

Region 1 Area Commission on Transportation



Rural Road Challenges and Opportunities

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Rural Roads

- Current
 - 21-24' paved width
 - 100-18,000 vehicles per day
 - Little to no shoulder
- Need
 - Modernization for roads over 2,000 vehicles per day
 - Meet safety standards
 - 12' lanes, 6-8' paved shoulders
 - Left turn lanes at major intersections



Rural/Urban Interface Roads

- Rural design and designation, carry urban-level traffic
 - Stafford from 65th to Rosemont
 - SE 242nd north of OR-212
- State owned facilities
 - Highway 212
 - Highway 213
 - Highway 224
- Needs include
 - Additional lanes
 - Center turn lanes
 - Left turn lanes at major intersections
 - Lighting
 - 6-8' paved shoulders
 - Multimodal improvements



Small Rural Cities/Communities

- Estacada, Molalla, Canby, Redland
 - Canby to I-5 corridor
 - OR-224 between Estacada and I-205
 - OR 213 south of Oregon City
 - Beaver Creek Rd.
 - Redland Rd.
- Rapid growth – residential and industrial
- Major commute routes (both originating and pass-through trips)
- 22' paved width typical
- Up to 16,000 vehicles per day

• Need

- Modernization program
- Collaboration with ODOT
- Intersection safety improvements – particularly in/near communities



Maintenance = Safety

- Rising traffic volumes
 - Particularly trucks
- New housing – infill and new growth at the edges and in rural cities
- Increased multimodal demand
- Aging infrastructure (pavement condition index, bridges, culverts)
- High construction costs
- Climate change, natural disasters (vegetation, fire hazards, evacuation routes)
- Regulatory requirements (state and federal)

