

*Proposed Oregon Highway Plan Amendments
 Attachments to Staff Report
 June 17, 2005 Review Draft*

**Attachment B
 Significance Table**

The level of impact is shown in the table utilizing the following symbols.

○ - Little or No Impact ◐ - Moderate Impact ● - Significant Impact

Significance of Oregon Highway Plan Freight Route Designation

	Issue	Significance of Impact	Comments
1.	Planning	◐	<p>The freight routes are recognized as a system of state highways that facilitate efficient and reliable interstate and intrastate truck movements. These are primarily state highways that carry a significant tonnage of freight by truck and/or serve as the primary interstate and intrastate highway freight connections to ports, intermodal terminals, urban areas and other states.</p> <p>The Oregon Highway Plan (OHP) recognizes the importance of maintaining efficient through movement on these major truck freight routes but at the same time policies within the OHP work to balance the need for movement of goods with other uses of the highway system.</p>
2.	Highway Segment Designations	●	<p>The OHP states that in Special Transportation Areas (STA), the highway's function as a freight route should be balanced with local accessibility and circulation. STA management plans are required for STAs on the State Highway Freight System and regional freight routes designated by MPOs if the route is also classified a Statewide highway.</p>
3.	Expressways	◐	<p>Being part of the State Highway Freight System is one of the criteria used for highways proposed as Expressways. The intent of an expressway is travel with minimal interruptions, have controlled access, limited private accesses and pedestrian facilities, and medians are encouraged.</p>
4.	Funding	●	<p>The OHP states that the State Highway Freight System designation does not guarantee additional state investment in these routes. The STIP Project Eligibility Criteria and Prioritization Factors recommend that OHP Policies including 1C, State Highway Freight System, be considered for D-STIP, Modernization and Preservation project prioritization. Priority shall also be given to DSTIP, Modernization, Preservation and Bridge projects that leverage other funds and public benefits. An example of leverage is direct benefit to multiple modes of travel. The state bridge eligibility criteria focus on Interstate Highways and OHP freight routes.</p>

	Issue	Significance of Impact	Comments
			<p>HB 2041 states in Section 37 that in developing the STIP ODOT shall give priority to freight mobility projects that are located on identified freight routes of statewide or regional significance. The definition of freight mobility projects in HB 2041 is more encompassing than the OHP freight routes definition, as evident in projects selected, which include state and local roadways other than the OHP freight routes.</p> <p>The proposed Project Eligibility Criteria and Prioritization Factors for the 2008-2011 STIP include as a factor, "Projects that support freight mobility." They include modernization projects on freight routes of statewide or regional significance, including: highways on the State Highway Freight System as designated in the OHP; or highways or local roads designated as NSH intermodal connectors; or other highways with a high volume or percentage of trucks or which are important for regional or interstate freight movements, or local freight routes designated in a regional or local transportation plan.</p>
5.	Mobility Standards	●	<p>The OHP requires slightly higher mobility standards (lower maximum volume-to-capacity ratios) for freight routes than other Highways. This means that slightly less congestion is to be planned for the OHP freight routes. For example, the maximum volume to capacity ratio for a Statewide Highway inside an urban growth boundary on a freight route is .75, while a Statewide Highway inside an urban growth boundary not on a freight route is .80. This will lead to a more rigorous standard for review of plan amendments and zone changes. <i>(This particular example is based on Table 6, page 80 of the OHP (Non-MPO outside of STAs where non-freeway speed limit < 45 mph).</i></p> <p><i>(Note that changes are proposed to the mobility standards (Table 6) which can be found in the Draft OHP Policy 1B Amendments, Attachment E.)</i></p>
6.	Pavement Preservation	○	<p>The OHP states that ODOT will invest in thicker highway pavements on designated freight routes. It also says that Statewide Highways should be maintained at a higher condition than Regional and District Highways. However, due to limited funding, being part of the State Highway Freight System is not a major factor in pavement management or maintenance. In practice, pavement thickness is primarily based on field tests, condition of the roadway, truck counts and truck configurations.</p>

7.	Highway Design	●	<p>Being part of the State Highway Freight System is a factor in roadway design and is addressed in the Highway Design Manual. In designing a roadway, the Highway Design Manual takes into consideration highway functional classification, the State Highway Freight System, truck volumes and configurations, mobility standards and other factors. Highway design issues impacted by the State Highway Freight System designation include typical roadway section widths, median barrier, weigh stations and intersection design and their attendant cost implications. Depending on the circumstances, a design exception may be needed to the Highway Design Manual standards. HB2041 (ORS 366.215) states that the Oregon Transportation Commission may not permanently reduce the vehicle-carrying capacity of an identified freight route when altering, relocating, changing or realigning a state highway unless safety or access considerations require the reduction. <i>(An exemption can be granted if commission finds it in the best interest of the state and freight movement is not unreasonably impeded.)</i></p>
8.	Access Management	◐	<p>Permitting standards do not change just because a highway section is designated part of the State Highway Freight System. Permitting standards are based on State Highway Classifications, highway segment designations and whether or not the segment is urban or rural or an expressway.</p> <p>Higher mobility standards required by an OHP freight route designation may impact design and spacing considerations for access management approach permits.</p> <p><i>(Note that a proposed change to OHP Policy 1B would create an additional factor in determining spacing standards in urban areas. Inside a UGB on a highway that is not an expressway, and with a posted speed ≤ 35 mph the spacing and mobility standards formerly applicable to a designated Urban Business Area would apply. See Draft OHP Policy 1B Amendments, Attachment E.)</i></p>

*Proposed Oregon Highway Plan Amendments
 Attachments to Staff Report
 June 17, 2005 Review Draft*

**Attachment C
 FRAP (Freight Route Analysis Project) Summary of Comments**

Provided below is a summary of the comments received on the Freight Route Analysis Project through June 16, 2005. Due to the extensive number of comments received, this summary was developed so that the reader can quickly grasp the subject matter of the issues raised. Some of the comments are no longer relevant as they pertain to an earlier version of the staff report. If you wish to see all of the comments received, please contact ODOT staff for copies.

Individuals	1,400 individuals	Signed a petition against OR 126E being a freight route.
	16 individuals	Submitted a letter against OR 126E being a freight route.
	2 individuals	Against OR 99W becoming a freight route.
	1 individual	Against US 101 and OR 126 in Florence becoming freight routes.
	1 individual	Submitted a letter requesting that Millican/West Butte Road (a county road) become a freight route.
Cities	Lincoln City	Against US 101 becoming a freight route.
	Prineville	Have concerns about funding for management plans.
	Astoria	Against US 101 becoming a freight route.
	Florence	Support OR 126W becoming a freight route but not US 101.
	Springfield	Support OR 126 through town becoming a freight route.
	Bend	Support Bend Parkway becoming a freight route.
	Junction City	Against OR 99 becoming a freight route.
Counties	Lane County	Have questions and concerns and would like more time to review.
	Clatsop County	Against US 101 becoming a freight route.
	Polk County	Support OR 99W and OR 22W becoming freight routes.

