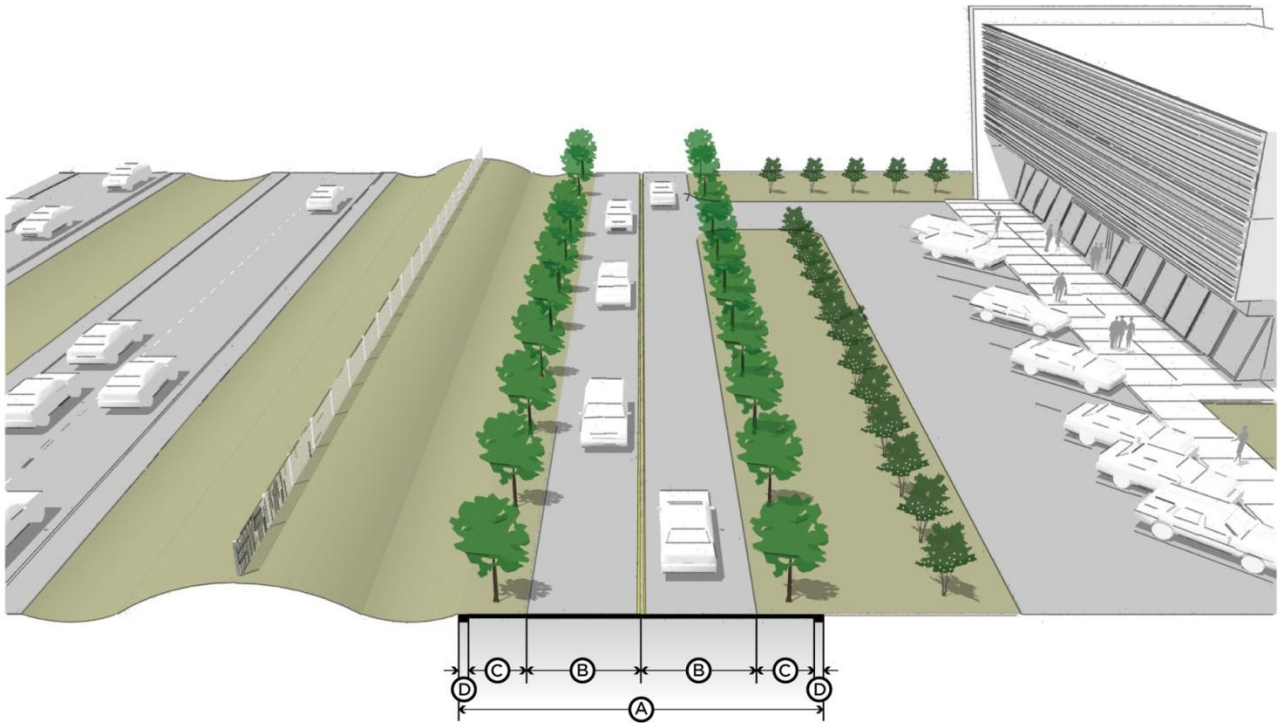
FIGURE 12-12: ALLEY



ALLEY

Ⓐ	Minimum Right-of-Way Width	24'	Ⓑ	Minimum Travel Lane Width	20'
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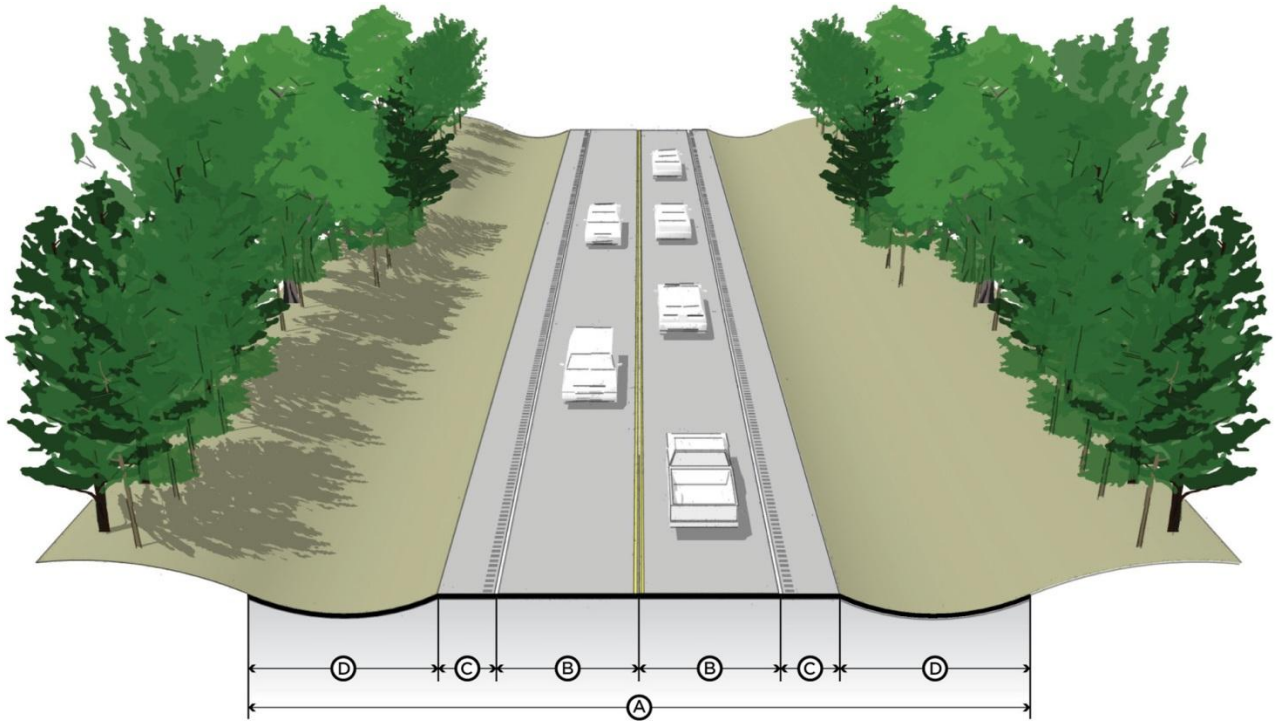
FIGURE 12-13: FRONTAGE ROAD: TWO-LANE



FRONTAGE ROAD: TWO-LANE

Ⓐ	Minimum Right-of-Way Width	38'	Ⓒ	Minimum Parkway Width	6'
Ⓑ	Minimum Travel Lane Width	12'	Ⓓ	Minimum Maintenance Strip	1'

FIGURE 12-14: RURAL ROAD: TWO-LANE



RURAL ROAD: TWO-LANE

Ⓐ	Minimum Right-of-Way Width	66'	Ⓒ	Minimum Shoulder Width	5'
Ⓑ	Minimum Travel Lane Width	12'	Ⓓ	Minimum Drainage Area	16'

12.6 ACCESS ROADWAYS AND DRIVEWAYS TO CITY STREETS

A. U.S. and State-Signed Highways

Any request for direct access to, or within quarter (¼) mile of, a ground-level intersection with a U.S. or Louisiana state highway must comply with Louisiana Department of Transportation and Development (LADOTD) standards. A LADOTD permit is required prior to the issuance of any City permit.

Applicants must contact the LADOTD District 04 Traffic Operations Engineer and the District 04 Permit Specialist for specific instructions, guidance, and applicable standards regarding the permitting process.

B. Traffic Impact Studies

1. A Traffic Impact Study (TIS) shall be required for the following:
 - a. Any new non-residential development with a gross floor area over one hundred thousand (100,000) square feet or with two hundred (200) or more parking spaces;
 - b. Any new multi-family development, including additions to existing multi-family developments, where the total number of dwelling units exceeds one hundred (100) units;
 - c. Any new subdivision, including additions to existing subdivisions, where the total number of lots is fifty (50) or greater;
 - d. Any new use or change of an existing use that is projected to generate more than one hundred (100) peak-hour vehicle trips, based on trip generation estimates in the Institute of Transportation Engineers (ITE) Trip Generation Manual, unless local trip generation data demonstrates a higher trip rate;
 - e. Any development with ingress or egress on a roadway operating at Level of Service (LOS) "D" or lower;
 - f. Any other development at the discretion of the Office of the City Engineer to address special or unique traffic concerns, including but not limited to:
 1. Developments generating a high proportion of heavy truck traffic;
 2. Locations near or within high crash zones;
 3. Developments near schools, hospitals, or other sensitive land uses; or
 4. Any other condition that may pose a risk to public safety.
2. The applicant, or their engineering representative, shall schedule a meeting with the Office of the City Engineer during the conceptual site plan phase of development—prior to submission of any permit application. The purpose of this meeting is to determine whether a Traffic Impact Study is required. Failure to contact the Office of the City Engineer during the conceptual site plan phase may result in delays in the permit review process. A City permit will not be issued until all required traffic review steps are completed.

