



ORS 366.215

Engineers Conference 2015



ORS 366.215

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- **New OAR**
- **Changes to the OAR**
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Reduction in Capacity

- **Examples:**



What is ORS 366.215?

Definition

ORS 366.215 states that the Oregon Transportation Commission may not permanently reduce the vehicle-carrying capacity of an identified freight route.

- Exceptions allowed for safety or access considerations.
- Exception may also be granted if it's in Oregon's best interest and freight movement is not unreasonably impeded.



New OAR Adopted

- The Oregon Administrative Rule was adopted and made effective August 26, 2013.
- The OAR:
 - Defines terms
 - Identifies review process
 - Facilitates communication and development of consensus during the review process



Stakeholder Forum

- The Stakeholder group is now defined as a “Stakeholder Forum” with open membership that meets on an as-needed basis.
- The purpose of the group is to advise the Department of the affect of the proposed actions to move motor vehicles through a section of highway. A represented from a variety of transportation modes should be invited including a bicycle representative, Association of General Contractors (AGC), a pedestrian representative, affected city, county or Metropolitan Planning organization.



Record Keeping

- The new rule requires that the department publish on a website and maintain for at least 10 years all records of:
 - Department, Director, and Commission approvals
 - Stakeholder forum discussions of regarding proposed potential Reduction of Vehicle Carrying Capacity



Welcome, **Christy Jordan** (Log out)

New

Your Stuff

History

Browse

Oregon GovSpace > Agencies Boards Commissions > ODOT > Freight Mobility Decisions

Freight Mobility Decisions

Overview (customize)

All Content (28)

Documents (28)

Blog

Polls

Reports

Contacts

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Freight Mobility Meeting Documents

2010 Freight Mobility Meeting Notes	0	0	5	0
2011 Freight Mobility Meeting Notes	0	0	4	0
2012 Freight Mobility Meeting Notes	0	0	4	0
2013 Freight Mobility Meeting Notes	0	0	18	0
Agendas	0	0	15	0
Supporting Documents	0	0	0	0

Featured Content

[Freight Mobility Agenda October 10, 2013.pdf](#)
1 minute ago

by Christy Jordan

How to Sign Up

- On the Statewide Mobility website go to Agency Messages Regarding Mobility:

Agency Messages Regarding Mobility

Motor Carrier Transportation Division:

Restriction Letters:

GovOn January 18, 2013, the Motor Carrier Transportation Division (MCTD) mailed out letters to all motor carriers notifying them of a pilot program to distribute Highway Restriction Letters electronically as a default, and only mail letters to carriers who make a request. These letters warn carriers whenever maintenance or construction project work zones restrict the width, height, weight, or length of vehicles. They also warn of anticipated significant delays expected to occur as a result of work zones. The letters are mailed to protect the safety of the workers in the work zones and also to alert permit holders their loads may not be accommodated or to provide an opportunity for a motor carrier to choose alternate routes or delivery dates.

Carriers can now access restriction letters through [GovDelivery](#). This is a free service, eliminating unnecessary paper documents. You chose the information you are interested in receiving and it will come right to your electronic mailbox. In addition to the restriction letters, ODOT offers subscribers more than 50 specialized email alerts for information like trucking advisories, Oregon Motor Carrier Newsletter, Motor Carrier rulemaking, Motor Carrier Transportation Advisory Committee Meeting Notices/Minutes, etc.

For more information about the pilot, please click on the link to read the [January 18, 2013 letter](#).

ORS 366.215:

Freight Mobility meeting minutes and meeting agendas are now available via GovSpace. To access GovSpace please click on the following link and follow the instructions for either state employees or external stakeholders. There are some helpful hints and videos that can help you with the process. In addition, you can ask to receive email notifications whenever there is a change to the website so that you can view upcoming meeting agendas or newly posted minutes. [GovSpace Information](#).

