Senate Bill 264
New Legislative Direction for Access Management

Traffic Engineering Conference: June 7, 2011

Presenters: Harold Lasley, P.E., ODOT Access Management Program Mgr.
David Boyd, P.E., P.T.O.E., ODOT Region 4 Access Mgnt. Eng.

Today's Presentation

Part 1: Legislative Direction – Harold Lasley

- Driving Forces for Change
- Intent of SB 264: Shifting the Balance
- Focus of Stakeholder Collaboration
- Key SB 264 Provisions
- Questions

Part 2: Technical Standards – David Boyd

- Spacing
- Channelization
- Sight Distance
- 10(g) Exceptions

Driving Forces for Change

Oregon's Weak Economy

- SB 264 is just one of many of several bills in 2010 and 2011 intended to lower hurdles and remove impediments to economic development.
- Legislators receptive to lobbyists and business owners on ways to reduce costs and time associated with government regulations.

Perceptions of ODOT Permitting Rules and Process

- Costs and uncertainty of getting direct hwy. access viewed as impediment to small business, a major component of Oregon economy.
- Too heavily weighted toward highway considerations with too little weight given to economic development needs and objectives of property owners.
- Standards and decision criteria not easily understood.
- Safety criteria too subjective.

Senate Bill 264 – Legislative Intent

"It is the intent of the legislative assembly to develop a highway access management system based on objective standards that will balance the economic development objectives of properties abutting state highways with the transportation safety and access management objectives of state highways .... consistent with local transportation system plans and the land uses permitted in the local comprehensive plans acknowledged under ORS Chapter 197."

SB 264 - Section 13

Shifting the Balance

"Given the current economic times, the legislature asked us to shift how we manage the transportation system with regard to access so that we can help communities achieve urban growth and economic development without sacrificing safety. Balancing mobility, access to community assets, and safety are at the core of this directive." -- Inside ODOT, Director's Message, January 2011

A Delicate Balancing Act

"Economic development objectives of properties abutting state highways"

Traffic operations, safety, and mobility of state highways.

- **More weight**
  - Urban areas
  - District/Region Hwys.
  - Low volume rural hwys.
  - Moderate to low speed hwys.

SB 264 – Stakeholder Collaboration

- **SB 264 -- Result of collaborative process required by SB 1024.**
- **Access Management Stakeholder Committee**
  - Representatives of industry, retail developers, local government, consulting traffic engineers, trucking association and ODOT.
  - Collaboration focused mainly on 5 areas of permitting process:
    1. ODOT determination of “reasonable access”.
    2. Access management spacing standards.
    3. Mitigation requirements.
    4. Medians, both corridor and approach-related.
    5. Cost & time of application process.

Access Management Committee

Legislative	Practitioners	Development/ Business	ODOT
E. Terry Beyer (H)	Jamie Jeffrey, City of Portland	Mark Whitlow, RTF & ICSC	Matt Garrett, Director
Betsy Johnson (S)	Brent Ahrend, Group Mackenzie	Bob Russell, OTA	Bob Bryant, R-4 Mgr.
Rick Metsger (S)	Jim Hanks, JRH Engineering	Don Forrest, Fred Meyer	Robin Freeman, Gov. Relations
Bruce Starr (S)	Mark Becktel, City of Salem	Jon Chandler, HBA	Harold Lasley, Program Mgr.
Joanne Verger (S)		Craig Campbell, AAA Oregon	Doug Bish, Traffic Engineering
Doug Whitsett (S)			Michael Rock, Long Range Planning

Access Management Committee

Local Government	Organization
Craig Honeyman	League of Oregon Cities
Mike Eliason	Association of Oregon Counties
Art Schlack	Association of Oregon Counties

Del Huntington, Huntington Traffic Solutions -- Facilitator

Senate Bill 264 – Reasonable Access

- **ODOT determination of reasonable access "shall be based on the <u>economic development needs of the property</u> abutting the highway for its authorized and planned uses, subject only to consideration of <u>safety and highway operations</u>."**
  - Shifts starting point of conversation about access to economic development interests.
- **On <u>*urban*</u> highways, ODOT "may not use presence of alternate access as basis for denying application for highway access."**
  - Key goal is to encourage infill and redevelopment in developed urban areas rather than strip development in urban fringe.

SB 264 – Changes to Spacing Standards

- **Lower spacing standards for low volume and urban highways.**
  - Goal is to reduce high percentage of deviations required for approval.
- **Changes recognize importance of highway functional classification and priority for statewide traffic and freight mobility.**
  - Lower standard for Region and District highways that serve primarily local function (arterials).
  - Lower standard for moderate to low speed urban highways.
  - Higher standards maintained for statewide highways, expressways, interchange areas, high speed and higher volume rural highways.

