RESPONSE TO REQUEST FOR COMMENTS

DATE: 3/27/2025

CASE/APP NUMBER: PAR-UGA-SPR-ADJ-TRV-DAP-DR-PLA25-05

PROPERTY LOCATION: 1700 and 1709 Baxter Rd SE, Salem OR 97306

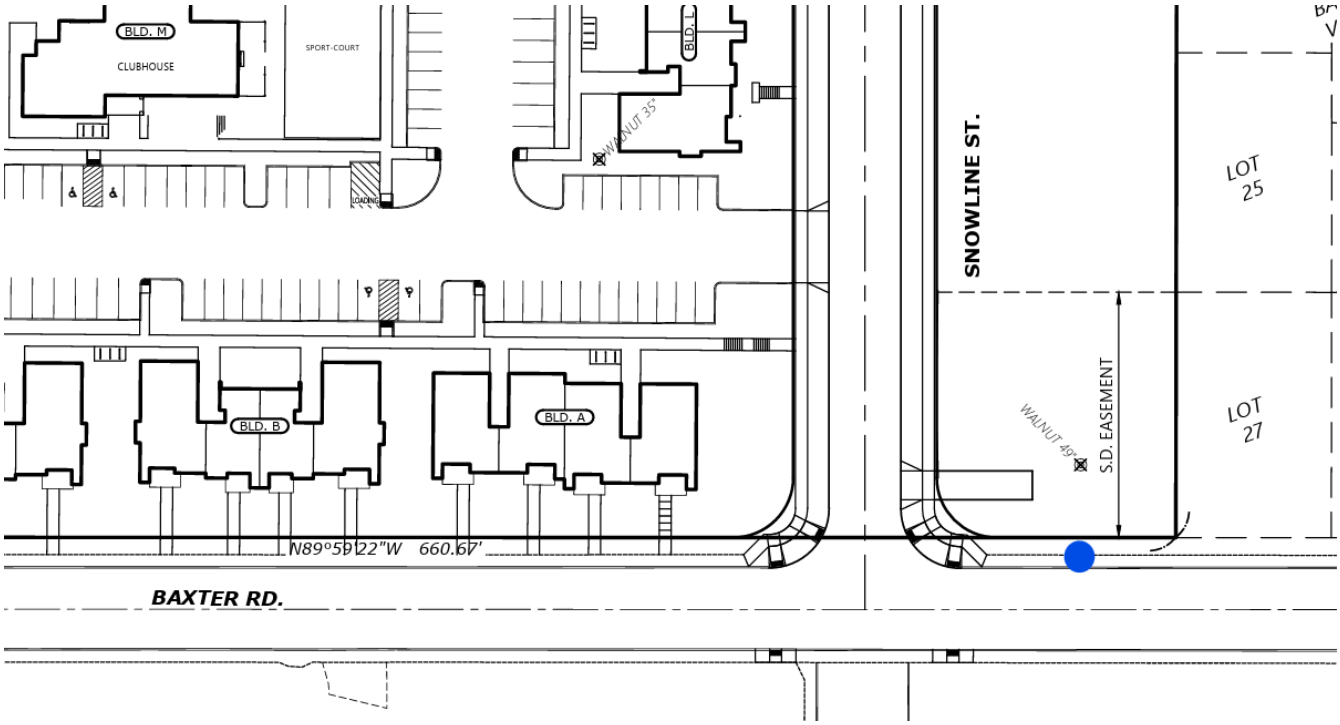
CASE MANAGER: Jamie Donaldson, Planner III, City of Salem
Email: jdonaldson@cityofsalem.net

COMMENTS FROM: Jolynn Franke, Transit Planner II, Cherriots
Email: planning@cherriots.org

COMMENTS: A transit stop has been identified as needed in connection with this proposed development. The Salem Area Mass Transit District (the District) requests a transit stop conforming to the applicable standards of the District to be constructed and right-of-way dedication, if necessary, to be provided as part of the street improvements for this development. On-street parking shall be restricted in the area of the transit stop in order to ensure unobstructed access by transit.

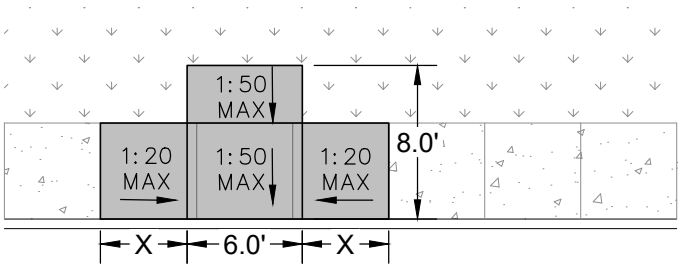
- The transit stop shall be located on the north side of Baxter Rd SE, 50 feet east of the end of the curb radius of the new street labeled Snowline Street. A screenshot of the approximate location is provided on the following page.
- The transit stop shall conform to the District's standard design for ADA compliant transit stops as depicted in drawing C1 of the attached Cherriots Standard Design drawings, according to the applicable sidewalk design.

Approximate location depicted by blue dot:



Additionally, Cherriots offers a variety of programs and services aimed at improving community access to public transit while fostering economic growth and sustainability. Our Group Pass Program allows residents to access heavily discounted transit passes, making public transportation more affordable and accessible for organizations like schools, nonprofits, and businesses. Additionally, our subsidized vanpool program presents a cost-effective commuting alternative for groups traveling together longer distances, helping to alleviate congestion and encouraging eco-friendly travel. By incorporating these initiatives, developers can contribute to building a more connected and transit-centric community, enhancing residents' quality of life and bolstering local development initiatives.

Please reach out to planning@cherriots.org with any questions.



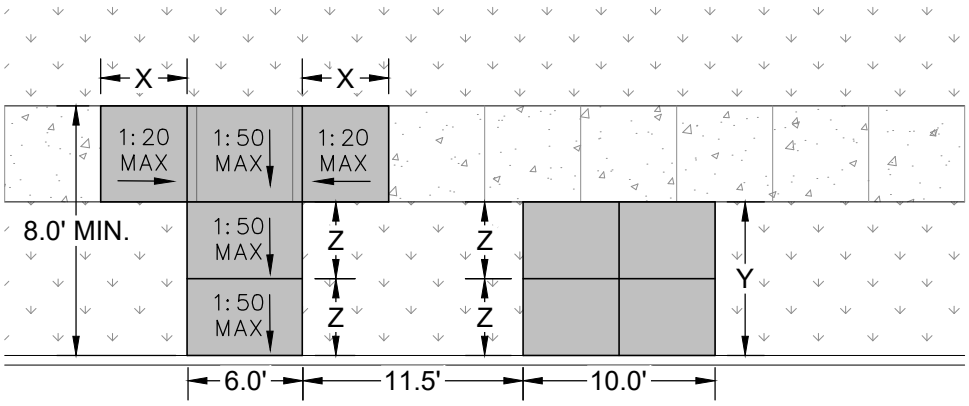
EXISTING ROADWAY

BUS STOP PADS - CURB LINE SIDEWALK

NOT TO SCALE

NOTES:

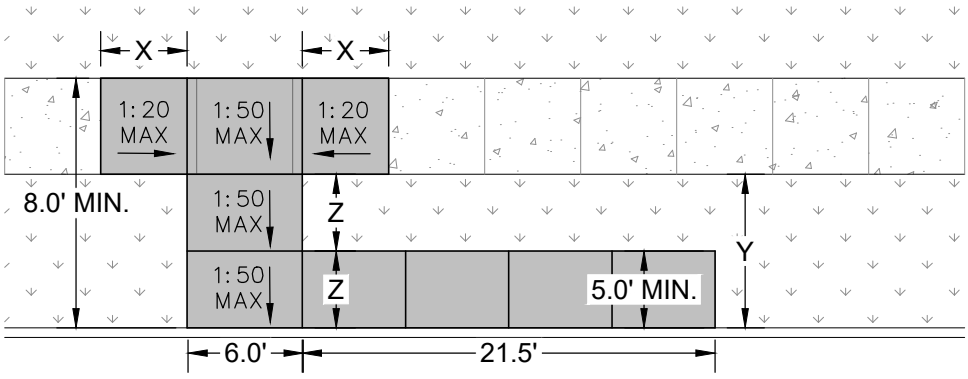
1. "X" WIDTH TO BE A MINIMUM OF 3.0' OR MATCH EXISTING SIDEWALK JOINT SPACING.
2. "Y" LENGTH TO BE EQUAL TO THE WIDTH OF THE PLANTER STRIP, FROM BACK OF CURB TO FRONT OF SIDEWALK.
3. JOINT SPACING, "Z" SHALL BE 3' MINIMUM, 6' MAXIMUM. PROVIDE SIDEWALK PANELS THAT ARE AS SQUARE AS POSSIBLE.
4. MATCH EXISTING WIDTH WHERE PROPOSED BUS STOP PANELS CONNECT TO THE EXISTING WALK.



EXISTING ROADWAY

BUS STOP PADS - PLANTER STRIP (12' WIDE OR LESS)

NOT TO SCALE



EXISTING ROADWAY

BUS STOP PADS - PLANTER STRIP (WIDER THAN 12')

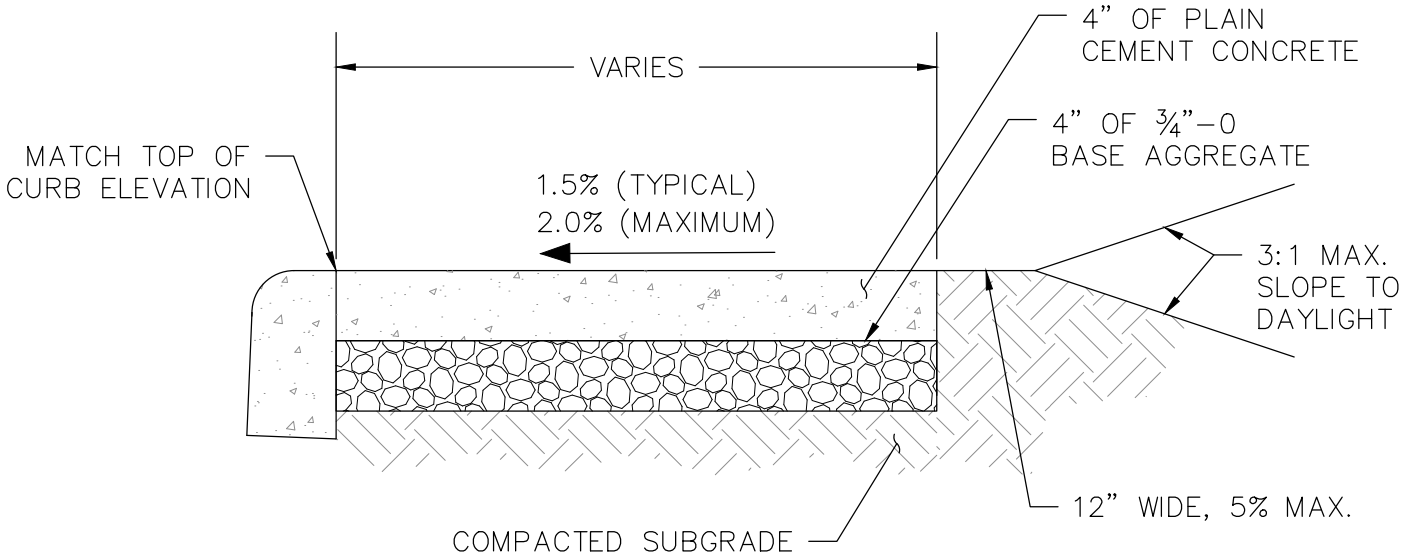
NOT TO SCALE

CHERRIOTS

BUS STOP PADS LAYOUT

C1

REV #	DATE	DESCRIPTION	BY EGW	CHECKED RDV
			DATE 03/03/22	DATE 03/03/22



NOTES:

1. CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 3000 P.S.I. AT 28 DAYS.
2. CONTRACTION JOINTS OF THE WEAKENED PLANE TYPE SHALL BE 1-¼" DEEP AND TOOL ROUNDED BEFORE BROOMING. MATCH EXISTING JOINT SPACING. 15' MAXIMUM.
3. EXPANSION JOINTS TO BE PLACED AT SIDES OF DRIVEWAY APPROACHES, UTILITY VAULTS, ADA CURB RAMPS, AND AT SPACING NOT TO EXCEED 45 FEET.
4. FOR SIDEWALKS ADJACENT TO THE CURB AND POURED AT THE SAME TIME AS THE CURB, THE JOINT BETWEEN THEM SHALL BE A TROWELED JOINT WITH A MIN. ½ INCH RADIUS.
5. FINISH WITH BROOM AND EDGE ALL JOINTS.
6. ALL EDGES SHALL BE TOOL ROUNDED AND SHINED PER JURISDICTIONAL REQUIREMENTS AFTER BROOMING. PROVIDE 3" SHINE IF NO OTHER REQUIREMENTS EXIST.
7. BASE AGGREGATE TO BE COMPACTED TO 95% OF AASHTO T-99.

