OR-PLAN POLICY BRIEFS

Table of Contents

Policy briefs call attention to important statewide policy considerations, relationships, and guidance for use by planners, engineers, implementers and community members.

OR-Plan

Statewide Planning and Climate Change Activities

This policy brief summarizes the relationships between statewide policy, transportation planning, and agencies' climate change activities designed to reduce greenhouse gas (GHG) emissions and enhance resilience. These include initiatives across multiple state and federal agencies as well as the state transportation planning program led by ODOT; the initiatives occur at all levels from federal and state legislation and executive orders to ground level project delivery, maintenance, and operations.

Why plan for climate change?

ODOT is responsible under federal and state law for planning, developing, operating, and maintaining a multimodal transportation system. The policy plans developed by ODOT guide decisions on projects, programs, and investments for all levels of government in Oregon.

Climate change poses one of the most significant threats to Oregon's economy, environment, and way of life. Flooding, landslides, excess heat, drought, and wildfires are only a few signs that Oregon's climate is changing. These events are becoming more frequent and have resulted in road closures, infrastructure damage, and hundreds of staff hours to repair and rebuild, in addition to their impact on residents and businesses. Reducing GHG also reduces other pollutants that have a detrimental impact on human and environmental health, enabling improvements for affected (and often underserved) communities and ecosystems.

Transportation accounts for the largest share of GHG emissions in the state, constituting around 40% of GHG emissions. ODOT is taking action to reduce greenhouse gas emissions from transportation, address the impacts of climate change, and make the transportation system more resilient to extreme weather events. This is an agency-wide effort at ODOT, as every division makes contributions to the climate priorities set by the agency and the Oregon Transportation Commission. ODOT is committed to sustainable transportation investments that are more socially equitable and climate-friendly for the benefit of all.

Where are climate impacts assessed within the transportation planning process?

The diagram below shows where climate activities fit along the various levels of Oregon's transportation planning process – from federal and state strategic direction to local implementation and monitoring. Following ODOT's STORM perspective, broad plans and guidance set **S**trategic context; more focused **T**actical activities identify potential solutions and funding; the delivery and maintenance of selected projects is at the most detailed **O**perational level; while **R**eporting and **M**onitoring follows and, in turn, informs all the steps above in the next cycle. GHG reduction, adaptation, and resiliency activities occur at all these planning levels.

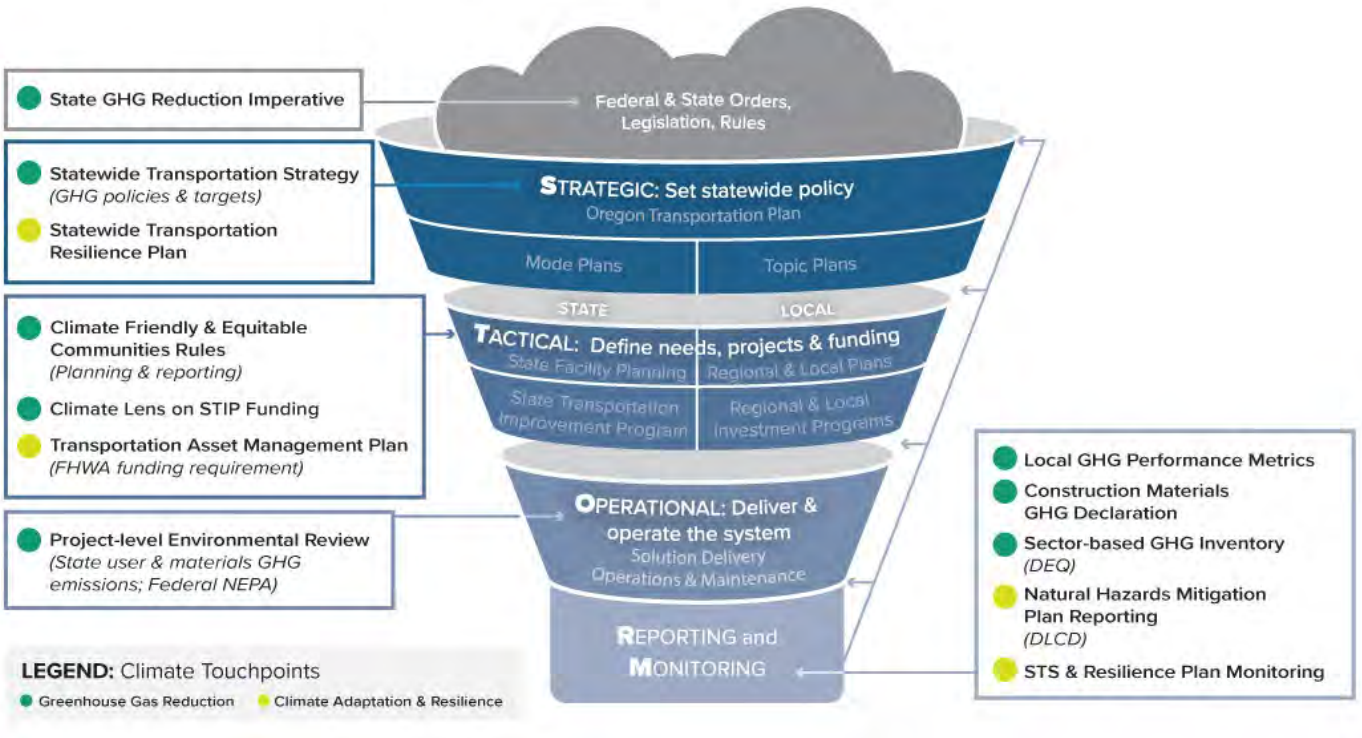
At the top level, federal requirements and state laws and goals set the context for what to consider in meeting the transportation needs of the state. The Oregon Transportation Plan with its mode and topic plans embodies that direction as the state's long-range multimodal plan. Strategic guidance on climate includes the Statewide Transportation Strategy (STS) and associated state and urban GHG reduction targets. The Statewide Transportation Resilience Plan is the equivalent for adaptation.

At the next level, regional and local long-range plans also follow the climate priorities, with Oregon Administrative Rule required criteria and assessments per the 2022 Climate Friendly and Equitable Communities rules; a climate lens helps prioritize project selection and funding in state programs.

At the project delivery level, GHG emissions and materials, are assessed in environmental reviews.

Enacting policies and programs, implementing solutions, and building projects are a collaboration by ODOT, cities, counties, and others. Reporting and monitoring on how these solutions meet climate and other goals takes place at all levels and informs further activities and plan updates. For climate this includes annual multi-sector GHG inventories, ODOT sustainability reports, and monitoring of the STS and Resiliency Plan, informing decisions in future planning cycles.

Climate touchpoints in the transportation planning process



The policy framework for addressing climate change

Several state agencies with different authorities work together to identify, adopt, and implement climate policies. ODOT is responsible for statewide transportation system planning, developing plans and policies, and leading statewide initiatives such as electric vehicle adoption. In addition, ODOT provides certain regulatory oversight for local transportation and public transit systems.

Federal funding legislation authorizes transportation spending, planning, and provides policy direction, while the National Environmental Policy Act governs environmental monitoring and reporting.

The Oregon Department of Land Conservation and Development (DLCD) sets the requirements for local jurisdiction planning activities, especially land use and transportation policies that encourage compact land use patterns thereby limiting demand for driving. Goal 12: Transportation of the state planning program is implemented by the Transportation Planning Rule (TPR). ODOT develops statewide transportation plans under federal and state authority in compliance with this rule. State

agencies like the Department of Energy (DOE) help by considering which fuels are used and how, and regulating electricity generating facilities; while the Department of Environmental Quality (DEQ) has responsibility for air, water, and soil quality which includes regulating vehicles and emissions. The commissions of each state agency set direction and make key decisions on funding and regulation.

The table below shows key aspects of federal, state, and local transportation policy that address GHG reduction and climate resilience, and how these activities are a part of transportation planning and plan implementation.