SB 264 – Highway Safety & Operations

Clarifies and limits the types of safety and operations problems subject to mitigation:

- Queuing problems
- Turning movement conflicts
- Problems caused by approaches near signalized intersections
- High priority crash locations

"The department shall have the burden of proving any safety or highway operations concerns ....."

SB 264 - Non-traversable Medians

Makes N-T medians a mitigation of last resort.

- "The department may not impose non-traversable medians as a mitigation measure for approach permit applications unless the department first establishes that no other mitigation measures are effective or available under the circumstances."

Requires collaboration in project development.

- "The Department of Transportation shall work collaboratively with highway users on all proposals to install a raised or depressed barrier on two-lane segments of state highways."

N-T medians include a 'dividing space' of solid double yellow lines with yellow cross-hatching between the double yellow lines.

- Striping costs less than a physical barrier.

SB 264 – Cost & Time of Application Process

Simplifies and clarifies approval criteria.

- Access spacing standards
- Channelization
- Sight distance
- Limited safety and operations issues (10)(g)

Reduces applicant costs.

- Eliminates Traffic Impact Analysis for site traffic volumes below 400 vpd. (approximately 80% of applications).
- Allows approval of existing approaches based on less restrictive criteria when a new permit is needed for “change of use.”

SB 264 – Implementation

- **SB 264 effective date is January 1, 2012.**
  - Bill is still working its way through legislative process.
  - Appears to be headed for passage later this year.
- **Work on implementation is underway:**
  - ODOT is committed to changes even if bill does not pass.
  - Several teams working on implementation lead by RAMEs.

QUESTIONS?

Part 2: Technical Standards

SECTION 13. ORS 374.312 (6)

The department shall approve applications that meet the **spacing** and **channelization** or **sight distance** standards described in section 17 of this 2011 Act **subject only to** consideration of safety and highway operations concerns as provided in subsection **(10)(g)** of this section and the traffic impact analysis requirements described in section 18 of this 2011 Act.

SPACING STANDARDS

- **Move in the Direction of … if Change of Use Applies**
  - No Deviation required
  - An approach moves in the direction of … if one or more
    - Eliminate or combine approaches
    - Improve approach spacing
    - Improve truck turning radius
    - Add additional exit lanes
    - Narrow the existing driveway or remove exit lanes
    - Develop a throat on the approach

ALL HIGHWAYS ≤ 5000

TABLE 1

Approach Spacing: Highway Segments with Annual Average Daily Traffic ≤ 5000

SSD = 730’

SSD = 645’

	Regional & District Highways			Statewide Highways	Statewide Highways		Statewide Highways
	Rural and Urban Areas			Rural Areas	Urban Areas		Unincorporated Communities in Rural Areas
(Speed in miles per hour)	(Distance in feet)			(Distance in feet)	(Distance in feet)		(Distance in feet)
55 or higher	990	650	700	1,320	1,320		1,320
50	830	425	550	1,100	1,100		1,100
40 & 45	750	360	500	990	990	360	750
30 & 35	600/425	250	400/350	770	720	250	425
25 & lower	450/350	150	400/350	550	520	150	350

10(g)(F) Inadequate sight distance from an intersection to the nearest driveway on district highways and regional highways where the speed limit … is 50 miles per hour or higher.

STATEWIDE HIGHWAYS

TABLE 2				
Approach Spacing: Statewide Highways with Annual Average Daily Traffic > 5000				
Expressways with AADT ≤ 5000				
	Expressway	Expressway		
	Rural Areas	Urban Areas	Rural Areas	Urban Areas
(Speed in miles per hour)	(Distance in feet)	(Distance in feet)	(Distance in feet)	(Distance in feet)
55 or higher	5,280	2,640	1,320	1,320
50	5,280	2,640	1,100	1,100
40 & 45	5,280	2,640	990	990 800
30 & 35	-	-	770	720 500
25 & lower	-	-	550	520 350

REGIONAL HIGHWAYS

TABLE 3				
Approach Spacing: Regional Highways with Annual Average Daily Traffic > 5000				
	Expressways with AADT ≤ 5000			
	Expressway	Expressway		
	Rural Areas	Urban Areas	Rural Areas	Urban Areas
(Speed in miles per hour)	(Distance in feet)	(Distance in feet)	(Distance in feet)	(Distance in feet)
55 or higher	5,280	2,640	990	990
50	5,280	2,640	830	830
40 & 45	5,280	2,640	750	750 500
30 & 35	-	-	600	425 350
25 & lower	-	-	450	350 250

