



Oregon

John A. Kitzhaber, MD, Governor

Department of Transportation

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

DATE: September 4, 2013
TO: Oregon Transportation Commission

FROM: Matthew L. Garrett
Director

SUBJECT: **Agenda G** – Approve Changes to the Classification and Designations to Segments of Oregon 140 and Oregon 99 Highways and Adopt the Oregon 140 Corridor Plan

Requested Action:

Request to amend the 1999 Oregon Highway Plan (OHP) to reflect the following classifications and designations of segments of Oregon 140 (Lake of the Woods Highway) and Oregon 99 (Rogue Valley Highway) and adopt the findings in support of this action. Amend the 1999 OHP to adopt the Oregon 140 Corridor Plan as a facility plan and adopt the findings in support of this action. Findings of compliance in support of these actions are found in Exhibits B and C.

Route	Beg MP	End MP	Current Classification	Recommended Classification and Designation
Oregon 140	0	-2.55	Statewide Highway	Statewide Highway (no change)
Oregon 140	-2.55	-2.71	N/A	Statewide Highway
Oregon 140	-2.71	-8.29	Statewide Highway	Statewide Highway (no change)
Oregon 140	0	-8.29	Statewide and N/A	ORS 366.215 Freight Route
Oregon 99 (Roadway 2)	0.27	0.56	District Highway	Statewide Highway
Oregon 99 (Roadway 2)	0.27	0.56	District Highway	ORS 366.215 Freight Route

Background:

The Oregon 140 Corridor Plan focuses on a 16-mile segment of Oregon 140 (Lake of the Woods Highway) that extends from Interstate 5 Exit 35 (Mile Point -8.29) east to Brownsboro-Eagle Point Road (Mile Point 7.98). It includes the segment of Oregon 140 from Oregon 62 (Mile Point 0.00) to Interstate 5, Exit 35 (Mile Point -8.29) that was recently transferred from Jackson County to the Oregon Department of Transportation (ODOT). In 2009, the Oregon Transportation Commission classified the Oregon 140 Extension from Mile Point 0.00 to -2.55 and from Mile Point -2.71 to -8.29 as a statewide highway, but did not designate it as freight route. Jackson County retained a small segment between Mile Point -2.55 and -2.71 as part of a Jackson County realignment project, which was recently Quit Claim Deeded to ODOT when construction was completed.



The corridor plan was prepared in coordination with Jackson County, the Rogue Valley Metropolitan Planning Organization (RVMPO), the Rogue Valley Transit District (RVTD) and Department of Land Conservation and Development (DLCDD). Staff worked with these agencies to develop a facility plan that protects the function of the Oregon 140 corridor and identifies needed improvements over the next 20 years. The highway classifications and freight designations were analyzed in the corridor plan. The corridor plan's management measures recommend designating the Oregon 140 Extension from Oregon 62 west to Interstate 5, Exit 35 (Seven Oaks Interchange) as a ORS 366.215 freight route to complete the freight network in the Rogue Valley; and reclassifying an Oregon 99 segment between the Interstate 5, Exit 35 ramps as a statewide highway and designating it as a ORS 366.215 freight route to apply consistent standards and performance targets through the Seven Oaks Interchange.

Staff presented the corridor plan to the State Freight Industry Stakeholders Committee pursuant to the ORS 366.215 guidelines and received support of the planning concepts. A notice of adoption and copy of the corridor plan was sent to Jackson County, the RVMPO and DLCDD for review and comment. A separate letter identifying the access management key principles was sent to all property owners abutting the Oregon 140 corridor. No comments were received.

Attachments:

- Exhibit A – Staff Report
- Exhibit B – Highway Classifications and Designations Findings of Compliance
- Exhibit C – Adoption of the Oregon 140 Corridor Plan Findings of Compliance
- Exhibit D - Oregon 140 Corridor Plan and Contact Information
(ftp://ftp.odot.state.or.us/outgoing/OTC_September13/)
- Project Vicinity Map
- Project Location Map
- Proposed Highway Classifications and Designations Map
- PowerPoint Presentation

Copies (w/attachments) to:

Jerri Bohard	Dale Hormann	Patrick Cooney	Lisa Martinez
Paul Mather	Frank Reading	Erik Havig	McGregor Lynde
Mike Baker	Kelly Jacobsen		

2. The CAC provided stakeholder input and offered recommendations. The committee was composed of interested citizens, property owners, business representatives and other stakeholders.
3. General public outreach included web-accessible materials and three (3) public open houses on 7/27/11, 11/16/11 and 11/5/12. The open houses included graphic presentations, a Spanish translator and discussion to solicit public input.
4. The public meetings were advertised in the Mail Tribune and news releases were sent to the local media.
5. Public open house invitations were directly mailed to property owners abutting the OR 140 corridor.
6. The corridor plan was presented to the State Freight Industry Stakeholder Committee on 7/17/13 pursuant to the ORS 366.215 guidelines and received support of the planning concepts.

Summary of Draft Findings

ODOT's State Agency Coordination Agreement requires the OTC to adopt findings of fact when adopting facility plans (OAR 731-015-0065). Pursuant to these requirements, ODOT has developed findings to support the OTC's: (1) classifying an OR 140 roadway segment between Mile Point -2.71 and Mile Point -2.55 as a statewide highway; designating an OR 140 roadway segment between Mile Point 0.00 and Mile Point -8.29 as a ORS 366.215 (Reduction in Vehicle Carrying Capacity) freight route; reclassifying an OR 99 roadway segment between Roadway 2 Mile Point 0.27 and Roadway 2 Mile Point 0.56 from a district highway to a statewide highway; designating an OR 99 roadway segment between Roadway 2 Mile Point 0.27 and Roadway 2 Mile Point 0.56 as a ORS 366.215 (Reduction in Vehicle Carrying Capacity) freight route; and (2) adoption of the OR 140 Corridor Plan as a facility plan. For all applicable policies, the highway classifications and designations, and the corridor plan has been found to be compatible with adopted state and local policies.

Exhibits B and C Findings of Compliance for the highway classifications and designations, and adoption of the corridor plan are attached and address compliance with state and local plans, policies, and ordinances/statutes/rules.