*Proposed Oregon Highway Plan Amendments
 Attachments to Staff Report
 June 17, 2005 Review Draft*

<p>ACTS</p>	<p>SEACT NWACT SCACT MWACT CWACT</p>	<p>Support US 26, US 395, US 95 & Bend Parkway becoming freight routes. Against US 101 becoming a freight route. Want to add OR 6. Support US 395 and OR 140 becoming freight routes. Want to add OR 31 and OR 39. Support OR 99W, OR 22 & OR 99E/Salem Parkway becoming freight routes. Support OR 34 becoming a freight route. Support US 20 becoming a freight route as long as it ends at Sweet Home city limits. Against OR 99W becoming a freight route. Want OR 228 from OR 99E to I-5 to be a freight route. Want ODOT to wait on freight designations until management plan guidelines are done. Want funding for management plans for STAs.</p>
<p>MPOs</p>	<p>Corvallis Area MPO Metro Central Lane MPO SKATS MPO Bend MPO</p>	<p>Against OR 99W becoming a freight route. Have concerns about criteria/factors of consideration and application of criteria. Also, funding for local roadways important for freight and the process and timing for management plans. Would like map of recommendations to show 3 regional future transportation facilities. Support OR 126 in Springfield (Main St. to I-5), OR 99 from Beltline Highway to Airport Road and West 11th St. from Beltline Highway to its junction with OR 126 W becoming freight routes. Would like more time to review. Have several questions on mobility standards, access management, management plans, NHS, express-ways and whether or not there could be a gap in a freight route. Support US 97/Bend Parkway from US 20 to US 97 Bus becoming a freight route.</p>

*Proposed Oregon Highway Plan Amendments
 Attachments to Staff Report
 June 17, 2005 Review Draft*

Others	McKenzie Watershed Council	Against OR 126E becoming a freight route.
	Eugene Water & Electric Board	Against OR 126E becoming a freight route.
	Port of Portland	Request that NHS connectors be recognized as important for the movement of freight.
	Economic Dev. Council – Tillamook County	Against US 101 becoming a freight route.
	Port of Siuslaw	Support OR 126W being a freight route.
	Oregon Freight Advisory Committee	Would like more coordination between the FRAP process, development of the management plan templates and the highway segment designation process. Would like ODOT staff to recommend more sections of NHS routes. Would like ODOT staff to re-engage the local communities in a more rounded educational outreach.
	1000 Friends	Against all proposed freight routes in Lane County and on US 101 except for the Beltline Highway.

*Proposed Oregon Highway Plan Amendments
Attachments to Staff Report
June 17, 2005 Review Draft*

Attachment D Proposed Oregon Highway Plan Amendments

- *Page 63 of the OHP:*

Background

According to the 2002 Federal Highway Administration's Analysis Framework, trucks carried nearly 76 percent of the total freight tonnage and 82 percent of the total freight value for the year. To ensure that freight is able to move efficiently on the state's major trucking routes, this plan designates a State Highway Freight System (Table 5, page 56). The key criteria of freight volume, tonnage, connectivity and linkages to the National Highway System intermodal facilities were augmented in the 2004 Freight Route designation update. Other factors that were considered included connectivity to regional freight routes and freight routes in other states, percent of trucks on state highways to reflect urban/rural characteristics, freight generating sites and implications to highway segment designations.

The primary purpose of the State Highway Freight System is to facilitate efficient and reliable interstate, intrastate, and regional truck movement through a designated freight system. . This freight system, made up of the Interstate Highways and certain Statewide, Regional and District Highways includes routes that carry significant tonnage of freight by truck and serve as the primary interstate and intrastate highway freight connection to ports, intermodal terminals, and urban areas. It supersedes and replaces the designation of primary freight corridors in the Oregon Transportation Plan. However, freight routes designated on Regional or District Highways will be managed according to their highway classification.

Freight depends upon timely and dependable movement of goods over the system; some industries structure their facilities and processes on just-in-time deliveries. Highway efficiency for goods movement in an expanding economy will require public and private investments in infrastructure as well as changes in road operations to reduce congestion on freight routes. Designating a network of freight routes of primary importance to the state will help ensure that these investments are coordinated in a way that reinforces the unique needs of the freight system.

Improving and maintaining the efficiency of highway operations requires balancing the needs of freight movement with the needs of other users of the highway system. Some state highways that are important goods movement corridors also serve as communities' main streets and may be designated as Special Transportation Areas. It may be the objective of local officials to reduce or slow traffic passing through the town, with potentially adverse impacts on long distance freight transportation. Therefore, a management plan will be developed that combines local land use planning needs while recognizing the special significance of the designated statewide freight system. See Policy 1B which requires that STAs on OHP Freight Route or Regional Freight Routes include the development of a management plan approved by both ODOT and the local government. Improvements associated with designated freight routes will impact highway designs involving roadway section widths, median barriers, intersection designation and will require higher mobility standards on these highways. Regional and local jurisdictions may designate their own freight route systems, but these designations should be compatible with or complementary to the designation of routes in the State Highway Freight System.

*Proposed Oregon Highway Plan Amendments
Attachments to Staff Report
June 17, 2005 Review Draft*

The State Highway Freight System designation does not guarantee additional state investment in these routes. However, three special management strategies are available:

- Highways included in this designation generally have higher highway mobility standards than other similarly classified highways (see Policy 1F).
- The highway's function as a freight route should be balanced with local accessibility in Special Transportation Areas.
- Freight system routes may be treated as Expressways outside of urban growth boundaries and unincorporated communities. (See Action 1C.3 and the definition of Expressways in Action 1A.2.)

*Proposed Oregon Highway Plan Amendments
Attachments to Staff Report
June 17, 2005 Review Draft*

Editors Note: The following additional changes will be made to conform these amendments to the Oregon Highway Plan.

- *Page 65 of the OHP:*

Update the map that depicts the State Highway Freight System.

- *Page 66 of the OHP:*

Delete Table 5. (A more accurate listing of the highway segments associated with the OHP freight routes can be found in Appendix D of the OHP.)

*Proposed Oregon Highway Plan Amendments
 Attachments to Staff Report
 June 17, 2005 Review Draft*

- Page 80 of the OHP:
 Revise Table 6 as follows:

Maximum Volume to Capacity Ratios Outside Metro							
Highway Category	Inside Urban Growth Boundary					Outside Urban Growth Boundary	
	STAs	MPO	Non-MPO outside of STAs where non-freeway posted speed ≤ 35 mph or Designated UBAs	Non-MPO outside of STAs where non-freeway posted speed < 45 mph	Non-MPO where non-freeway posted speed ≥ 45 mph	Unincorporated Communities	Rural Lands
Interstate Highways, and Statewide Expressways	N/A	0.80	N/A	0.70	0.70	0.70	0.70
) Freight Route on a Statewide Highway	0.85	0.80	0.80	0.75	0.70	0.70	0.70
Statewide not a Freight Route	0.90	0.85	0.85	0.80	0.75	0.75	0.70
Freight Route on a Regional or District Highway	0.90	0.85	0.85	0.80	0.75	0.75	0.70
Expressway on a Regional or District Highway	N/A	0.85	N/A	0.80	0.75	0.75	0.70
Regional Highways	0.95	0.85	0.85	0.80	0.75	0.75	0.70
District / Local Interest Roads	0.95	0.90	0.90	0.85	0.80	0.80	0.75

Table 6: Maximum volume to capacity ratios for peak hour operating conditions *

*For Portland Metro and the Rogue Valley MPO see also OHP Amendment 00-04 amended Table 7 regarding Metro and established alternative mobility standards for the RVMPO. Where there is a conflict between the Table 6 standards and the established alternative mobility standards, the more tolerant standard (Higher v/c ratio) applies. The OHP amendments establishing the RVMPO and Metro alternative standards is located on the web at:
<http://www.oregon.gov/ODOT/TD/TP/docs/orhwyplan/registry/0004.pdf>

*Proposed Oregon Highway Plan Amendments
Attachments to Staff Report
June 17, 2005 Review Draft*

- *Page 121 of the OHP:*

Revise Action 4A.1

Action 4A.1

Identify roadway obstacles and barriers to efficient truck movements on state highways, especially the Freight System. 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 highway segments that hinder or prevent freight movements and utilize benefits/cost analysis in making the determination of whether improvements were warranted..

Revise Action 4A.4

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. Recognize National Highway System intermodal connectors as part of the freight network in transportation planning and funding considerations. Manage state-owned intermodal connectors according to their state highway classification as Regional or District Highways.

Add new Action: Action 4A.8

Recognize that local truck routes are important linkages in the movement of freight throughout the state. ODOT will consider requests to establish local government designated truck routes that will serve to detour trucks off the state highway system. ODOT will coordinate with local jurisdictions when designating, managing and constructing a project on a local freight route.

Add new Action: Action 4A.9

Develop an amendment process for the identification of additional routes or modifications to the State Highway Freight System.

- *Page 204 of the OHP:*

Update Appendix D Highway Classification by Milepoint.