CHERRIOTS

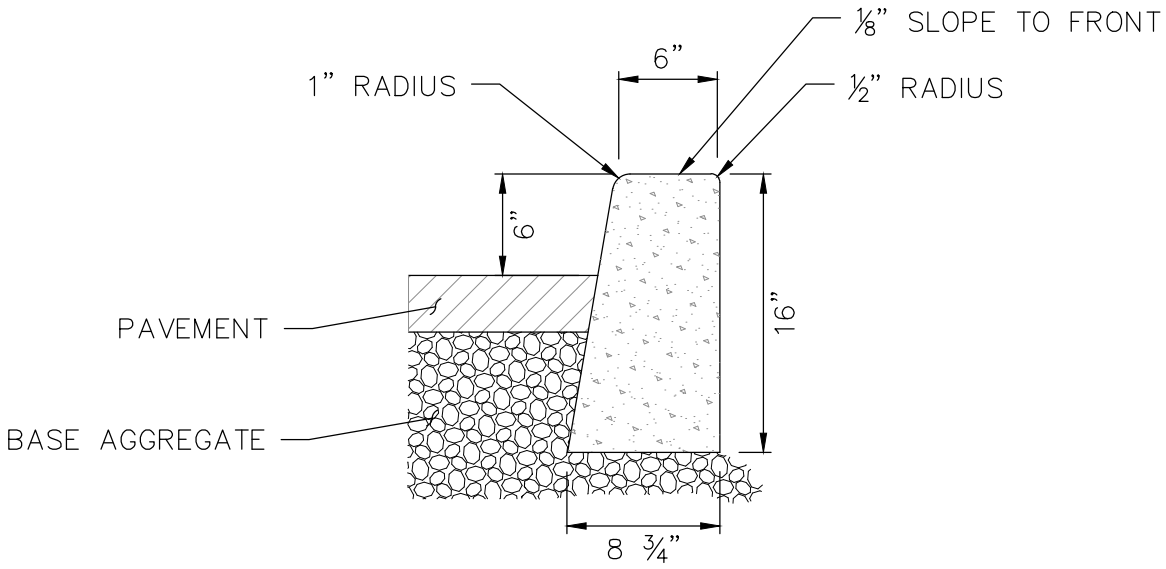
STANDARD SIDEWALK

C2

REV #	DATE	DESCRIPTION

BY EGW
DATE 03/03/22

CHECKED RDV
DATE 03/03/22



NOTES:

1. CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 3000 P.S.I. AT 28 DAYS.
2. EXPANSION JOINTS
   - 2.A. TO BE PROVIDED:
     - 2.A.1. AT EACH POINT OF TANGENCY OF THE CURB.
     - 2.A.2. AT EACH COLD JOINT.
     - 2.A.3. AT EACH SIDE OF THE INLET STRUCTURES.
     - 2.A.4. AT EACH END OF DRIVEWAYS.
     - 2.A.5. AT LOCATIONS NECESSARY TO LIMIT SPACING TO 45 FEET.
3. CONTRACTION JOINTS:
   - 3.A. SPACING TO BE NOT MORE THAN 15 FEET.
   - 3.B. THE DEPTH OF THE JOINT SHALL BE AT LEAST 1-½ INCHES.
4. BASE AGGREGATE TO BE 1 ½"-0" OR ¾"-0" COMPACTED TO 95% OF AASHTO T-99 AND SHALL BE TO SUBGRADE, STREET STRUCTURE, OR 4" IN DEPTH, WHICHEVER IS GREATER.

CHERRIOTS

STANDARD CURB

C3

REV #	DATE	DESCRIPTION

BY EGW
DATE 03/03/22

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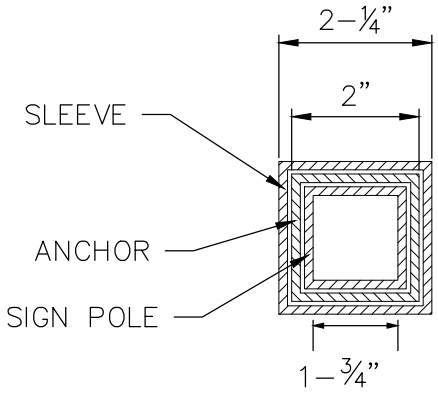
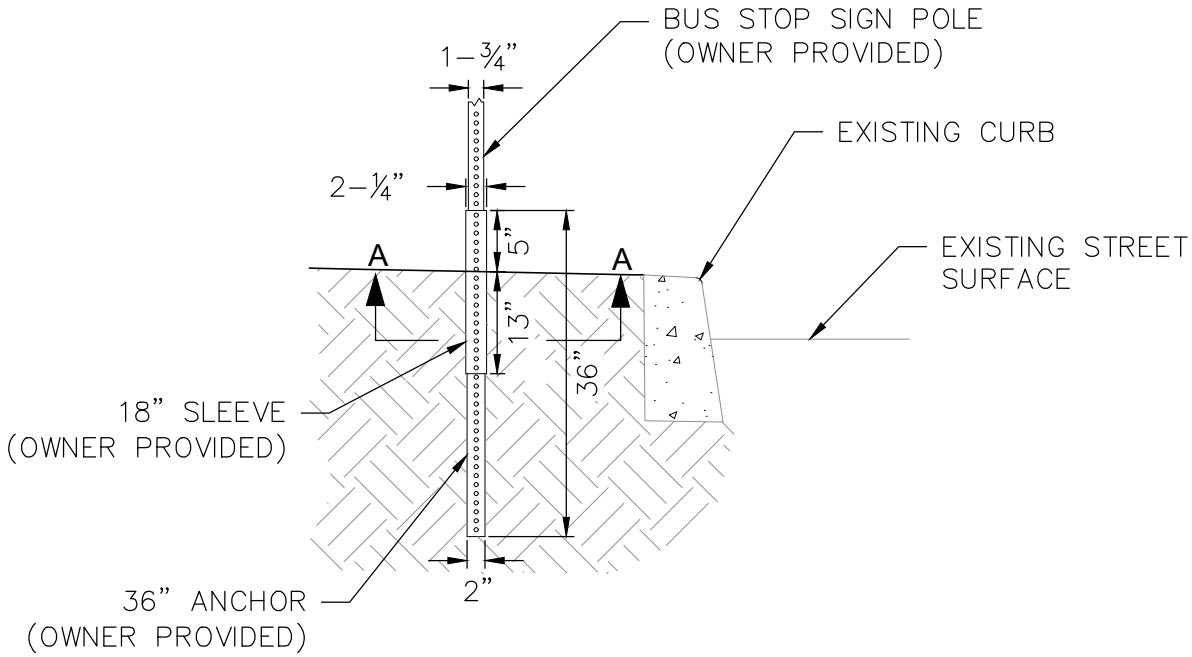
DATE 03/03/22



SECTION A-A

NO SCALE



NOTES:

1. CONTACT CHERRIOTS PLANNING STAFF AT (503) 588-2424 TO OBTAIN SIGN MATERIALS.

CHERRIOTS

BUS STOP SIGN POLE, ANCHOR & SLEEVE DETAIL

C4

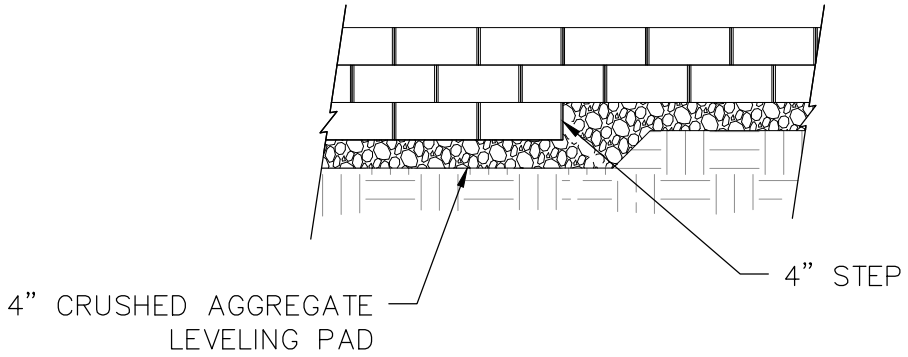
REV #	DATE	DESCRIPTION

BY EGW

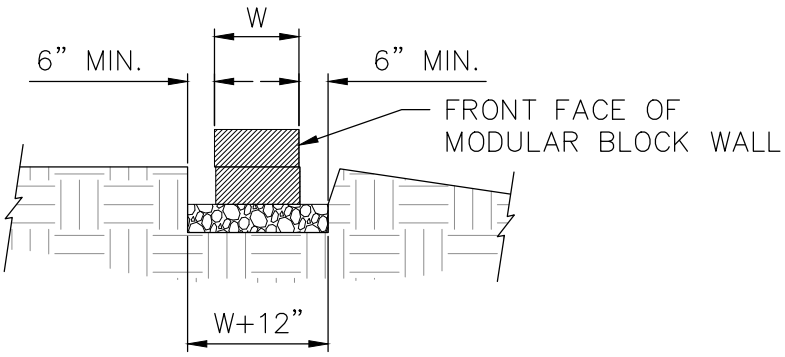
DATE 03/03/22

CHECKED RDV

DATE 03/03/22



ELEVATION



SECTION

NOTE:

1. LEVELING PAD TO BE ¾"-0 CRUSHED AGGREGATE COMPACTED TO 95% OF AASHTO T-99

CHERRIOTS

LEVELING PAD DETAIL

C5

REV #	DATE	DESCRIPTION

BY EGW
DATE 03/03/22

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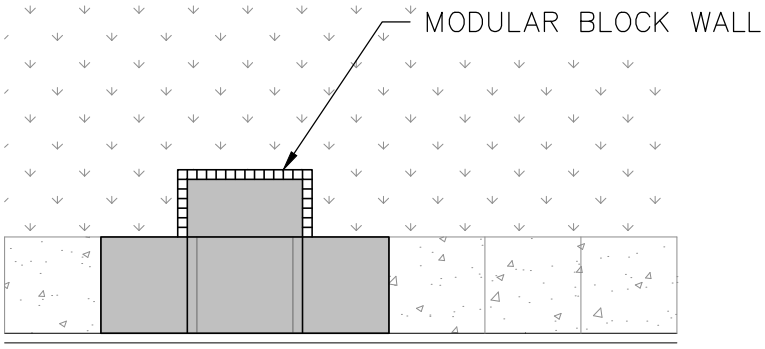
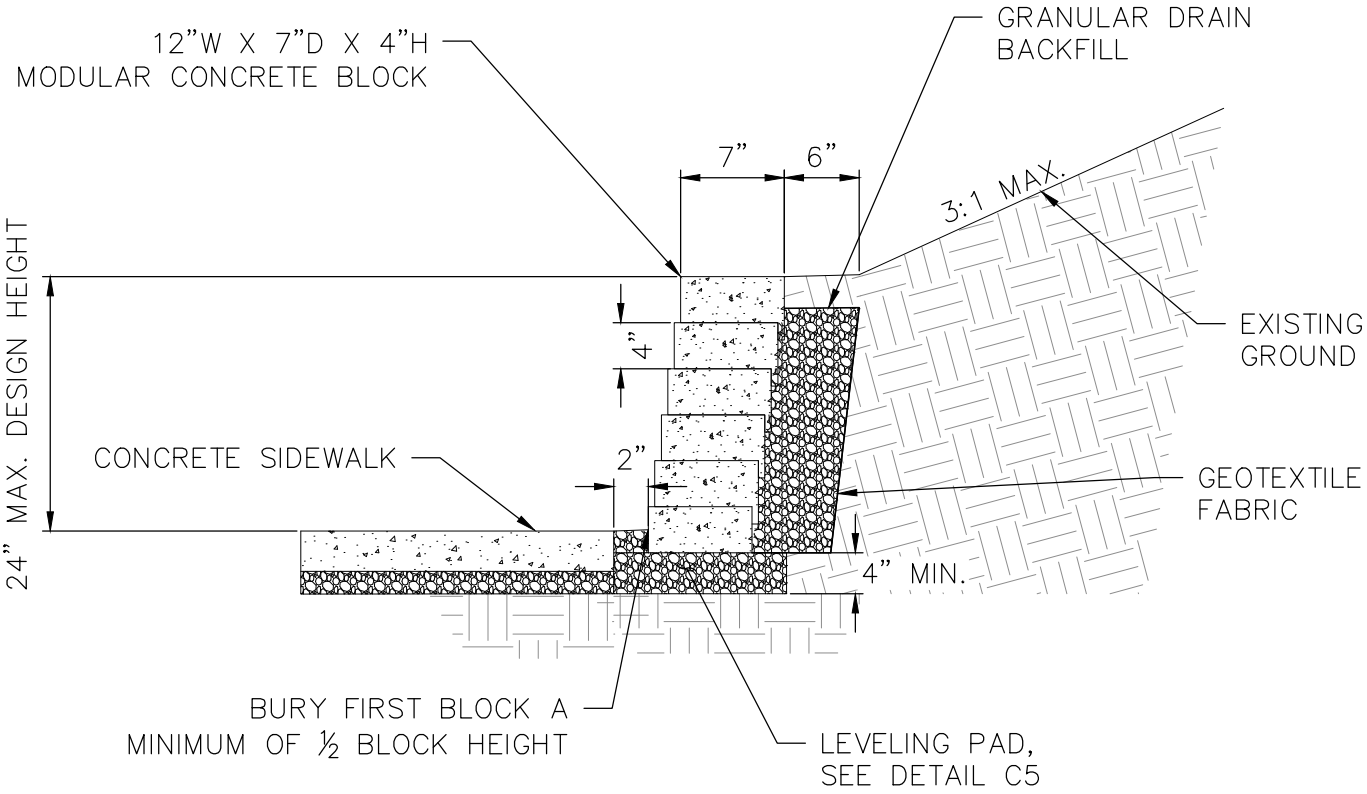
DATE 03/03/22



NOTES:

1. MODULAR BLOCK WALL SHALL BE REQUIRED WHEN SLOPE GRADING TO DAYLIGHT AT 3:1 MAX. CANNOT BE ACHIEVED.
2. THE MODULAR BLOCK WALL SHALL BE CONSTRUCTED WHEN WALL EXPOSURE IS TO BE GREATER THAN 6".