Exhibit B

Findings of Compliance with OAR 731-0015-0065 Statewide Highway Classifications and Freight Route Designations for OR 140 and OR 99 Segments

ODOT's State Agency Coordination Agreement requires that the Oregon Transportation Commission (OTC) adopt findings of fact when amending the Oregon Highway Plan (OHP), pursuant to OAR 731-015-055. The OHP is a "Modal Plan" that is part of the Oregon Transportation Plan (OTP), which is the state's transportation system plan. In order to adopt amendments to the OHP, either a plan text amendment or an implementing action like this one, the OTC needs to follow the Coordination Procedures for Adopting a Final Modal System Plan. Staff is requesting that the OTC amend the 1999 OHP to classify an OR 140 roadway segment between Mile Point -2.71 and Mile Point -2.55 as a statewide highway, designate an OR 140 roadway segment between Mile Point 0.00 and Mile Point -8.29 as a ORS 366.215 (Reduction in Vehicle Carrying Capacity) freight route, reclassify an OR 99 roadway segment between Roadway 2 Mile Point 0.27 to Roadway 2 Mile Point 0.56 from a district highway to a statewide highway, and designate an OR 99 roadway segment between Roadway 2 Mile Point 0.27 to Roadway 2 Mile Point 0.56 as a ORS 366.215 (Reduction in Vehicle Carrying Capacity) freight route (See Attached Table).

Pursuant to these requirements, ODOT provides the following findings to support the OTC amending the 1999 OHP to classify an OR 140 roadway segment between Mile Point -2.71 and Mile Point -2.55 as a statewide highway, designate an OR 140 roadway segment between Mile Point 0.00 and Mile Point -8.29 as a ORS 366.215 (Reduction in Vehicle Carrying Capacity) freight route, reclassify an OR 99 roadway segment between Roadway 2 Mile Point 0.27 to Roadway 2 Mile Point 0.56 from a district highway to a statewide highway, and designate an OR 99 roadway segment between Roadway 2 Mile Point 0.27 to Roadway 2 Mile Point 0.56 as a ORS 366.215 (Reduction in Vehicle Carrying Capacity) freight route. ODOT is not exceeding its authority. These highway classifications and designations, See Attached Location Map, seek to implement the OHP.

1. OAR 731-015-0055: Coordination Procedures for Adopting Modal Plans

(1) Except in the case of minor amendments, the Department shall involve DLCD, metropolitan planning organizations, and interested cities, counties, state and federal agencies, special districts and other parties in the development or amendment of a modal systems plan. This involvement may take the form of mailings, meeting, or other means that the Department determines are appropriate for the circumstances. The Department shall hold at least one (1) public meeting on the plan prior to adoption.

Finding: *The highway classifications and freight route designations were analyzed in the draft OR 140 Corridor Plan. The corridor plan used an open and on-going public and agency involvement process that included Jackson County, the City of Central Point, RVMPO, RVTD, DLCD and numerous interested citizens. Representatives from each of these groups were invited to participate on the Technical Advisory Committee (TAC) and Citizen Advisory Committee (CAC), and were sent copies of the corridor plan's reference materials as they became available. An integrated, inter-departmental (local and state) planning and decision-making procedure completed the public process. Public information and involvement were project priorities, as evidenced by public meetings, technical and citizen advisory committees, and meetings with stakeholders, property owners and interested citizens.*

Committees - During development of the corridor plan, a Technical Advisory Committee (TAC) and Citizen Advisory Committee (CAC) was utilized. The TAC, which was composed of key staff members from ODOT, Jackson County, the City of Central Point, RVMPO and RVTD, was established specifically to provide technical and policy guidance for the corridor plan. The CAC, composed of interested citizens, property owners, business representatives and other stakeholders, provided stakeholder input and offered recommendations for the corridor plan. These committees provided guidance on both technical issues and policy issues. A total of five (5) TAC and CAC meetings were held during development of the corridor plan. The draft plan was also presented to the State Freight Industry Stakeholder Committee and received support of the planning concepts.

Public Meetings - Public open houses were conducted on: July 27, 2011 to introduce the project, present the goals and objectives, and discuss preliminary analysis of existing and future conditions; November 16, 2011 to present plan alternatives and evaluation criteria; and November 5, 2012 to present the draft corridor plan. The open houses included graphic presentations, a Spanish translator and an open-house format to answer questions of attendees. Comment cards were provided.

(2) The Department shall evaluate and write draft findings of compliance with all applicable statewide planning goals.

Finding: *These draft findings are submitted for the Commission's consideration. These findings address compliance with applicable statewide planning goals (See Section 3 below).*

(3) If the draft plan identifies new facilities which would affect identifiable geographic areas, the Department shall meet with the planning representatives of affected cities, counties and metropolitan planning organization to identify compatibility issues and the means of resolving them. These may include:

- (a) Changing the draft plan to eliminate the conflicts;
- (b) Working with the affected local governments to amend their comprehensive plans to eliminate the conflicts; or
- (c) Identifying the new facilities as proposals which are contingent on the resolution of the conflicts prior to the completion of the transportation planning program for the proposed new facilities.

Finding: *The highway classifications and freight route designations were analyzed in the draft OR 140 Corridor Plan. The corridor plan coordinated review of highway classifications and freight route designations directly with Jackson County, the City of Central Point, the Rogue Valley Metropolitan Planning Organization (RVMPO), Rogue Valley Transit District (RVTD), DLCD and sections within ODOT. Jackson County, RVMPO and DLCD were sent a Notice of Intent to Adopt, and compatibility determination request was sent by registered mail on August 1, 2013. No comments were received within the time limit.*

(4) The Department shall present to the Transportation Commission the draft plan, findings of compatibility for new facilities affecting identifiable geographic areas, and findings of compliance with all applicable statewide planning goals.

Finding: *This document comprises the findings of compliance with the applicable statewide planning goals (See Section 3 below).*

(5) The Transportation Commission, when it adopts a final modal systems plan, shall adopt findings of compatibility for new facilities affecting identifiable geographic areas and findings of compliance with all statewide planning goals.

Finding: *The highway classifications and freight route designations were analyzed in the draft OR 140 Corridor Plan. The corridor plan coordinated review of highway classifications and freight route designations directly with Jackson County, the City of Central Point, the Rogue Valley Metropolitan Planning Organization (RVMPO), Rogue Valley Transit District (RVTD), DLCDC and sections within ODOT. Jackson County, RVMPO and DLCDC were sent a Notice of Intent to Adopt, and compatibility determination request was sent by registered mail on August 1, 2013. No comments were received within the time limit.*

The corridor plan does not identify any new facilities. In 2009, the OTC classified the OR 140 Extension as a statewide highway, except for a roadway segment between Kirtland Road and Avenue G under construction by Jackson County. Jackson County subsequently Quit Claim Deed the roadway segment to ODOT when construction was completed. This realigned roadway segment is currently unclassified.

