

APPENDIX C

ACCESS MANAGEMENT STRATEGY

Ross Island Br. – SE 50th Ave.

Multnomah County
(KEY NO. 10731)

ACCESS MANAGEMENT SUBTEAM MEMBERS

- Sandy Van Bommel – Project Leader
- John Bosket – Region 1 Access Management Engineer
- Loretta Kieffer – District 2B Access Coordinator
- Stacy Codington – Community Affairs Coordinator
- Magnolia Bartley - Roadway Design
- Merle Hill – Region 1 Traffic
- Darlene Rose – Senior RW Liaison

GOALS AND OBJECTIVES

Goals

- To employ access management strategies where possible to enhance safety and efficiency along the highway.
- To remain consistent with determined District Highway function, providing for access along with mobility.
- To support the overall statewide goal to promote movement of goods and services, enhance community livability and support planned development patterns, while recognizing the needs of motor vehicles, transit, pedestrian and bicyclist.

Objectives

- Compile a complete physical inventory of all public and private approaches within the project limits.
- Close all approaches within the project limits that no longer contribute to the current property use and are blocked by a building or other permanent structure, fenced off, chained off, or are no longer a part of the site vehicular circulation. Identification of such approaches shall occur through on-site inspection. Verification of an approach's contribution to the current property use and role in the site vehicular circulation should be obtained through discussions with property owners where possible.

- Identify through investigation all preventable turning crashes within the project limits. Approaches shall be mitigated or closed where a determination is made that such action would improve the safety of the highway by eliminating a reoccurring crash type and such closure or mitigation would continue to allow for adequate access to the properties served. Mitigated approaches shall be issued approach permits if currently unpermitted.
- Unpermitted approaches within the project limits that are impacted by sidewalk reconstruction shall be closed or permitted in accordance with the approval criteria in OAR 734.051. Findings on such approaches shall be documented.
- Conduct access research within the project limits only on those approaches identified under criteria listed above. Access research includes permit information, right-of-way research, or title research on such private accesses.
- Prepare an Access Management Plan developed from the above investigations including actions to be recommended to the Project Development Team for approval.

ACCESS MANAGEMENT STRATEGY

B Street Improvements

**City of Rainier
(KEY NO. 11196)**

ACCESS MANAGEMENT SUBTEAM MEMBERS

- Tom Weatherford (ODOT) – Local Agency Liaison
- John Bosket (ODOT) – Region 1 Access Management Engineer
- Sam Hunaidi (ODOT) – District 2A Assistant District Manager
- Ed Chamberland (W&H Pacific) – Civil Engineer
- Tim Wilson (ODOT) – Senior Planner
- Chad Olsen (City of Rainier) – City Manager
- David Poulson (W&H Pacific) – Civil Engineer
- Wayne Kwong (ODOT) – Senior Right of Way Agent

PROJECT INTENT

The intent of this project is to improve pedestrian facilities on B Street (US30) through downtown Rainier between E. 2nd Street and W. 3rd Street. As such, one element of the project will include construction/reconstruction of sidewalks on both sides of the highway, which will result in the reconstruction of several existing approaches to the highway.

GOALS AND OBJECTIVES

Goals

- To support the overall statewide goal to promote movement of goods and services, enhance community livability and support planned development patterns, while recognizing the needs of motor vehicles, transit, pedestrians and bicyclists.
- To manage access in a manner consistent with the intended Special Transportation Area (STA) designation between E. 3rd Street and W. 3rd Street, limiting direct property access to the highway.
- To manage access in a manner consistent with the Statewide Highway designation outside of the intended Special Transportation Area between E. 3rd Street and W. 3rd Street. For Statewide Highways, the management objective is to provide for safe and efficient, high-speed, continuous flow operation with minimal interruptions through constrained urban areas.
- Promote the Goals and Objectives for the Rainier Downtown STA.

