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NOTICE OF PROPOSED RULEMAKING
INCLUDING STATEMENT OF NEED & FISCAL IMPACT

CHAPTER 734
DEPARTMENT OF TRANSPORTATION
DELIVERY AND OPERATIONS DIVISION

FILED

05/30/2024 3:52 PM
ARCHIVES DIVISION
SECRETARY OF STATE

FILING CAPTION: Interstate Speed Limits: I-5, MP 26.75-27.00

LAST DAY AND TIME TO OFFER COMMENT TO AGENCY: 06/21/2024 5:00 PM

The Agency requests public comment on whether other options should be considered for achieving the rule's substantive goals while reducing negative economic impact of the rule on business.

A public rulemaking hearing may be requested in writing by 10 or more people, or by a group with 10 or more members, within 21 days following the publication of the Notice of Proposed Rulemaking in the Oregon Bulletin or 28 days from the date the Notice was sent to people on the agency mailing list, whichever is later. If sufficient hearing requests are received, the notice of the date and time of the rulemaking hearing must be published in the Oregon Bulletin at least 14 days before the hearing.

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NEED FOR THE RULE(S)

ORS 810.180 authorizes the Oregon Department of Transportation (ODOT) to conduct speed zone investigations and set speeds on most public roads, including interstate highways. OAR 734-020-0011 currently sets a speed limit of 55 miles per hour (mph) for all vehicles on Pacific Highway (Interstate 5) in Medford from Mile Post (MP) 27.00 to MP 30.85. The southern speed limit change at MP 27.00 is in the middle of the South Medford Interchange (Exit 27).

As amended, OAR 734-020-0011 would extend the existing 55 mph speed limit zone for all vehicles by approximately 0.25 miles south on Pacific Highway (Interstate 5) in Medford, from MP 27.00 to MP 26.75. This extension will move the speed limit change south of Exit 27. This will give drivers distance to adjust their speed before reaching the exit ramp and after entering traffic merges onto the interstate.

DOCUMENTS RELIED UPON, AND WHERE THEY ARE AVAILABLE

- ODOT Speed Zone Manual – Available at: https://www.oregon.gov/odot/Engineering/Docs_TrafficEng/Speed-Zone-Manual.pdf.
- Speed Zone Investigation Report 13848 – Available upon request from ODOT.

STATEMENT IDENTIFYING HOW ADOPTION OF RULE(S) WILL AFFECT RACIAL EQUITY IN THIS STATE

This rule change impacts all drivers equally, therefore ODOT does not believe this rule change will affect racial equity.

FISCAL AND ECONOMIC IMPACT:

This rule will have a fiscal impact on ODOT. ODOT will see this fiscal impact for the removal and installation of speed zone signing associated with this speed zone change, this cost is expected to be negligible. Any driver who exceeds the posted speed limit in the extended section could see a cost associated with a ticket if one was issued by law

enforcement. Alternately, drivers may experience increased safety and a reduced number of crashes as a result of the speed limit change, resulting in reduced costs associated with reduced speeds. ODOT is unable to quantify the positive or negative fiscal impact of this rule change because it cannot predict the number of crashes avoided or tickets issued.

COST OF COMPLIANCE:

(1) Identify any state agencies, units of local government, and members of the public likely to be economically affected by the rule(s). (2) Effect on Small Businesses: (a) Estimate the number and type of small businesses subject to the rule(s); (b) Describe the expected reporting, recordkeeping and administrative activities and cost required to comply with the rule(s); (c) Estimate the cost of professional services, equipment supplies, labor and increased administration required to comply with the rule(s).

(1) All drivers will be impacted by this rule change.

(2)(a), (b) and (c) None

DESCRIBE HOW SMALL BUSINESSES WERE INVOLVED IN THE DEVELOPMENT OF THESE RULE(S):

ODOT shared draft rules with small business groups for comments. ODOT did not receive any replies.

WAS AN ADMINISTRATIVE RULE ADVISORY COMMITTEE CONSULTED? NO IF NOT, WHY NOT?

ODOT solicited comments from the Speed Zone Review Panel and considered the panel's comments as part of this rule adoption process.

AMEND: 734-020-0011

RULE SUMMARY: ORS 810.180 authorizes the Department of Transportation to conduct speed zone investigations and set speeds on most public roads, including interstate highways. As amended, OAR 734-020-0011 would extend the existing 55 mph speed limit for all vehicles by approximately 0.25 miles south on Pacific Highway (Interstate 5) in Medford, from MP 27.00 to MP 26.75. This extension will move the speed limit change south of Exit 27. This will give drivers distance to adjust their speed before reaching the exit ramp and after entering traffic merges onto the interstate.

