

## Oregon Highway Plan, Freight Policies and Actions

### Policy 1C: State Highway Freight System

*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.*

#### Action 1C.1

Apply performance standards appropriate to the movement of freight on freight routes.

#### Action 1C.2

Prepare a statewide freight study to address the role of trucks and other freight modes in Oregon's economy, freight mobility and accessibility issues, current near-term and long-term needs, and other topics.

#### Action 1C.3

In the development of corridor plans, work with local governments to examine options to:

- Treat designated freight routes as Expressways (as defined under Access Management policies) where the routes are outside of urban growth boundaries and unincorporated communities. Continue to treat freight routes as Expressways within urban growth boundaries where existing facilities are limited access or where corridor or transportation system plans indicate limited access.
- Recognize and balance freight needs with needs for local circulation, safety and access in Special Transportation Areas.

#### Action 1C.4

Consider the importance of timeliness in freight movements in developing and implementing plans and projects on freight routes.

## Policy 4A: Efficiency of Freight Movement

*It is the policy of the State of Oregon to maintain and improve the efficiency of freight movement on the state highway system and access to intermodal connections. The State shall seek to balance the needs of long distance and through freight movements with local transportation needs on highway facilities in both urban areas and rural communities.*

### Action 4A.1

Identify roadway obstacles and barriers to efficient truck movements on state highways. These include bridges with load limits and geometric constraints that prohibit the travel of legal size vehicles. Set up a process through the Statewide Transportation Improvement Program to systematically improve the highway segments that hinder or prevent freight movements.

### Action 4A.2

Encourage uniform commercial vehicle regulations at the regional and national levels where the safety and efficiency of Oregon's transportation system will benefit. These might include regulation regarding vehicle design.

### Action 4A.3

Support further development, standardization, and/or compatibility of Intelligent Transportation System Commercial Vehicle Operation technology in the western United States.

### Action 4A.4

Maintain and improve roadway facilities serving intermodal freight facilities that are part of Oregon's Intermodal Management System, and support development of new intermodal roadway facilities where they are part of a local or regional transportation system plan.

### Action 4A.5

Support the establishment of stable funding or financing sources for transportation systems that will benefit the efficiency of freight movement on the highway system. These transportation systems include non-highway freight modes and intermodal connectors.

### Action 4A.6

Work with the private sector (e.g., carriers, shippers), local governments, metropolitan planning organizations, port authorities, and others to improve planning coordination between public investments in highways and other investments in the freight movement infrastructure.

### Action 4A.7

Support the maintenance and improvement of non-highway infrastructure that provides alternative freight-moving capacity in critical corridors where doing so will maintain or improve the overall performance of the highway system.

Source: ODOT, *1999 Oregon Highway Plan*, March 1999.