

ARTICLE 19 - ACCESS MANAGEMENT STANDARDS

(Adopted 07-21-03 as part of TSP, effective 8-22-03)

Section 19.10 – Access Management

- A. The following access management standards shall apply:
1. For state highways, access management standards are regulated by the current Oregon Highway Plan (OHP). The spacing of highway access points is regulated according to the category of highway, posted highway speed, and urban vs. rural location. The standards applying to Hood River County are outlined in the OHP and Oregon Administrative Rules (OAR), Division 51.
 2. For arterial, collector and local roads that are not designated as state highways, the following standards shall apply:
 - a. Within the Urban Growth Area of Hood River, access management standards of the City of Hood River shall apply as described in the City of Hood River’s Transportation System Plan.
 - b. Within the Urban Growth Area of Cascade Locks, access management standards of the City of Cascade Locks shall apply as described in the City of Cascade Locks’ Transportation System Plan.
 - c. Within all other areas of the County, the following standards and policies shall apply:
 - i. New development shall accommodate on-site traffic circulation needs on the site and not by circulating on and off the site through multiple access points using the public road system.
 - ii. Construction of new private driveways onto roads under County jurisdiction will be allowed only upon approval of a road approach permit.
 - iii. Spacing of new access points onto roads under County jurisdiction shall comply with spacing standards and policies in this section.

**Table 19-1
Spacing Standards for New Accesses.**

Classification of Intersecting Road	Minimum Spacing Between Public Roads	Minimum Spacing Between Private Driveways
Collector	300 feet	100 feet
Local	150 feet	50 feet from Public Road

- iv. Spacing standards shall be measured from center-line to center-line of roads and driveways on the same side of the roadway.
- v. Any two public roads intersecting on a given road shall have a continuous centerline or be separated by one hundred and fifty feet minimum

- vi. Access will be allowed to a property at less than the designated spacing standard only if that property does not have reasonable alternative access and the designated spacing cannot be accomplished. When sufficient frontage is unavailable to meet spacing standards, reasonable alternative access will be provided with the following restrictions:
 - 1. If possible, joint access should be considered;
 - 2. Not more than one access point will be permitted;
 - 3. For corner lots, access shall be limited to the intersecting side street with the lowest expected traffic volume. If traffic volume is the same or undetermined for either road, access shall be taken from the road with the lower functional classification.
- vii. Approach roads shall be located where they do not create undue interference or hazard to the free movement of highway and pedestrian traffic. Locations at areas of restricted sight distance or at points which interfere with the placement and proper functioning of signs, guardrail, or other traffic control devices will not be permitted.
- viii. Site plans for new development shall show access locations to be retained, relocated, added or closed on the subject property, and on adjacent properties as necessary to assure conformance with spacing standards. Dimensions between driveways shall be shown to scale and labeled on the site plan.
- ix. If either safety or environmental factors, or the unavailability of a distance between access points requires placing access points at lesser intervals, then access shall be denied or the best alternative placement shall be chosen. On road segments that are already severely impacted by numerous access points, adherence to the above standards may be either unreasonable or counter-productive to infill. In such cases, these standards may be relaxed by the County Engineer to accommodate the afore-mentioned special conditions.

B. Access management standards will be applied as new development occurs and to existing developments and accesses under the following conditions:

- 1. A change in zoning or request for new access is proposed;
- 2. A safety or capacity deficiency is identified requiring specific mitigation;
- 3. A specific access management strategy or plan is developed; or
- 4. A major construction project is begun on the road.