Foundational Transportation Climate Change Laws, Rules, and Plans

Law, Rule, Policy, Plan	Description
Federal Funding Rules Including: **National TPM** **National TAMP (USC 134, 23 CFR 450)**	Reporting requirements for the Climate Reduction Program (CRP) & Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT). Conditions reporting for federal transportation funding include: Transportation Performance Management (TPM) Program: Proposed Federal rulemaking (2022) would require DOTs and Metropolitan Areas to measure GHG performance against declining targets. TPM was initially established with the 2012 federal transportation bill. Transportation Asset Management Plan (TAMP): mandates that states develop a risk-based asset management plan using lifecycle investment methods to account for future risks. Supportive federal rules call for state and local resilience planning. 23 CFR 450.306(b)
National Environmental Policy Act (NEPA)	Draft federal guidance (2019) states that agencies should assess a proposed action's projected GHG emissions when anticipated to be substantial and practical to quantify. Separate from Air Quality conformity NEPA requirements. ODOT's Oregon Environmental Review guidelines requires analysis of GHG from operations, maintenance and materials (ODOT Air Quality Manual).
Oregon's Statewide Land Use Planning Goals (DLCD)	**Goal 12 Transportation:** requires cities, counties, and the state to create a transportation system plan that takes into account all relevant modes of transportation: mass transit, air, water, rail, highway, bicycle and pedestrian **Goal 7 Areas Subject to Natural Disasters and Hazards**: requires local comprehensive plans to address Oregon's natural hazards.
ORS 468A.205	Statute that declares Oregon's policy to reduce GHG from all sources: ▪ By 2010, arrest the growth and begin reduction of Oregon's GHG emissions. ▪ By 2020, achieve GHG levels that are 10% below 1990 levels. ▪ By 2050, achieve GHG levels that are at least 75% below 1990 levels.
Governor's Executive Order No. 20-04 (2020)	Updates ORS 468A 205 with more ambitious GHG reduction goals for the state, consistent with the International Panel on Climate Change (Paris Accord, 2020): ▪ By 2035, achieve GHG levels that are 45% below 1990 levels. ▪ By 2050, achieve GHG levels that are 80% below 1990 levels. ▪ Prioritize actions that will help vulnerable populations and impacted communities adapt to climate change impacts.

Law, Rule, Policy, Plan	Description
Oregon House Bill 4139 (2022)	Requires annual reporting by ODOT of emissions attributable to materials used in construction and maintenance of the state transportation system, specifically concrete, steel, and asphalt.
Oregon House Bill 2001 (2009) and **Oregon Senate Bill 1059 (2010)**	These bills require the state to set a vision for meeting transportation sector GHG emission reduction goals in ORS 468A 205, along with ongoing roles for state agencies and metropolitan planning area GHG scenario planning requirements. Requires ODOT to set targets for the metropolitan regions within the state that collectively help to meet the state GHG reduction vision.
ORS 468A.250 **Oregon Global Warming Commission** and **Oregon multi-sector GHG reporting**	Establishes the Oregon Global Warming Commission, with a mandate to track and evaluate progress toward the state's GHG reduction goals (ORS 468A.205). In response, DEQ produces Oregon's official annual inventories of GHG emitted by various sectors of the state economy, including but not limited to industrial, transportation and utility sectors. DOE staff support the Commission's work.
Oregon Transportation Plan including the **Statewide Transportation Strategy** and **Climate Adaptation and Resilience Roadmap**	ODOT's Oregon Transportation Plan and its mode and topic plans are the long-range multi-modal transportation system plans for the state. These plans each contain goals and policies related to climate, environment, and equity. GHG reduction, planning for asset management, and other climate activities are consistent with each plan. In 2018 the Oregon Transportation Commission (OTC) formally adopted and incorporated the Statewide Transportation Strategy (STS) into the OTP, providing a roadmap for transportation emissions reductions. The STS examines all aspects of the transportation system moving people and goods, and identifies a variety of GHG emissions reduction strategies in transportation systems, vehicle and fuel technologies, pricing, and urban land use patterns. In 2023, the OTC adopted and incorporated the Climate Adaptation and Resilience Roadmap into the OTP. It provides a path forward for integrating climate change considerations into ways the agency plans for, invests in, builds, manages, maintains, and supports the multi-modal transportation system. Statewide climate hazards risk analyses inform corridor investment prioritization based on past, present, and projected future challenges.

For questions about transportation climate activities, see the ODOT Climate Office website. Email questions to Climate.Office@odot.oregon.gov

Policy briefs call attention to important statewide policy considerations, relationships, and guidance for use by planners, engineers, implementers and community members.

Driveway Spacing and Design

This policy brief helps to show the relationship between driveway spacing policies in the Oregon Highway Plan, and the design of such facilities to assure safe and efficient multimodal movement as identified in the Oregon Bicycle and Pedestrian Plan.

The policy framework for driveway spacing and design

The Oregon Highway Plan (OHP) and state statute set policy guidance for access to and from the state roadway system, including the spacing and geometry of driveways (OHP Policy 3A). In the Oregon Bicycle and Pedestrian Plan, policy states that driveway designs should minimize elevation changes to the sidewalk. The pairing of the policies from each plan is intended to improve multimodal movement on roadways, including for those using mobility devices.

Oregon Revised Statute (ORS) 374.310 states that:

(1) The Department of Transportation shall adopt rules consistent with this section and ORS 374.312 to govern the process of application for issuance of permits for approach roads to state highways by owners of property abutting highways. However, the department may not issue a permit for the construction of any approach road at a location where no rights of access exist between the highway and abutting real property.

(2) The rules and permits shall include provisions, terms and conditions that in the judgment of the department are in the best interest of the public for the protection of the highway and the traveling public (…).

For the full ORS, visit ORS 374.310.

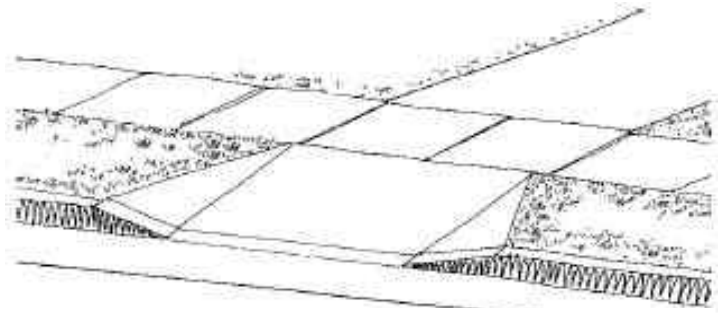
Applicable driveway spacing and design policies

Plan	Policy
Oregon Highway Plan	Policy 3A: It is the policy of the State of Oregon to manage the location, spacing and type of road and street intersections and approach roads on state highways to assure the safe and efficient operation of state highways consistent with the classification and function of the highways. Action 3.A.1: Manage access to state highways based on highway classification, traffic volumes, speed, safety and operational needs to protect the function of each highway classification as explained below. Action 3.A.2: Establish spacing standards on state highways based on highway classification, type of area and speed. The tables in Appendix C show the access spacing standards which consider urban and rural highway classification, traffic volumes, speed, safety, and operational needs. • These standards shall be applied to the development of all ODOT highway construction, reconstruction or modernization projects, approach road and private road crossing permits, as well as all planning processes involving state highways, including corridor studies, refinement plans, state and local transportation system plans and local comprehensive plans.

Oregon Highway Plan	• These standards do not retroactively apply to legal approach roads or private road crossings in existence prior to January 1, 2012, except or until any change of use, or highway construction, reconstruction or modernization project affecting such legal approach roads or private road crossings occurs. At that time the goal is to meet the appropriate spacing standards, if possible, but at the very least to improve current conditions by moving in the direction of the access management standards (Access Management Rule). • When infill development occurs, the goal is to meet the appropriate access management standards. In some cases this may not be possible, and at the very least the goal is to improve the current conditions by moving in the direction of the access management standards. Thus, infill development should not worsen current approach road spacing. This may involve such options as joint access. • In some cases new access will be allowed to a property at less than the designated spacing standards, but only where a right of access exists and the designated spacing cannot be accomplished. If possible, other options should be considered such as joint access. • If ODOT action causes a property to become landlocked (no reasonable access exists) and no other means of providing access is, or can be made available, ODOT might be required to purchase the property. (Note: If a hardship was created by the property owner or his predecessor in title, such as by partitioning or subdividing a property, ODOT does not have responsibility for purchasing the property.) Appendix C: Access Management Spacing Standards – The following tables show the access spacing standards for the access management classifications listed in Goal 3, Policy 3A: Classification and Spacing Criteria, Action 3A.1.
Oregon Bicycle and Pedestrian Plan	Strategy 3.1B: Design driveways for sidewalks, minimizing elevation changes in order to increase ease of use for pedestrians using mobility devices, strollers, etc. and to increase overall user comfort.

