

W. S. C.

AGENDA COVER MEMO

DATE: June 8, 2005

TO: Lane County Board of Commissioners

DEPT.: Public Works/Engineering/Transportation Planning

PRESENTED BY: Bill Morgan, Senior Engineering Associate
Terri Harding, ODOT Sr. Transportation/Land Use Planner

AGENDA ITEM TITLE: Report/Oregon Department of Transportation (ODOT) Coburg Interchange Area Management Plan (IAMP)

I. MOTION

None requested.

II. ISSUE OR PROBLEM

County and ODOT staff wish to acquaint elected officials with the Coburg Interchange Area Management Plan (IAMP), and provide information about federal funding, the anticipated public process, and time line. CH2MHill is implementing the project under contract for ODOT. ODOT staff will be on hand to present information and answer questions.

III. DISCUSSION

A. Background

The Coburg IAMP is funded by ODOT Region 2 planning funds, which come through the Federal Highway Administration (FHWA) as State Planning and Research (SPR) funds. Lane County has also committed a 20% match of \$2.5 million of Road Fund money in the '06-'10 Capital Improvement Program (CIP).

The federal transportation bill (TEA LU) earmarks \$9 million for future construction at the interchange (now in House-Senate Conference Committee).

Last year, as part of the yearly transportation funding authorization, \$3 million was authorized for federal environmental assessment work as required for all federally funded projects, with a future project at the Coburg interchange. This \$3 million is waiting to be obligated when a project comes forward.

B. Analysis

Oregon Administrative Rules (OAR) 734-051 states that IAMPs are required before major investments are made in interchanges, to enable cities and counties to come to agreement with ODOT on access and land use issues near an interchange.

State land use Goal 12, the Transportation Planning Rule, was amended in March, 2005 to define interchange areas and promote better consideration of these areas in land use actions.

ODOT has contracted with CH2MHill to study and make recommendations for the long-term protection of the function and capacity of the Coburg I-5 Interchange. Attachment A is a memo from CH2MHill to the City of Coburg providing more detailed information, including the anticipated time line for technical analysis and adoption.

The IAMP must be adopted by Coburg and Lane County, and acknowledged by the State (Oregon Transportation Commission, OTC) before earmarked federal financing will be released.

The map at the end of Attachment A shows study area options. The inner circle is consistent with the OAR definition of the interchange area. In general, the outer study boundary options are elongated north and south in order to pick up a greater area of employment and to capture the 1 mile urban access spacing standard along I-5. As shown on the map, all options involve lands inside and outside the Coburg urban growth boundary (UGB).

The CH2MHill study will analyze traffic patterns and congestion, make a 20-year traffic forecast, and make recommendations to protect the function and capacity of the I-5 Interchange that will include one or more of the following strategies within the IAMP boundary: access management (such as restrictions on driveway and intersection locations, and construction of medians), road improvements involving the I-5 Interchange as well as surrounding road facilities, transportation demand management (reducing vehicle miles traveled, such as through transit, bus or carpool), traffic impact analysis requirements for new development, and land use requirements or restrictions.

The specific nature of the recommendations is yet to be determined. Analysis will occur over the next several months. (All indications are that the interchange will remain a diamond shaped system). Attachment B is the two-page project information sheet from the Lane County Capital Improvement Program (CIP).

Once complete, Coburg will update its TSP to adopt the IAMP. This will require co-adoption by Lane County. If strategies involve lands outside the UGB, Lane County may need to adopt them by plan amendment and zone changes.

Related to this project, Coburg is contemplating changes to its urban growth boundary, which may coincide with the IAMP adoption process. At this time it is too early to report on how that process will unfold. County staff is of the understanding that Coburg will reactivate its citizen stakeholder group to review the IAMP. This group was instrumental in developing a community vision, the "Coburg Crossroads" document, which is expected to be used to update the Coburg Comprehensive Plan.

Lane County Public Works Engineering, Transportation Planning, is on the Coburg IAMP Technical Advisory Committee.

The Coburg City Council and Planning Commission held a corresponding briefing from ODOT staff, on April 19, 2005. Mayor Volta expressed support for moving the project forward.

Assuming the IAMP is adopted in March 2006 as shown in the time line on page 3 of Attachment A, that funding remains in place and there are no significant obstacles, the project would go to bid in approximately summer 2010. In the intervening years the

project would progress through a National Environmental Policy Act (NEPA) assessment (2 years), final design (1 year), and acquisition of right-of-way 1.5 years).

C. Alternatives/Options

No action is requested at this time.

D. Recommendations

No action is requested at this time.

E. Timing

Please consult Attachment A, which provides an anticipated project time line.

IV. IMPLEMENTATION/FOLLOW-UP

As outlined in the project time line, on-going updates will be provided to the Board.