CHERRIOTS

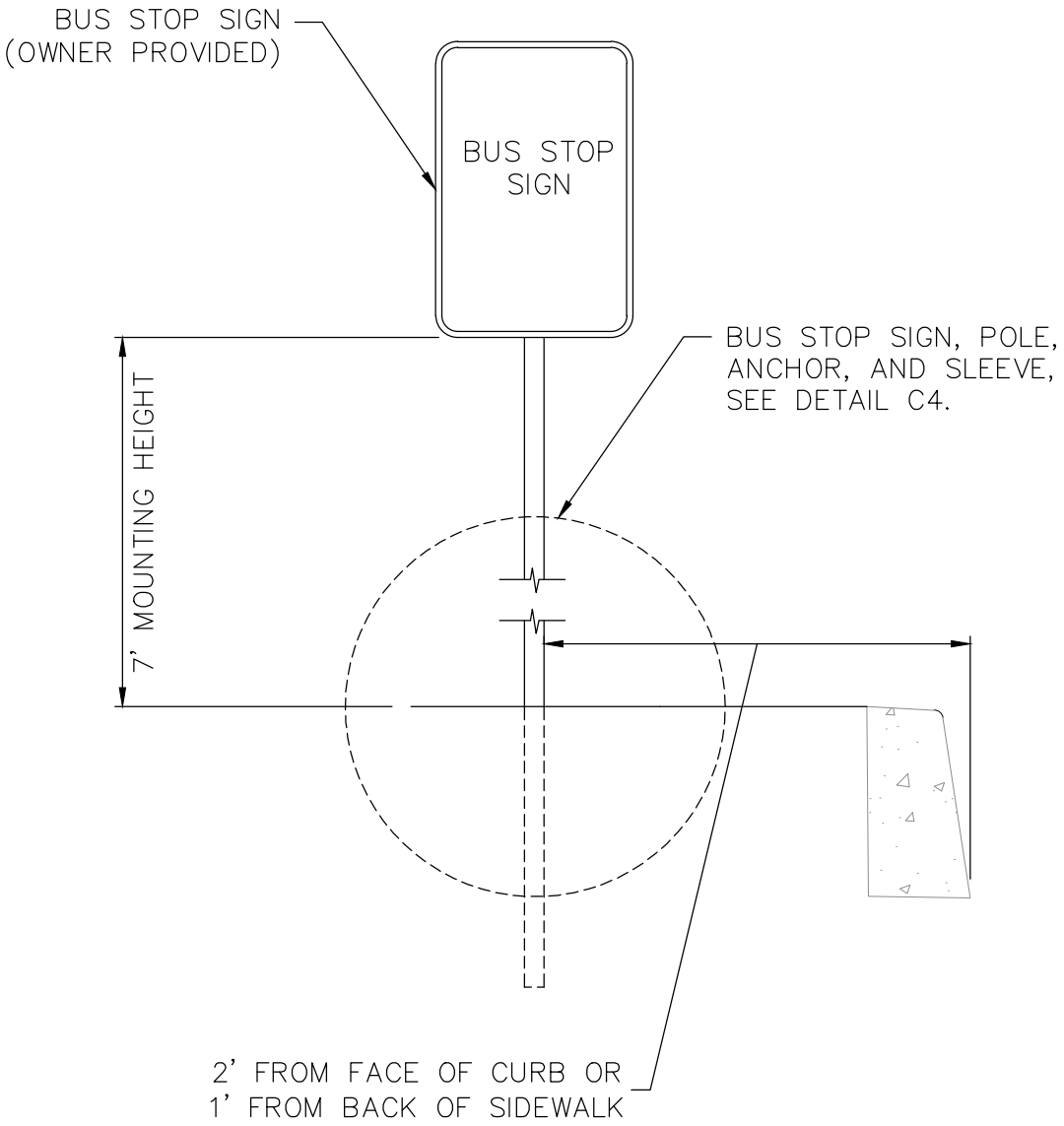
MODULAR BLOCK WALL DETAIL

C6

REV #	DATE	DESCRIPTION

BY EGW
DATE 03/03/22

CHECKED RDV
DATE 03/03/22



CHERRIOTS

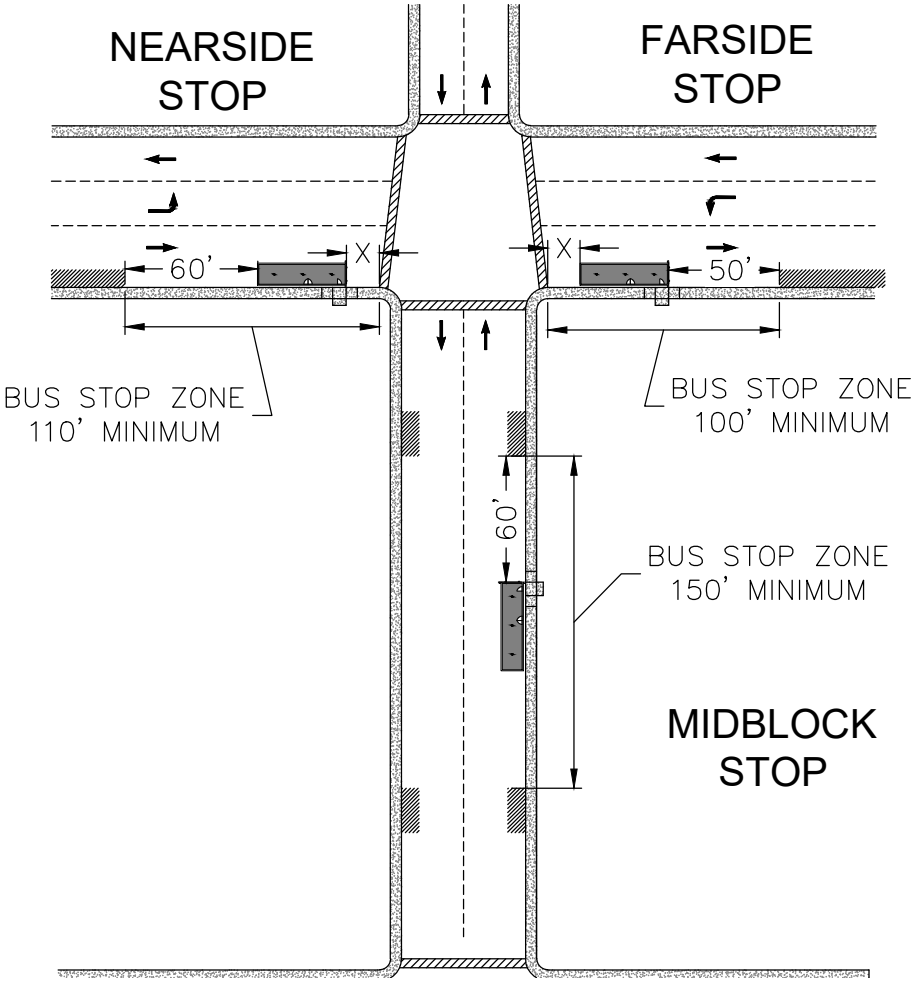
TYPICAL BUS STOP SIGN PLACEMENT DETAIL

C7

REV #	DATE	DESCRIPTION

BY EGW
DATE 03/03/22

CHECKED RDV
DATE 03/03/22



NOTES:

1. CHERRIOTS TO PROVIDE INFORMATION REGARDING BUS TYPE, LENGTH, AND QUANTITY OF BUSES TO BE SERVICED BY BUS STOP.
2. FOR MULTIPLE BUSES BEING SERVED AT ONE STOP:
   - 2.A. ADD 50 FEET FOR EACH ADDITIONAL STANDARD 40-FOOT BUS.
   - 2.B. ADD 70 FEET FOR EACH ADDITIONAL 60-FOOT ARTICULATED BUS.
3. BUS STOP ZONE SHALL BE SIGNED AS A NO PARKING ZONE PER STANDARDS OF LOCAL JURISDICTION.
4. X = 10' MINIMUM FROM EDGE OF CROSSWALK OR END OF RADIUS, WHICHEVER IS FURTHER FROM THE INTERSECTION.