(6) The Department shall provide copies of the adopted final modal systems plan and findings to DLCDC, the metropolitan planning organizations, and others who request to receive a copy.

Finding: *The highway classifications and freight route designations were analyzed in the draft OR 140 Corridor Plan. Staff will provide copies of the adopted OR 140 Corridor Plan, including all required findings, to DLCDC, the affected local jurisdiction, and others who request a copy. The following findings are organized into three (3) categories:*

- *Compatibility*
 - *RVMPO Regional Transportation Plan*
 - *Jackson County Transportation System Plan*
- *Compliance*
 - *Statewide Planning Goals which specifically apply*
 - *Other Statewide Planning Goals that can be clearly defined*
- *Consistency*
 - *Oregon Transportation Plan*
 - *Oregon Highway Plan*
 - *Highway Design Manual*

2. Compatibility with Acknowledged County and City Comprehensive Plans

The draft OR 140 Corridor Plan analyzed the statewide highway classifications and freight route designations. The corridor plan was sent to Jackson County and RVMPO.

Jackson County Comprehensive Plan is the official long-range land use policy document for Jackson County. The plan sets forth general land use planning policies and allocates land uses to resource, residential, commercial, and industrial categories. The plan serves as the basis for coordinated development of physical resources and the development or redevelopment of the county land uses based on physical, social, economic and environmental factors. The comprehensive plan establishes

the purpose, map designation, criteria and the basis for determining the appropriate zoning for each land use.

The Transportation System Plan (TSP) establishes a system of transportation facilities and mobility standards that is adequate to meet the County's transportation needs. The Jackson County TSP includes a determination of future transportation needs for road, transit, bicycle, pedestrian, air, water, rail, and pipeline systems; policies and regulations for the implementation of the TSP; and a transportation-funding program.

Finding: *The highway classifications and freight route designations were analyzed in the draft OR 140 Corridor Plan. The corridor plan used the Jackson County Comprehensive Plan planned land uses and zoning designations as assumptions in identifying future traffic volumes and transportation facility needs. The corridor plan also used the Jackson County TSP existing and planned roadway network as assumptions in identifying future traffic volumes and transportation facility needs. Corridor improvements are tailored to the planned land uses contained within the Comprehensive Plan, and the county's future transportation needs identified in the TSP.*

Rogue Valley Metropolitan Planning Organization Regional Transportation Plan is the designated metropolitan planning organization for Jackson County and the cities within the Rogue Valley. It is responsible for preparing a Regional Transportation Plan (RTP) as one of its transportation planning responsibilities. The RTP is a multi-modal transportation plan designed to meet the future transportation needs within the metropolitan planning area. The goals of the RTP are:

Goal 1. Plan, develop and maintain a balanced multi-modal transportation system that will address existing and future needs.

Goal 2. Optimize safety and security on the transportation system.

Goal 3. Use transportation investments to foster compact, livable communities. Develop a plan that builds on the character of the community, is sensitive to the environment, and enhances quality of life.

Goal 4. Develop a plan that can be funded and that reflects responsible stewardship of public funds.

Goal 5. Maximize the efficient use of transportation infrastructure for all users and modes.

Goal 6. Use incentives and other strategies to reduce reliance on single-occupant vehicles.

Goal 7. Provide an open, balanced, credible process for planning and developing the transportation system.

Goal 8. Encourage use of cost-effective emerging technologies to achieve regional transportation goals.

Goal 9. Use transportation investments to foster economic opportunities.

Finding: *The highway classifications and freight route designations were analyzed in the draft OR 140 Corridor Plan. The corridor plan improvements to upgrade the OR 140 corridor to meet statewide highway and freight route standards are consistent with the 2013-2038 RTP's OR 140 Freight Improvements (Project #904) to upgrade existing roads to create freight corridor linking OR 140 at OR 62 (existing terminus), White City, to I-5 at Exit 35, Central Point.*

3. Compliance with Applicable Statewide Planning Goals

Relevant statewide planning goals adopted by the Land Conservation and Development Commission (LCDC) include Goal 1 (Citizen Involvement); Goal 2 (Land Use Planning); Goal 11 (Public Facilities Planning); Goal 12 (Transportation); and Goal 14 (Urbanization). The remaining fourteen (14) statewide planning goals were determined not applicable because the OR 140 corridor does not include any of the identified resources and/or the corridor improvements do not impact any of the identified resources.

Goal 1: Citizen Involvement.

Requirement: The opportunity for citizens to be involved in all phases of the planning process.

Finding: *The highway classifications and freight route designations were analyzed in the draft OR 140 Corridor Plan. The corridor plan process used an open and on-going public and agency involvement process that included Jackson County, the City of Central Point, RVMPO, RVTD, DLCD, sections within ODOT, and numerous interested citizens. An integrated, inter-departmental (local and state) planning and decision-making procedure completed the public process. Public information and involvement were project priorities, as evidenced by public meetings, a citizen advisory committee and a technical advisory committee.*

Committees - During development of the corridor plan, a Technical Advisory Committee (TAC) and Citizen Advisory Committee (CAC) was utilized. The TAC, which was composed of key staff members from ODOT, Jackson County, the City of Central Point, RVMPO and RVTD, was established specifically to provide technical and policy guidance. The CAC, composed of interested citizens, property owners, business representatives and other stakeholders, provided stakeholder input and offered recommendations. These committees provided guidance on both technical issues and policy issues. A total of five (5) TAC and CAC meetings were held during development of the corridor plan.

Public Meetings - The first public meeting was held on July 27, 2011 at the Jackson County Parks Auditorium. ODOT published a press release announcing the meeting on June 24, 2011. Twelve (12) members of the public attended. ODOT and the consultant team briefed the audience on the planning process and provided an informal question and answer session of the display boards.

A second public meeting was held on November 16, 2011 at the Jackson County Parks Auditorium. ODOT published a press release announcing the meeting on October 31, 2011. Seven (7) members of the public attended. ODOT and the consultant team briefed the audience on the planning concepts and provided an informal question and answer session of the display boards.

A third public meeting was held on November 5, 2012 at the Jackson County Parks Auditorium. ODOT published a press release announcing the meeting on October 19, 2012. Four (4) members of the public attended. ODOT and the consultant team provided the audience a copy of the draft plan and an informal question and answer session of the display boards.

The team provided comment cards and asked members of the public to provide their names and addresses on an attendance sheet at all the public meetings.

Goal 2: Land Use Planning.

Requirements: Establish a land use planning process and policy framework as the basis for all decisions and actions related to use of land and to assure an adequate factual basis for such decisions and actions.