V. ATTACHMENTS

- A. April 12, 2005 Memorandum and Coburg IAMP Boundary Options Map, CH2MHill
- B. County CIP Project Sheet for I-5/Coburg Interchange – Project #0899-9

MEMORANDUM

CH2MHILL

Coburg Interchange Area Management Plan - Update

TO: Coburg City Council; Coburg Planning Commission; Coburg
Periodic Review Core Team; Lane County Board of Commissioners

COPIES: Ashley DeForest, LCOG
Terri Harding, ODOT
Tom Boyatt, ODOT
Tom Schwetz, LCOG
Petra Schuetz, LCOG
Celia Barry, Lane County
Bill Morgan, Lane County
Chris Watchie, TransWatch
Marguerite Nabeta, LCDC

FROM: Steve Perone, CH2M HILL; Kirsten Pennington, CH2M HILL

DATE: April 12, 2005

What are Interchange Area Management Plans (IAMPs)?

Interchange Area Management Plans (IAMPs) are plans intended to plan for and manage grade-separated interchanges and adjacent land to ensure integration of land use and transportation planning in order to protect long-term interchange safety and operations and thereby public investments in the transportation system.

IAMPs must include analysis of adjacent land uses and high levels of coordination with affected jurisdictions, agencies, property owners and other stakeholders.

Before funding can be released for major interchange improvements, the Oregon Transportation Commission (OTC) must “acknowledge” that the IAMP was developed cooperatively between the Oregon Department of Transportation (ODOT) and local agencies -- including approval by appropriate local agencies and adoption of any necessary amendments to local plans and policies.

What is the Coburg IAMP?

ODOT is required to prepare an IAMP for the Coburg I-5 interchange. An IAMP is required before any major roadway improvements can be made to the interchange area. The IAMP will include short-, medium- and long-range strategies to address transportation issues. The IAMP will define policies, recommendations, strategies and ordinances for adoption by the City of Coburg and Lane County with the goal of ensuring that the investment in improvements to the interchange will provide adequate safety and mobility at least for the 20-year planning horizon.

The Coburg IAMP is important for ODOT, the City of Coburg, Lane County, and the Central Lane Metropolitan Planning Organization (MPO), as well as for the traveling public and those owning property or with other interests along the corridor.

A map included at the end of this memorandum shows the general IAMP study area.

What is the Status of the Coburg IAMP?

Preliminary work on the Coburg IAMP began in August 2004. During Fall 2004, CH2M HILL, ODOT and the City of Coburg worked together on both the Coburg IAMP and the Coburg Transportation System Plan (TSP) Update. Though the two projects had separate ODOT contracts and Scopes of Work, they were managed and coordinated concurrently to capitalize on efficiencies. Due to City financial constraints, the projects were reorganized during Winter 2004-2005.

It was recently determined that the most effective way to move forward would be to (1) move forward with the Coburg IAMP, and (2) move forward with some of the relevant tasks from the TSP contract (e.g. inventory, existing conditions, traffic modeling). Therefore, some of the tasks from the TSP were rolled into a new IAMP contract, which also retained all of the IAMP project tasks.

The Coburg IAMP is moving forward once again. A Project Management Team was held on March 28, 2005 to reconvene the project work. Completed project tasks to date include an inventory of the transportation system, development of the policy review and framework, and coordination of the IAMP study boundary.

Immediate next steps include an assessment of existing transportation system conditions and deficiencies and determination of future travel demand and deficiencies.