- *Page 1 of OHP Policy 1B (Approved 1/14/04):*

Policy 1B applies to all state highways. It provides guidance to ODOT regarding system management planning and implementation activities. It is designed to clarify how ODOT will work with local governments and others to link land use and transportation in transportation plans, facility and corridor plans, plan amendments, access permitting and project development. The role of ODOT and local governments in designating highway segments is to work together so that planned community development patterns are individually tailored yet also meet statewide highway needs for safety and mobility. Under most circumstances, the elements of Policy 1B are advisory and recommendations are provided to give local jurisdictions guidance to aid in transportation and land use planning along corridors. The intent of Policy 1B is that all commercial areas situated along state highways should aspire to the objectives and standards of this policy.

- *Page 2 of OHP Policy 1B (Approved 1/14/04):*

To reflect ODOT's interest in focusing growth in more compact development patterns, Policy 1B adopts the highway segment designations of Special Transportation Areas (STAs), Urban Business Areas (UBAs), and Commercial Centers. These highway segments are tools to implement more compact community development patterns.

- *Page 3 of OHP Policy 1B (Approved 1/14/04):*

Update link to Oregon Highway Plan and amendments in footnote.

Planning for and Managing Highway Segment Designations

Highway segment designations may generally be located within urban growth boundaries on District, Regional or Statewide Highways that are not on Interstate Highways or Expressways. All designations require clearly defined boundaries identified by milepoint and nearest cross street. Location of a STA or Commercial Center on a Statewide Highway that is also a designated OHP Freight Route requires development of a management plan approved by both ODOT and the local government. UBAs, by definition areas with posted speeds greater than 35 miles per hour, also require management plans.

As Freight Routes on the State Highway Freight System are reviewed and updated it will become necessary for previously designated highway segments on Statewide Highways to develop management plans when updating their Transportation System Plan or other legislatively mandated planning effort. Where management plans are not required, the following elements are recommended planning and project development considerations, as applicable. Where management plans are required, the following elements are required, as applicable:

- *Page 5 of OHP Policy 1B (Approved 1/14/04):*

Urban Business Areas (UBAs)

Traditional auto-oriented patterns of commercial development include facilities with visible access from the highway directly to parking and drive-through facilities. These patterns of development reflect conventional patterns of zoning, financing and property ownership. The OHP seeks to encourage redevelopment and reinvestment in urban areas and to shift land use patterns from auto-oriented properties with individual driveways to patterns of development served by common accesses, nodal development and more compatibility with pedestrians and bicycles.

An Urban Business Area is a highway segment designation that may be applied to existing areas of commercial activity or future nodes or various types of centers of commercial activity within urban growth boundaries on District, Regional or Statewide Highways where vehicular accessibility is important to continued economic viability. Highways that have posted speeds of 35 miles per hour or less are permitted access and spacing standards that reflect the dual objectives of providing local access to meet the needs of abutting properties while maintaining existing speeds to move through traffic.. Some highway segments posted at higher speeds need to strike the same balance between access and mobility. For highways posted higher than 35 miles per hour, the UBA designation is available as recognition that vehicular accessibility and circulation is often as important as pedestrian, bicycle and transit accessibility, but a management plan is required to ensure that these objectives are balanced. Safe and regular street connections are encouraged. Transit turnouts, sidewalks and bicycle lanes are accommodated.

Policy 1B makes a distinction between the various types of commercial development along highways and determines that the UBA designation may be applied to areas with posted speeds higher than 35 mph.

- **Existing areas of commercial development.** It is recognized that existing linear business development patterns will most likely remain until such time as local zoning regulations and financing opportunities change to support redevelopment. The policy encourages incremental steps to move in the direction of meeting UBA objectives for all urban commercial areas situated linearly along a highway, outside of STAs or Commercial Centers. However, it is not necessary to adopt a highway segment designation for segments with posted speeds of 35 miles per hour or less. It has been determined that OHP standards for these areas will facilitate access to businesses without unreasonably delaying the movement of people and goods on the State Highway System. Recommended steps for all established or planned commercial areas along State highways may include but are not limited to removal of impediments to inter-parcel circulation, design of intersections to address the needs of pedestrians and bicyclists, and development of provisions for good traffic progression and local transit opportunities. ODOT projects in existing areas of commercial development should not result in improvements contrary to this policy.

- **Redeveloping commercial areas.** In the redevelopment process ODOT recognizes that because of existing patterns of property ownership, implementing nodal development patterns may not be fully attainable. However, moving in the direction of implementing nodal development is encouraged.
- **New commercial development.** New development offers planning and development opportunities in more compact, nodal patterns that meet the objectives of Policy 1B.

Location. Urban Business Areas can be located in areas with posted speeds higher than 35 miles per hour within urban growth boundaries or urban unincorporated areas on District, Regional or Statewide Highways, but not on Interstates or Expressways. Mobility and access interests need to be balanced through a management plan prior to an UBA designation.

- *Page 9 of OHP Policy 1B (Approved 1/14/04):*

Action 1B.3

Use the following categories to designate highway segments when the concept is identified in a local transportation system plan, downtown plan, facility plan or other adopted plan and is supported by both the local government and ODOT. The categories, in part, define whether or not a management plan is required. Written management plans are required for STAs and Commercial Centers on designated Freight Routes on the State Highway Freight System. Management Plans are required for UBAs on any state highway where UBA designations are permitted. As statewide Freight Routes are reviewed and updated, local governments will need to develop management plans for previously designated highway segments when updating their Transportation System Plan or other legislatively mandated planning effort. Management plans are also required for Commercial Centers on Expressways. Management planning is encouraged where not required. Written approval for any designation is required to be provided by the local government prior to designation by the Oregon Transportation Commission.

- *Page 10 of OHP Policy 1B (Approved 1/14/04):*

a. Special Transportation Areas

Category 1 Special Transportation Areas are those segments located on Statewide, Regional or District Highways that are not on Interstate Highways, Expressways, designated OHP Freight Routes on the State Highway System.

- Category 1 STAs may be designated upon the agreement of ODOT and the local government. Once the Transportation Commission approves the STA designation and the Highway Plan map is amended, ODOT standards, as applicable, will be applied to the segment. Proposed design treatments not meeting ODOT standards will require an exception.

-

Category 2 Special Transportation Areas are those segments that may be located on Statewide Highways that are also designated OHP Freight Routes . Category 2 STAs require a written management plan jointly agreed to by ODOT and the local government prior to designation by the Transportation Commission. Once the Transportation Commission approves the designation and the Highway Plan map is amended, the ODOT standards, as applicable, will be applied. Proposed design treatments not meeting ODOT standards will require an exception.

b. Urban Business Areas

Urban Business Areas

Urban Business Areas may be designated on Statewide, Regional or District Highways that are not on Interstate Highways, or Expressways and that have posted speeds of higher than 35 miles per hour. UBAs require a written management plan jointly agreed to by ODOT and the local government prior to designation by the Transportation Commission. Once the Transportation Commission approves the designation and the Highway Plan map is amended, ODOT standards, as applicable, will be applied. Proposed design treatments not meeting ODOT standards will require an exception.

A UBA highway segment designation is not applicable to areas where posted speeds are 35 miles per hour or less and consequently management plans are not required. However, it is the intent of Policy 1B that when local jurisdiction updated their Transportation System Plans or undertake other legislatively mandated planning efforts, that the objectives and suggested elements of a management plan for these segments be considered.

- *Page 193-194 of OHP*
Amend Tables 13, 14, and 15 in Appendix C, Access Management Standards. Proposed changes to the Tables are shown in track changes; the “notes” accompanying these tables have also been modified slightly but amendments are not shown in track changes.

**Table 13: Access Management Spacing Standards
 For Statewide Highways ⁽¹⁾⁽²⁾⁽³⁾⁽⁴⁾**

(Measurement in Feet)*

Posted Speed ⁽⁵⁾					
	Rural Expressway **	Rural	Urban Expressway ** ***	Urban	STA
≥55	5280	1320	2640	1320	
50	5280	1100	2640	1100	
40 & 45	5280	990	2640	990	
30 & 35		770		720	⁽⁶⁾
≤25		550		520	⁽⁶⁾

NOTE: The numbers in parentheses refer to explanatory notes that follow tables 13-15.