Meeting Announcements

Mobility Agenda

Motor Carrier Transportation Division

Tuesday January 6, 2015

1:30 PM to 5:00 PM

3930 Fairview Industrial Drive

Room: Woodburn Conference Room

Region 4:

- I-84: The Dalles Fifteenmile Creek Project coordination update- K#18695

Region 2:

- West Eugene EmX Project (WEEE)

Region 1 and Region 4:

- US26/OR35 ITS Project- K#18219 (ORS 366.215)

Region 1:

- Oregon City Bridge
- I-84: Tanner Creek Bridge – (EB/WB Staging for deck overlay)- K#18562
- OR99E: SW Berg Parkway – 2nd Street (Aurora). 4- lane section drop to 3-lane section, overall width stays the same- K#18773
- OR99E: SE Harold Street – SE Harrison Street (Staging for Crystal Springs Creek Bridge/Culvert replacement)- K#18776
- OR8: SW 185th Ave to SW 192nd Ave- Detour- K#17704



Other OAR Clarifications:

- **Definition of Permanent Reduction**
- **Definition of Reduction of Vehicle-Carrying Capacity**
- **Access Management Clarification**
- **Director Determination of Vehicle-Carrying Capacity**
- **Chief Engineer to Certify Director Determined Reductions in Capacity for Safety**

Why do we Have to Keep Freight & Oversize Loads in Mind when planning?



The trucking industry relies on the ability to transport equipment & goods.

- Approximately 110,000 Single Trip Permits are issued each year which include Superloads.
- Approximately 175,000 Continuous Trip Permits are issued each year.



Secondary Route Clearance Limits are Equally Important to Primary Routes



- Farm operations move wide implements on secondary routes (and they're not required to obtain an over-dimension variance permit.)
- When a community suddenly needs a heavy hauler to bring in an emergency transformer, the routes needed are mostly secondary.





10.31.2010 05:21

Evaluate Any Plan for Potential Restrictions



Will the proposed landscaping grow up and hang into traffic?

Can sign post designed to be placed at the edge of the median be moved to the center?

What's the available width today? What's the proposed width?

Is there on street parking now? Are we adding in street parking?

Can the planned width of the median be reduced?

Can we use painted concrete instead of a raised median?

The designer shows mountable curbs instead of straight-edge ones, but are they aware that a sloped surface will damage the axles of a mobile home?



Design

Implementing 366.215

- **Online Reference:**
www.oregon.gov/ODOT/TD/TP/ORS366.215.shtml
- **Plans need to discuss the ORS** as part of the requirements for projects on state highways
- **Project Delivery Staff** — be prepared to bring the six review items to freight the freight stakeholder forum
- **Development Review Staff** — coordinate with region mobility liaison when encountering proposed physical changes to state highways
- **Grant Program Managers** — reference the ORS in applications and assess project risks prior to grant approval

Information Required for 366.215 Review

1. Location map, highway milepoints
2. Brief description of the problem or issues
3. Brief description of the proposed change
4. Diagram of the existing roadway cross section
5. Information on other pinch points on the highway near the proposed project
6. Diagram of the proposed roadway cross section along with any existing or proposed structures or obstacles in the right-of-way that may impact the reduction of vehicle carrying capacity

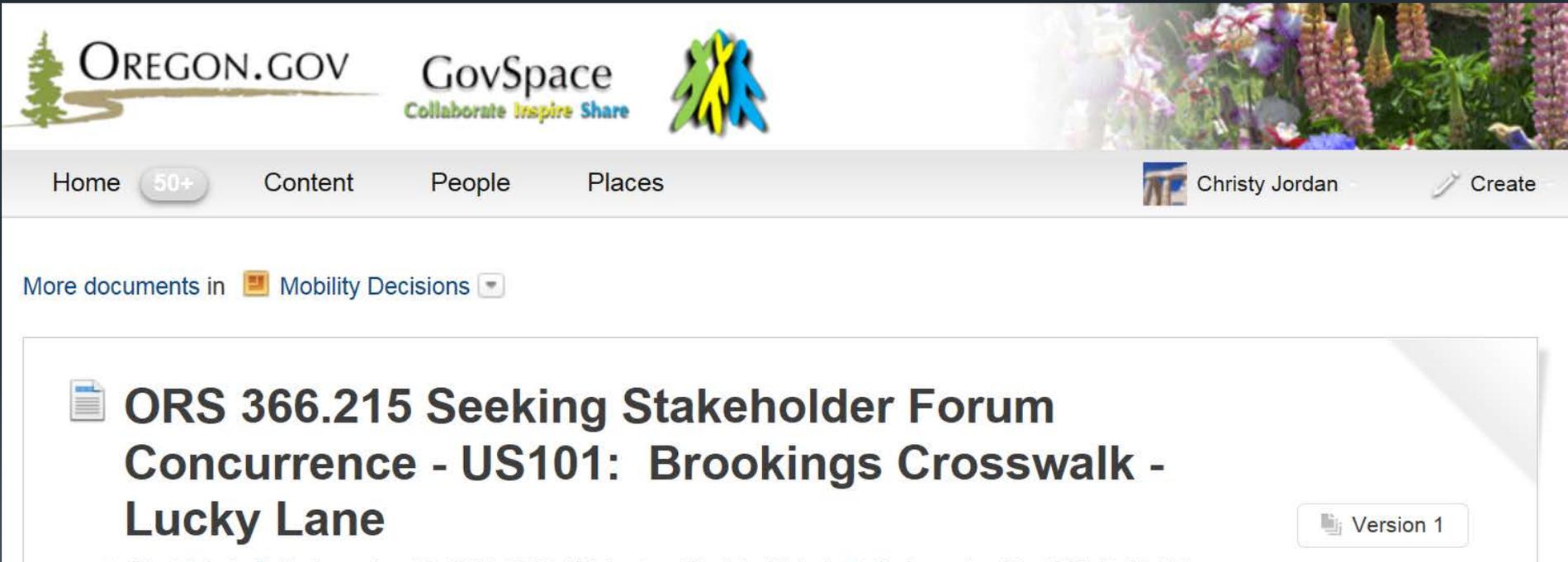
Proposed Project Location - US101 MP 356.65 at Lucky Lane:



Collaboration Example

US101: Brookings Crosswalk – Lucky Lane

MCTD Posts Project to GovSpace



The screenshot displays the Oregon GovSpace website interface. At the top left, the Oregon state logo and 'OREGON.GOV' are visible. To the right is the 'GovSpace' logo with the tagline 'Collaborate Inspire Share' and a graphic of three stylized human figures in green, yellow, and blue. A navigation bar below the logos includes 'Home' (with a '50+' badge), 'Content', 'People', and 'Places'. On the right side of the navigation bar, there is a user profile for 'Christy Jordan' and a 'Create' button. Below the navigation bar, a breadcrumb trail reads 'More documents in Mobility Decisions'. The main content area features a document card with a document icon, the title 'ORS 366.215 Seeking Stakeholder Forum Concurrence - US101: Brookings Crosswalk - Lucky Lane', and a 'Version 1' label in the bottom right corner. The background of the website header shows a field of colorful flowers.



Proposal

Region 3 is proposing a permanent width reduction near the intersection of Lucky Lane on US101 in downtown Brookings (at MP 356.65). The region would like to install a crosswalk and raised pedestrian island. Crosswalks do not exist in this 5-lane section and the total roadway surface width is 68 feet. This location is hazardous for pedestrians attempting to cross the highway.

US101 is a Reduction Review Route.

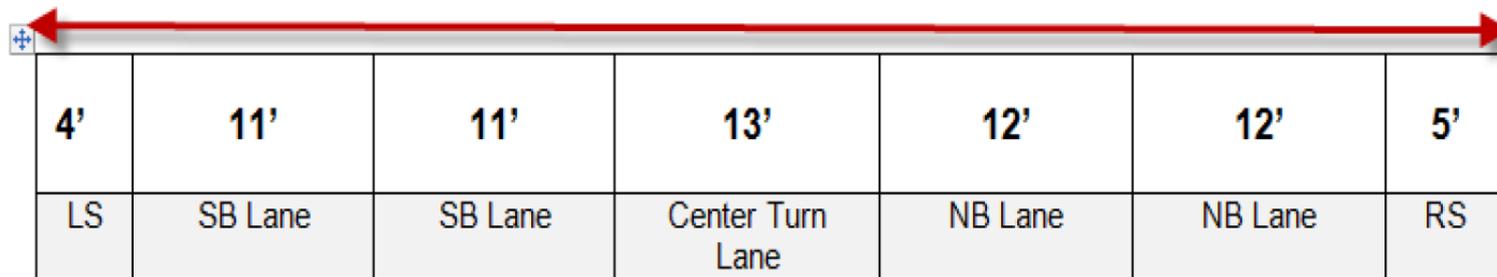


Safety Issue

Last August, a pedestrian was struck and killed by a car while walking across the unmarked section of US101 adjacent to Lucky Lane. This fatality sparked demand among residents and city officials to have a crosswalk installed to avoid similar accidents in the future.