CHANGES TO RULE:

734-020-0011

Locations of Interstate Speed Limits Other Than Set in Statute ¶

- (1) All locations of mainline interstate highways not specifically listed in section (2) of this rule have maximum speed limits listed in ORS 811.111.¶
- (2) Under the provisions of ORS 810.180(3), the speed limits on the following sections of interstate highways are established as follows:¶
- (a) Pacific Highway (I-5):¶
 - (A) Mile Post 0.00-10.08 - 55 MPH (All VEHICLES);¶
 - (B) Mile Post 10.08-~~27.00~~6.75 - 60 MPH (Vehicles as described in 811.111(1)(b));¶
 - (C) Mile Post ~~27.00~~6.75-30.85 - 55 MPH (ALL VEHICLES);¶
 - (D) Mile Post 30.85-73.18 (Southbound) - 60 MPH (Vehicles as described in 811.111(1)(b));¶
 - (E) Mile Post 73.18-73.95 (Southbound) - 55 MPH (ALL VEHICLES);¶
 - (F) Mile Post 73.95-107.86 (Southbound) - 60 MPH (Vehicles as described in 811.111(1)(b));¶
 - (G) Mile Post 30.85-107.83 (Northbound) - 60 MPH (Vehicles as described in 811.111(1)(b));¶
 - (H) Mile Post 107.83-108.85 (Northbound) - 50 MPH (ALL VEHICLES);¶
 - (I) Mile Post 108.85-123.43 (Northbound) - 60 MPH (Vehicles as described in 811.111(1)(b));¶
 - (J) Mile Post 123.43-127.48 (Northbound) - 60 MPH (All Vehicles except as described in 811.111(1)(b));¶
 - (K) Mile Post 127.48-190.41 (Northbound) - 60 MPH (Vehicles as described in 811.111(1)(b));¶
 - (L) Mile Post 107.86-108.67 (Southbound) - 50 MPH (ALL VEHICLES);¶
 - (M) Mile Post 108.67-123.32 (Southbound) - 60 MPH (Vehicles as described in 811.111(1)(b));¶
 - (N) Mile Post 123.32-126.96 (Southbound) - 60 MPH (All Vehicles except as described in 811.111(1)(b));¶

(O) Mile Post 126.96-190.41 (Southbound) - 60 MPH (Vehicles as described in 811.111(1)(b));¶
(P) Mile Post 190.41-196.00 - 60 MPH (All Vehicles except as described in 811.111(1)(b));¶
(Q) Mile Post 196.00-251.00 - 60 MPH (Vehicles as described in 811.111(1)(b))¶
(R) Mile Post 251.00-260.85 (Northbound) - 60 MPH (All Vehicles except as described in 811.111(1)(b));¶
(S) Mile Post 260.85-288.60 (Northbound) - 60 MPH (Vehicles as described in 811.111(1)(b));¶
(T) Mile Post 251.00-259.86 (Southbound) - 60 MPH (All Vehicles except as described in 811.111(1)(b));¶
(U) Mile Post 259.86-288.60 (Southbound) - 60 MPH (Vehicles as described in 811.111(1)(b))¶
(V) Mile Post 288.60-296.34 - 55 MPH (ALL VEHICLES);¶
(W) Mile Post 296.34-298.02 - 50 MPH (ALL VEHICLES);¶
(X) Mile Post 298.02-299.53 - 55 MPH (ALL VEHICLES);¶
(Y) Mile Post 299.53-303.49 - 50 MPH (ALL VEHICLES);¶
(Z) Mile Post 303.49-307.30 - 55 MPH (ALL VEHICLES);¶
(AA) Mile Post 307.30-308.38 - 50 MPH (ALL VEHICLES).¶
(b) Columbia River Highway (I-84):¶
(A) Mile Post 0.00-0.84 - 50 MPH (ALL VEHICLES);¶
(B) Mile Post 0.84-9.94 - 55 MPH (ALL VEHICLES);¶
(C) Mile Post 9.94-18.25 - 60 MPH (All Vehicles except as described in 811.111(1)(b));¶
(D) Mile Post 18.25-87.85 - 60 MPH (Vehicles as described in 811.111(1)(b)).¶
(c) Eugene-Springfield Highway (I-105):¶
(A) Mile Post 0.00-0.54 - 45 MPH (ALL VEHICLES);¶
(B) Mile Post 0.54-3.49 - 55 MPH (ALL VEHICLES).¶
(d) East Portland Freeway (I-205):¶
(A) Mile Post 0.00-6.00 - 60 MPH (Vehicles as described in 811.111(1)(b));¶
(B) Mile Post 6.00-26.60 - 55 MPH (ALL VEHICLES).¶
(e) Stadium Freeway (I-405): Mile Post 0.00-4.21 - 50 MPH (ALL VEHICLES).
Statutory/Other Authority: ~~ORS 184.616~~, 184.619, 810.180, 811.111
Statutes/Other Implemented: ORS 810.180, 811.111