- * Measurement of the approach road spacing is from center to center on the same side of the roadway.
- ** Spacing for Expressway at-grade intersections only. See Table 12 for interchange spacing.
- *** These standards also apply to Commercial Centers.

**Table 14: Access Management Spacing Standards
 for Regional Highways ⁽¹⁾⁽²⁾⁽³⁾⁽⁴⁾**

(Measurement in Feet)*

Posted Speed ⁽⁵⁾					
	Rural Expressway **	Rural	Urban Expressway ** ***	Urban	STA
≥55	5280	990	2640	990	
50	5280	830	2640	830	
40 & 45	5280	750	2640	750	
30 & 35		600		425	⁽⁶⁾
≤25		450		350	⁽⁶⁾

NOTE: The numbers in parentheses refer to explanatory notes that follow tables.

- * Measurement of the approach road spacing is from center to center on the same side of the roadway.
- ** Spacing for Expressway at-grade intersections only. See Table 12 for interchange spacing.
- *** These standards also apply to Commercial Centers.

**Table 15: Access Management Spacing Standards
 for District Highways ⁽¹⁾⁽²⁾⁽³⁾⁽⁴⁾**

(Measurement in Feet)*

Posted Speed ⁽⁵⁾					
	Rural Expressway **	Rural	Urban Expressway ** ***	Urban	STA
≥55	5280	700	2640	700	
50	5280	550	2640	550	
40 & 45	5280	500	2640	500	
30 & 35		400		350	⁽⁶⁾
≤25		400		350	⁽⁶⁾

NOTE: The numbers in parenthesis refer to explanatory notes that follow tables.

- * Measurement of the approach road spacing is from center to center on the same side of the roadway.
- ** Spacing for Expressway at-grade intersections only. See Table 12 for interchange spacing.
- *** These standards also apply to Commercial Centers.

Notes on Tables 13, 14 and 15:

- (1) These access management spacing standards are for unsignalized approaches only. Signal spacing standards supercedes access management spacing standards for approaches.
- (2) These access management spacing standards do not apply to approaches in existence prior to April 1, 2000 except as provided in OAR 734-051-0115(1)(c) and 734-051-0125(1)(c).
- (3) For in-fill and redevelopment, see OAR 734-051-0135(4).
- (4) For deviations to the designated access management spacing standards see OAR 734-051-0135.
- (5) Posted Speed: Posted speed can only be adjusted (up or down) after a speed study is conducted and that study determines the correct posted speed to be different than the current posted speed. In cases where actual speeds are suspected to be much higher than posted speeds, the Department reserves the right to adjust the access management spacing accordingly. A determination can be made to go to longer access management spacing standards as appropriate for a higher speed. A speed study will need to be conducted to determine the correct speed.
- (6) Minimum access management spacing for public road approaches is the existing city block spacing or the city block spacing as identified in the local comprehensive plan. Public road connections are preferred over private driveways and in STAs driveways are discouraged. However, where driveways are allowed and where land use patterns permit, the minimum access management spacing for driveways is 175 feet (55 meters) or mid-block if the current city block is less than 350 feet (110 meters).

March 10, 2005

Mr. Bruce Warner
Oregon Department of Transportation
355 Capital Street, NE, Room 101
Salem, OR 97301-3871

Mr. Warner:

Representing the Central Lane MPO, the Metropolitan Policy Committee (MPC) appreciates the opportunity to comment on the proposed Freight Route Designations developed as part of the Freight Route Analysis Project. Reasonable and reliable travel time for the movement of freight is a critical element in both the statewide and local economies.

In addition, we appreciate the extension of review time provided by the Oregon Transportation Commission and ODOT's responsiveness to comments provided to date to remove the designation of the McKenzie Highway as a freight route. ODOT staff is to be acknowledged for their support in providing valuable information and answers to questions raised as part of our review of the designation proposal.

After more extensive review, MPC has the following comments on the proposed freight routes within the MPO area:

1. We support designation of the limited access portions of the proposed designations. This would include Highway 126 from Main Street in Springfield west to I-5; and Beltline Highway from I-5 west to West 11th.
2. We support designation of Highway 99 from Beltline Highway to Airport Road. This recommendation reflects the truck use on that segment of Highway 99 and recognizes the inconsistency of support for designation of Highway 99 north of that point.
3. We support designation of West 11th from Beltline to its junction with Highway 126 West.

We recognize the importance of identifying a statewide freight route system that provides increased freight mobility, accessibility, and safety standards. Further, we understand the positive economic impacts of developing a more efficient statewide freight route system.

Letter to Bruce Warner

March 10, 2005

Page 2

We look forward to further work with ODOT on this important issue. We will continue to review and comment on the proposed designations as they evolve.

Sincerely,

Anne Ballew

Chair, Metropolitan Policy Committee



534 SW Third Ave., Suite 300, Portland, OR 97204 • (503) 497-1000 • fax (503) 223-0073 • www.friends.org

Southern Oregon Office • P.O. Box 2442 • Grants Pass, OR 97528 • phone/fax (541) 474-1155

Willamette Valley Office • 189 Liberty St. NE, Suite 307A • Salem, OR 97301 • (503) 371-7261 • fax (503) 371-7596

Lane County Office • 120 West Broadway • Eugene, OR 97401 • (541) 431-7059 • fax (541) 431-7078

Central Oregon Office • P.O. Box 8813 • Bend, OR 97708 • (541) 382-7557 • fax (541) 382-7552

Date: October 13, 2004

From: Rob Zako, Transportation Advocate

To: Lane County Board of Commissioners

Cc: Ollie Snowden
Tom Stinchfield

Re: Proposed New Freight Routes on ODOT Highways in Lane County

Dear Lane County Commissioners,

Thank you for this opportunity to comment on the proposed new freight routes on ODOT highways in Lane County.

In my role as (statewide) transportation advocate for 1000 Friends of Oregon, I have been following the issue of proposed freight routes around the state. I will note that the proposals from the Freight Route Analysis Project (FRAP) have *not* been universally embraced by local jurisdictions. In understand the Northwest ACT is opposing designating Highway 101 as a freight route. As noted in the report from your staff, the Cascades West ACT staff is recommending against designating Highway 99 as a freight route.

In a nutshell, the issue is *maintaining local control* versus more state control of state highways. To put it differently, the issue is *maintaining flexibility* to balance competing demands on the state highway system versus giving priority to truck freight traffic over other important interests.

In particular, ODOT's mobility (ease of traffic movement and speed) standards are, in general, higher on freight routes than on non-freight routes. In order to achieve these higher mobility standards, ODOT typically imposes access (intersections and driveways) restrictions on the highway. If the primary objective is to ensure that through truck traffic can travel quickly with little congestion, then such restrictions are warranted.

But giving through truck traffic priority can hurt local business and communities. Local businesses (stores, farms, etc.) typically want easy access to the highway. For example, because Highway 99 in the Newberg-Dundee area is already a freight route, ODOT is looking to improve Highway 99 in a way that gives no (new) access to local farms. Such considerations apply to businesses and farms in Lane County along Highways 99 and 126.

In addition, freight routes that provide for better through movements can create safety problems where highways run through communities. Where a highway does run through a community, it often makes sense to designate a Special Transportation Area (STA). But the rules for STAs make it difficult to designate them along freight routes, hence to ensure the safety and convenience of local residents and businesses where a highway runs through a community. In Lane County this is of greatest concern in Junction City, west Eugene and east Springfield.

Using these ideas, following are our specific recommendations for each proposed designation:

1. OR 126 (Florence-Eugene Highway), US 101 to Eugene — OPPOSE

We oppose this proposal. This segment carries less than 4 million tons of freight annually. As noted above and by staff, we have already seen how higher mobility standards have frustrated

efforts to build the West Eugene Parkway (or to otherwise resolve traffic problems in west Eugene). We are concerned about impacts to local businesses along Highway 126 in west Eugene. We believe that the loss of flexibility and local control is not warranted for this portion of Highway 126. While freight does use this portion of Highway 126, it is not a major use and does not warrant giving priority to just that one use.