Finding: *The highway classifications and freight route designations were analyzed in the draft OR 140 Corridor Plan. Comprehensive plans are incorporated into the RVMPO Travel Demand Model, which was used extensively in developing the corridor plan. Land use planning was coordinated with Jackson County, the City of Central Point, RVMPO, RVTD and DLCD through the TAC. Further, and as noted above, public input on the plan was solicited at a series of public open houses and committee meetings. The corridor plan document contains all information required for implementation, with supporting documentation in the reference materials. Preparation of the plan was based on an analysis of deficiencies along the corridor. Two (2) phases laid the foundation for the land use and transportation planning. The third and fourth phase identified corridor deficiencies and improvements for the draft plan.*

The first phase was development of a planning purpose, goals and objectives for the OR 140 corridor, and entailed an examination of the regulatory framework within which the corridor operates. The corridor study area was set pursuant to OAR 734-051, with consideration of the local street network and local land uses. Further, state and local regulations, plans, and policies were examined to ensure the corridor plan was developed to be compatible, compliant, or consistent, as appropriate.

The second phase consisted of assembling existing and future conditions. Existing conditions inventoried include: transportation facilities operations; geometric conditions; safety and crash analyses; land uses abutting the highway; and natural and historic resources. Future conditions were forecasted using the RVMPO Travel Demand Model to assess future traffic operations and deficiencies.

The third phase detailed corridor improvements to address traffic safety, operations and geometric deficiencies. The methodology for the corridor plan included a multi-step approach. The first was to evaluate approximate development potential by land use category. The second involved approximating the peak hour traffic generation potential of those areas. The third step involved comparing the trip generation potential with the traffic growth indicated in the Rogue Valley Regional Transportation Model.

The final phase identified necessary corridor improvements and management measures to accommodate existing conditions and anticipated future traffic demand (Year 2034) for the draft plan.

Goal 11: Public Facilities and Services.

Requirements: A timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

Finding: *The highway classifications and freight route designations were analyzed in the draft OR 140 Corridor Plan. The corridor plan is intended to preserve the investments made to the corridor and to maintain the state highway's intended function of safely and efficiently accommodating future traffic demands. The corridor plan documents the current and future transportation needs and identifies alternatives that detail appropriate future improvements to meet these needs. Corridor improvements*

were designed to be adequate to serve the future needs of the community, while conforming to the requirements of the OHP.

Goal 12: Transportation.

Requirements: Provide and encourage a safe, convenient and economic transportation system.

Finding: *The highway classifications and freight route designations were analyzed in the draft OR 140 Corridor Plan. The corridor plan inventories existing facilities and forecasts future conditions for a 16-mile section of OR 140 that extends from the I-5 Exit 35 (Mile Point -8.29) east to Brownsboro-Eagle Point Road (Mile-Point 7.98). It includes the segment of OR 140 from OR 62 (Mile Point 0.00) to I-5 Exit 35 (Mile Point -8.29) that was recently transferred from Jackson County to ODOT. Corridor improvements focus on upgrading the corridor to meet statewide highway and freight route standards, and improving the corridor to provide a safe, convenient and economic transportation system as traffic demand increases over the 20 year planning period.*

Goal 14: Urbanization.

Requirements: An orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, ensuring efficient use of land, and providing for livable communities.

Finding: *The highway classifications and freight route designations were analyzed in the draft OR 140 Corridor Plan. The OR 140 corridor contains rural lands predominantly located within the RVMPO boundaries, except for a short segment at the corridor's eastern terminus. The corridor traverses through the White City Urban Unincorporated Community and identifies improvements that support continued growth in the community. The corridor also serves as a major east-west route for the Rogue Valley.*

The majority of corridor improvements can be constructed within existing right of way or use technology to improve the safety and efficiency of traffic along the corridor. As development occurs and traffic volumes increase, the corridor plan recognizes the need to widen Blackwell Road, Avenue G and Agate Road in order to support future traffic demand along the corridor. Future projects requiring right of way acquisition through rural lands will require alternatives analysis pursuant to OAR 660-012-0065(5).

3. Consistency with Oregon Highway Plan

Goal 1: System Definition

Policy 1A: Classification is to develop and apply the state highway classification system to guide ODOT priorities for system investment and management.

Finding: *Oregon state highways are classified as Statewide, Regional, District or Local Interest based upon their current and planned function. Freight routes are defined as a subset of highway classifications that may be applied to Statewide, Regional or District highways. The highway classifications and freight route designations were analyzed in the draft OR 140 Corridor Plan. The corridor plan management measure recommends the OR 140 Extension be designated a freight route, and a segment of OR 99 between the I-5 Exit 35 (Seven Oaks Interchange) ramps be classified a*

statewide highway and designated a freight route to apply consistent performance targets and standards from OR 62 west through the Seven Oaks Interchange.

Action 1A.3 considers changing the classification of a state highway if the function of the highway has changed significantly since its original classification or the function does not fit the classification description. The classification change will be effective when the Oregon Transportation Commission adopts the change as part of a corridor plan or other planning process.

Finding: *The highway classifications and freight route designations were analyzed in the draft OR 140 Corridor Plan. The corridor plan constitutes a “special study” and an action of the Transportation Commission. The corridor plan management measure recommends designating the OR 140 Extension as a freight route to complete the freight network in the Rogue Valley. The OR 140 Extension provides the most direct connection between OR 62 and I-5 for efficient through movement goods and provides a connection between two major freight route corridors.*

Policy 1B – Land Use and Transportation recognizes the role of both State and local governments related to the state highway system.

Finding: *The highway classifications and freight route designations were analyzed in the draft OR 140 Corridor Plan. The corridor plan has been prepared with the participation of the Technical Advisory Committee (TAC) representing Jackson County, the City of Central Point, RVMPO, RVTD, DLCD and sections within ODOT. The committee provided guidance on both technical issues and policy issues. All TAC meetings were open public meetings. Preparation of the plan was also done with input from a variety of stakeholders and the general public.*

Policy 1C – State Highway Freight System is to balance the need for movement of goods with other uses of the highway system, and to recognize the importance of maintaining efficient through movement on major truck freight routes.

Finding: *OR 140 is designated a freight route eastward from OR 62, but not westward towards I-5. The statewide highway classifications and freight route designations were analyzed in the draft OR 140 Corridor Plan. The corridor plan management measures recommend designating the OR 140 Extension as a freight route to complete the freight network in the Rogue Valley. The OR 140 Extension provides the most direct connection between OR 62 and I-5 for efficient through movement goods and provides a connection between two major freight route corridors.*

Policy 1D – Scenic Byways is to preserve and enhance designated Scenic Byways, and to consider aesthetic and design elements along with safety and performance considerations on designated Byways.