MINIMUM DISTANCE BETWEEN A BUS STOP AND LEFT TURN (FT)				
POSTED SPEED LIMIT	LANE CHANGES			
	1	2	3	4
30 MPH OR LESS	430	610	790	970
35 MPH	625	875	1125	1375
40 MPH	780	1080	1380	1680
45 MPH	1080	1430	1780	2130
50 MPH	1415	1865	2135	2765
55 MPH	1830	2380	2930	3480

CHERRIOTS

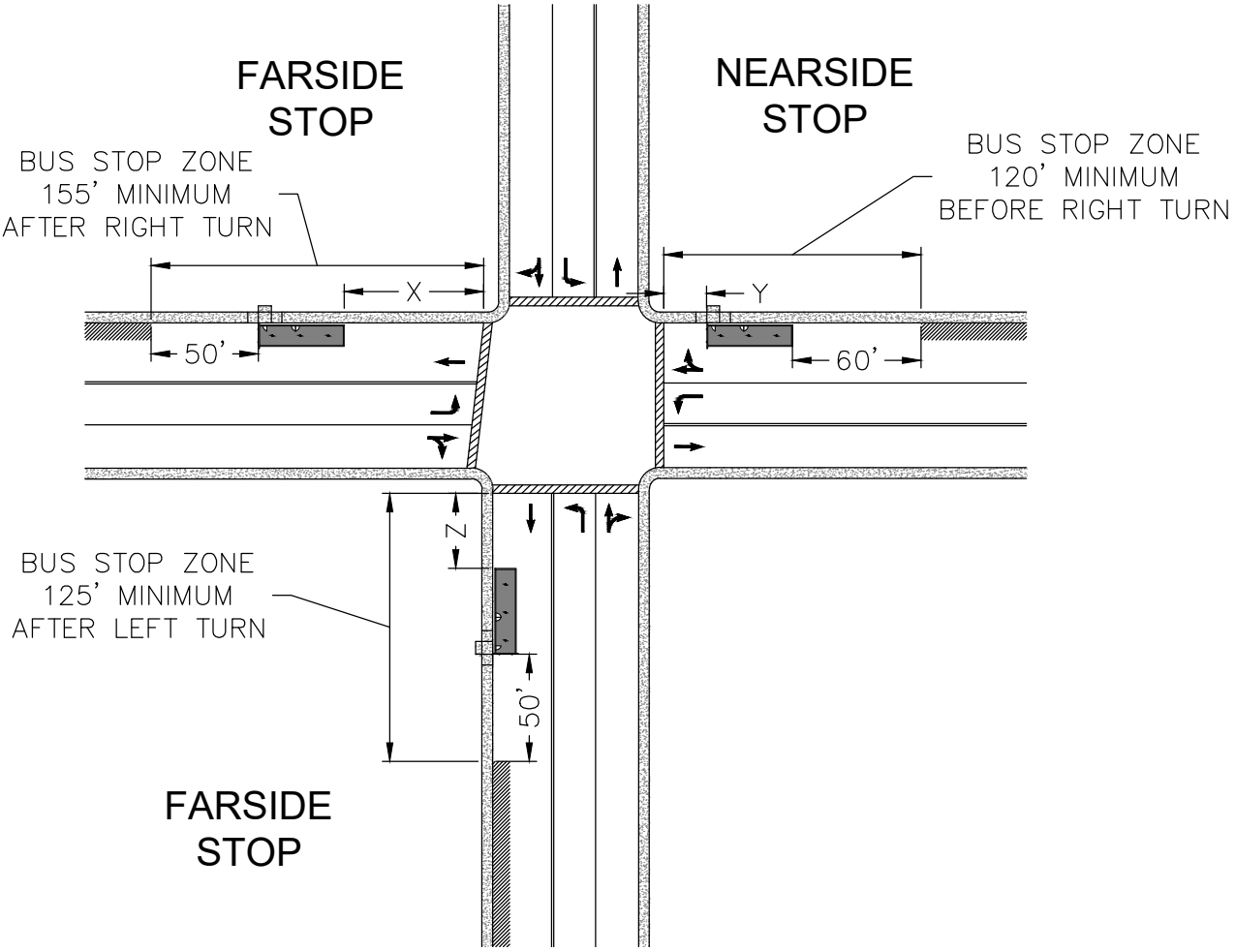
NO PARKING ZONES AT INTERSECTIONS DETAIL

C8

REV #	DATE	DESCRIPTION

BY EGW
DATE 09/22/22

CHECKED RDV
DATE 09/22/22



NOTES:

1. CHERRIOTS TO PROVIDE INFORMATION REGARDING BUS TYPE, LENGTH, AND QUANTITY OF BUSES TO BE SERVICED BY BUS STOP.
2. FOR MULTIPLE BUSES BEING SERVED AT ONE STOP:
   - 2.A. ADD 50 FEET FOR EACH ADDITIONAL STANDARD 40-FOOT BUS.
   - 2.B. ADD 70 FEET FOR EACH ADDITIONAL 60-FOOT ARTICULATED BUS.
3. BUS STOP ZONE SHALL BE SIGNED AS A NO PARKING ZONE PER STANDARDS OF LOCAL JURISDICTION.
4. X = 65' MIN. FROM EDGE OF CROSSWALK OR END OF RADIUS, WHICHEVER IS GREATER.
5. Y = 20' MIN. FROM EDGE OF CROSSWALK OR END OF RADIUS, WHICHEVER IS GREATER.
6. Z = 35' MIN. FROM EDGE OF CROSSWALK OR END OF RADIUS, WHICHEVER IS GREATER.

MINIMUM DISTANCE BETWEEN A BUS STOP AND LEFT TURN (FT)				
POSTED SPEED LIMIT	LANE CHANGES			
	1	2	3	4
30 MPH OR LESS	430	610	790	970
35 MPH	625	875	1125	1375
40 MPH	780	1080	1380	1680
45 MPH	1080	1430	1780	2130
50 MPH	1415	1865	2135	2765
55 MPH	1830	2380	2930	3480