Existing Cross Section

68' overall curb-to-curb width



4'	11'	11'	13'	12'	12'	5'
LS	SB Lane	SB Lane	Center Turn Lane	NB Lane	NB Lane	RS

Proposed Cross Section

SB 28.5' curb-to-curb width

NB 31.5' curb-to-curb width

The diagram illustrates a proposed cross-section of a road with two directions of travel. The Southbound (SB) side is 28.5 feet wide, and the Northbound (NB) side is 31.5 feet wide. The components and their widths are as follows:

4'	11'	11'	2.5'	8'	2.5'	12'	12'	5'
LS	SB Lane	SB Lane	SB Shy	Pedestrian Island	NB Shy	NB Lane	NB Lane	RS



Are There Any Pinch Points in Close Proximity?

On US101 MP 357.80 at Pacific Ave. there is a pedestrian island. This is $\frac{1}{2}$ mile south of the proposed location. At this location there is 4.5' less curb to curb width in the northbound direction, and .5' more width in the southbound direction than the proposed island at Lucky Lane.

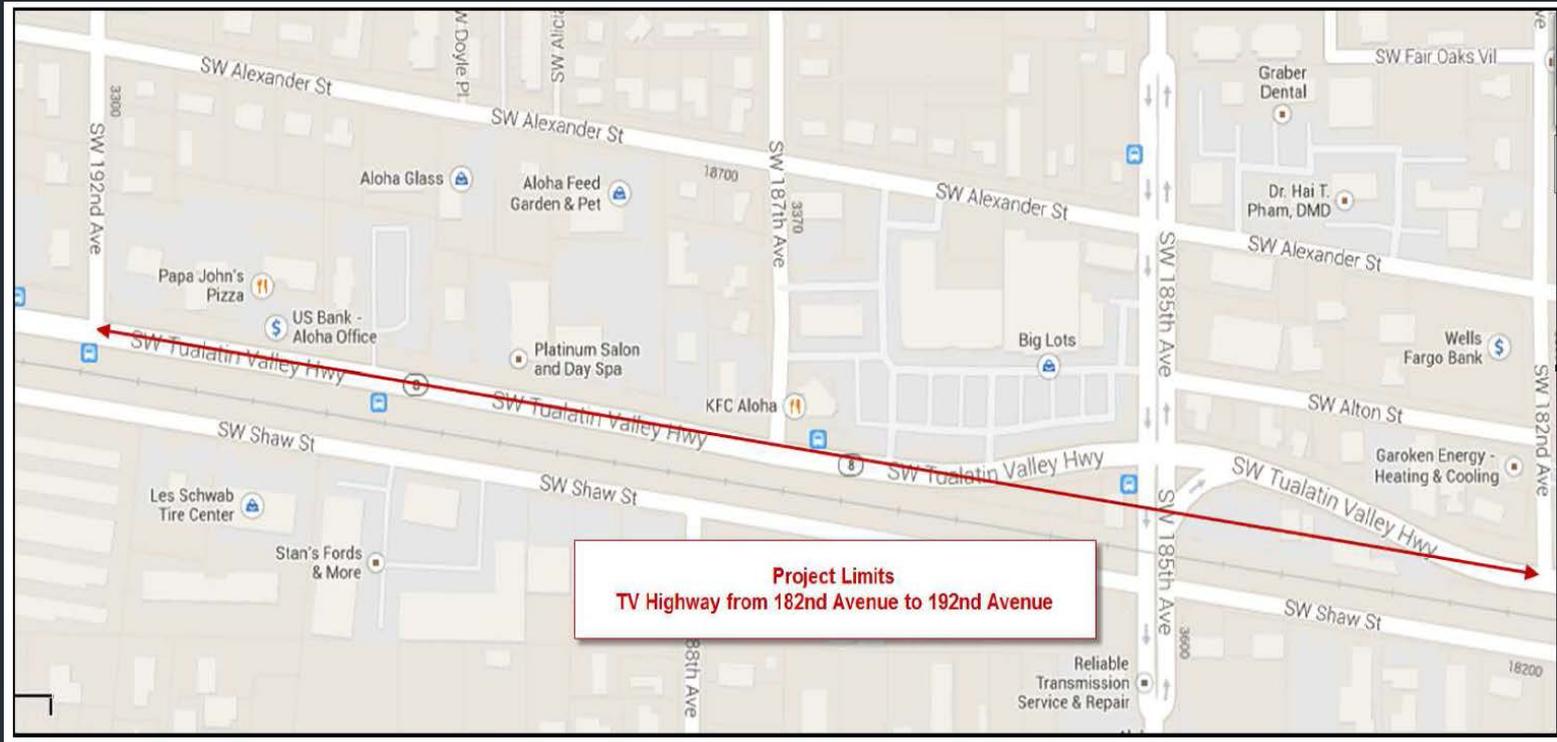


US101 MP 357.080 at Pacific Avenue



Outcome

Formal Support for the proposed action was reached at COB on 2/09/2015 – despite the proposed change to horizontal width.