Finding: *The statewide highway classifications and freight route designations were analyzed in the draft OR 140 Corridor Plan. There are no scenic byways within the OR 140 corridor or OR 99 segment through the I-5 Exit 35 (Seven oaks Interchange).*

Policy 1E – Lifeline Routes is to provide a secure lifeline network of streets, highways, and bridges to facilitate emergency services response and to support rapid economic recovery after a disaster.

Finding: *The statewide highway classifications and freight route designations were analyzed in the draft OR 140 Corridor Plan. The corridor plan improvements are intended to improve the safety and efficiency of the OR 140 corridor. The improved safety and efficiency of the transportation system facilitates improved emergency services response and support economic recovery after a disaster.*

Policy 1F – Highway Mobility Standards is to use highway mobility standards to maintain acceptable and reliable levels of mobility on the state highway system.

Finding: *The statewide highway classifications and freight route designations were analyzed in the draft OR 140 Corridor Plan. The corridor plan establishes uniform performance targets of the OR 140 corridor. It sets forth a 0.85 volume to capacity (v/c) performance target for segments within the RVMPO boundaries and a 0.70 v/c performance targets for segments outside the RVMPO boundaries. These performance targets are drawn from Table 6 of the 1999.*

Policy 1G – Major Improvements is to maintain highway performance and improve safety by improving system efficiency and management before adding capacity. ODOT will work in partnership with regional and local governments to address highway performance and safety needs.

Finding: *The statewide highway classifications and freight route designations were analyzed in the draft OR 140 Corridor Plan. The corridor plan improvements upgrade the highway to improve system efficiency by adding turn lanes at high volume intersections to improve the safe flow of traffic through the corridor. Future capacity improvements to widen Blackwell Road, Avenue G and Agate Road to a three (3) cross section were determined necessary to support traffic demand for improving system efficiency and management.*

Policy 1H – Bypasses is to maintain or increase statewide or regional mobility. Generally they relocate a highway alignment around a downtown, an urban or metropolitan area or an existing highway. The goal of bypass facilities is to effectively serve state and regional traffic trips. It is the policy of the State of Oregon to build bypasses to provide safe, efficient passage for through travelers and commerce.

Finding: *The statewide highway classifications and freight route designations were analyzed in the draft OR 140 Corridor Plan. The corridor plan improvements upgrade the highway to improve system efficiency by adding turn lanes at high volume intersections to improve the safe flow of traffic through the corridor. Future capacity improvements to widen Blackwell Road, Avenue G and Agate Road to a three (3) cross section were determined necessary to support traffic demand for improving system efficiency and management. The corridor improvements are adequate for providing safe, efficient passage for through travelers and commerce, and a bypass was not needed to support future traffic demand along the corridor.*

Goal 2: System Management

Work with local jurisdictions and federal agencies to create an increasingly seamless transportation system with respect to the development, operation, and maintenance of the highway and road system that:

- Safeguards the state highway system by maintaining functionality and integrity;
- Ensures that local mobility and accessibility needs are met; and
- Enhances system efficiency and safety.

Policy 2A – Inter-jurisdictional Relations is to establish cooperative partnerships to make more efficient and effective use of limited resources to develop, operate, and maintain the highway and road system. These partnerships are relationships among ODOT and state and federal agencies, regional governments, cities, counties, tribal governments, and the private sector.

Finding: *The statewide highway classifications and freight route designations were analyzed in the draft OR 140 Corridor Plan. The corridor plan process used an open and ongoing public and agency involvement process which included Jackson County, the City of Central Point, RVMPO, RVTD, DLCD, sections within ODOT and numerous interested citizens. An integrated, interdepartmental (local and state) planning and decision-making procedure completed the public process. Public information and involvement were project priorities, as evidenced by public and advisory committee meetings.*

Committees

During development of the corridor plan, a Technical Advisory Committee (TAC) was utilized. The TAC, which was composed of key staff members from the ODOT, DLCD, Jackson County, the City of Central Point, RVMPO and RVTD was established specifically to guide the corridor plan. The committee provided guidance on both technical issues and policy issues. A total of five (5) TAC meetings were held during development of the corridor plan.

Public Meetings - *The first public meeting was held on July 27, 2011 at the Jackson County Parks Auditorium. ODOT published a press release announcing the meeting on June 24, 2011. Twelve (12) members of the public attended. ODOT and the consultant team briefed the audience on the planning process and provided an informal question and answer session of the display boards.*

A second public meeting was held on November 16, 2011 at the Jackson County Parks Auditorium. ODOT published a press release announcing the meeting on October 31, 2011. Seven (7) members of the public attended. ODOT and the consultant team briefed the audience on the planning concepts and provided an informal question and answer session of the display boards.

A third public meeting was held on November 5, 2012 at the Jackson County Parks Auditorium. ODOT published a press release announcing the meeting on October 19, 2012. Four (4) members of the public attended. ODOT and the consultant team provided the audience a copy of the draft plan and an informal question and answer session of the display boards.

The team provided comment cards and asked members of the public to provide their names and addresses on an attendance sheet at all the public meetings.

Policy 2B - Off-System Improvements is to provide state financial assistance to local jurisdictions to develop, enhance, and maintain improvements on local transportation systems when they are a cost-effective way to improve the operation of the state highway system.

Finding: *The statewide highway classifications and freight route designations were analyzed in the draft OR 140 Corridor Plan. The corridor plan identifies cost effective improvements that are eligible for the State Transportation Improvement Program (STIP) Enhance and Fix It funds.*

Policy 2C – Inter-jurisdictional Transfers is to consider, in cooperation with local jurisdictions, inter-jurisdictional transfers.

Finding: *In 2009, Jackson County jurisdictionally transferred Blackwell Road, Kirtland Road, Pacific Avenue, Avenue G, Agate Road and Leigh Way to ODOT as part of the OR 140 Extension from OR 62 to the I-5 Exit 35 (Seven Oaks Interchange). The statewide highway classifications and freight route designations were analyzed in the draft OR 140 Corridor Plan. A short segment within the OR 140 Extension was recently Quit Claim Deeded by Jackson County to ODOT, but has not been classified as a statewide highway. The Corridor Plan’s management measures recommend designating the OR 140 Extension from OR 62 west to I-5 Exit 35 (Seven Oaks Interchange) as a freight route to complete the freight network in the Rogue Valley; and reclassifying an OR 99 segment between the I-5 Exit 35 ramps as a statewide highway and designating it as a freight route to apply consistent standards and performance targets through the Seven Oaks Interchange.*

Policy 2D – Public Involvement is to ensure that citizens, businesses, regional and local governments, state agencies, and tribal governments have opportunities to have input into decisions regarding proposed policies, plans, programs, and improvement projects that affect the state highway system.