Why policies on driveway spacing and design matter

Driveways provide access to the places travelers want to go. More driveways for a single site increase access to and from that site, but can create safety or queuing issues on adjacent roadways. Planners and engineers consider driveway spacing trade-offs, including impact on site access to safety and delay. Safety issues related to frequent driveways include increased opportunities for right or left hook collisions from turning vehicles into pedestrians or bicycle riders. Changes in elevation as sidewalks cross driveways make it more difficult for pedestrians, especially those using mobility devices such as walkers or wheelchairs, to navigate the driveway crossing in a safe manner.



Source: FHWA.dot.gov

When to consider driveway spacing policies

Design and Project Delivery

When using ODOT's driveway spacing standards, planners and engineers consider implications of elevation changes on the sidewalk – for example, cross-slope of sidewalks crossing driveways. Uneven or steep cross-slopes can make walking difficult and unsafe for pedestrians, including people using mobility devices. Consult policies related to driveway spacing from the Oregon Bicycle and Pedestrian Plan for additional information in maintaining pedestrian and bicycle mobility and comfort while accommodating vehicle access.

Professionals should consult project delivery guidance for expectations in implementing access management in transportation projects. ODOT has provided instructions regarding timing, notification, and type of engagement with local jurisdictions and property owners, prior to and during project decision-making. ODOT's Access Management Strategy includes a Design Acceptance Memorandum which outline access management features such as driveway consolidation.

Other helpful guidance and tools

Oregon Highway Plan Spacing Standards Table

NCHRP Guide for Geometric Design of Driveways

Oregon Access Management Manual

Policy briefs call attention to important statewide policy considerations, relationships, and guidance for use by planners, engineers, implementers and community members.

Funding Prioritization

This policy brief helps people understand the relationships among different funding prioritization policies in statewide plans and make transportation investment and prioritization decisions.

The policy framework for funding prioritization

While statewide plans do not identify projects, they do establish a framework for investment decision-making. Investment needs do and will continue to outpace available resources, requiring strategic investment, prioritizing, and triaging needs.

The Oregon Transportation Plan (OTP) Strategy 1.1.4 sets the foundation for strategic investment in the state, which is echoed in other statewide mode and topic plans. When planning for transportation investments across the state, policy direction points to first preserving functionality and improving the efficiency of the existing system before adding new capacity (e.g. Oregon Highway Plan Action 1G.1).

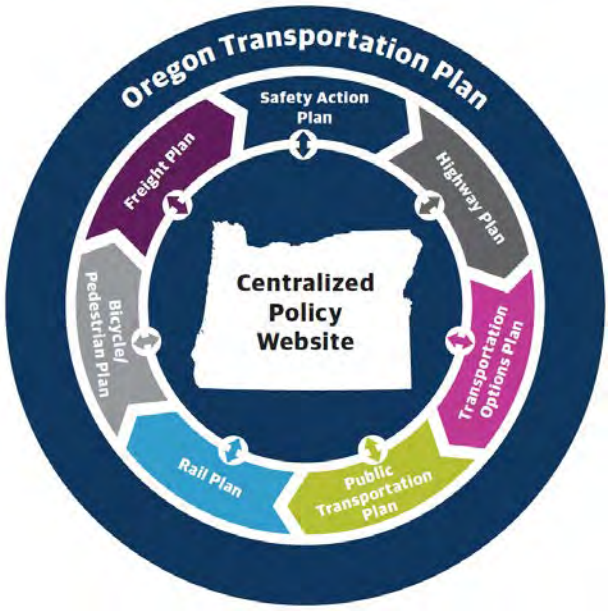


Figure 1
The Oregon Transportation Plan is the foundation for all modal plans in Oregon.

ODOT created an inventory of active transportation assets and needs to help leverage funding for active transportation projects.

Between plans, factors shaping prioritization are consistent with OTP Strategy 1.1.4 but some incorporate other priorities such as closing network gaps for safe movement of vulnerable road users. For example, Oregon Bicycle and Pedestrian Plan (OPBB) Strategy 8.2A places adding capacity to fill critical gaps as one of the top priorities.

Applicable funding prioritization policies

Plan	Policy
Oregon Transportation Plan	Strategy 1.1.4: In developing transportation plans to respond to transportation needs, use the most cost-effective modes and solutions over the long term, considering changing conditions and based on the following: • Managing the existing transportation system effectively. • Improving the efficiency and operational capacity of existing transportation infrastructure and facilities by making minor improvements to the existing system. • Adding capacity to the existing transportation system. • Adding new facilities to the transportation system.
Oregon Highway Plan	Action 1G.1: Use the following priorities for developing corridor plans, transportation system plans, the Statewide Transportation Improvement Program, and project plans to respond to highway needs. 1. Protect the existing system. The highest priority is to preserve the functionality of the existing highway system by means such as access management, local comprehensive plans, transportation demand management, improved traffic operations, and alternative modes of transportation. 2. Improve efficiency and capacity of existing highway facilities. The second priority is to make minor improvements to existing highway facilities such as widening highway shoulders or adding auxiliary lanes, providing better access for alternative modes (e.g., bike lanes, sidewalks, bus shelters), extending or connecting local streets, and making other off-system improvements. 3. Add capacity to the existing system. The third priority is to make major roadway improvements to existing highway facilities such as adding general purpose lanes and making alignment corrections to accommodate legal size vehicles. 4. Add new facilities to the system. The lowest priority is to add new transportation facilities such as a new highway or bypass.
Oregon Bicycle and Pedestrian Plan	Strategy 8.2A: Use the following priorities for identifying and investing in bicycle and pedestrian projects, recognizing that projects identified and funding allocated should be distributed among these categories in high need locations first. 1. Protect the existing system – Protect the functionality of the existing bicycle and pedestrian system through safety, maintenance, and preservation, especially in transportation disadvantaged areas and surrounding schools, shopping, employment centers, and downtowns (i.e. high need locations). 2. Add critical connections and address safety issues – Make improvements to the existing system by providing bicycle and pedestrian connections in areas where no connections exist or where transportation options are limited, particularly in high need locations; and to address significant safety concerns. \ 3. Enhance the system – Enhance the system and people's opportunity to use the system, such as through increased safety and security measures (e.g. separation, pedestrian bulb outs) and availability (e.g. bikeshare, bicycle parking). 4. Elaborate the system – Elaborate the system through network connectivity for recreation, and areas not deemed as critical connections; as well as more costly user comfort features (e.g. cycle tracks).

Why the policy framework matters

Policies and strategies related to funding prioritization guide decisions for multiple geographies, types of communities, modes of transportation, and types of investments. Though there will be variability dependent on context, this helps Oregon efficiently achieve multiple statewide goals in areas such as safety and security, mobility, accessibility and connectivity, community and economic vitality, land use, health, equity, environmental sustainability, and collaboration and coordination.

Maintaining a state of good repair is an important prioritization framework for Oregon's bridges and highways.

When to consider funding prioritization policies

Funding prioritization policies and strategies may apply to multiple types of decision contexts.

Planning

Transportation plans in Oregon include establishment of goals, objectives, and evaluation criteria; identification of problems, conditions, and needs; identification and evaluation of solutions; and prioritization of and implementation plans for solutions. Funding prioritization policies and strategies directly inform the identification, evaluation, and prioritization of solutions. For example, evaluation criteria could include aspects of funding prioritization.