Collaboration Example

OR8: Tualatin Valley Hwy @ 185th and 192nd

MCTD Post Project to GovSpace



The screenshot shows the GovSpace interface. At the top left is the Oregon.gov logo with a tree icon. Next to it is the GovSpace logo with the tagline "Collaborate Inspire Share" and a colorful tree icon. The navigation bar includes "Home" (with a "50+" badge), "Content", "People", and "Places". On the right, there is a user profile for "Christy Jordan" and a "Create" button. Below the navigation bar, it says "More discussions in" followed by a tag icon and "Mobility Decisions". A summary box indicates "3 Replies" with the latest reply from "Jessica Carpenter" on "Mar 6, 2014 9:52 AM". Below this is a post by "Christy Jordan" dated "Feb 21, 2014 9:20 AM". The post title is "Region 1 - Potential ORS 366.215 Impacts OR8 (185th to 192nd)" and it has a 5-star rating.

OREGON.GOV

GovSpace
Collaborate Inspire Share

Home 50+ Content People Places

Christy Jordan Create

More discussions in  Mobility Decisions

3 Replies Latest reply: Mar 6, 2014 9:52 AM by Jessica Carpenter 

Un-mark this discussion as a question.

 Christy Jordan Feb 21, 2014 9:20 AM

★★★★★
Region 1 - Potential ORS 366.215 Impacts OR8 (185th to 192nd)



Proposal

Region 1 would like to install a raised median and traffic separator both east and west of the 185th Ave. intersection on OR8: TV Hwy.

OR8 Is a Reduction Review Route.



Safety Issue

The crash rate on this section of TV Highway is very high, and is one of the top safety concerns in Washington County. Between 2007-2011 there were 181 crashes and 54% of those resulted in injuries. The most significant safety concern is the high number of rear-end and turning crashes on TV Highway on either side of 185th Avenue.

Safety Issue

Crashes on TV Highway by location from 2007-2011



Safety Issues

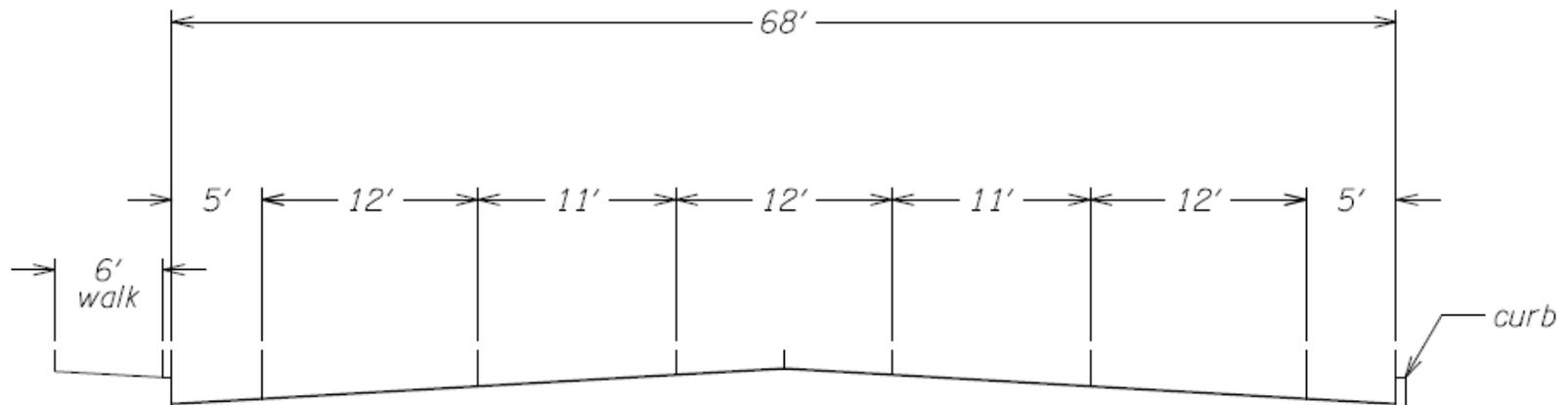
Top Safety Concerns

- Numerous driveways/accesses
- Poor visibility
- Transit stop locations cause backups and erratic driver behavior
- The angle of the right-turn lane from 185th to OR/TV highway EB encourages high speeds