CHERRIOTS

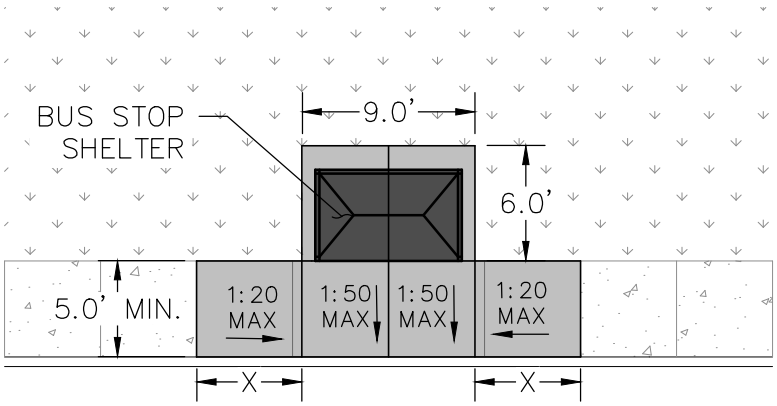
NO PARKING ZONES WITH TURN LANES DETAIL

C9

REV #	DATE	DESCRIPTION

BY EGW
DATE 09/27/22

CHECKED RDV
DATE 09/27/22



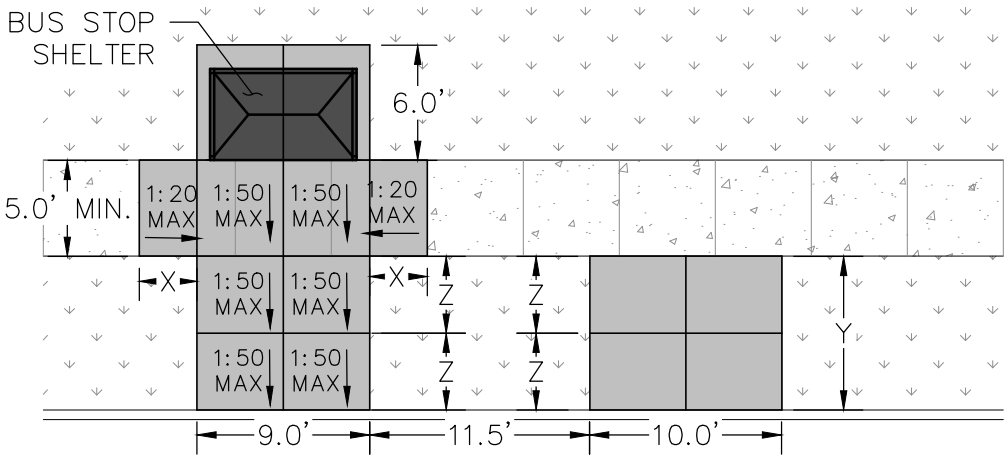
EXISTING ROADWAY

BUS SHELTER ON CURB-TIGHT SIDEWALK

NOT TO SCALE

NOTES:

1. "X" WIDTH TO BE A MINIMUM OF 3.0' OR MATCH EXISTING SIDEWALK JOINT SPACING.
2. "Y" LENGTH TO BE EQUAL TO THE WIDTH OF THE PLANTER STRIP, FROM BACK OF CURB TO FRONT OF SIDEWALK.
3. JOINT SPACING, "Z" SHALL BE 3' MINIMUM, 6' MAXIMUM. PROVIDE SIDEWALK PANELS THAT ARE AS SQUARE AS POSSIBLE.
4. MATCH EXISTING WIDTH WHERE PROPOSED BUS STOP PANELS CONNECT TO THE EXISTING WALK.
5. BUS STOP SHELTER TO BE STANDARD BRASCO BUS STOP SHELTER, UNLESS OTHERWISE APPROVED BY CHERRIOTS.
6. BUS STOP SHELTER TO BE CONSTRUCTED AT BACK OF EXISTING WALK.



EXISTING ROADWAY

BUS SHELTER ON SIDEWALK WITH PLANTER STRIP

NOT TO SCALE

CHERRIOTS

BUS STOP WITH SHELTER DETAIL

C10

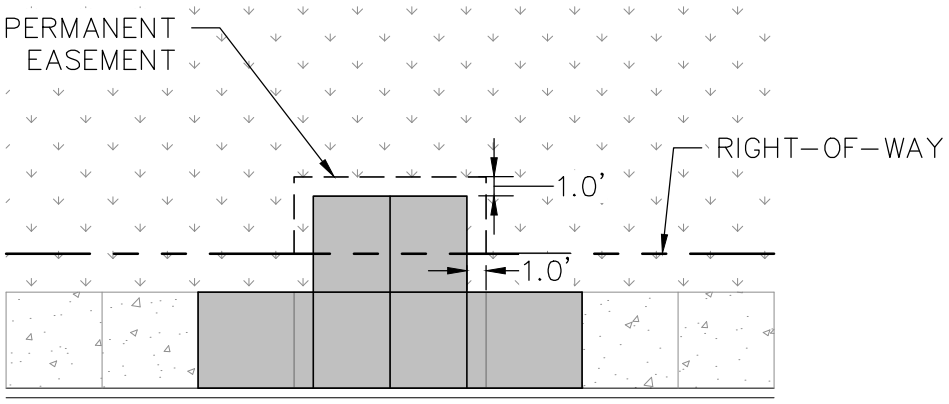
REV #	DATE	DESCRIPTION

BY EGW

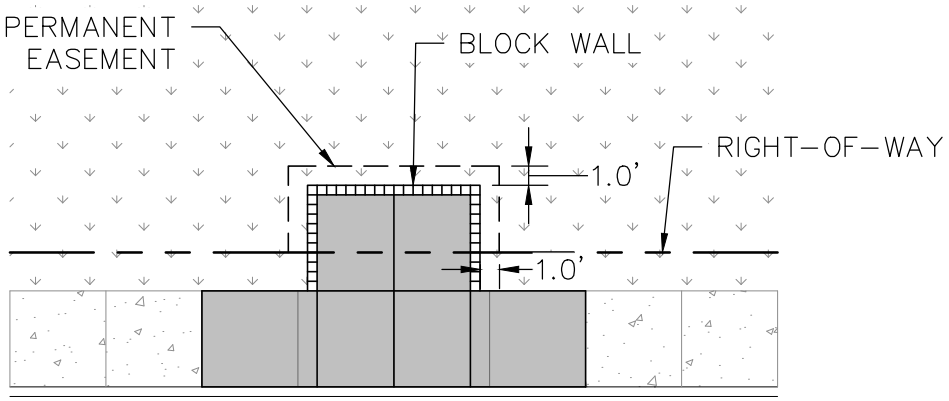
DATE 03/03/22

CHECKED RDV

DATE 03/03/22



EXISTING ROADWAY



EXISTING ROADWAY

NOTES:

1. PERMANENT EASEMENT IS REQUIRED WHEN EXTENTS OF DESIGN ENCROACH UPON RIGHT-OF-WAY.
2. PERMANENT EASEMENTS ARE TO BE A MINIMUM OF 1' OFFSET FROM THE PROPOSED CONSTRUCTION EXTENTS THAT FALL OUTSIDE OF RIGHT-OF-WAY.