2. OR 126 (McKenzie Highway), I-5 to OR 126/US 20 — STRONGLY OPPOSE

We strongly oppose this proposal. This segment carries less than 4 million tons of freight annually. This portion of Highway 126 is best known for its recreational uses (along the McKenzie River), not its freight uses. It is home to people who fish, hunt, camp and otherwise enjoy the restaurants and vacation resorts along the McKenzie River. Note that the eastern portion of this segment is a designated scenic byway: part of the loop that crosses Santiam and McKenzie Passes. We don't believe it is appropriate to designate a scenic byway as also a freight route. The western portion of this segment of Highway 126 is also home to numerous farms. We don't see this highway as a major freight route and don't think it would be wise to give priority to freight uses over all other uses.

3. OR 20, OR 126/US 20 to OR 22 (Santiam Pass) — OPPOSE

We oppose this proposal. This short highway segment is an extension of the Highway 126 segment. It makes sense to designate both segments or neither. As we articulated above reasons for not designating the Highway 126 segment, we similarly oppose this designation. On the other hand, there is really little along this segment other than forest and a few trailheads.

12. Beltline Highway, I-5 to OR 126 — SUPPORT

We support this proposal. This segment carries more than 4 million tons of freight annually. Beltline Highway is already a limited-access highway that supports commuter and freight traffic. None of the conflicts of concerns we identified above exist along this segment. We believe a freight route designation is appropriate.

21 OR 99, OR 99W (Junction City) to Beltline Highway — OPPOSE

We oppose this proposal. This segment carries more than 4 million tons of freight annually. But it is also the main street for Junction City, which is considering a Special Transportation Area (STA). Moreover, we see Interstate-5, not Highway 99, as the major north-south freight route in this area. While it is important to have one such freight route, we believe that a balanced approach argues for keeping alternate routes such as Highway 99 dedicated to multiple uses. At the very least, we encourage Lane County to consult with Junction City and to coordinate with the Cascades West ACT before making a recommendation on this proposal.

Sincerely,

Rob Zako

Rob Zako

Transportation Advocate

1280-B East 28th Ave.

Eugene, OR 97403-1616

Phone: (541) 343-5201

Fax: (541) 683-6333

rob@friends.org

CITY OF SPRINGFIELD, OREGON

OFFICE OF THE MAYOR / CITY COUNCIL



225 FIFTH STREET
SPRINGFIELD, OR 97477
(541) 726-3700
FAX (541) 726-2363

October 13, 2004

Commission Chair Green
Lane County Board of Commissioners
125 East 8th Ave.
Eugene, OR 97401

Dear Chair Green and Commissioners,

Thank you for the opportunity to address the Board about the Oregon Department of Transportation (ODOT) New Freight Route Designation proposals for Lane County.

I am recommending the Board of Commissioners notify the Oregon Transportation Commission (OTC) requesting more time to review and analyze the New Freight Route Designations on Highway 126 in Springfield. The City requires more information about the Freight Route regulations in context to developable land and current ODOT Highway 126 Expressway Planning.

I am a solid supporter of economic development in Springfield, this metro area, and Lane County. Creating better truck routes and improving our road system so we can get goods and services to our community is a high priority for the City. Also, it's a high priority for the City to develop its vacant commercial and housing parcels in the Thurston area of the City. The New Freight Route designation carries stricter regulations about traffic congestion which I want more time for City staff to analyze before OTC makes a decision.

Also, ODOT is currently conducting a Highway 126 Expressway Plan that will include a concept design process for the Main Street/Highway 126 intersection. Adding a freight route layer of regulations and possible restrictions before the concept design process begins for the Expressway Plan could limit the possible design solutions for the intersection.

The City is requesting more time to gain more information from ODOT about the positive and negative outcomes of designating Highway 126 from Main Street to the UGB as a Freight Route.

Thank you for your support.

Sincerely,

Sidney W. Leiken, Mayor

CC: Mike Kelly, Dan Brown, Robin Marshburn, Tom Boyatt, Tom Schwetz

TCOG **Lane Council of Governments**

99 East Broadway, Suite 400, Eugene, Oregon 97401-3111 (541) 682-4283 Fax: (541) 682-4099 TTY: (541) 682-4567

October 15, 2004

Mr. Bruce Warner
Oregon Department of Transportation
355 Capital Street, NE, Room 101
Salem, OR 97301-3871

Mr. Warner:

Representing the Central Lane MPO, the Metropolitan Policy Committee appreciates the opportunity to comment on the proposed Freight Route Designations developed as part of the Freight Route Analysis Project. Reasonable and reliable travel time for the movement of freight is a critical element in both the statewide and local economies.

At the local level, the designation of freight routes presents both opportunities and issues. Overall, our initial review of the proposed designations has flagged some significant implications for existing and future land use development. Given the aggressive timeline leading to adopting these designations, MPC is requesting an extension of the public comment period to allow local agencies more time to respond to specific parts of the proposal. We also recommend that management Plans be completed prior to formal designation of freight routes within urban areas.

Generally, the freight route designations would seem to signify that a certain state-level priority is being given to the designation. It would logically follow that additional resources might be available for improvements along those routes. However, given the limited resources available for transportation improvements overall, and the extensive nature of the proposed additions to the statewide freight system, we realize that these designations are certainly no guarantee of funding for the proposed routes in the Central Lane MPO area. Without more detailed prioritization, the set of proposed designations could dilute the state's highway investment strategy.

The proposed designations can overlay a new set of performance standards on the existing system. Higher mobility standards on facilities that currently double as a main street may negatively affect pedestrian and bicycle safety as well as accessibility to adjacent businesses.

Certain segments of the proposed designations in the Central Lane MPO area present significant implications for surrounding existing and future land development. For example, Main Street in Springfield east of it's intersection with Hwy 126, has been proposed for freight route designation. That segment currently provides

Letter to Bruce Warner
October 15, 2004
Page 2

access to several businesses servicing the surrounding residential areas. In particular, that segment provides major access to two of Springfield's nodal developments and key vacant developable land in the Jasper-Natron area. The freight route designation could trigger higher mobility standards and design standards that would limit the concept designs currently being developed for the Hwy 126/Main Street intersection area to the higher cost interchange alternatives. The designation could also limit the city's ability to intensify the development surrounding the facility and would affect the bicycle and pedestrian use of the facility.

We recognize the importance of identifying a statewide freight route system that provides increased freight mobility, accessibility, and safety standards. Further, we understand the positive economic impacts of developing a more efficient Statewide freight route system. However, in urban areas the complexity of the interactions between the transportation system and adjacent and surrounding land use calls for a more deliberate process to explore the overall implications of freight route designations.

The process for review has required an aggressive timeline for providing comment on the proposed designations. Due to the array of implications that have not yet been adequately investigated, we recommend extending the public comment period for 60 days to allow local agencies the opportunity to fully assess the implications of the proposed designations. We also recommend that management plans be conducted prior to formal designations made in urban areas.

We look forward to working with ODOT on these important issues. We will continue to review and comment on the proposed designations as they evolve.

Sincerely,



Bonny Bettman
Chair, Metropolitan Policy Committee

STINCHFIELD Tom A

From: Rob Zako [rob@friends.org]
Sent: Saturday, October 16, 2004 11:04 AM
To: Lane County Board of Commissioners
Cc: Ollie Snowden; Tom Stinchfield
Subject: Freight Routes

Dear Lane County Commissioners,

Thank you for keeping the record open on the matter of designating freight routes until your next meeting on this matter.

I understand that you will be allowing Bob Russell of the Oregon Truckers Association to speak to you at that meeting. If so, it is only fair that you allow others who wish to testify in person to do so at that time, as well.

