

February 7, 2000

TO: All Holders of the City of Salem Design Standards
EFFECTIVE DATE: March 1, 2000
SUBJECT: **DEVELOPMENT BULLETIN #34**

The following information is distributed as a public service to the Salem development community of engineers, architects, contractors, builders, and developers to make them aware of any changes in the City permit and plan approval process, design standards, or construction standards which may have an impact on their operations:

DESIGN STANDARDS FOR ACCESS MANAGEMENT ON COLLECTORS, ARTERIALS, AND PARKWAYS

PURPOSE: NOTICE OF CHANGE TO DESIGN STANDARDS

As Salem's transportation system grows and becomes more heavily utilized, it is essential to apply a uniform appropriate standard for access on major links. The access management increases safety and capacity of Salem streets.

The standards were developed by our Transportation Engineers and are defined in the attached memo dated January 12, 2000. They were built on the basis of requirements specified in the Appendix of the 1992 Salem Transportation Plan and the Access Management Objectives found in the 1998 Salem Transportation System Plan.

These standards will be applied to projects submitted for approval on or after March 1, 2000.

Please place this bulletin in your "Salem Department of Public Works Design Standards."

For more information, please contact the Public Works Department Permit Application Center at (503) 588-6211 or (503) 588-6292 (TTY).

Robert Reitmajer, PE
Chief Development Services Engineer

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Enclosures:

1. [Memo](#)
2. Index to Development Bulletins

TO: Tim Gerling, Assistant Director
Department of Public Works

THRU: Peter Fernandez, Transportation Services Manager
Department of Public Works

FROM: Lew Garrison, City Traffic Engineer
Department of Public Works

DATE: January 11, 2000

SUBJECT: DEVELOPMENT BULLETIN

We need a Development Bulletin issued to provide documentation for access management requirements to be enacted for development, new or otherwise along the Arterial and Collector street system. Since we do not have the opportunity at this time to develop more thorough criteria, we propose, in the interim, to use as a basis the requirements specified in the Appendix of our 1992 Salem Transportation Plan and the Access Management Objectives found in the Transportation System Management Element of the 1998 Salem Transportation System Plan. Some modifications to those standards have been made.

These standards will apply for the following classification of streets:

PARKWAY

Access

Access spacing along Parkways shall be limited to one-mile intervals for Arterial or Collector street intersections and /or major intersections. A spacing of less than one-mile will only be granted on approval of the Public Works Director. Temporary access for private development may be granted until such time as permanent access from another facility can be established.

Permitted Access Uses

Uses permitted direct access are limited to major public and /or private developments generating traffic volumes of 10,000 or more vehicles per day.

MAJOR and MINOR ARTERIALS

Access

Access spacing between access points (street or private driveway) shall be a minimum of 370 feet centerline to centerline.

Permitted Access Uses

Uses permitted direct access are limited to public or private development generating 100 or more trips per day and community or urban parks.

Uses Prohibited Access

Uses prohibited direct access include single family and duplex residential, elementary and middle schools, and neighborhood parks.

COLLECTOR

Access

Access spacing is limited to corner separation from Collector or Arterial street intersections. At the corner of these intersections, a minimum spacing of 200 feet centerline to centerline (street to driveway) shall be maintained. If alternate access is available to a local street, access to the Collector will not be allowed.

Permitted Access Uses

No restrictions.

Uses Prohibited Access

None.

SPECIAL ACCESS CONSIDERATIONS FOR ALL ARTERIAL AND COLLECTOR STREETS

1. Where pre-existing patterns of land ownership preclude the application of the foregoing standards for Arterial or Collector streets, the following provisions shall apply:

In locations where the minimum separation cannot be achieved, a shared access plan shall be adopted and implemented as follows:

- a) The shared access plan shall link parcels not permitted direct access under these standards to a permanent access point across adjoining parcels using a private drive, private street, or public street.
- b) Private drives shall be established with permanent irrevocable easements.
- c) Parcels that develop prior to the completion of a permanent shared access shall be permitted temporary Arterial access, if no other access is available, until the permanent access system is built.
- d) Parcels not designated for direct Arterial access will share a common temporary access until completion of the permanent access system.

2. Corner properties or corner properties without sufficient street frontage to maintain the access spacing as specified herein shall access the abutting side street of lower classification and provide the maximum corner separation possible or the minimum specified.
3. Any one development along the Arterial street system shall be considered in its entirety, regardless of the number of individual parcels it contains. Individual driveways will not be considered for each parcel.
4. Access to the Arterial street system shall be primarily limited to one point, provided adequate street frontage is available. Additional access may be permitted, provided adequate frontage and access spacing is available.
5. Signalized access for private streets and driveways onto the Arterial or Collector street system shall not be permitted within 1,320 feet of any existing or planned signal.
6. The spacing of access points shall be determined based on street classification. Generally, access spacing includes accesses along the same side of the street or on the opposite side of the street. Access points shall be located directly across from existing or future access, provided adequate spacing results.
7. All access to the public right-of way shall be located, designed, and constructed to the approval of the Public Works Director or his designee. Likewise, variances to these access management standards shall be granted at the discretion of the Public Works Director or his designee.