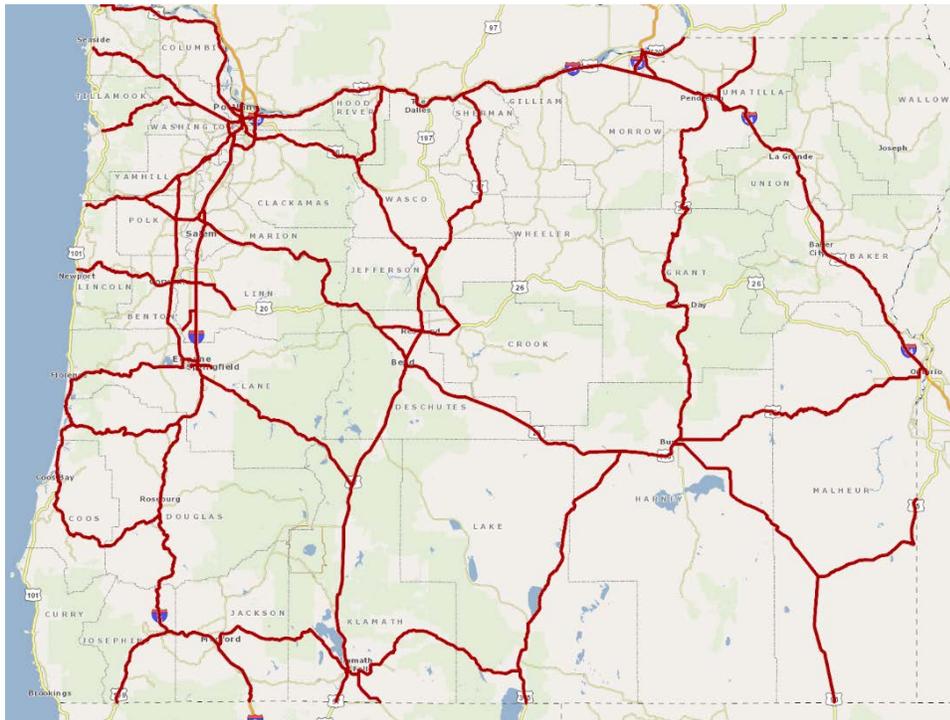
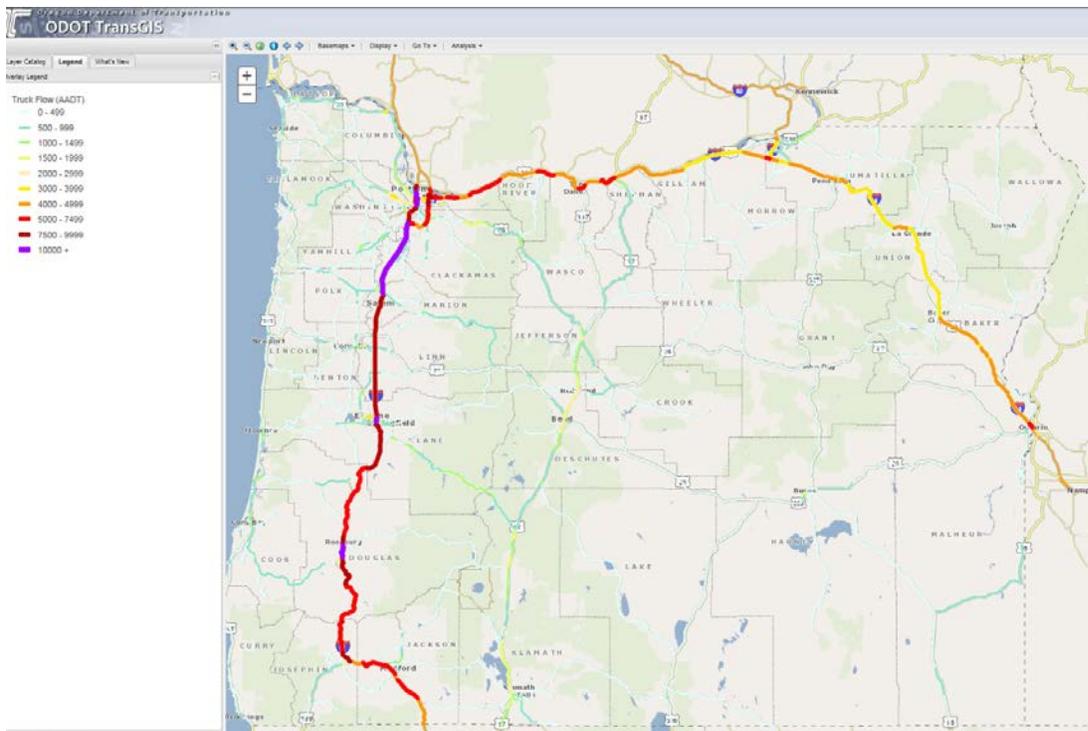


Identification of the Study Corridors for the 2019 Oregon Commercial Truck Parking Study

This document describes the process and justification used to identify the draft study corridors for the Oregon Commercial Truck Parking Study (OCTPS). The first criterion for the Oregon Commercial Truck Parking Study corridors is that they should be highways designated as Oregon Highway Plan (OHP) freight routes. OHP freight routes are the highways in the state with annual truck tonnages that are moderate to high and provide connectivity to significant freight generating areas of Oregon. A map of the OHP freight routes is shown below.



It is assumed that the need for truck parking is primarily associated with significant volumes of long haul trucks. Therefore, the first scan of the OHP freight routes looked at the corridors that are over hundred miles long with over 500 trucks per day. A map of depicting 2017 truck flow is shown on the next page.



Based on these two factors, the draft study corridors should include I-5, I-84, US97 and the OR22/US20 corridor

Additional Highways Considered for Inclusion

The study team then reviewed other freight routes that might carry significant volumes of long haul freight to determine whether there were other routes that should be added.

I-205 was initially not included because it is 25 miles long. However, further review determined that it should be included as a draft study corridor because it is an alternate route to I-5 around the Portland urban core area and it carries over 5,000 trucks per day. I-5 is the most significant freight route in the state and the broader Portland metropolitan area is the single greatest freight destination and origin within the state.

While OR58 is just under 100 miles long, it is recommended for inclusion as a study corridor because it connects I-5 to US 97 which is an alternate route to the

southern segment of I-5, particularly during inclement weather. The highway averages approximately 1,300 truck trips per day.

Although US395 is an OHP freight route spanning the state from north to south, it is not recommended as a study corridor because it carries a relatively low volume of trucks (averaging about 200 trucks per day).

The map below shows the study corridors recommended based on this review

Oregon Commercial Truck Parking Study Corridors