Proposed Solutions

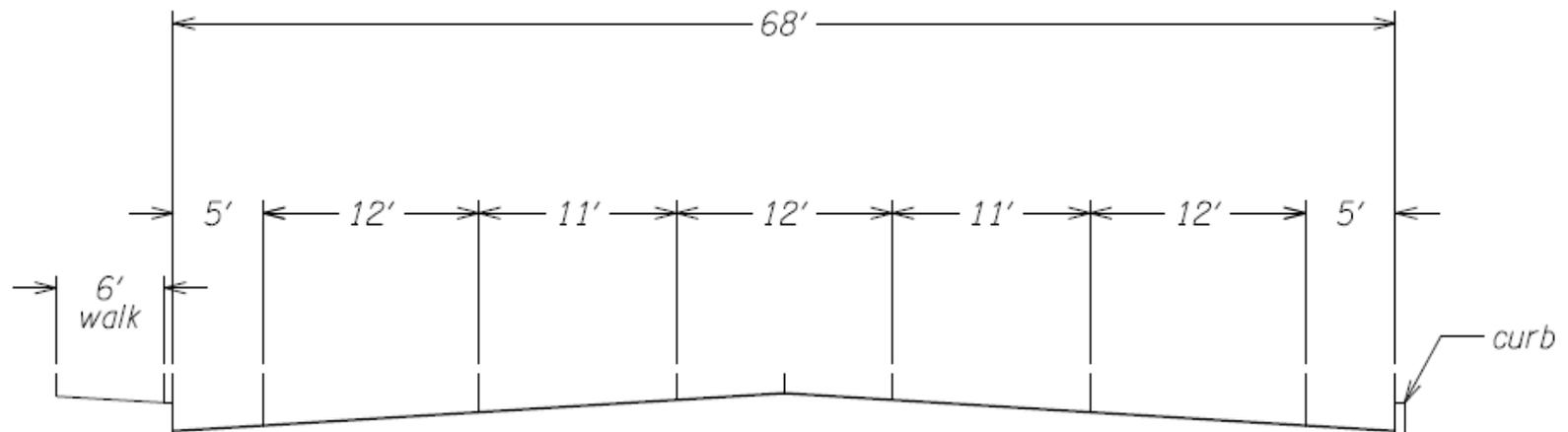
- Allow U-Turns on OR8/TV Hwy in both directions
- Install raised traffic separator from 182nd to 187th and at 192nd
- Add lighting and pedestrian countdown signals on OR8 at 185th
- Improve signage and add supplemental signal heads on OR8/TV Hwy
- Move the westbound bus stop to the far-side of the intersection
- Reconstruct island between 185th and OR8/TV Hwy

Existing Cross Section



Existing Typical Section

Proposed Cross Section



Existing Typical Section



Potential Permanent Condition

Currently there is 68 feet of overall horizontal width clearance on this section of highway. After the raised traffic separator is installed, there will be 28 feet of overall horizontal clearance in each direction.



Are There Any Pinch Points in Close Proximity?

West of OR217 at OR8 there is an existing median island with plants and trees. The existing pinch point is 26' horizontal width.



Outcome

Formal Support for the proposed action was reached on 02/27/2014, despite the proposed change in horizontal width clearance.

Communication Works



MCTD will Facilitate the Meeting Between the Project Team and Stakeholder Forum.

Weekly mobility meetings, once called The “Wednesday Freight Mobility Meeting”, can be scheduled anytime.

Monthly MCTAC meetings –Motor Carrier Transportation Advisory Committee



Stakeholder Forum



Work with the Region Mobility Liaison and MCTD's Mobility Coordinator to arrange for a Mobility Meeting to discuss potential 366.215 projects

Industry representatives routinely attend these meetings, including representatives from the Oregon Trucking Associations, Oregon Mobile Home Association, and other stakeholders such as heavy haul operators, AAA, Association of General Contractors (AGC), City or County representatives, and private consulting firms.

MCTD staff facilitate the conversation.



Contact Information

Motor Carrier Transportation Division

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Mobility Liaison