Programming

Programming is a federally-recognized term ODOT uses to signify committing funds to a project. Funding prioritization policies ensure that higher levels of funding are allocated to projects that reflect prioritization goals. While programming decisions integrate many factors – including where solutions are located and which funding program is paying for them – they should also reflect the investment priorities for the state. Programming opportunities come in the form of the Statewide Transportation Improvement Program (STIP) and grants:

- STIP Information
- Connect Oregon Grant Information

Other helpful guidance and tools

ODOT has developed several tools and models to support decision-making. Policy or project prioritization is a key component of these tools.

Value and Cost Informed Planning

ODOT worked with stakeholders to develop a least cost planning methodology (called Mosaic – Value and Cost Informed Planning) that identifies direct and indirect costs of demand and supply options to identify the most cost-effective mix of options. For more on Mosaic, visit https://www.oregon.gov/ODOT/Planning/Pages/Mosaic.aspx

Regional Strategic Planning Model (RSPM)

RSPM measures the outcomes of different transportation and related land use policy choices. For information, visit https://www.oregon.gov/ODOT/Planning/Pages/Strategic-Assessment.aspx#RSPM

Policy briefs call attention to important statewide policy considerations, relationships, and guidance for use by planners, engineers, implementers and community members.

Healthy Communities

This policy brief helps to show how statewide policies and strategies that support a safe, accessible and sustainable transportation system can also support Oregon's health system transformation efforts by reducing chronic disease rates and improving health and well-being in all Oregon communities.

The policy framework for healthy communities

Health and transportation are both critical to safe, livable and resilient communities across the state. The Oregon Department of Transportation (ODOT) and Oregon Health Authority (OHA) are the two agencies in Oregon specifically dedicated to creating, implementing, and maintaining systems that support Oregonians to have equitable access to the health and mobility that support people to get to their jobs, schools, health services, community centers, and more. By working together and leveraging efforts, ODOT and OHA can maximize the returns on the public's investment in health and transportation to improve health, transportation, and quality of life for Oregonians.

Transportation policy, infrastructure and options directly impact health in many ways: they affect exposure to air pollution, injury risk, physical activity levels, emergency preparedness, and access to health supportive resources such as food, living wage jobs, and education. To address these issues, ODOT and OHA entered into an agreement in 2013, committing to work collaboratively to identify, develop and promote connections between public health and transportation. Since then, staff and leadership from both organizations have collaborated to advance shared objectives related to improving the health and livability of Oregon communities. Many ODOT statewide plans and policies now explicitly address transportation and health connections. Similarly, OHA's plans and practices increasingly acknowledge the need to engage transportation partners. These trends are also reflected at the local level as transportation and public health professionals increasingly collaborate on their respective planning and policy development efforts.

Applicable ODOT plans and policies

Plan	Policy
Oregon Bicycle and Pedestrian Plan	Strategy 6.1A: Continue to expand upon the partnership between ODOT and the Oregon Health Authority, encouraging safe and active transportation (walking and biking), collaborating on research and data sharing and analysis, and leveraging resource opportunities. Strategy 6.1B: Engage public health professionals in transportation planning through Metropolitan Planning Organizations, Area Commissions on Transportation, and local jurisdiction planning efforts to more broadly consider the impact of transportation decisions and investments on health. Strategy 6.1D: Identify geographic areas and sub-populations in Oregon (e.g., low-

	income communities, aging population) with higher rates of chronic diseases linked to physical inactivity or air quality, and prioritize actions to address disparities through transportation policies, plans, and project selection.
Oregon Transportation Options Plan	Policy 6.1: Emphasize the role of TO in enhancing human and environmental health. Policy 6.2: Broaden and strengthen partnerships between TO providers, health insurance providers, and social service and community health organizations. Strategy 6.b: Integrate health considerations and impacts in transportation planning. Include transportation options outcomes in Community Health Improvement Plans / Community Health Needs Assessments. Where detailed health impact assessments are not practical, consider elements of public health in transportation and community planning and in site design. Strategy 6.e: Evaluate and communicate the societal and public health benefits of active transportation and active living.

Many of the other statewide transportation policy plans, such as the Oregon Transportation Plan (OTP) and the Oregon Transportation Safety Action Plan (TSAP) also establish a policy framework that recognizes the shared interest between health and transportation; however these connections are more discrete and often benefit other community priorities. These plans indirectly benefit public health for Oregonians by helping communities become more resilient to environmental hazards, improving air quality by supporting multimodal travel and system efficiency, and reducing fatal and serious injury crashes so that our transportation networks are safer for all travelers.

Applicable OHA plans and practices

Plan	Policy
2015-2019 Oregon State Health Improvement Plan	Obesity Strategy 3: Increase opportunities for physical activity for adults and youth. Obesity Measure 3.1: Number of community design plans that include physical activity as a consideration for land use and transportation.
Oregon Health Promotion and Chronic Disease Prevention 2017-2022 Strategic Plan	Physical Activity Goal 1: By June 2022, decrease the percent of adults who are physically inactive. Physical Activity Goal 2: By June 2022, decrease the percent of youth that do not meet the Surgeon General's recommended level of physical activity. Physical Activity Objective 1: By June 30, 2022, expand the availability, safety, convenience, and appeal of places for people to be physically active, with a priority to help those who are currently physically inactive become more active by walking.

Oregon Public Health Advisory Board (PHAB) Accountability Metrics for State and Local Public Health Authorities	The Oregon Public Health Advisory Board has identified accountability metrics for state and local public health authorities. One of the metrics that OHA will be tracking is the percent of commuters who walk, bike or use public transit to get to work. Through this accountability measure, local public health authorities are encouraged to partner on transportation and land use planning initiatives to support active transportation.

Why policies on healthy communities matter

The Centers for Disease Control and Prevention, the Institute of Medicine, and other leading health organizations have reviewed a large body of evidence related to transportation behavior and health outcomes and concluded that specific policies and investment strategies can indeed have measurable impacts on health.

By getting more Oregonians walking, biking, and using transit, we can:

- Cut air pollution that contributes to respiratory and heart illnesses;
- Reduce the number of fatalities and serious injuries from crashes;
- Increase physical activity to reduce rates of diabetes, cancer and other chronic diseases;
- Provide critical connections to medical services, employment and other destination centers to maintain quality of life and support travel independence; and
- Reduce high transportation costs on Oregon families.

Healthy Communities Case Studies

Pedal Corvallis

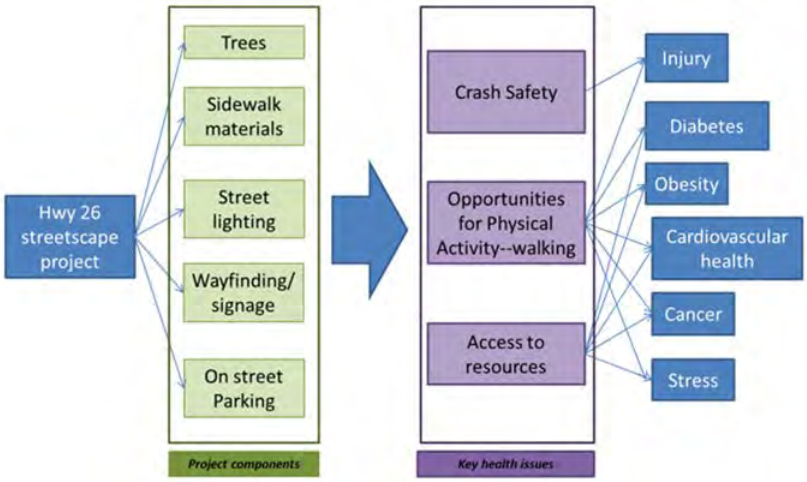
The Oregon Cascades West Council of Governments in partnership with the InterCommunity Health Network Coordinated Care Organization launched a public bikeshare system in Corvallis, called *Pedal Corvallis*. Bikeshare promotes community health, connectivity, and livability. Bikeshare involves a network of bicycles and stations, where a member or renter can check out a bike from a station and return it to any other station in the network. Bikeshare is ideal for short-distance trips and is an innovate way to reduce health disparities by facilitating active transportation choices for work and play.