Finding: *The statewide highway classifications and freight route designations were analyzed in the draft OR 140 Corridor Plan. The corridor plan process used an open and on-going public and agency involvement process which included Jackson County, the City of Central Point, RVMPO, RVTD, DLCD, sections within ODOT and numerous interested citizens. Public information and involvement were project priorities, as evidenced by public, technical advisory committee and citizen advisory committee meetings.*

Committees

During development of the corridor plan, a Technical Advisory Committee (TAC) was utilized. The TAC, which was composed of key staff members from the ODOT, DLCD, Jackson County, the City of Central Point, RVMPO and RVTD, was established specifically to guide the corridor plan. The committee provided guidance on both technical issues and policy issues. A total of five (5) TAC meetings were held during development of the corridor plan.

Public Meetings - *The first public meeting was held on July 27, 2011 at the Jackson County Parks Auditorium. ODOT published a press release announcing the meeting on June 24, 2011. Twelve (12) members of the public attended. ODOT and the consultant team briefed the audience on the planning process and provided an informal question and answer session of the display boards.*

A second public meeting was held on November 16, 2011 at the Jackson County Parks Auditorium. ODOT published a press release announcing the meeting on October 31, 2011. Seven (7) members of the public attended. ODOT and the consultant team briefed the audience on the planning concepts and provided an informal question and answer session of the display boards.

A third public meeting was held on November 5, 2012 at the Jackson County Parks Auditorium. ODOT published a press release announcing the meeting on October 19, 2012. Four (4) members of the public attended. ODOT and the consultant team provided the audience a copy of the draft plan and an informal question and answer session of the display boards.

The team provided comment cards and asked members of the public to provide their names and addresses on an attendance sheet at all the public meetings.

Policy 2E – Intelligent Transportation Systems policy provides standards for the consideration of Intelligent Transportation Systems to improve system efficiency and safety in a cost-effective manner.

Finding: *The statewide highway classifications and freight route designations were analyzed in the draft OR 140 Corridor Plan. The corridor plan identifies Transportation System Management (TSM), such as synchronizing signal timing, as a cost-effective measure to improve system efficiency and safety.*

Policy 2F – Traffic Safety policy directs the continual improvement of safety for all users of the highway system using solutions involving engineering, education, enforcement, and emergency medical services.

Finding: *The statewide highway classifications and freight route designations were analyzed in the draft OR 140 Corridor Plan. The corridor plan alternatives include improvements to operations and safety for all users. Improvements to operations and safety of the state highway enhance the ability of emergency medical services' response times.*

Traffic engineering conducted for the corridor plan identified corridor improvements that provide better safety for all users. The addition of roadway delineation and intersection restriping will help improve the overall operation and safety of the corridor.

Policy 2G – Rail and Highway Compatibility policy directs the improvement of safety and transportation efficiency through the reduction and prevention of conflicts between railroad and highway users.

Finding: *The statewide highway classifications and freight route designations were analyzed in the draft OR 140 Corridor Plan. The corridor plan includes maintaining the Kirtland Road at grade rail crossing and improving the Agate Road at grade rail crossing as part of widening Agate Road to meet modern design standards.*

Goal 3 – Access Management

Policy 3A – Classification and Spacing Standards:

Finding: *The statewide highway classifications and freight route designations were analyzed in the draft OR 140 Corridor Plan. The access management plan provides the framework for ODOT decisions to permit approach roads along the OR 140 corridor. It inventories existing approach roads and establishes minimum spacing standards for future approaches. The plan's minimum spacing standards are consistent with the 1999 OHP access management revisions adopted in March 2012. The OR 140 Extension's minimum spacing standards were based on existing approach roads, driveways and local street connections that existed when Jackson County jurisdictionally transferred the roadway to ODOT.*

Policy 3B – Medians policy directs the management and placement of medians and the location of median openings to enhance the safety and efficiency of the highways and support land use development patterns that are consistent with approved transportation system plans.

Finding: *The statewide highway classifications and freight route designations were analyzed in the draft OR 140 Corridor Plan. The corridor plan does not include medians as safety improvements along the corridor.*

Policy 3C – Interchange Access Management Areas policy addresses the need to plan for and manage grade-separated interchange areas to ensure safe and efficient operation between connecting roadways.

Finding: *The statewide highway classifications and freight route designations were analyzed in the draft OR 140 Corridor Plan. The corridor plan does not include an I-5 interchange and defers to the draft Interchange Area Management Plan for Exit 35 (Seven Oaks Interchange) for interchange improvements.*

Policy 3D – Deviations

Finding: *Deviations apply only to approach permitting and are not applicable.*

Policy 3E – Appeals

Finding: *Appeals apply only to approach permitting and are not applicable.*

Goal 4: Travel Alternatives

Policy 4A – Efficiency of Freight Movement policy emphasizes the State’s role in managing access to highway facilities in order to maintain functional use, safety and to preserve public investment.

Finding: *The statewide highway classifications and freight route designations were analyzed in the draft OR 140 Corridor Plan. The access management plan is consistent with a statewide highway classification and freight route designation. It inventories existing approach roads and establishes minimum spacing standards for future approaches to maintain functional use, safety and to preserve public investment. The plan’s minimum spacing standards are consistent with the 1999 OHP access management revisions adopted in March 2012. The OR 140 Extension’s minimum spacing standards were based on existing approach roads, driveways and local street connections that existed when Jackson County jurisdictionally transferred the roadway to ODOT.*

Policy 4B – Alternative Passenger Modes policy advances and supports alternative passenger transportation systems where travel demand, land use, and other factors indicate the potential for successful and effective development of alternative passenger modes.

Finding: *The statewide highway classifications and freight route designations were analyzed in the draft OR 140 Corridor Plan. The corridor plan includes bicycle and pedestrian facilities to improve connectivity for these travel modes to the Bear Creek and Rogue River Trails. It also includes a Park and Ride Facility to support the Rogue Valley Transit District (RVTD) Bus Routes.*

Policy 4C – High Occupancy Vehicle (HOV) Facilities policy promotes the utilization of HOV facilities to improve the efficiency of the highway system in locates where travel demand, land use, transit, and other factors are favorable to their effectiveness.