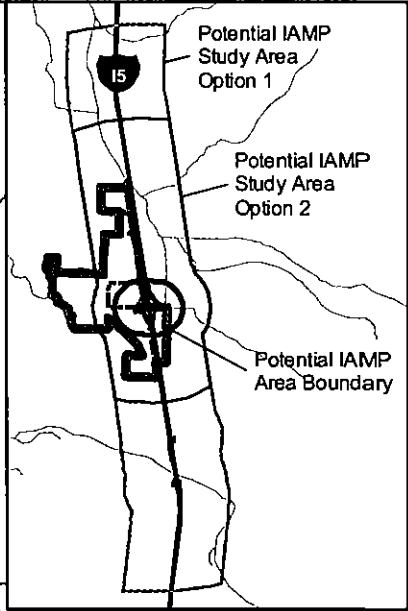
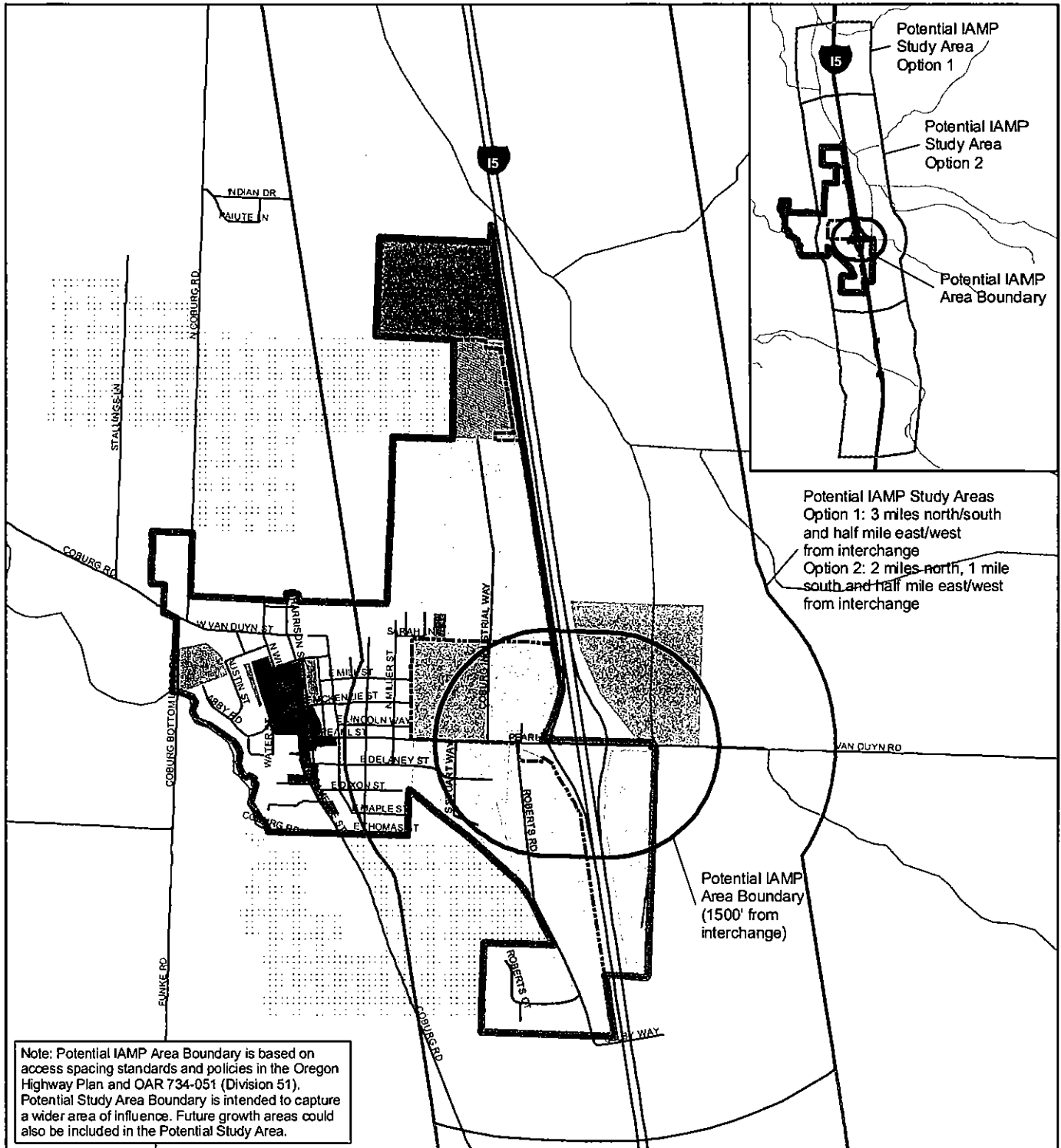
What is the Project Schedule for the Coburg IAMP?

The following table shows a project schedule outlining the public participation process timing for the remainder of the project.

April 2005	May 2005	June 2005	July 2005
-Periodic Review Core Team (PRCT) Update - Completed -Joint City PC/CC Update - Completed -TAC Meeting - Completed	-TAC Meeting	-TAC Meeting - Lane County BOC Update	-Email PRCT regarding deficiencies verification -Joint City PC/CC (Verification of Deficiencies) -Lane County BOC Update -TAC Meeting
August 2005	September 2005	October 2005	November 2005
-Open House/Stakeholder Workshop (Deficiencies & Potential Alternatives) -TAC Meeting	-TAC Meeting	-PRCT Update (Alternatives) -Joint City PC/CC Update (Alternatives) -Lane County BOC Update -TAC Meeting	-Open House/Stakeholder Workshop (Alternatives) -TAC Meeting
December 2006	January 2006	February 2006	March 2006
-TAC Meeting -City PC Update -County PC Update	-TAC Meeting -City Hearing -County Hearing	-TAC Meeting -City Adoption -County Adoption	-TAC Meeting -OTC Adoption

PC = Planning Commission

CC = City Council

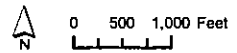


Potential IAMP Study Areas
 Option 1: 3 miles north/south and half mile east/west from interchange
 Option 2: 2 miles north, 1 mile south and half mile east/west from interchange

Potential IAMP Area Boundary (1500' from interchange)

Note: Potential IAMP Area Boundary is based on access spacing standards and policies in the Oregon Highway Plan and OAR 734-051 (Division 51). Potential Study Area Boundary is intended to capture a wider area of influence. Future growth areas could also be included in the Potential Study Area.

