



Access Management Committee Outline of Sub-Group # 2 Task Assignment

Sub-Group # 2 - Access management standards that conform to reality/within the context of the environment (This group will also review the work that ODOT is developing to address rural roads with less than 5K ADT as part of SB 1024)

Problem Statement: The spacing standards referenced by OAR Division 51 are based on travel speed, traffic operational analysis and human factors. The spacing standards are not necessarily sensitive to the context or character of specific segments along the route. The rule lends itself to a "one size fits all" approach that lacks the flexibility to take into account other factors that could affect the decision on driveway and approach requests.

Background: There was a general acknowledgement that the roadway environment should meet the driver expectation. A motorist on 82nd Avenue in Portland would not typically know if they are driving on a city street or a state highway as the roadway looks and feels like other major city streets. Many of the AM approach spacing standards for urban areas exceed the grid system public street spacing in many cities across the state. Any request for a driveway to the state highway between the two public streets routinely requires a deviation and may result in a protracted process. It is acknowledged that a modification to the driveway spacing standards may result in increased congestion, or extend the hours of congestion in urban areas. It is also acknowledged that the roadway classification system impacts the appropriate driveway spacing standard, and may be especially important along freight routes.

This sub-group will also review the AM strategies/policies/standards that ODOT is currently developing for highways with less than 5,000 Average Daily Trips (ADT) as required by SB 1024.

OAR 734-051-0115 Reference and 1999 Oregon Highway Plan: Please refer to page 18 - 19 of the OAR for the access management standards and Tables 1, 2 and 3 for the access spacing on Statewide, Regional and District level highways. Please refer to OAR 734-051-0125 (Pages 19-20) for the access management standards at interchanges and the corresponding Tables 4, 5 and 6. The OAR and accompanying tables can be reviewed at the following link – <http://www.huntingtontrafficsolutions.com/>

The existing ODOT system definition and highway classification system is identified in the 1999 Oregon Highway Plan, pages 39-44 and can be found at <http://www.oregon.gov/ODOT/TD/TP/docs/orhwyplan/hwyplan/PolicyElement.pdf>

Proposed Change: