



Oregon

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DATE: August 8, 2005
TO: Oregon Transportation Commission

FROM: Lorna Youngs
Interim Director

FILE CODE:

SUBJECT: **Agenda G** ~ Amendments to the Oregon Highway Plan Related to Freight Routes and Urban Business Areas

Requested Actions:

Adopt amendments to the 1999 Oregon Highway Plan (OHP) related to the State Highway Freight System including the addition of 30 new freight routes, and amendments to the State Highway Freight Route background section, Policy 4A Actions 4A.1 (new), 4A.4 (revised), 4A.8 (new) and 4A.9 (new), and Appendix D - Highway Classification by Milepoint (revised).

Adopt Amendments to OHP related to highway segment designations, including all of Policy 1B and related Actions, Table 6, and Appendix C - Access Spacing Standards (Enclosure 1, Section III). The proposed amendments are found in Section III, subsections B & C of the staff report. The recommendation includes approval of OHP Policy 1B in its entirety, which includes all of the substantive changes listed in the Staff Report Section III, with additional non-substantive changes to make the policy language throughout consistent with the changes, and to correct grammatical errors not caught in the January 2004 approved version of Policy 1B.

On US 101 in Florence, adopt designation of a Special Transportation Area (STA) from 9th Street south to the Siuslaw River Bridge, and an Urban Business Area (UBA) from 9th Street north to 30th Street. The map for these designations and milepoint specifications can be found in Staff Report Attachment D (Enclosure 2).

On US 199 in Grants Pass, adopt an extension of the Expressway designation from the OR 99 intersection east to Interstate 5 (a.k.a. the US 199 Spur), (milepoint Y-0.69 to milepoint 0.35). The map for this designation can be found in Staff Report Attachment D (Enclosure 2).

Adopt the Findings of Compliance with the State Agency Coordination Agreement (Enclosure 3).

Background:

Proposed amendments to the State Highway Freight System portion of the OHP reflect recent Freight Route Analysis Project (FRAP) policy work and proposed additional freight route designations in Oregon. Thirty additional highway segments are recommended for

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inclusion in the State Highway Freight System. The proposed OHP changes can be found in section III.A of the attached staff report (Enclosure 1). Changes to the State Highway Freight System are shown on the maps in Staff Report Attachment A (Enclosure 2).

Proposed amendments to Policy 1B clarify that the only circumstance where a management plan will be required for a Special Transportation Area will be when the STA designation is on a Statewide Highway that is also a Freight Route. The revisions provide that urban highway sections posted with speeds of 35 miles per hour or less are automatically eligible for the mobility and spacing standards previously available to designated UBAs in the OHP, and will no longer require a designation process. Additional amendments allow UBA designations for areas within an Urban Growth Boundary (UGB) or Urban Unincorporated Community boundary with posted speeds greater than 35 miles per hour, and these will require a management plan in conjunction with the designation.

This report also includes proposed amendments related to access management standards. If the proposed amendments to the OHP are approved, Oregon Administrative Rules (OAR) 734, Division 51, Spacing Standard Tables 2, 3, and 4 will need to be amended for consistency with the revised OHP. Rulemaking has been initiated to amend Division 51 following adoption of these OHP revisions and is currently scheduled for the September 2005 OTC meeting.

Summary of Changes

Freight Routes and Freight Policy

- Updates the **State Highway Freight System Map** and **Appendix D** (Highway Classification by Milepoint) to include 30 new designated freight routes;
- Updates **Background** for **Policy 1C** to reflect current information and clarification;
- Updates **Table 6** to recognize that some freight routes are located on Region and District highways, to identify **Mobility Standards** appropriate for new classification combinations, and to recognize changes to OHP Policy 1B as discussed below;
- Revises **Policy 4A** actions to clarify how to prioritize needed improvements to the freight system and also directs staff to develop a procedure for designating future freight routes.

Transportation and Land Use

- **Policy 1B; Introduction** is revised to include a clear statement that the Transportation and Land Use Policy is primarily advisory and expresses the desire that all commercial areas located along state highways will be planned consistent with the policy.
- **Policy 1B; Planning for and Managing Highway Segment Designations** is also revised to specify that management plans for STAs and Commercial Centers are only required on freight routes that are also classified statewide highways, and that

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management plans are required for UBAs designated where posted speeds are greater than 35 mph.

- Revises **Policy 1B; Urban Business Areas** to provide that the access spacing and mobility standards applied to UBAs under the existing Policy 1B are the standards for highway sections inside urban growth boundaries (UGBs) and Urban Unincorporated Community boundaries (UUCs) where the posted speed is less than or equal to 35 mph without requiring formal segment designation, and also allows for UBA designation where posted speed is higher than 35 mph with a management plan.
- Revises **Action 1B.3:**
 - To state when management plans are required for highway segments;
 - To clarify that on highway sections with speeds less than or equal to 35 mph, the access spacing and mobility standards formerly associated with designated UBAs now apply automatically; and
 - To clarify that, where posted speeds are greater than 35 mph, a UBA may be designated with a management plan.
- Amends Tables 13, 14, and 15 in **Appendix C**, Access Management Standards to reflect that the access spacing standards will be applied generally to highway sections with posted speeds less than or equal to 35 mph. Eliminates the "UBA" and "Urban Other" categories and replaces with an "Urban" category.

Designation of New Highway Segments

- Florence, two designations: An **STA** is proposed on US 101 south of 9th Street to the Siuslaw River Bridge, a highway section also being designated a freight route, to help implement local planning for improved pedestrian access and traditional downtown redevelopment and infill. ODOT Region staff believe that the extensive planning and implementing ordinances developed by the city for this area over the last several years satisfy the requirement that a management plan be developed for the STA. A **UBA** is proposed on US 101 from 9th Street north to 30th Street, consistent with the existing commercial development in the area and low posted speeds (not on proposed freight route). The City of Florence has submitted two letters stating that it concurs with the two segment designations in conjunction with the freight route designation on the segment south of OR 126. Additional information is in Section V of the Staff Report (Enclosure 1).
- Grants Pass: An extension of the existing **Expressway** designation is proposed on US 199 from the OR 99 intersection east to Interstate 5 (aka. the US 199 Spur). The expressway designation further reinforces efficient freight through-movements on this highway which is also included for designation as a freight route. OTC is authorized to designate Expressways on Statewide highways with consultation with the local government. Region staff exercised due diligence to consult with the City of Grants Pass on this matter, with no response from the city. The Region's letter to the city is included in Enclosure 3, Staff Report Attachment D.

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Enclosures:

1. Staff Report
2. Staff Report Attachments
3. Proposed Findings of Compliance with the State Agency Coordination Agreement

Copies (w/enclosures) to:

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