Finding: *The statewide highway classifications and freight route designations were analyzed in the draft OR 140 Corridor Plan. The corridor plan analysis does not justify High Occupancy Vehicle (HOV) lanes to support future traffic demand along the corridor.*

Policy 4D – Transportation Demand Management policy supports the efficient use of the state transportation system through investment in transportation demand management strategies.

Finding: *The statewide highway classifications and freight route designations were analyzed in the draft OR 140 Corridor Plan. The corridor plan includes Traffic Demand Measures (TDM), such as carpooling, vanpooling, transit, walking and bicycle programs, as management measures to reduce vehicular demand, especially for commuter trips in the peak periods.*

Policy 4E – Park-and-Ride Facilities policy encourages the efficient use of the existing transportation system and seeks cost-effective solutions to the highway system's passenger capacity through development of park-and-ride facilities.

Finding: *The statewide highway classifications and freight route designations were analyzed in the draft OR 140 Corridor Plan. The corridor plan includes a Park and Ride Facility as a cost-effective management measure to support the Rogue Valley Transit District (RVTD) Bus Routes.*

Goal 5: Environmental and Scenic Resources

Policy 5A – Environmental Resources policy supports the natural and built environment by establishing standards for the design, construction, operation and maintenance of the state highway system.

Finding: *The statewide highway classifications and freight route designations were analyzed in the draft OR 140 Corridor Plan. The corridor plan inventories existing land use and zoning; riparian and wetland resources; threatened and endangered species; floodplains and floodways; rail service; transportation facilities; historic, archaeological and Section 4(f) resources; and socioeconomic and environmental justice conditions along the corridor.*

Policy 5B – Scenic Resources policy provides for scenic resources management.

Finding: *The statewide highway classifications and freight route designations were analyzed in the draft OR 140 Corridor Plan. The corridor plan does not include transportation facility designs, and therefore does not include transportation facility aesthetics. Further, no scenic resources were identified.*

Oregon Bicycle and Pedestrian Plan

The Oregon Bicycle and Pedestrian Plan implements the actions recommended by the Oregon Transportation Plan to guide ODOT and local governments in developing bikeway and walkway systems. It explains the laws pertaining to the establishment of bikeways and walkways, fulfills the requirements of the Transportation Planning Rule, and provides standards for planning, designing, and maintaining bikeways and walkways.

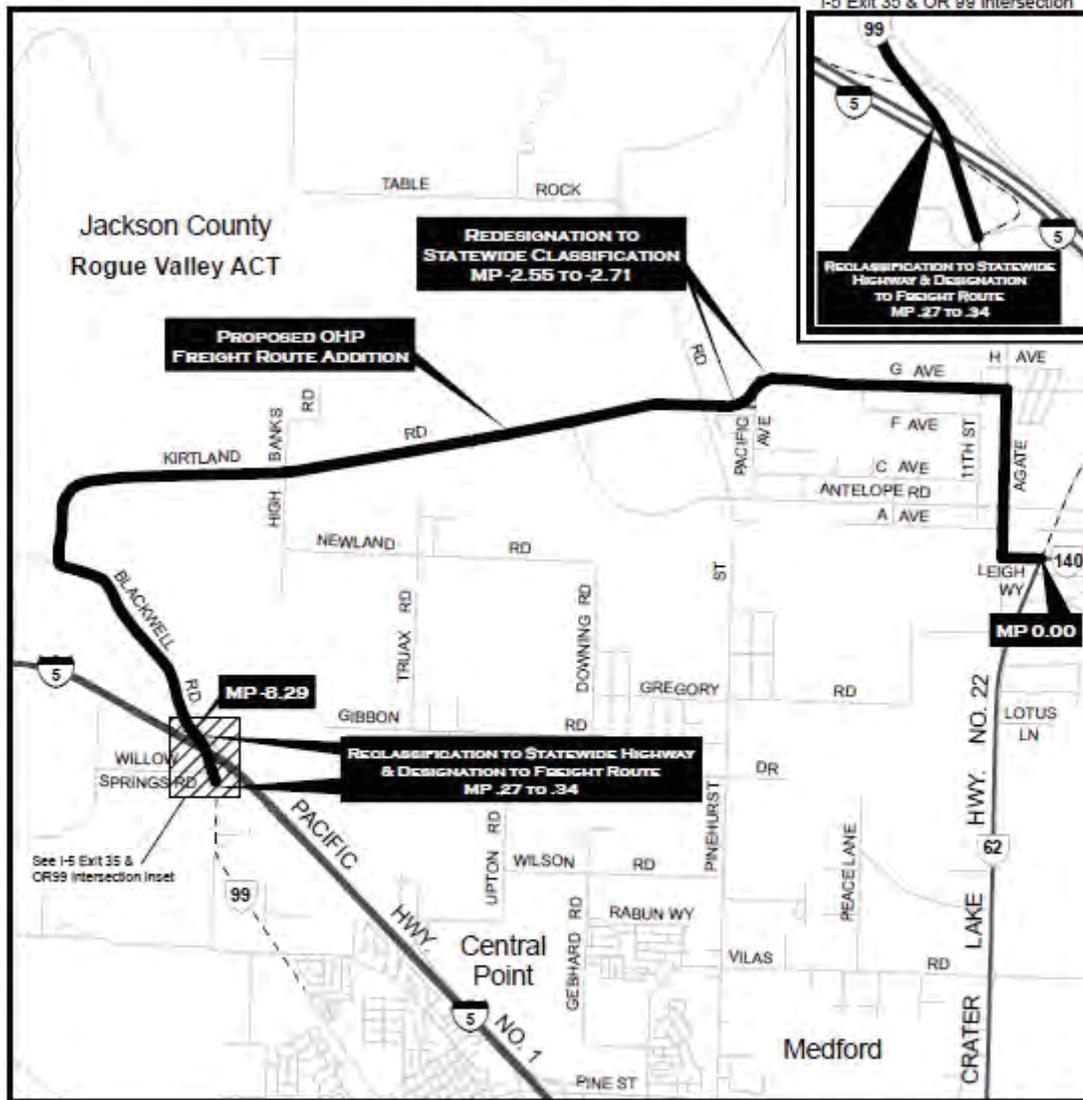
Finding: *The statewide highway classifications and freight route designations were analyzed in the draft OR 140 Corridor Plan. The corridor plan is consistent with the Oregon Bicycle and Pedestrian Plan by identifying bicycle and pedestrian facilities to improve these travel modes connectivity to the Bear Creek and Rogue River Trails.*