CHERRIOTS

PERMANENT EASEMENT DETAIL

C11

REV #	DATE	DESCRIPTION

BY EGW

DATE 03/03/22

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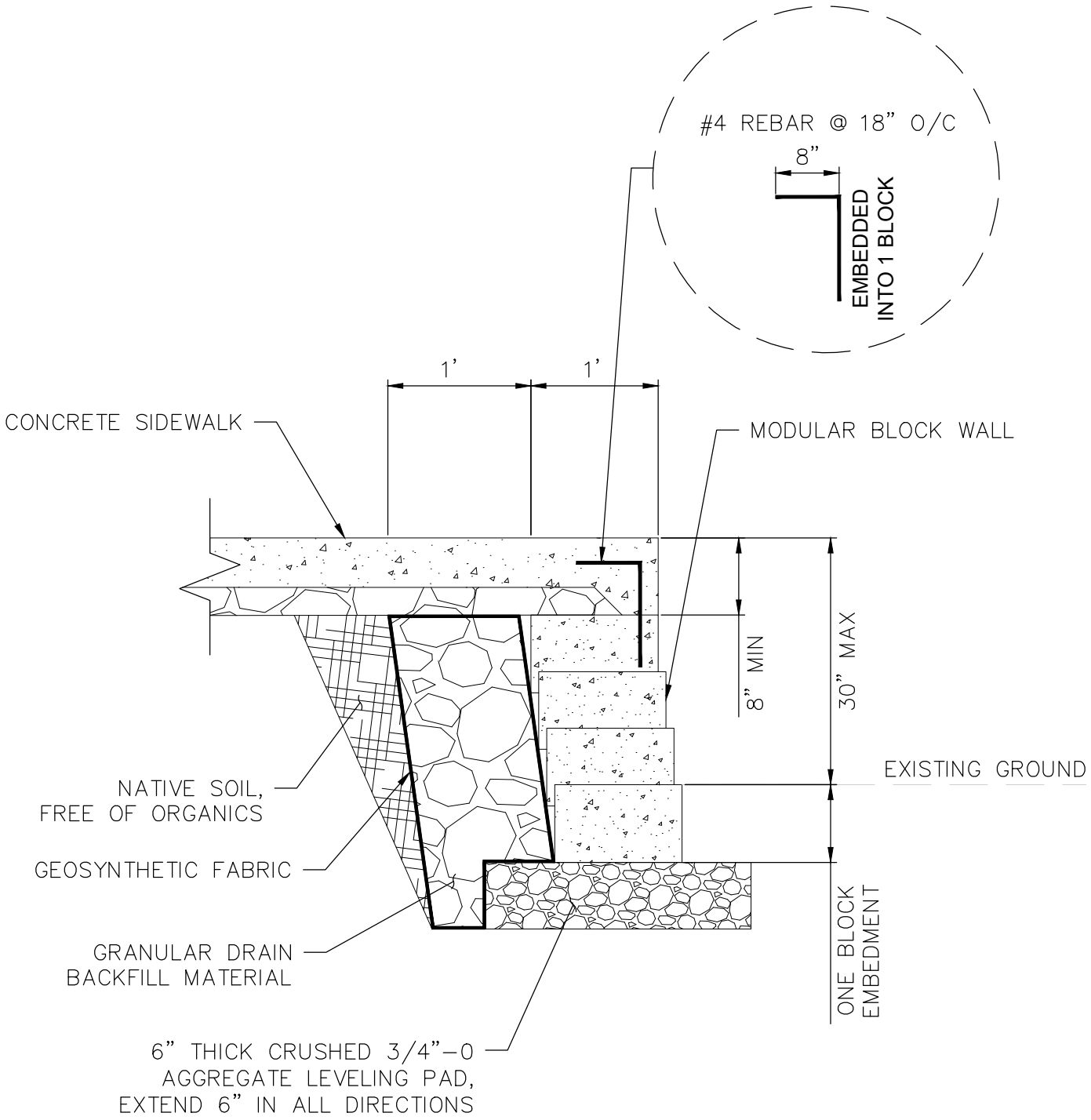
DATE 03/03/22



CHERRIOTS

BELOW-GRADE WALL DETAIL

C12

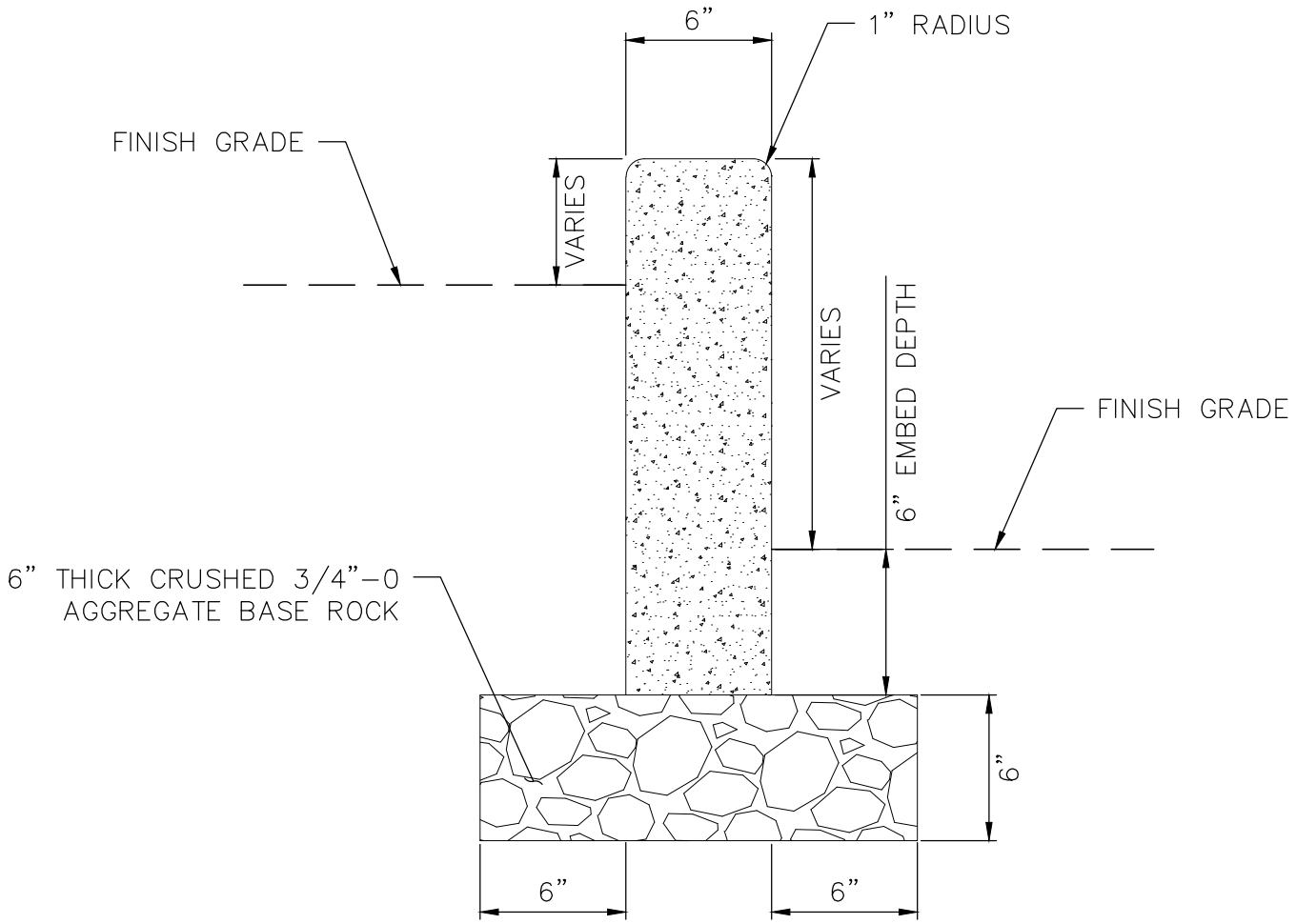
REV #	DATE	DESCRIPTION

BY EGW

DATE 03/03/22

CHECKED RDV

DATE 03/03/22



CHERRIOTS

PEDESTRIAN CURB DETAIL

C13

REV #	DATE	DESCRIPTION

BY EGW
DATE 03/03/22

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DATE 03/03/22