Lastly, for the record, I wish to amend the written comments of 1000 Friends of Oregon that I submitted previously. Like Mayor Torrey, who spoke on the matter at MPC on Thursday, I would like express concerns over the proposal to designate "Beltline Highway" a freight route. While 1000 Friends might support a designation for Beltline itself, a limited-access express that runs from I-5 to West 11th Avenue, we understand that in ODOT's view "Beltline" actually includes West 11th Avenue/Highway 126 from the intersection with Beltline (where WalMart and Target are) west beyond Green Hill Road to a point beyond Fisher Road. Out of concern for businesses along this section of West 11th/Highway 126 and their need for access, we now oppose designating this segment.

In summary, we now oppose all five proposed designations in Lane County.

Indeed, based upon conversations with ODOT staff and elected officials around the state, I am wondering why this half-baked idea is even coming before the county commissioners (and ACTs around the state). It might be appropriate for you to send a message to ODOT that they get their ducks in a row first and allow more time before asking for comments on such a proposal.

Thanks,
Rob

--

Rob Zako
Transportation Advocate
1000 Friends of Oregon
1280-B East 28th Ave., Eugene, OR 97403-1616 (home office)
(541) 343-5201 (home office)
(541) 683-6333 (fax)
rob@friends.org

Become an Oregon donor:
<http://www.friends.org/support>

STINCHFIELD Tom A

From: Robin.L.MARSHBURN@odot.state.or.us
Sent: Monday, October 18, 2004 9:57 AM
To: tom.stinchfield@co.lane.or.us; Robert.PIRRIE@odot.state.or.us
Subject: FW: McKenzie freight route proposal

Hi Bob,

Thank you for your comments. I understand your concern about the meeting time, but you will have to contact Lane County to see if they can address this issue. Contact Tom Stinchfield at Lane County Public Works Dept (541 682-6930) email tom.stinchfield@co.lane.or.us

I was at the meeting on Wednesday and about a dozen citizens that live on or near the McKenzie Highway testified against the freight route designation. Their concerns on this proposal are the same as yours. If the highway does become a freight route, it does not mean that additional right-of-way will be taken. There is no construction project associated with the freight route designation. Please let me know if I can be of further assistance.

Robin Marshburn

-----Original Message-----

From: Bob Gresham [mailto:bgresham@cascadeautomation.com]
Sent: Wednesday, October 13, 2004 9:32 AM
To: MARSHBURN Robin L
Cc: Trevor Keller
Subject: McKenzie freight route proposal

Robin;

I understand that you are the contact for discussion on the proposed McKenzie freight route. I also understand that a public hearing is to be held today in Eugene at 1:30.

I am voicing a complaint that it is hard for the average resident to get to these forums during the workday, and would ask they be scheduled during the evening hours. Also, the agenda is obscure as to what will occur if the freight status is approved. Does this mean that additional properties will be taken from residents to accommodate freight route designated routes? We just went through that a few years ago on an unrelated widening project. Frankly, many of us simply don't have any front yards left.

My other concern is additional truck traffic. Yesterday morning, I pulled out of my driveway and immediately pull off the shoulder to let a tractor trailer pass before we became an integral part of each other. While waiting, a total of five tractor trailers passed, along with a multitude of vehicles hung up behind them.

I just want you people to weigh out what's happening here in the trenches. We have to live daily with the decisions you folks make. There's going to be freight traffic, but I don't see designating the McKenzie as a freight route being sound judgment on your part.

Please contact me at your earliest convenience. I simply cannot make the meeting today, as I have to work.

Sincerely,
Robert L. Gresham
44509 McKenzie Hwy.
Leaburg, Or. 97489
541-747-7979 work
541-912-3130 cell
541-747-7979 fax

SUPPLEMENTAL MATERIAL

MEMORANDUM

W.7.C

TO: Lane County Commissioner Bobby Green
FROM: Concerned Citizens
DATE: October 15, 2004
RE: Freight Truck Route Proposal for McKenzie Hwy. and Cut-Off Road

**FOR CONSIDERATION AND TO BE INCLUDED IN THE RECORD OF THE MEETING
OF THE BOARD OF COMMISSIONERS ON OCTOBER 20, 2004, AT 9:00 A.M.**

We, the citizens living in and utilizing the McKenzie River area, strongly oppose the designation of the McKenzie Highway as a freight truck route. Increasing the use of the McKenzie Highway by heavy truck traffic would: adversely affect the safety of all drivers, pedestrians, and animals; diminish our home and property values; diminish the livelihood of area businesses; decrease our quality of life; reduce tourism; increase air, ground, and noise pollution; potentially create contamination to our surrounding cities' water supply; and diminish the beauty of the area. We have a treasure in our scenic highway, which is widely cherished for its beauty and recreational potential. We strongly believe that we need to preserve our area, and not destroy it by designating it as a freight truck route.

Thank you for your consideration of our position.

Attachments: Copies of 425 signatures from concerned citizens collected over a period of three days.

↳ signature pages on website.

cc: Commissioner Don Hampton (with copy of memo only)
Commissioner Anna Morrison (with copy of memo only)
Commissioner Peter Sorenson (with copy of memo only)
Commissioner Bill Dwyer (with copy of memo only)

OCT 19 2004

SUPPLEMENTAL MATERIAL ORIGINAL

W.T.C.

**BY E-MAIL CORRESPONDENCE
HARD COPY BY HAND DELIVERY**

Date: October 19, 2004

To: Lane County Board of Commissioners
Anna Morrisson - anna.morrisson@co.lane.or.us
Bill Dwyer - bill.dwyer@co.lane.or.us
Bobby Green - bobby.green@co.lane.or.us
Don Hampton - Don.Hampton@co.lane.or.us
Peter Sorensen - peter.sorenson@co.lane.or.us

cc: Tom Stinchfield - tom.stinchfield@co.lane.or.us
Bi-Mart Corporation

Re: Agenda Item 7C, Order 04-10-13-11

In the Matter of Endorsing New Freight Routes on
Oregon Department of Transportation (ODOT) Highways
in Lane County

Dear Commissioners:

A. Introduction.

I have represented a number of businesses and individuals regarding issues of access to Oregon highways. I am writing to express my concern with the excessive ODOT control existing and, particularly, the further extension of that control over local land use and development which would result from adoption of the new freight routes. This letter sets forth some of my reasons for concern and discusses two recent land use applications processed within Junction City in the last two years which demonstrate the significant impact the proposed Freight Route designations would have on local control of land use decisions.

B. Effects of Freight Route designation on local planning and development.

As indicated in the materials, the designations will result in higher mobility and design standards for projects, including spacing requirements.

**Gleaves
Swearingen
Potter &
Scott LLP**

ATTORNEYS
AT LAW

Phone:
(541) 686-8833
Fax:
(541) 345-2034

975 Oak Street
Suite 800
Eugene, Oregon
97440-1147

Mailing Address:
P.O. Box 1147
Eugene, Oregon
97440-1147

Email:
info@orbuslaw.com
Web-Site:
www.orbuslaw.com

Frederick A. Batson
Jon V. Buerstatte
H. Andrew Clark
Joshua A. Clark
A.J. Giustina
Vernon D. Gleaves
Thomas P.E. Herrmann
Todd R. Johnston
Kristin E. Kernutt
Stephen O. Lane
William H. Martin
Laura T.Z. Montgomery
Standlee G. Potter
Ian T. Richardson
Martha J. Rodman
Douglas R. Schultz
Malcolm H. Scott
James W. Spickerman
Arlen C. Swearingen
Kate A. Thompson
Renée C. Wyser-Pratte

The examples discussed here involve only issues of mobility standards, volume and capacity (v/c) standards. The example used at page 6 of the September 1, 2004 FRAP staff report indicates that maximum volume to capacity ratio on a Statewide Highway inside an urban growth boundary on a Freight Route is .75, while a Statewide Highway inside the urban growth boundary not on a Freight Route is .80. While the change in standards sounds slight, as demonstrated below, it is a significant change for purposes of local control of land use and development.

As you may know, an application for an amendment to a local comprehensive plan can result in ODOT requiring a traffic impact study examining v/c ratios at intersections with State Highways. Even though the subject site may be some distance from the highway, ODOT places the burden upon the developer to demonstrate by a traffic study that an intersection will not be "significantly affected." An intersection is deemed "significantly affected" if the specified v/c ratio is exceeded.