Highway Classifications and Designations

Route	Beg MP	End MP	Current Classification	Recommended Classification & Designation
OR 140	0	-2.55	Statewide Highway	Statewide Highway (no change)
OR 140	-2.55	-2.71	N/A	Statewide Highway
OR 140	-2.71	-8.29	Statewide Highway	Statewide Highway (no change)
OR 140	0	-8.29	Statewide & N/A	ORS 366.215 Freight Route
OR 99 (Roadway 2)	0.27	0.56	District Highway	Statewide Highway
OR 99 (Roadway 2)	0.27	0.56	District Highway	ORS 366.215 Freight Route

PROJECT LOCATION

ODOT REGION 3



OR-140 & OR 99: OHP FREIGHT ROUTE ADDITION & OR 99E: CLASSIFICATION REDESIGNATION

<p>LEGEND</p> <ul style="list-style-type: none"> PROJECT LOCATION STATE HIGHWAY CLASSIFICATION INTER STATE STATEWIDE REGIONAL / DISTRICT REGIONAL BOUNDARY COUNTY BOUNDARY ACT BOUNDARY 	<p><small>*This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.*</small></p>	<p>0 0.7 Miles</p> <p>PRODUCED BY ODOT - GIS UNIT (503) 996-3154 - AUGUST 2013 GIS No. 29-52</p>
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Oregon Bicycle and Pedestrian Plan

The Oregon Bicycle and Pedestrian Plan implements the actions recommended by the Oregon Transportation Plan to guide ODOT and local governments in developing bikeway and walkway systems. It explains the laws pertaining to the establishment of bikeways and walkways, fulfills the requirements of the Transportation Planning Rule, and provides standards for planning, designing, and maintaining bikeways and walkways.

Finding: *The corridor plan is consistent with the Oregon Bicycle and Pedestrian Plan by identifying bicycle and pedestrian facilities to improve these travel modes connectivity to the Bear Creek and Rogue River Trails.*

Exhibit D

OR 140 Corridor Plan

Copies of the OR 140 Corridor Plan can be obtained by downloading it at:

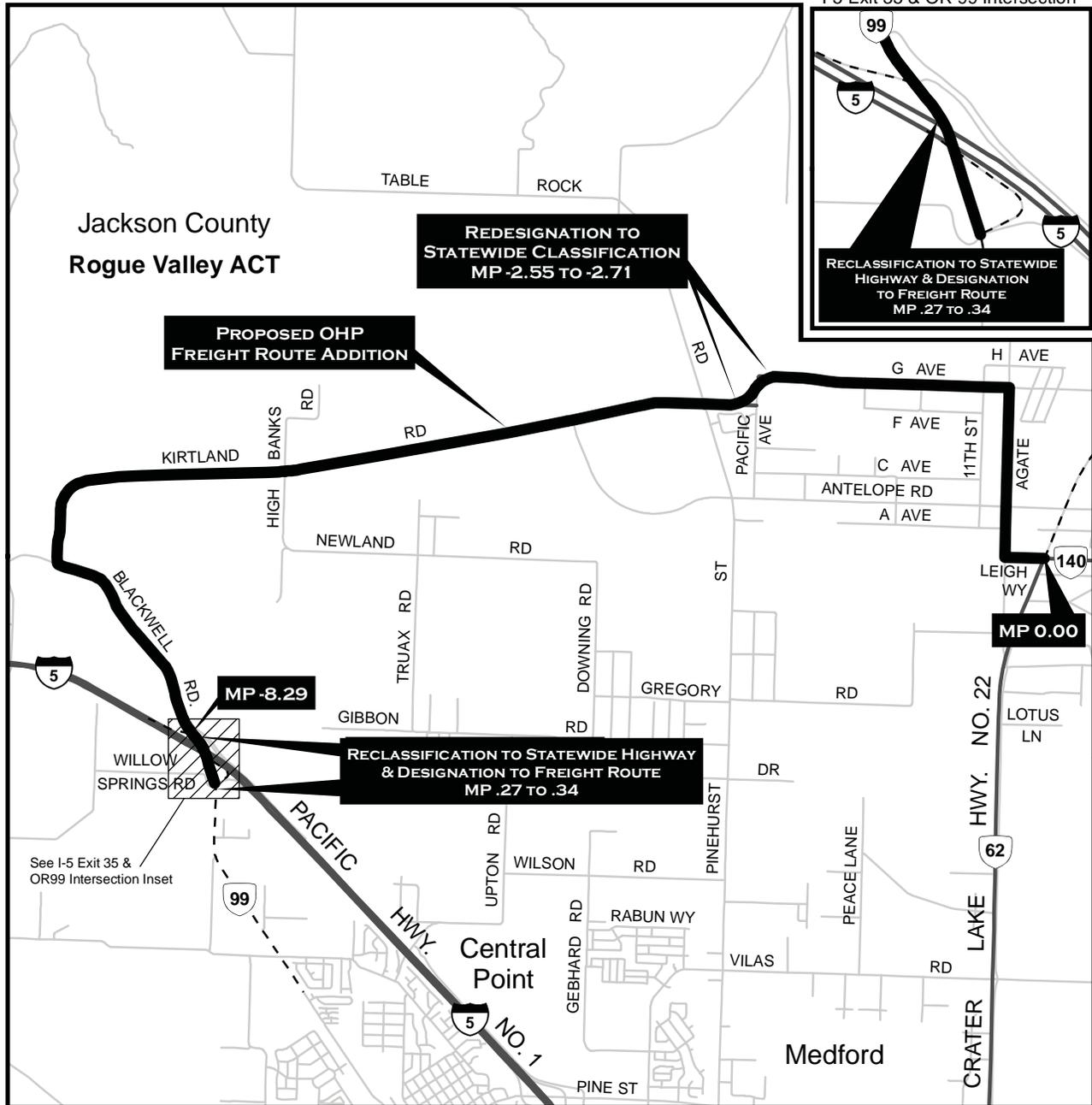
ftp://ftp.odot.state.or.us/outgoing/OR140_corridor_plan/

Or contacting:

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PROJECT LOCATION

ODOT REGION 3



LEGEND

- PROJECT LOCATION
- STATE HIGHWAY CLASSIFICATION**
- INTERSTATE
- STATEWIDE
- REGIONAL / DISTRICT
- REGIONAL BOUNDARY
- COUNTY BOUNDARY
- ACT BOUNDARY

OR-140 & OR 99: OHP FREIGHT ROUTE ADDITION & OR 99E: CLASSIFICATION REDESIGNATION

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