Objectives

- Meet, or at least move in the direction of, ODOT access management spacing standards for STAs wherever possible, while recognizing the needs of existing development. According to the *1999 Oregon Highway Plan* and OAR 734.051, “where driveways are allowed and where land use patterns permit, the minimum spacing for driveways is 175 feet (55 meters) or mid-block if the current city block spacing is less than 350 feet (110 meters).”
- Meet, or at least move in the direction of, ODOT access management spacing standards for Statewide Highways wherever possible, while recognizing the needs of existing development. According to the *1999 Oregon Highway Plan* and OAR 734.051, for a posted speed of 30 mph the spacing standard is 770 feet.
- Combine and consolidate existing accesses to individual properties when practical. Consolidation of existing accesses shall not prohibit the properties from functioning as currently developed.
- Identify through investigation all preventable turning crashes within the project limits over the last five years. Approaches shall be mitigated or closed where a determination is made that such action would improve the safety of the highway by eliminating a reoccurring crash type and such closure or mitigation would continue to allow for adequate access to the properties served. Mitigated approaches shall be issued approach permits if currently unpermitted, unless the approach is grandfathered and mitigation would not nullify the grandfathered status.
- Issue approach permits to all approaches constructed or reconstructed by the project, unless the approach maintains grandfathered status. Permits for approaches that do not meet the spacing standard within the STA shall contain provisions that make the permit revocable at such time as adequate alternate access is made available to the subject property from a local street.
- Issuing of permits for approaches to side-streets that are impacted by the project shall be the responsibility of the City. Side-street approaches impacted by the project may be closed or mitigated at City request where the City has determined them to be unsafe.

Safety Improvement Project on Statewide Highway, Designated Expressway – Rural

Description: Construct left-turn lanes and update intersection geometry to current design standards. The highway is an Expressway (Salmon River) and access controlled. The intersecting roadway is under the jurisdiction of Yamhill County.

Access Management Strategy

The sub-team in conjunction with the Region 2 Access Management Engineer recommends the following access management strategy to the project team for adoption and implementation.

1. There will be no private approaches within the project limits where a property does not have a right of access in an access controlled section of the Salmon River Highway (OR18).
2. There will be no private approaches allowed in the turning radii that will be constructed or improved at the intersection of the Salmon River Highway and Durham Lane.

The Access Management Sub-team and Project Development Team (PDT) adopted the access management strategy at the 05/15/03 project team meeting.

Modernization Project on District Highway – Urban Area

Description: Construct right-turn lane to improve interchange (Woodburn) capacity and operations. Will be eliminating all direct highway access and providing access to surrounding businesses from a backage/frontage road that will be part of the public roadway system.

Access Management Strategy

The sub-team in conjunction with the Region 2 Access Management Engineer recommend the following access management strategy for adoption and implementation.

Within the project limits, close all private approaches, and acquire all access rights to property abutting the north side of the Hillsboro-Silverton Highway.

The Project Development Team (PDT) adopted the access management strategy at the March 25, 2003 project team meeting.

Comment: Enter appropriate date.

This strategy was developed with the purpose of eliminating conflict points within the designated right-turn lane. Alternate access is available to the properties on the north side of OR-214 from a backage/frontage road north of the Evergreen Avenue at OR-214 intersection. The properties currently have access to the frontage road.



Operations Project on a Statewide Highway – Urban Area

Description: Operations project to upgrade traffic signals, signing and striping. On two statewide highways (Oregon Coast and Lower Columbia River) in an urban area. On-street parking and private driveways exist within the signal. Alternate access available to property affected by closure.

Access Management Strategy

The Sub-team in consultation with the Region 2 Access Management Engineer recommended an access management strategy for adoption and implementation. The Project Development Team (PDT) adopted the access management strategy at the October 28, 2002 team meeting. The strategy adopted by the PDT is as follows.

All private approaches and parking shall be eliminated within the physical limits of the intersection defined by the crosswalk striping.

This strategy was developed to address safety and operational issues associated with accesses and parking within signalized intersection locations on the project. Accesses and parking located within the operational area of a signalized intersection increase the potential for conflicts. A review of the signalized intersections within the project limits indicated one intersection met the criteria for private approach road closure – Portway Avenue.