C. Examples of recent development in Junction City that would not have occurred if Highway 99W was a designated Freight Route.

In 2002, Bi-Mart Corporation sought a comprehensive plan amendment and zone change for a parcel of land four blocks east of Highway 99W within Junction City. In 2004, a similar application was submitted on behalf of Dari-Mart Stores, Inc. for a comprehensive plan amendment and zone change for a parcel immediately south of the Bi-Mart Corporation site.¹ Both of these sites were formally owned by the railroad, designated and zoned for industrial use and virtually vacant. Junction City, then and now, has an excess of industrial zoned land and is in need of additional commercial land, particularly in this area of the city.

In both of these applications, ODOT required a traffic impact study in order for the applicant to prove that the transportation facility, Highway 99, was not significantly affected, meaning the v/c ratios specified were not exceeded at intersections of local streets with

¹ Attached to the hard copy of this letter is a map of Junction City with the subject properties highlighted. This demonstrates the extended reach of ODOT authority over local jurisdictions.

99W. In the instance of the Bi-Mart application, it was found that by the horizon year, 2017, the v/c ratio was expected to be 0.78. The traffic study for Dari-Mart Stores, Inc. yielded a v/c ratio of approximately 80 by the horizon year.

When a v/c ratio is exceeded, the Transportation Planning Rule (TPR) requires mitigation, which means that before development can take place, the land uses must somehow have to be limited to reduce traffic or the TSP has to be amended to show that facilities will be adequate due to planned facilities or reduction in demand for automobile travel. As is apparent to anyone familiar with Junction City, there would be nothing that could be done within the near future that would mitigate the effect on the transportation facility should the required v/c ratio have been exceeded. Until such time as there is a highway bypass of the City, which would require ODOT will and funding, the functionality of intersections of city streets at intersections with 99W cannot be changed.

Obviously, in both these instances, if Highway 99W was designated a Freight Route at the time of the application, these applications could not have gone forward because the .75 v/c standard would have been exceeded. Desirable local development by local companies would not have taken place and land use changes consistent with local planning and local public interest would not have occurred.

D. Segment designations.

Some of the ODOT materials suggest that the answer is segment designations such as STAs for the situation where state Freight Routes go through the downtown of cities. In a perfect world, this may be the answer but the present world is not perfect due to lack of funding. These STAs require revision of local Transportation System Plans (TSP) and development of management plans. There are no state funds available for these purposes. This is effectively, an "unfunded mandate."

E. Potential expressway designation.

The designation as a Freightway is one of the basic factors in determining whether a particular statewide highway should be designated an "Expressway." That being the case, designation of

these freightways can lead to additional expressway designations. That is of significant concern to property owners near such highways. Direct access to an expressway is generally not allowed unless there is no alternative access.

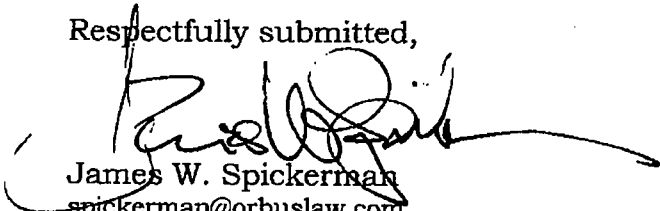
F. Testimony at October 20 deliberations.

I have viewed the video replay of your October 13, 2004 public hearing. On behalf of my clients, I object to oral testimony being received from Mr. Russell when the hearing is closed to all others. In the public hearing process, Mr. Russell is simply a member of the public and he should not be allowed to testify on an item scheduled only for Board deliberation. If there is to be additional comment from anyone other than County staff, another public hearing should be scheduled to afford all the opportunity.

G. Conclusion.

As was brought forth in some of your discussions, state transportation planning by unelected officials has gone far to preempt local land use plans adopted by local elected officials. This proposal is a further extension of that trend. I urge that the Board of Commissioners not support the proposed new Freight Routes. If there are to be further designation of Freight Routes, it should be after there is an opportunity for full discussion at the local level of the potential impact of these designations.

Respectfully submitted,



James W. Spickerman
spickerman@orbuslaw.com

-----Original Message-----

From: Jgsandjgs@aol.com [mailto:Jgsandjgs@aol.com]
Sent: Tuesday, October 19, 2004 4:30 PM
To: MARSHBURN Robin L
Subject: ODOT Freight Route

Dear Robin Marshburn,

I am a farmer on Hwy 126 east. I have several questions on the proposal that I was not able to find answers to on the web site. I am in favor of the designation

1) Is it not true that even if the committee were NOT to designate 126 E as a freight route the truck traffic would not be impacted since the truckers select the route that makes the most sense to them.

2) Does it not stand to reason that if 126 E was designated as a Freight Route that the state would be more inclined to provide funding for road maintenance than if it were not? Also is it not possible that the weigh station could potentially be operated more hours a day to monitor safety issues?

3) Finally there is a "scare tactic" being circulated that if the advisory board designated the Hwy as a Freight Route that there is the potential of an environmental impact on the McKenzie River? I would question whether the state has any data to support that notion or is it not more accurate to suggest that regardless of the designation that the possibility always exists and the designation not materially impact that issue.

I look forward to your response as I was unable to attend the public meeting and I know that the Lane County Commission is about to make a recommendation to the state and I am concerned that the citizens on the McKenzie Hwy have not been given an accurate picture.

Best Regards,

John Sullivan
541-896-3825
46296 McKenzie Hwy
Vida, Oregon 97488



Eugene Water & Electric Board

500 East 4th Avenue / Post Office Box 10148
Eugene, Oregon 97440-2148
541-484-2411 Fax 541-484-3762

November 12, 2004

Lane County Commissioners
Lane County Public Services Building
125 E 8th Ave.
Eugene, Oregon 97401

Dear Lane County Commissioners:

RE: EWEB's opposition to State designating of the McKenzie Highway as a freight route

EWEB is opposed to designating the McKenzie Highway as a State Freight Route and want to ensure that you will recommend removing all sections of the McKenzie Highway, from I-5 to Highway 22, from the Statewide Freight Route system in Oregon.

EWEB joins the residents of the McKenzie River Valley in urging you to remove both sections of the McKenzie Highway: Highway 126 (McKenzie Highway); and Highway 20 (extension of McKenzie Highway to Highway 22 and Santiam Pass), from the Freight Route designated proposed by the Oregon Department of Transportation.

The sole source of Eugene municipal water supply is from the McKenzie River and the intake for EWEB's filtration plant is located on the river just east of Springfield. Any action that encourages freight traffic on Highway 126 and Highway 20, also increases the risk of a potential spill which would jeopardize this water supply.

We do not believe that designating the McKenzie Highway under the Statewide Freight Route System is necessary or warranted. Based on ODOT's 1996 and 1998 east-west corridor studies, the McKenzie Highway was described as having the "worst conditions [for freight transport] because of sub-standard vertical and horizontal alignments and the close proximity to the river with no guard rail protection in many locations." A significant portion of the McKenzie Highway is already designated as an Oregon State Scenic Byway, and efforts should focus on reducing freight traffic along this sensitive corridor in order to preserve its natural beauty, promote safe travel for tourists and local residents, and protect the watershed from contamination.