Veterans Transportation Pilot Project

Oregon Department of Veterans Affairs (ODVA), in partnership with the Oregon Department of Transportation Rail and Public Transit Division (RPTD), administered a Veterans Transportation Pilot Project from July 2013 through June 2016. The primary goals for the pilot project were to implement a replicable shared ride transportation program designed to give veterans a way to get to their VA-authorized medical care; and define the magnitude of the need and the cost for a statewide program to be implemented at a future date. Over the four year project period, 4,128 rides were provided to 470 individuals at an average cost per ride of $74 with a total grant budget of $244,120. Funding estimates to implement a statewide program range from $1M to $12M, depending on the scope of the effort.

Improving Community Health in Crook County through Pedestrian Design

In 2016, the City of Prineville began working with ODOT on a streetscape improvement project for Highway 26 in downtown Prineville. To help inform project decisions, the Crook County Health Department and the City of Prineville Planning Department, with support from the OHA's Environmental Public Health section, led a full day Health Impact Assessment (HIA) workshop to identify and assess the relative health impacts of the various design alternatives being considered by project stakeholders. The workshop resulted in a set of findings and recommendations for ensuring that the project was designed to improve opportunities for physical activity and increase access to health supportive resources while also minimizing crash risks for bicyclists and pedestrians. The full HIA report can be found here. This project helped inspire the Crook County Community Foundation to form Crook County on the Move, a public health focused initiative supporting this and other local efforts to help residents build physical activity into their daily lives.



When to consider environmental and public health

Until recently, transportation policies, infrastructure programs, and funding sources gave minimal attention to public health impacts. Now, many jurisdictions are including health goals, initiatives, and formalized Health Impact Assessments in their transportation plans and decision-making. The Oregon Transportation Plan and the other statewide modal and topic plans establish a policy framework in

which other regional and local governments operate within. There is opportunity to promote the improvement of health—related outcomes as a common thread in all policies and strategies—while still accomplishing state, regional and local primary transportation objectives.

Including health professionals as representatives in long-range transportation planning can help state, regional and local agencies consider the broader and more holistic impacts of system planning. Establishing these multi-disciplinary relationships can also benefit inter-agency collaboration and sharing of data to improve decision-making and understanding; bring health-based performance measurements into the transportation analysis and prioritization process; and identify leverage opportunities for funding for mutual benefit.

Other helpful guidance and tools

For questions about environmental and public health policy framework, contact the ODOT Transportation Planning Unit at 503-986-7140.

Health and Transportation: Making the Connection

Transportation and Growth Management Education and Outreach

Oregon State Health Improvement Plan

Components of Local Land Development and Related Zoning Policies Associated with Increased Walking: A Primer for Public Health Practitioners

OHA Health Impact Assessment

American Public Health Association's Transportation and Health Resources

Policy briefs call attention to important statewide policy considerations, relationships, and guidance for use by planners, engineers, implementers and community members.

The policy framework for land use policy support

This policy brief helps people understand the relationship between transportation and land use. Land use patterns and mixes influence the way people access their destinations, and when supportive transportation infrastructure is needed.

The policy framework for land use policy support

Land use is inextricably linked to the transportation system. While land use impacts the viable transportation options available to people, Oregon Department of Transportation (ODOT) does not have direct authority over land use policies and decisions. Direction on land use is set by the Department of Land Conservation and Development (DLCD), and ODOT has developed supportive state transportation policy related to land use. Local communities have authority over land use decisions and plan for the interaction between land use and transportation when they craft Transportation System Plans. Local agencies develop code that implements the policies included in their plans. Transportation considerations are reflected through the application of this code to new development and redevelopment (the development review process). The ODOT Development Review Program is involved with development review when relevant to state-owned roadways.

Applicable planning topics and policies related to land use

Policy Category	Policy
Parking Management	**Transportation Options Plan 7.F:** Encourage the development of parking management plans in downtowns and activity centers throughout the state.
	Transportation Options Plan 7.M: Promote parking cash-out programs (employer offers employees a choice between paid for parking space or a cash allowance).
	Transportation Options Plan 7.O: Create parking toolkits for the development community and municipalities including the costs of parking provision, parking trends in Oregon, best practices, model ordinances, and parking management strategies that apply to both car and bicycle parking.
Bicycle Parking	**Transportation Options Plan 7.N:** Work with employers and retail spaces to provide secure bicycle parking, especially in communities with a bicycle mode split above five percent. Look to the TGM Main Street Handbook and ODOT Bicycle and Pedestrian Design Guide for spacing considerations.
	Oregon Bicycle and Pedestrian Plan 4.1E: Provide adequate long and short term bike parking to accommodate access to destinations by bicyclists, through code, incentives and/or subsidy programs. Bike parking locations should be visible, easily accessible, and convenient for use.
Network Connectivity	**Transportation Options Plan 7.D:** Support the development of complete “20-minute” neighborhoods (neighborhoods that contain jobs, housing, and services that are accessible by bicycle, walking, or transit within a 20-minute walk, bike ride, or transit ride).

Policy Category	Policy
Building Siting	**Oregon Bicycle and Pedestrian Plan 4.1A:** Identify and share best practices and local guidance on developer sidewalk provisions and off-site improvement requirements. Explore other best practices and model codes for pedestrian and bicycle accommodations within the development process (i.e. accessible site design/orientation, parking design best practices, provision of bicycle parking).
	Oregon Bicycle and Pedestrian Plan 4.1B: Coordinate with local school districts, university or college campuses on the encouragement of walking and biking through school siting. Provide examples and best practices on locating schools for increased walking and biking access, building on the recommendations of the Oregon School Siting Handbook.
	Oregon Bicycle and Pedestrian Plan 4.1C: Consider pedestrian and bicyclist flow patterns between different types of businesses, schools, and natural attractors when determining land uses so that pedestrian and bicycle connections can be safely and conveniently made.
	Oregon Bicycle and Pedestrian Plan 4.1D: Site state government buildings consistent with the Department of Administrative Services Siting Policy (44) so they are accessible to walking and bicycling, and identify and take advantage of opportunities for local government buildings to be accessible by walking and biking.
Industrial Land Use	**Oregon Freight Plan Action 7.1.1:** Support better integration of freight into the regional and local land use planning processes. Encourage local governments to integrate industrial land use planning into comprehensive plans and all other plans and actions relating to land use controls.
	Oregon Freight Plan Action 7.1.2: Work with regional and local land use planning agencies to protect existing industrial land from encroachment from incompatible land uses. This could be accomplished by including industrial-zoned lands adjacent to freight facilities (including such facilities as intermodal yards, freight terminals, marine and others) for future freight expansion. Encourage the development of buffers between freight facilities and incompatible uses. Transportation infrastructure connecting to terminals, ports, airports, and other freight-generating land uses should be included in these discussions.
	Oregon Freight Plan Action 7.1.3: Work with local and regional governments to encourage that properties designated as industrial lands in a comprehensive plan are reasonably developable. Land selected for industrial uses should not have significant constraints that would make it unduly difficult or costly to develop.
	Oregon Freight Plan Action 7.1.4: Encourage the development of freight transportation facilities and other industrial land uses at brownfield locations.
	Statewide Transportation Strategy[1] 15.1: Incentivizing industrial development in efficient locations (e.g., along rail/water lines, near other major industrial sites) and eco-industrial parks (industrial parks where producers and consumers are co-located to share resources and reduce the need to ship shared resources).
	Statewide Transportation Strategy 15.2: Planning for urban consolidation centers, which reduce GHG emissions, by providing for a single distribution point for common goods within a metropolitan area.

[1] Although the Statewide Transportation Strategy is not a statewide modal plan, it does act as a guiding policy document.

Policy Category	Policy
	Statewide Transportation Strategy 15.3: Planning for efficient freight traffic movement in key transportation corridors that serve urban consolidation centers or other major industrial uses (e.g., bottleneck removal, consider tolling non freight modes, minimize cross traffic impacts, etc.).
Designations	**Oregon Highway Plan Action 1B.3:** Land use categories to designate highway segments, including: Special Transportation Areas, Urban Business Areas, Commercial Centers, and Non-Designated Urban Highways. (See "Roadway Classifications" Policy Brief for more information.)

