

# Senate Bill 1024

Sponsored by Senator JOHNSON (Presession filed.)

## SUMMARY

The following summary is not prepared by the sponsors of the measure and is not a part of the body thereof subject to consideration by the Legislative Assembly. It is an editor's brief statement of the essential features of the measure **as introduced**.

Establishes when new approach road permit is required.  
Directs Department of Transportation to develop highway access management system.  
Declares emergency, effective on passage.

## A BILL FOR AN ACT

1  
2 Relating to highway access; creating new provisions; amending ORS 374.310; and declaring an  
3 emergency.

4 **Be It Enacted by the People of the State of Oregon:**

5 **SECTION 1.** ORS 374.310 is amended to read:

6 374.310. (1) The Department of Transportation with respect to state highways and the county  
7 court or board of county commissioners with respect to county roads shall adopt reasonable rules  
8 and regulations and may issue permits, not inconsistent with law, for the use of the rights of way  
9 of such highways and roads for the purposes described in ORS 374.305. However, the department  
10 may not issue a permit for the construction of any approach road at a location where no rights of  
11 access exist between the highway and abutting real property.

12 (2) Such rules and regulations and such permits shall include such provisions, terms and condi-  
13 tions as in the judgment of the granting authority may be in the best interest of the public for the  
14 protection of the highway or road and the traveling public and may include, but need not be limited  
15 to:

16 (a) Provisions for construction of culverts under approaches, requirements as to depth of fills  
17 over culverts and requirements for drainage facilities, curbs, islands and other facilities for traffic  
18 channelization as may be deemed necessary.

19 (b) With respect to private road crossings, additional provisions for the angle of intersection,  
20 crossing at grade or other than grade, sight distances, safety measures including flaggers, crossing  
21 signs and signals, reinforcement for protection of the highway, maintenance of the crossing and for  
22 payment by the applicant of the costs of any of the foregoing.

23 (c) With respect to private road crossings, the granting authority may also require the applicant  
24 to furnish public liability and property damage insurance in a sum fixed by the granting authority,  
25 which insurance shall also indemnify the members, officers, employees and agents of such authority  
26 from any claim that might arise on account of the granting of the permit and the crossing of the  
27 highway or road by vehicles operating under the permit; and the granting authority may also require  
28 the applicant to furnish indemnity insurance, an indemnity bond or an irrevocable letter of credit  
29 issued by an insured institution as defined in ORS 706.008 in a sum fixed by the granting authority,  
30 indemnifying such authority for any damage to the highways or roads that may be caused by the  
31 use of the crossing.

**NOTE:** Matter in **boldfaced** type in an amended section is new; matter *[italic and bracketed]* is existing law to be omitted.  
New sections are in **boldfaced** type.

1 (3) The powers granted by this section and ORS 374.315 may not be exercised so as to deny any  
 2 property adjoining the road or highway reasonable access **to the adjoining road or highway**. In  
 3 determining what is reasonable **access to the adjoining road or highway**, the department or  
 4 county court or board of county commissioners shall apply the following criteria:

5 (a) The access must be sufficient to allow the authorized uses for the property identified in the  
 6 acknowledged local comprehensive plan.

7 (b) The type, number, size and location of approaches must be adequate to serve the volume and  
 8 type of traffic reasonably anticipated to enter and exit the property, based on the planned uses for  
 9 the property.

10 (4)(a) **As used in this subsection:**

11 (A) **“Average weekday primary trips” means the total number of primary trips made**  
 12 **during a consecutive 24-hour period falling between the start of Tuesday through the end of**  
 13 **Thursday.**

14 (B) **“Peak hour” means the hour with the highest amount of traffic volume entering and**  
 15 **exiting a property from Tuesday through Thursday, excluding weeks containing a legal holi-**  
 16 **day.**

17 (C) **“Primary peak hour trips” means the total number of primary trips during the peak**  
 18 **hour.**

19 (D) **“Primary trip” means a trip made for the purpose of visiting a property. A primary**  
 20 **trip travels from a point of origin to a property and then returns to the point of origin.**  
 21 **Primary trips do not include intermediate stops made on the way to a property from a point**  
 22 **of origin or internal trips made within a property that do not involve using any highway ad-**  
 23 **joining the property.**

24 (E) **“Private approach” means a privately owned connection providing vehicular access**  
 25 **to and from a highway and adjoining property.**

26 (F) **“Public approach” means an existing or planned city street or county road connection**  
 27 **providing vehicular access to and from a highway, that serves or is planned to serve more**  
 28 **than one property.**

29 (G) **“Trip” means vehicular movement in one direction, either entering or exiting the**  
 30 **property.**

31 (b) **A new approach permit for a change of use of an approach is not required for a public**  
 32 **approach.**

33 (c) **A new approach permit for a change of use of an approach is required for a private**  
 34 **approach if:**

35 (A)(i) **The number of primary peak hour trips increases by 25 trips or more from that**  
 36 **of the property’s prior use; or**

37 (ii) **The number of average weekday primary trips increases by 250 trips or more from**  
 38 **that of the property’s prior use; and**

39 (B) **The increase in subparagraph (A)(i) or (ii) of this paragraph represents a 10 percent**  
 40 **or greater increase in the number of average weekday primary trips and primary peak hour**  
 41 **trips from that of the property’s prior use.**

42 (d) **A new approach permit for a change of use of an approach is required for a private**  
 43 **approach if the daily use of a private approach increases by 10 or more vehicles with a gross**  
 44 **vehicle weight rating of 26,000 pounds or more.**

45 (5) **The department shall establish access management rules, mitigation measures and**

1 **spacing and mobility standards that are less stringent for highway segments where the an-**  
2 **annual average amount of daily traffic is 5,000 motor vehicles or fewer, than for highway seg-**  
3 **ments where the annual average amount of daily traffic is more than 5,000 motor vehicles.**

4 [(4)] (6) The department may not charge any fee for issuance of a permit under this section for  
5 construction of an approach road.

6 **SECTION 2. The Department of Transportation, in cooperation with stakeholders, shall**  
7 **develop a highway access management system based on objective standards.**

8 **SECTION 3. The Department of Transportation shall provide a report to the Legislative**  
9 **Assembly prior to January 2011. The report must include a description of the highway access**  
10 **management system developed under section 2 of this 2010 Act and any legislation necessary**  
11 **to implement the highway access management system.**

12 **SECTION 4. The amendments to ORS 374.310 by section 1 of this 2010 Act apply to per-**  
13 **mits issued before, on or after the effective date of this 2010 Act.**

14 **SECTION 5. This 2010 Act being necessary for the immediate preservation of the public**  
15 **peace, health and safety, an emergency is declared to exist, and this 2010 Act takes effect**  
16 **on its passage.**

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