Comprehensive Plan Designations	Central Business District	Potential IAMP Area
<i>Limits are the potential UGB expansion</i>	Highway Commercial	Potential IAMP Study Area Option 1
Neighborhood Residential	Light Industrial	Potential IAMP Study Area Option 2
Historic Residential	Campus Industrial	
Park/Recreation	URA	
Public Facility	Coburg City Limits	
Mixed Use Master Plan	UGB Boundary	



Coburg IAMP Boundary Options

Please note that Comprehensive Plan designations are still under development.

I-5/Coburg Interchange - Project #0899-9

I-5 at Pearl St.

Estimated Cost: \$2,500,000

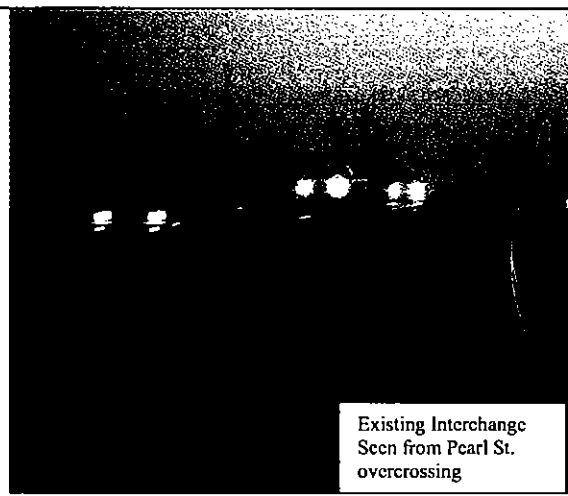
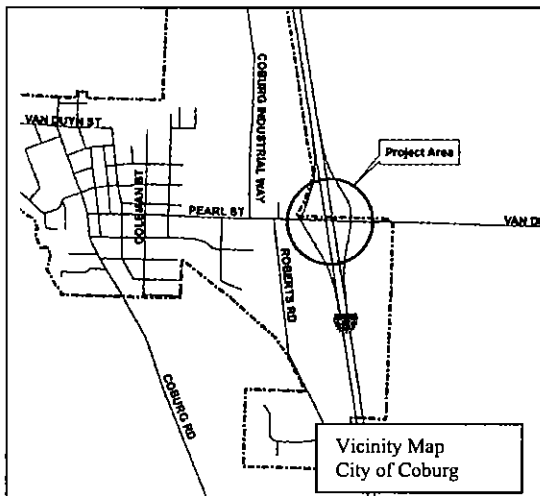


PRELIMINARY PROJECT SCOPE: Modernization of interchange.

	ADT* (year)	PCI**	Avg. Width (ft.)	Reported Crashes (5 yr)	Functional Class
Existing Conditions	13,500 on Pearl St. (2001)				Interstate/Minor Arterial

*Average Daily Traffic

**Pavement Condition Index (1-100)



<p>Define the Problem: Interchange is not adequate to accommodate peak hour traffic volumes generated by large industrial employers in Coburg.</p>	<p>Proposed Solution: Upgrade interchange to modern geometric and safety standards in accordance with the Coburg Interchange Refinement Plan.</p>
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Project Status: Scheduled in the 06-10 CIP in FY 2006. This is a “committed” project. First adopted in 05-09 CIP. Total cost is \$12.5 million. The programmed \$2.5 million of County funds is a 20% match for requested federal earmark funds of \$ 9 million. \$13 million in federal funds has been appropriated. The project is identified in the Coburg TSP.

Project Category: Payments to Other Government Agencies

Submitted By: City of Coburg

Roadway Jurisdiction: Oregon Department of Transportation

I-5/Coburg Interchange - Project #0899-9

I-5 at Pearl St.

Estimated Cost: \$2,500,000



Project Cost Details

<i>Construction</i>	<i>R/W</i>	<i>Structures</i>	<i>Other</i>	<i>Total</i>
\$2,500,000				\$2,500,000

Proposed Project Typical Section

See the Coburg Interchange Refinement Plan.

Note: The proposed typical section is an estimate and is subject to change during the project development process.

Project	Prioritization Factors										
	Structural Deficiency Improvement	Safety Enhancement	Road Performance/Congestion Improvement	Bike/Ped/Alternative Mode Improvement	Degree of User Benefit	Leverages Other Funds & Projects	Plan Consistency	Economic Development	Recreation/Tourism/Rural Promotion	Maintain/Preserve County Road & Bridge System	Public Support/Readiness
I-5/Coburg Interchange		++	++		++		+	++			