When to consider policies that support land use goals

Long-Range Planning

The Oregon Highway Plan Policy 1B states that it is the policy of the State of Oregon to coordinate land use and transportation decisions to efficiently use public infrastructure investments. The coordination ensures that the highway system maintains safety and mobility, while encouraging the availability and use of transportation alternatives. The practice also fosters compact development patterns in communities and enhances livability. These policies are implemented through the creations of Transportation System Plans (TSPs), Regional Transportation System Plans (RTSPs), and Comprehensive Plans.

The policies linking transportation and land use matter for a variety of state, regional and local goals. Policies and strategies linking land use and transportation impact goals relating to:

- Climate change
- Modal splits for walking and bicycling
- Economic vitality
- Safety for roadway users
- Community livability

When cities and counties update their TSPs and RTSPs, comprehensive plan designations can play a role in roadway characteristics or design standards and the allowable levels of vehicle traffic congestion on streets. ODOT can partner with local communities to create roadway designations that impact roadway characteristics or design based on development patterns. Special Transportation Areas (STAs), for example, allow highways operating as community 'Main Streets' to be designed to more closely to reflect the variety of users and adjacent land uses. Other transportation and land use related designations include Urban Business Areas (UBAs) and Commercial Corridors.

Development Review (Current Planning)

Transportation and land use goals also intersect during development review. For certain types of land use proposals, such as Comprehensive Plan amendments and Zoning Map amendments, planning departments and ODOT review proposals to assess whether they meet the state Transportation Planning Rule (TPR). This evaluation considers the impact generated by the proposed change in terms of increased vehicle trips, and ensures that the transportation system is equipped to handle the increase. If the development is deemed to not be able to support the increase in trips generated by the proposed land use, the developer must make investments in the transportation system to accommodate new travelers before the proposal is approved. For more TPR information visit: https://secure.sos.state.or.us/oard/displayDivisionRules.action?selectedDivision=3062.

Design

Transportation design considers context, which is often defined by land uses in addition to other factors like roadway purpose. For example, a rural county road may have a wide shoulder for bicycling whereas a cycle track would be out of context. In vibrant commercial neighborhoods, wide sidewalks, bicycle lanes, on-street parking, crossings, or other design treatments help multiple transportation modes share the space. How people use a public space, such as a roadway or sidewalk, can vary depending on land use. Commercial streets with sidewalk cafes and displays are better served by wide sidewalks than an industrial park accessed by freight traffic.

When designing developments, developers, architects, designers, and planners also consider access points to and through developments. For example, on large blocks or campuses, designing paths for pedestrians and bicycle riders to cut through large areas makes these modes more comfortable and convenient. ODOT policies such as 4.1.E in the Oregon Bicycle and Pedestrian Plan support design considerations and building codes that provide transportation end-of-trip facilities, such as showers or changing rooms, that support walking and bicycling.

Funding Opportunities for Transportation and Land Use Planning

The Transportation and Growth Management program (TGM) is a grant program supported by ODOT and DLCD. The grants help local communities plan for streets and land use in a way that leads to more livable, economically vital, and sustainable communities. The grants can support planning related to Transportation System Plan update, and for planning that focuses on integrating land use and transportation. More information about the program can be found at: https://www.oregon.gov/LCD/TGM/Pages/index.aspx

Why policies to support land use matter

Creating transportation infrastructure that supports a variety of land use types contributes to community and economic vitality. The type, mix, and density of land uses relate to whether development will attract users by automobiles, public transit, walking, bicycling or some other mode. For example, density of jobs and housing can support the provision of public transportation. Housing density creates more potential public transportation riders, while jobs create destinations, including predictable daily trips.

Transportation choices and design can impact land use development and patterns (e.g. a commercial street downtown with many transportation choices operates differently than a suburban arterial that is oriented toward vehicles). The Oregon Highway Plan, for example, directs communities to foster compact development which can better support provision of multiple transportation options. Other transportation modal plans, such as the Oregon Freight Plan, support the integration of land uses policies such as creating industrial land preserves. In this case, land use policy is utilized to ensure that investment in freight infrastructure (e.g. rail lines or marine access) is preserved for commercial uses by disallowing conversion to other land use types.

When Land Use Decisions Impact How People Travel

When popular destinations, such as schools, are located at the edges of communities on sprawling sites – it impacts how students, staff, and parents travel to and from the school. When the school is hard to reach by anything other than a bus or automobile, it reduces the ability of students and staff to walk, bicycle, or ride transit to school. It can also limit the transportation options for after-school activities. ODOT, in partnership with DLCD, funded a study about considerations for siting schools. (Planning for Schools & Livable Communities: The Oregon School Siting Handbook)

Other helpful guidance and tools

Oregon Department of Land Conservation and Development

Transportation and Growth Management Program Grants Page

Transportation System Planning Guidelines

Policy briefs call attention to important statewide policy considerations, relationships, and guidance for use by planners, engineers, implementers and community members.

Rail line preservation and rails-to-trails projects

This policy brief helps people who manage rail lines or who are interested in converting rail right-of-way to trails.

The policy framework for rail line preservation and rails-to-trails projects

The rail right-of-way (ROW) is an important transportation asset for active, imminent or future rail use. When not in use for railroad purposes, the right-of-way can also be an important community asset for other users, in particular for pedestrians and bicycle riders when it is converted to a trail. Pairing policies from the Oregon Rail Plan that provide guidance for preserving rail lines, with policies from the Oregon Bicycle and Pedestrian Plan that provide a framework for agency coordination and path development, provide a foundation for rail line preservation and conversion of rail-to-trails. The policies provide a technique for maximizing infrastructure use in cost-effective ways.

Rail banking is a voluntary process where a railroad company enters into an agreement in which the corridor is not considered abandoned, but can be sold, leased or donated to a trail manager by reverting the land easement to adjacent land owners. The framework supports efficient decision-making, while also preserving flexibility of future rail use. Rail-to-trail conversion can also occur when a railroad company decides to abandon a line and permanently relinquishes the ROW for trail use.

Applicable plans and policies

Plan	Policy
Oregon State Rail Plan	Strategy 3G: Preserve the rail system through a hierarchy of investment and action. 1) Preserve Service – Continue rail service on an endangered line through partial subsidization of the railroad operator, acquisition of the line by the public, or some combination of methods to keep service on the line. 2) Preserve Infrastructure – Preserve the right-of-way and improvements (e.g. track structure) that occupy the right-of-way through means such as acquiring the corridor or otherwise preserving the infrastructure in place for some indeterminate period. The corridor could be brought back to operation at any time, although more resources will likely be required to resume service the longer the corridor is out of operation. 3) Rail Banking – Invoke rails-to-trails legislation to preserve the right-of- way for interim trail use and the potential for the future return of railroad use. The railroad can salvage track but should leave the bridges, tunnels, embankments, etc., for trail and future rail use. 4) Rail line abandonment - Rail line abandonment will be used only as a last resort if there are no justifiable reasons to save the rail line or the right-of-way. Even in this instance, right-of-way preservation may have a continued public benefit for other modes.
	8.2C: Be opportunistic in acquiring right-of-way for future potential pedestrian and bicycle facilities, and identify strategies to utilize development projects for filling gaps, particularly in potential future high need locations.

Oregon Bicycle and Pedestrian Plan	Strategies 2.5 A-E: 2.5A: Build partnerships through collaborative efforts to identify paths or trails. Share information among local jurisdictions regarding design innovations, funding, engaging local partners (e.g. tourism organizations, private and federal entities) and other technical information that becomes available. 2.5B: Review and update guidelines and procedures for path or trail planning and design. 2.5C: Develop paths as safe alternative routes that help complete the network. 2.5D: Regional Paths: Identify off roadway walkways and bikeways in state facility plans, Regional transportation Plans, or Transportation System Plans for future development, justifying need according to prioritization categories listed in Strategy 8.2A of this Oregon Bicycle and Pedestrian Plan. In addition to the definition of "high need locations" specified in Policy 8.2A, off-roadway walkways and bikeways that meet all of the following criteria shall be considered Regional Paths that demonstrate a statewide benefit and shall be prioritized as a "critical connections." • Is a continuous path made up of one or more connected segments that is primarily physically separated from the roadway; • Connects two or more incorporated communities, with each community no more than 15 miles apart; or traverses through a single large community with a path that is 10 miles or longer; • Will serve as a connection point for people commuting between communities; or is part of officially designated walking and bicycling route, such as Scenic Bikeways, Bike Route, or US National Bike Route; and • Is endorsed by elected bodies along path alignment. 2.5E: When adding to a Regional Path that qualifies under Strategy 2.5D, prioritize those segments or improvements that enhance overall utilization of the route.

