



MEMORANDUM

Date: August 27, 2014

Project #: 13172.7

To: Jacob Graichen, City of St Helens and Naomi Zwerdling, Oregon Department of Transportation

From: Matthew Bell and Chris Brehmer, P.E.

Project: US 30 & Columbia Boulevard/St Helens Street Corridor Master Plan

Subject: Draft Access Management Element

This memorandum summarizes City of St. Helens (City) and Oregon Department of Transportation (ODOT) access management policies and standards related to the US 30 & Columbia Boulevard/St Helens Street Corridor Master Plan. The standards presented in this memorandum were obtained from the City's 2011 Transportation System Plan (TSP), prepared by Kittelison & Associates, Inc. (KAI) in conjunction with the City, Columbia County, and ODOT as well as other adopted City Ordinances.

The access spacing standards adopted by ODOT and the City were considered during development of the project alternatives shown in the *Corridor Design Options and Evaluation Report*. In particular, conceptual median treatments along US 30 were developed in a manner that preserves existing access locations while accommodating future projected queuing needs along US 30.

ODOT Access Management Standards

Oregon Administrative Rule 734, Division 51 establishes procedures, standards, and approval criteria used by ODOT to govern highway approach permitting and access management consistent with Oregon Revised Statutes (ORS), Oregon Administrative Rules (OAR), statewide planning goals, acknowledged comprehensive plans, and the Oregon Highway Plan (OHP). The OHP serves as the policy basis for implementing Division 51 and guides the administration of access management rules, including mitigation and public investment, when required, to ensure highway safety and operations pursuant to this division.

Access management standards for approaches to state highways are based on the classification of the highway and highway designation, type of area, and posted speed. The OHP classifies US 30 as a Statewide Highway and a designated Freight Route. Future developments along US 30 (new development, redevelopment, zone changes, and/or comprehensive plan amendments) will be required to meet the OHP access management policies and standards. Table 1 summarizes ODOT's current access management standards for US 30 per the OHP. It is important to note that the information presented in Table 1 reflects recent updates in ODOT's access management policies and

standards that occurred following the adoption of the TSP. These updates allow for closer spacing along US 30 in areas where posted speeds at less than 50 mph.

Table 1: US 30 Access Spacing Standards

Posted Speed (MPH)	Spacing Standards (Feet) ¹
≤ 25	350
30 and 35	500
40 and 45	800
50	1,100
≥ 55	1,320

¹ These access management spacing standards do not apply to approaches in existence prior to April 1, 2000 except as provided in OAR 734-051-5120(9).

City Roadway Access Standards

Table 2 summarizes the access spacing standards for the City’s roadway network as they relate to new development and redevelopment. It should be noted that the access spacing standards for local streets have been modified from those presented in the City’s Transportation System Plan (City Code Table 17.84.040-2), primarily to provide more flexibility for access along local streets. Minimum and maximum standard widths for private driveways are summarized in Table 3.

Table 2: City Street Access Spacing Standards

Functional Classification	Public Street (feet)	Private Access Drive (feet)
Local Street	150	50 ¹
Collector	300	100
Minor Arterial	350 or block length	200 or mid-block
Major Arterial	350 or block length	350 or block length ²

¹ This standard applies to street-to-drive spacing only. There is no minimum spacing standard for access points (drive-to-drive) on local streets.
² Access standards identified in the *Oregon Highway Plan* supersede this table on all state highways.

Table 3: Private Driveway Width Standards

Land Use	Minimum (Feet)	Maximum (Feet)
Single Family Residential	12	24
Multi-Family Residential	24	30
Commercial	30	40
Industrial	30	40

Application of Access Spacing Standards to Project Alternatives

The segment of US 30 located within the project area currently has multiple access points that do not meet ODOT’s access spacing standards. The *Corridor Design Options and Evaluation Report* preserves

existing access locations to US 30 and does not identify the closure, consolidation, or relocation of any existing private access points.

The potential raised median islands identified along US 30 were conceptually developed and located to ensure continued access to the current public and private access points located along US30 as well as to accommodate projected future queues at key intersections. Further refinement of the specific median design and extent will need to be prepared if and when a detailed median design effort is pursued.

Similar to US 30, the segments of Columbia Boulevard and St Helens Street located within the project area currently have multiple access points that do not meet the City's access spacing standards. As with US 30, the draft corridor plan does not call for the closure, consolidation, or relocation of any existing access points. The *Corridor Design Options and Evaluation Report* was developed in a manner that preserves existing access rights along Columbia Boulevard and St Helens Street. The new sidewalks, curb extensions, street patios, and other amenities were developed to ensure continued access to the properties located along Columbia Boulevard and St Helens Streets.

As private properties redevelop in the future, ODOT and the City development review processes will require review of access spacing with respect to access spacing requirements. The development review process will determine if the potential changes in land use require the consolidation or reconfiguration of existing accesses. ODOT and the City retain the legal authority to close or restrict driveways on an as-needed basis if safety or other conditions warrant. In the interim, many of the existing driveways that do not conform with the access spacing standards may continue to operate acceptably due to: 1) relatively low traffic volumes and travel speeds in many areas, 2) separation of left and right-turn movements at many of city's the major intersections, and 3) the presence of a two-way left-turn lane along US 30 and Columbia Boulevard east of St Helens Street.

NEXT STEPS

The City's access spacing standards should be amended (specifically Table 17.84.040-2) to reflect the revised local street access spacing standards identified by City staff. These changes can be incorporated into the text amendments proposed in conjunction with the overall project.

Future planning and detailed design efforts associated with implementation of the *Corridor Design Options and Evaluation Report* should seek to facilitate access management goals and develop refined plans that support City and ODOT access goals. Potential future modifications to existing access points should move in the direction of meeting, or ideally satisfying, adopted City and ODOT access management standards.