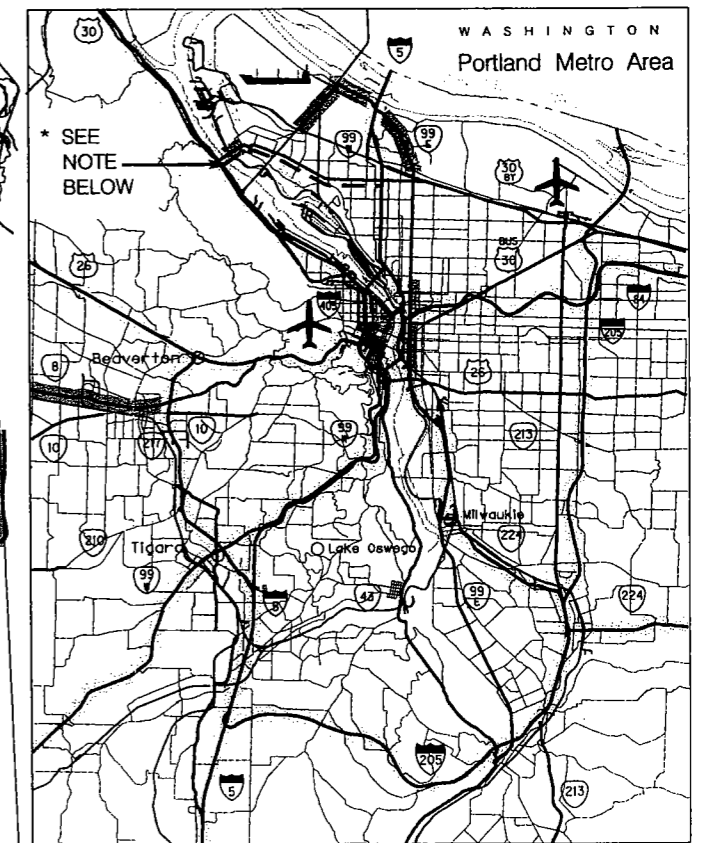
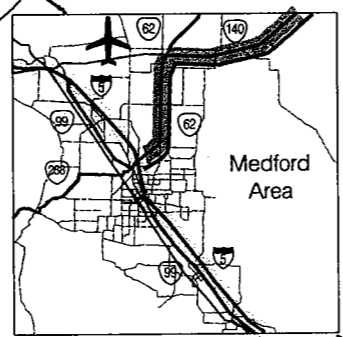
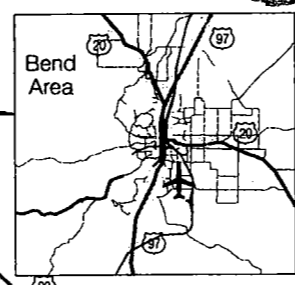
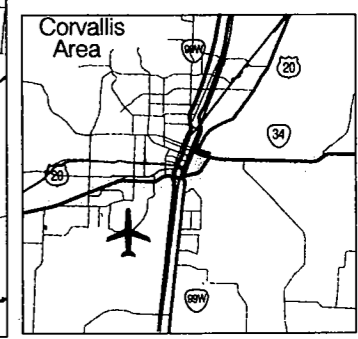
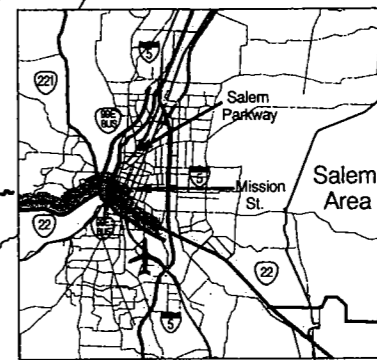
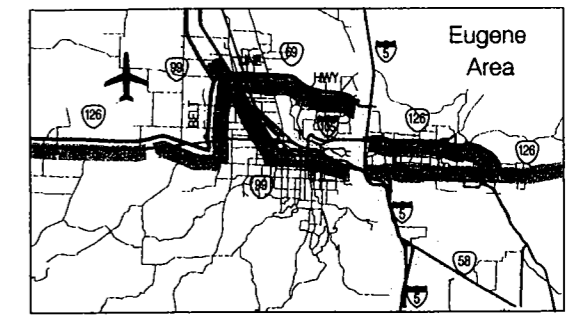
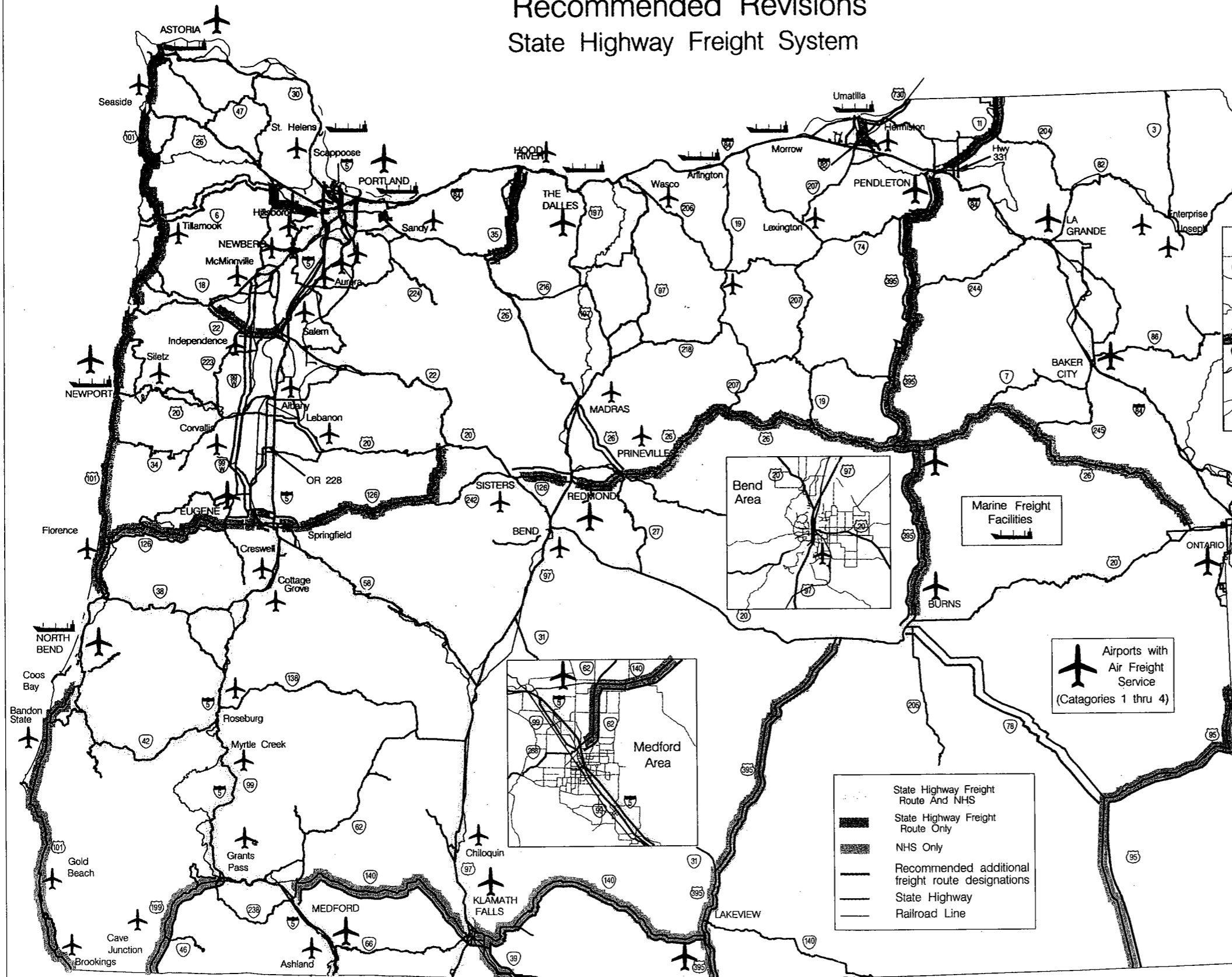
Please remove the McKenzie Highway from the list of routes proposed by ODOT for State Freight Route Designation.

Sincerely,


Patrick Lanning, President
Board of Commissioners

- c. Tom Stinchfield, Lane County Transportation Planning
- Robin Marshburn, Oregon Department of Transportation
- Mayor Torrey and Eugene City Council Members
- Ken Engelman, McKenzie River Reflections
- Megan Finnessy, McKenzie Watershed Council
- State Representative Phil Barnhart
- State Senator Floyd Prozanski
- Gary Pape, FRAP Advisory Committee Member

Recommended Revisions State Highway Freight System



- State Highway Freight Route And NHS
- State Highway Freight Route Only
- NHS Only
- Recommended additional freight route designations
- State Highway
- Railroad Line

Airports with Air Freight Service (Categories 1 thru 4)