Why policies on rail line preservation and rails-to-trails matter

Rail line preservation and rails-to-trails offer co-benefits such as preserving ROW and alignments for future potential railway use while creating community assets and biking and walking transportation networks in the interim. The partnership created to leverage the existing transportation assets are a benefit to communities. The practice supports the creation of long, linear trails for pedestrian, bicycle, and/ or equestrian use for both transportation and recreational purposes. The recreation benefits support public health, tourism and the economic vitality of the communities the trail passes through. The transportation benefits of creating the trail are increased accessibility, social capital, and a safe space separated from motor vehicles where riders can travel with confidence and comfort. Long, linear trails can create critical connections between communities that may be otherwise inaccessible to those without a vehicle or who do not feel comfortable riding near traffic.

Rails-to-Trails Case Studies

The Banks-Vernonia Trail is the first rail-to-trails project in Oregon. The trail is 21 miles long and is located over a decades-old railway bed. Elsewhere, the OC and E Woods Line State Trail in Southern Oregon is the state's longest linear park at 109 miles. It stretches from Klamath Falls east to Lene, and then north to Sycan Marsh.

The Salmonberry Corridor is another trail being considered for rails-to-trails conversion in Oregon. The 86-mile former railroad right-of-way runs from Banks in Washington County to Tillamook on the Oregon Coast. The corridor passes through eight cities, and the majority of the corridor is currently owned 'fee simple' by the Port of Tillamook Bay. Part of the corridor also includes an active rail line used for an excursion train. In 2007, a storm damaged a substantial portion of the corridor and rendered it infeasible for heavy rail service. As a result, an effort began to develop a regional trail along the Salmonberry Corridor. The Oregon Legislature authorized funding for trail planning, and the project is currently in the concept planning and public outreach phase.

The Capital Crescent Trail in Washington, D.C. and Maryland is an example of how a rail-to-trail can serve as both a recreation path and an important transportation corridor. The 11-mile trail connects Silver Spring, Maryland – a busy D.C. suburb – with downtown Washington, D.C. via railbanked trail paralleling the Potomac River. The "State of Bicycling" Report (Montgomery County, 2015) reported approximately 70,000 trips in the month of June. While weekend recreation use is high, trail counters found that weekdays also averaged more than 1,000 trips, peaking during morning and evening commute hours.

When to consider rail line preservation options

During rail corridor preservation discussions, railroad owners can choose to abandon a rail line or voluntarily "bank it." Rail banking is a voluntary agreement to use an "out-of-service" rail corridor as a trail until a railroad might need the corridor again for rail service. Official negotiations with the railroad begin after the railroad submits an initial notification to abandon the line to the Surface Transportation Board (STB). Negotiations end with either rail banking or line abandonment. A local, state or federal agency, or an advocacy group can partner to build and maintain the trail.

Other helpful guidance and tools

Rails-to-Trails Conservancy

Legislation establishing rail-banking procedures

Grant funding for rails-to-trails projects in Oregon

For questions about rail line preservation and/or conversion of rails-to-trails, contact the ODOT Rail Division at 503-986-4321.

Policy briefs call attention to important statewide policy considerations, relationships, and guidance for use by planners, engineers, implementers and community members.

Route Designations and Classifications

This policy brief helps people understand the purpose and specifics of route designations and classifications, how they relate across statewide plans, and how those designations work together to shape planning, design, maintenance, and funding prioritization of transportation projects.

The policy framework for route designations and classifications

Roadway classifications and designations are categorizations given to a roadway by the federal, state, or local government to help delineate differences in roadway purpose and design. There are a variety of Oregon Department of Transportation (ODOT) roadway classifications and designations in different statewide plans. ODOT classifies roadways in order to group them according to the type of service intended, function and/or the amount of vehicle traffic the facility is designed to carry. Designations are more reflective of roadway function than motor vehicle volume. A corridor can have many different roadway classifications or designations to capture its range of purposes.

The Oregon Highway Plan classifies the state highway system into four categories to provide direction for the management of and investment in the highway system. For example, I-5 is classified as an interstate because it provides travel between the west coast states. Highway 101, which connects coastal communities along the Pacific Ocean, is an example of a state highway. In comparison, 99W running west of Salem is a regional highway. District highways are often spurs from regional or state highways to serve a smaller community such as District Highway 206 serving Harney County.

Designations further reflect transportation goals, and help implement other policies in statewide plans. Statewide plans define and identify characteristics of different designations and classifications which may be adopted at a later time. For example, the Highway Plan denotes statewide highways that link major economic and geographic centers as the “Access Oregon Highway System.” Specific highway segments may be given this designation through adoption of a plan amendment. Similarly, the Oregon Highway Plan also designates a system of freight routes, which can include roadways that are classified as state and interstate highways. New routes may be added though plan amendments if they fit the criteria laid out in the Highway Plan.

Oregon Highway Plan Action 1A.1 calls for decision makers to use the following categories of state highways, and the list in Appendix D: Highway Classification by Milepoint, to guide planning, management, and investment decisions regarding the state highway facilities:

- Interstate Highways (NHS)
- State Highways (NHS)
- Regional Highways
- District Highways

What is the National Highway System (NHS)?

The NHS is a network of highways within the United States, including the Interstate Highway System and serving strategic economic, defense and transportation facilities such as airports, ports, rail or truck terminals, railway stations, and pipeline terminals. The NHS was designated by Congress in 1995 and the federal government encourages states to focus federal highway funding on maintaining the NHS network in a state of good repair.

The Federal Highway Administration (FHWA) has its own federal functional classification that overlaps with, but does not necessarily match Oregon’s state classification system. Federal functional classifications describe how a road operates today. Table 1 illustrates the differences and overlap between the two systems.

What are the different classifications and designations on Oregon roadways?

Oregon Roadway Classifications

ODOT developed the State Classification System to act as a long-range planning tool that recognizes the future desired function of the roadway. Considerations for classifications include speed, throughput, and roadway function (e.g. local versus regional connections). Federal functional classifications describe how a road operates today, and may differ from the state classifications.[1] Table 1 illustrates the overlap between the federal and state classification systems. ODOT also provides an index of all Oregon State Highways and their corresponding FHWA functional classification within the Highway Design Manual Appendix A Functional Classification.

Table 1 Oregon Classification System

State Classification System (SCS)	Description	Corresponding FHWA Functional Classification
Interstate Highways	Provide connections to major cities, regions or other states; regional trips within metro areas	• Urban or Rural Interstate
Statewide Highways	Provide connection to larger urban areas, ports and recreational areas that are not directly served by interstate highways	• Principal Arterial – Other • Urban Principal Arterial – Other Freeway Expressway • Urban or Rural Other Principal Arterial
Regional Highways	Provide links to regional centers, statewide or interstate highways or economic or activity centers of regional significance	• Urban or Rural Minor Arterial
District Highways	Facilities of county-wide significance function largely as county and city Arterials or Collectors	• Urban or Rural Minor Arterial • Urban or Rural Major Collector • Rural Minor Collector

The National Highway System (NHS) represents a federal designation of roadways across and inclusive of differing functional classifications. The NHS includes the interstate highway system, principal arterials that connect to major ports, airports or other intermodal facilities, and the Strategic Highway Network – highways important to national defense, and intermodal connectors which can be state highways connecting major intermodal facilities. A full map of the NHS is available on the FHWA website.