DISTRICT HIGHWAYS

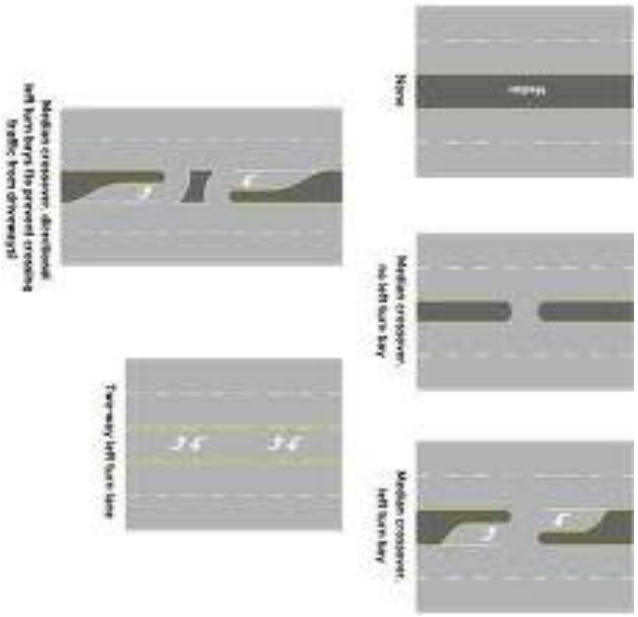
TABLE 4				
Approach Spacing: District Highways with Annual Average Daily Traffic > 5000				
Expressways with AADT ≤ 5000				
	Expressway	Expressway		
	Rural Areas	Urban Areas	Rural Areas	Urban Areas
(Speed in miles per hour)	(Distance in feet)	(Distance in feet)	(Distance in feet)	(Distance in feet)
55 or higher	5,280	2,640	700	700
50	5,280	2,640	550	550
40 & 45	5,280	2,640	500	500
30 & 35	-	-	400	350
25 & lower	-	-	400	350 250

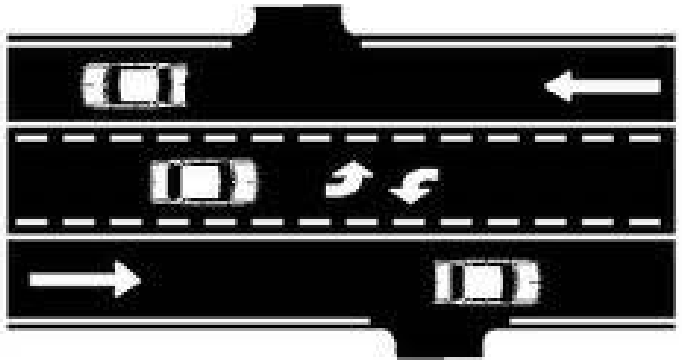
Table Notes:

- Spacing is Center to Center, Same side of roadway.
- The spacing standards for approaches on one-way highways or highways with a raised or depressed nontraversable median where only a right-hand or left-hand turn into and from the approach is allowed are **one-half the spacing standards** described in Tables.
- Special transportation areas, access management plans, corridor plans, interchange area management plans or interchange management areas, as designated by the Oregon Transportation Commission, may have spacing standards that **take precedence** over the spacing standards described in Table 4.
- For a signalized private approach, **signal spacing standards** established by the department by rule supersede the spacing standards described in Table 4.

CHANNELIZATION

'Channelization' means the roadway lane configuration necessary to safely accommodate turning movements from the highway to an intersecting approach.





