

Appendix C2: Sample Draft Methodology -- Tualatin Valley Highway at 185th Avenue

Date

Property Owner

Address

Subject: Opportunity to Review Access Management Methodology
For Upcoming Highway Improvement Project:

Tualatin Valley Highway at 185th Avenue

To address the vehicle crash history and congestion at the intersection of TV Highway and 185th Avenue, the Oregon Department of Transportation (ODOT) is developing a safety project to install raised concrete islands (traffic separators) along the eastbound and westbound left turn lanes at the intersection to prevent left turns at driveways in the intersection area (see attached for map of project area). According to our records, there have been a number of crashes involving left-turning vehicles going into and out of the various driveways and unsignalized intersections on TV Highway in the vicinity of 185th Avenue. We also believe these left-turning vehicles have contributed significantly to the traffic congestion in the area and indirectly contributed to the number of rear-end accidents in the area by causing opposing traffic to slow or stop abruptly. In conjunction with this project, we are planning to do some minor widening of the highway, construct bus pullouts on the highway, and are considering driveway consolidation where feasible.

As part of this project, ODOT developed an Access Management Methodology, which appears below. You are receiving this document because we are seeking property owners who may be affected by the decisions related to driveway changes as part of this project. We encourage you to review this information and notify ODOT about any concerns you have. We will be receiving written comments and requests for reviews of the Methodology for 21 days.

The Methodology identifies evaluation criteria that are intended to help ensure decisions balance the economic development desires of property owners abutting the state highway with the safety, and mobility considerations for the public and stakeholders using state highways. These criteria include the following:

Economic Development

- Consider the type of existing business: e.g. destination oriented business vs. business that relies on pass-by traffic.
- Consider traffic count information, including the number of vehicles turning left into or out of the property.
- Consider change in travel patterns and reasonable ability to take advantage of proposed U-turns.
- Evaluate other existing driveways and out of direction travel.
- Consider site circulation affected by potential driveway consolidation opportunities. Driveway consolidation will only be pursued in response to existing crash histories, sight

distance issues (the ability to safely see to turn in and out of a property) associated with specific driveways, or based on documented agreements with affected property owners.

Transportation Safety

- Improve safety throughout the corridor by reducing the frequency and severity of crashes.
- Evaluate driveways for insufficient sight distance.
- Evaluate the frequency, severity and location of pedestrian crashes.

Mobility Goals

- Improve mobility and traffic operations at TV Highway and 185th.
- Identify driveways located within the 95th percentile queue length on the highway during highway peak hour (The 95th percentile queue length is the length of vehicle queues approaching the intersection which is exceeded 5% of the time during the peak hour. This measure is consistent with national standards).
- Identify the effects of U-turns on mobility of the corridor.
- Gather input from freight, bike, pedestrian and transit stakeholders.

Access control

- Determine locations where ODOT has acquired the access rights from adjacent property owners.
- Ensure that existing driveways are consistent with the properties' access rights.
- Explore opportunities to consolidate driveways to reduce the number of potential conflict points on the highway.

Corridor Context

- Evaluate the goals of the project with what the state highway is intended to be used for: in this case, TV Highway is classified as an Urban Principal Arterial, moves traffic over long distances at higher speeds.
- Evaluate the goals of the project with respect to the highly congested conditions at rush hours.
- Evaluate the goals of the project with respect to local land use plans.

Public Support

- Consider public input when refining the scope of the project.
- Encourage the participation and support from the local jurisdiction in the project development process.

If you have any questions or comments regarding the above Methodology, please contact Ana Jovanovic, the Project Delivery Team Leader, at (503) 731-8469. If you'd like to request a review of the Methodology through either a Collaborative Discussion or a review by the Access Management Dispute Review Board per Oregon Administrative Rule (OAR) 734-051-5120(6),(7) or (8), please submit a written request to me within 21 days of the date of this letter.

After those 21 days, and any subsequent review process, the access management methodology will be finalized and decisions will be made on the final scope of the project. Changes to existing driveways made as part of the project will be developed in collaboration with the affected property owners and business owners. Affected property owners will be informed of the final design and impacts to their driveway and subsequent appeal rights.

Again, if you have any questions, please contact Ana Jovanovic

Sincerely,

Rian Windsheimer
Region 1 Manager