Oregon Roadway Designations

ODOT has a set of roadway designations to reflect different key characteristics on roadway corridors. Although all ODOT roadways have a classification, only some receive additional designations. The Oregon Transportation Commission approves designations. Designations may change the applicable ODOT design standards, mobility standards or access management standards for the designated roadway segment.

[1] Department of Transportation, Guidelines for Updating Federal Aid Urban Boundaries and Functional Classification, July 2003 https://www.oregon.gov/ODOT/Data/Pages/Functional-Class.aspx

Table 2 Oregon Roadway Designations

Designation	Description	Links to Additional Information
Freight Routes	Routes are designated under the Oregon Freight Plan if annual truck tonnages are moderate to high and if they provide connectivity to significant freight generating areas of Oregon. The designation of a freight route has implications for roadway design and mobility standards, and may override exceptions granted from other designations such as a Special Transportation Area.	Oregon State Highway Freight System
Special Transportation Areas (STA)	A designated district located on a state highway within an urban growth boundary, in which the need for appropriate local access often outweighs the considerations of highway mobility.	Guidance on Special Transportation Areas, Urban Business Areas, and Commercial Centers
Urban Business Area (UBA)	A highway segment designation that may be applied to existing areas of commercial activity or future nodes or various types of centers of commercial activity.	
Commercial Centers (CC)	Large, regional centers or nodes with limited access to the state highway. Commercial Centers include a high level of regional accessibility and connections to the local road network and accommodates pedestrian and bicycle access and circulation and, where appropriate, transit movements.	
Seismic Lifeline Routes	Routes are roadways and bridges that play a critical role in emergency response and evacuation in the event of a seismic event.	Oregon Seismic Lifeline Routes Identification
Safety Corridors	Safety corridors are stretches of state and local highways with an incidence of fatal or injury traffic crashes higher than the statewide average for that type of roadway.	Safety Corridor Guidelines
Oregon Scenic Byways	Byways include All American Roads, National Scenic Byways, Oregon State Scenic Byways, and Oregon Tour Route designations. They are informational and directs tourists and recreationalists to roadways that are scenic, historically significant, or offer recreation opportunities.	Discover Oregon Scenic Byways

Designation	Description	Links to Additional Information
Expressways	Expressways are a subset of Highway Plan highway classifications to provide for high speed, high volume travel between cities and connections to ports and major recreation areas with minimal interruptions.	Expressway Classifications
Reduction Review Routes	Reduction Review Routes are ODOT facilities that requires review of during planning, project development, development review, and maintenance to examine any “hole in the air” capacity.	Map of Reduction Review Routes

Why the policy framework matters

The policy framework of classifying highways shapes the infrastructure throughout its lifecycle. The classification or designation of a roadway impacts the planning, design, operation, and investment decisions for the maintenance, repair, and construction of roadways.

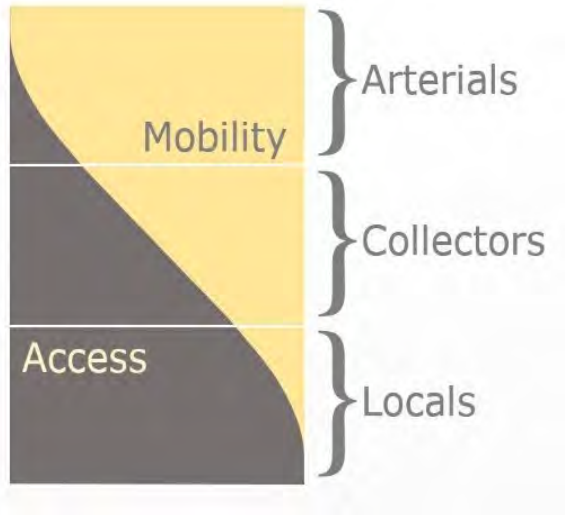


Figure 1 Higher classifications generally prioritize the free flow of movement, or mobility. Lower level classifications prioritize access and permeability of the system to enable people to reach their homes, work, and commercial areas.

When to consider prioritization policies

Planning and Development Review

Roadway classification or designations affect long-range planning decisions for ODOT facilities. Classifications and designations impact planning for development and redevelopment located along the roadway. A commercial, residential, industrial, or other type of development will plan access management (e.g. the ingress and egress driveways or roads) according to roadway classification. Roadways with a functional focus on higher speed travel (mobility) – such as a state or district highway – will limit the number of driveways accessing the roadway to reduce conflict points with vehicles moving at high speeds.

During the development review process, local permitting offices will review access management and other planning decisions to ensure they meet the standards applied to the adjacent roadway.

Design

Classifications and designations impacts roadway design (and construction) through the applications of standards tied to designations or classifications. ODOT publishes a Highway Design Manual to provide design guidance on new construction, reconstruction and rehabilitation projects. Guidance includes standards for facility dimensions (i.e. width of travel lanes, sidewalks and shoulders). Intersection and driveway spacing are closely tied to classification as each relates to the design speed of the roadway. Roadways designated or designed for higher speed travel generally feature wider travel lanes and less driveways. In contrast, roadways designated or designed for lower speeds will often use design tools to slow the movement of vehicles to safely accommodate pedestrians, people riding bicycles, and vehicles and public transportation vehicles entering and leaving establishments. A roadway that is not designed to standards associated with the roadway classification or designation must seek a design exception. For more information, see the Roadway Engineering page on ODOT's website.

Operations and Maintenance

Classification and designations are often useful for operations and maintenance prioritization. ODOT maintains an asset management program and roadway classification is one of several factors considered when deciding which assets to address first. Classifications and designations may also influence operations such as roadway sweeping schedules and repaving cycles. They may also influence snow or ice removal during inclement weather, as a higher classification or designated evacuation route will have the highest priority.

Applicable plans and policies

Plan	Policy
Oregon Highway Plan	1A: It is the policy of the State of Oregon to develop and apply the state highway classification system to guide ODOT priorities for system investment and management. **See Table 1 for overview of Oregon highway classifications*
	1B: It is the policy of the State of Oregon to coordinate land use and transportation decisions to efficiently use public infrastructure investments to: *Maintain the mobility and safety of the highway system; *Foster compact development patterns in communities; *Encourage the availability and use of transportation alternatives; *Enhance livability and economic competitiveness; and *Support acknowledged regional, city and county transportation system plans that are consistent with this Highway Plan.
	1C: It is the policy of the State of Oregon to balance the need for movement of goods with other uses of the highway system, and to recognize the importance of maintaining efficient through movement on major truck freight routes.
	1E: It is the policy of the State of Oregon to provide a secure lifeline network of streets, highways, and bridges to facilitate emergency services response and to support rapid economic recovery after a disaster.
Oregon Freight Plan	Policy 1.1: Establish a Strategic Freight System building on the system defined by the commodity flows of Oregon's major industries. This system should include those elements of the transportation infrastructure that best support the state's key industries. This system should be multimodal, when viable, and exist in both urban and rural areas as appropriate.
	Policy 1.2: Support freight access to the Strategic Freight System. This includes proactively protecting and preserving corridors designated as strategic.
	Policy 2.4: Coordinate freight improvements and system management plans on corridors comprising the Strategic Freight System with the intent to improve supply chain performance.
	Policy 3.2: Partner with local government agencies and tribal governments to identify intermodal connectors that provide "last mile" connectivity to freight-generating businesses or locations and are not currently classified as NHS Connectors. Use this information to update the NHS connector list, when requested by the federal government, and to establish an additional list of secondary connector routes as appropriate. Highlight the importance to local governments of the role they have in making the freight system function effectively for businesses across the state.

Plan	Policy
	Policy 12.1: Work with elected officials, carriers, shippers and other stakeholders to study the potential for, and implications of, a statewide freight fund. The fund would have a selective, criteria-driven process to prioritize and fund projects in all modes of freight transportation. The process would be needs-based and focus on projects located on the Strategic Freight System.
	Policy 12.3: Advocate establishing sources of funding for improvements on intermodal connectors.

Other helpful guidance and tools

ODOT hosts a statewide interactive map that allows users to view the function and classification of roadways throughout Oregon. This allows the users to see roadway classification as well as other designations applied to the road through a series of map layers. The map is available at https://gis.odot.state.or.us/transgis/.