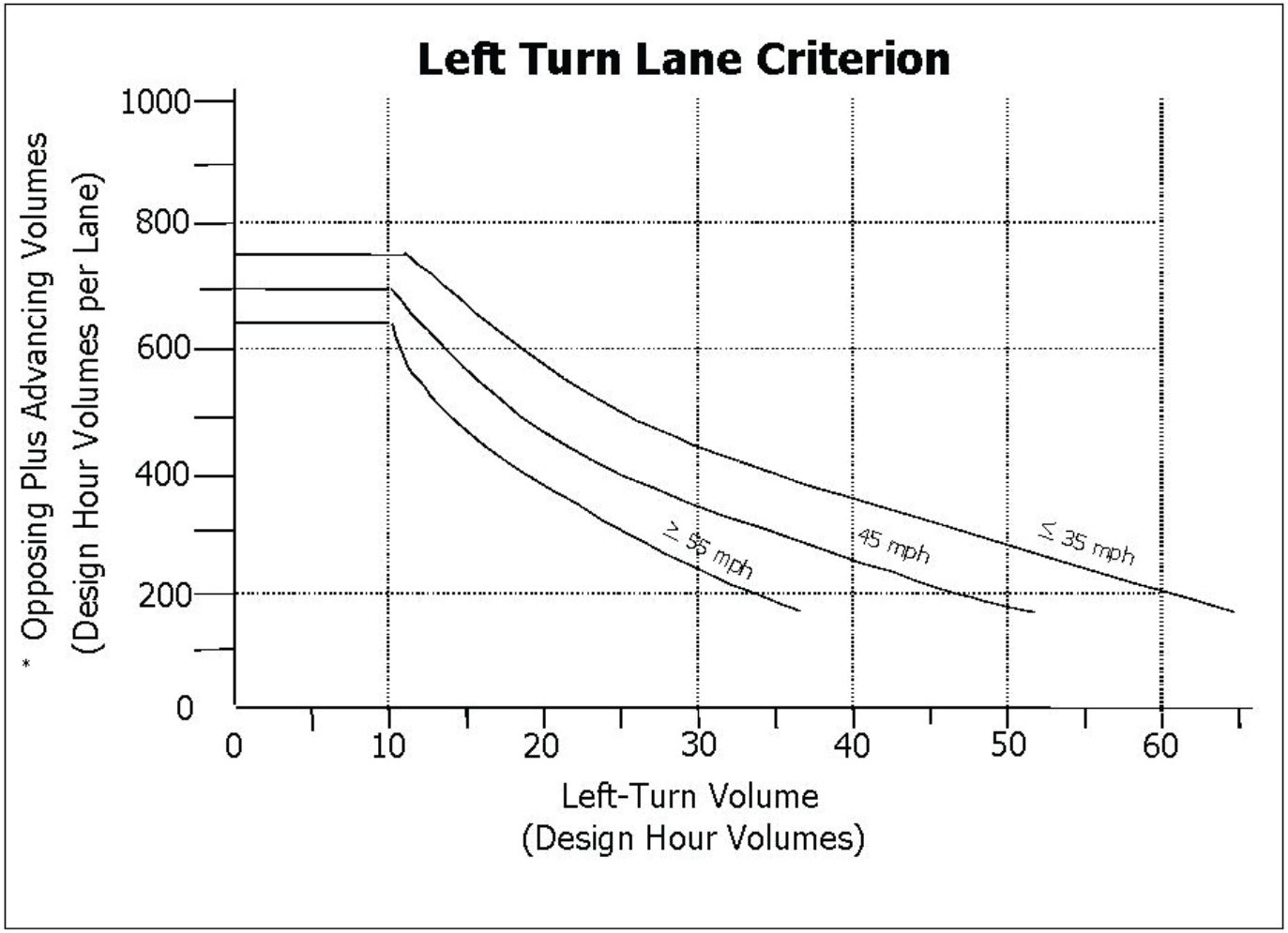
Section 17(5)

(a) The department may require channelization on the highway as a condition for the approval of an approach permit if any of the following conditions exist:

(A) The number of average daily trips at the property exceeds **400** when the property is located on a two-lane highway with an annual average daily traffic of **5,000** or more motor vehicles.

(B) The number of average daily trips at the property exceeds **400** when the property is located on a four-lane highway with an annual average daily traffic of **10,000** or more motor vehicles.

(C) The **product** of the number of average daily trips at the property multiplied by the annual average daily traffic on the highway is equal to or greater than the products listed in the table below:



*(Advancing Volume/Number of Advancing Through Lanes) + (Opposing Volume/Number of Opposing Through Lanes)

TABLE 5				
Product of Property's Average Daily Trips Multiplied by the Abutting Highway's Annual Average Daily Traffic (Millions)				
Number of highway lanes	Speed 25 mph or lower	Speed 30-35 mph	Speed 40-45 mph	Speed 50 mph or higher
2 lanes	5.1	3.9	1.8	1.3
4 lanes	10.2	7.8	3.6	2.6
Distribution	50/50	60/40	70/30	70/30

Distribution = 70% Entering & 30% Exiting, 70% Lefts & 30% Rights

SIGHT DISTANCE

10(g) Safety or Highway Operation Concerns

- (A) Regular **queuing** on the highway that impedes turning movements associated with the proposed approach.
- (B) **Offset approaches** that may create the potential for overlapping left turn movements or competing use of a center turn lane.
- (C) Insufficient distance for **weave movements** made by vehicles exiting an approach across multiple lanes in the vicinity of signalized intersections, roads classified by the Oregon Transportation Commission as collectors or arterials and on-ramps or off-ramps.
- (D) Location of the proposed approach within a highway segment with a **crash rate that is 20 percent higher** than the statewide average for similar highways.
- (E) Location of the proposed approach within a highway segment listed in the **top five percent of locations** identified by the **safety priority index system** developed by the department.
- (F) Inadequate sight distance from an intersection to the nearest driveway on district highways and regional highways where the speed limit established in ORS 811.111 or the designated speed posted under ORS 810.180 is 50 miles per hour or higher.

More to come

QUESTIONS?

Summary of Today's Presentation

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