

## SECTION 6

# IAMP Recommended Alternative—Policies and Implementation Measures

---

Adopting policies and other implementation measures are critical to protecting the Recommended Alternative infrastructure investments. IAMP Section 6 summarizes policies to be adopted by the City of Coburg, Lane County, and the OTC. IAMP Section 7 summarizes development code language to be adopted by the City of Coburg, Lane County, and the OTC. Section 8 summarizes the adoption process and the processes for monitoring and updating the IAMP.

## 6.1 Policy Framework

The following policy framework is to be adopted by the City of Coburg, Lane County, and the OTC.

### 6.1.1 IAMP Definition and Purpose

The City of Coburg (City), Lane County (County), and Oregon Department of Transportation (ODOT) recognize the importance of Interstate 5 in the movement of people and goods, and are committed to protecting the function of the Coburg/I-5 interchange (Milepost 199.15). The Coburg/I-5 Interchange Area Management Plan and Boundary is defined as the following:

*A City of Coburg Special District in the City of Coburg Comprehensive Plan map and a Lane County Combining (Overlay) zone in the Lane County Comprehensive Plan map within which ODOT will monitor and review development proposals and proposed land use changes and coordinate with the City and County to meet ODOT access safety spacing standards, mobility standards, and address other possible traffic impacts on the subject interchange, as appropriate.*

The Coburg/I-5 Interchange Area Management Plan (IAMP) is intended to (1) describe plans for operational, physical, and access improvements; and (2) anticipate and provide direction for the development of land inside the interchange management area in a manner that does not compromise the function or operation of the interchange.

### 6.1.2 IAMP Policies and Actions

The following policies and actions shall be adopted and implemented by ODOT (through this IAMP and development of the interchange improvement project), and Lane County and the City of Coburg (through amendments to their respective Transportation System Plans and Comprehensive Plans).

1. ODOT and the City of Coburg and Lane County establish the Coburg/I-5 Interchange Management Area overlay as depicted in Figure 6-1.

2. If full construction of the improvements described herein as the Recommended Alternative (Alternative B), and depicted in Figures 4-2 and 5-1, occur in advance of the City of Coburg expanding its urban growth boundary and updating its comprehensive plan and zoning to fully accommodate its regional population and employment forecasts<sup>16</sup>, in order to preserve capacity for future City of Coburg comprehensive plan updates, ODOT shall establish alternative mobility standards to protect any excess capacity provided by an improvement at the Coburg/I-5 interchange ramps as follows.

<b>Intersection</b>	Van Duyn Road/I-5 Northbound Ramps	Pearl Street/I-5 Southbound Ramps
<b>Alternative Mobility Standard</b>	0.55 V/C Ratio	0.65 V/C Ratio

3. If full construction of the improvements described herein as the Recommended Alternative (Alternative B) occur in advance of the City of Coburg expanding its urban growth boundary and updating its comprehensive plan and zoning to fully accommodate its adopted population and employment forecasts, in order to preserve capacity for future City of Coburg comprehensive plan updates, the City of Coburg shall establish an alternative mobility standard to protect any excess capacity provided by an improvement at the Pearl Street/Coburg Industrial Way intersection as follows.

<b>Intersection</b>	Pearl Street/Coburg Industrial Way
<b>Alternative Mobility Standard</b>	0.80 V/C Ratio

4. The City and County will coordinate with ODOT prior to amending their transportation system plans, proposing transportation improvements that could affect the function of the Coburg/I-5 Interchange Area, or proposing changes that are inconsistent with the IAMP.
5. If the City expands its urban growth boundary and updates its comprehensive plan and zoning to fully accommodate its adopted population and employment forecasts after construction of the interchange and local access and circulation improvements described herein as the Recommended Alternative (Alternative B), ODOT will work with the City and Lane County to amend the IAMP, as necessary, to support those updates provided those updates are consistent with the planned function of the interchange as stated in the Goals and objectives of the IAMP. This amendment shall include adjustment of the Alternative Mobility Standards at the interchange ramps to accommodate the additional growth, but not to exceed the mobility standards in the OHP that apply to the Coburg/I-5 interchange (ramp terminal  $V/C \leq 0.8$ ). ODOT will also work with the County to modify the alternative mobility standards set for the Pearl Street/Coburg Industrial Way intersection.
6. If the City expands its urban growth boundary to fully accommodate the population and employment forecasts in the Regional Transportation Plan (RTP) before construction of the interchange and local access and circulation improvements described herein as the Recommended Alternative (Alternative B), the mobility standards in the OHP that apply

<sup>16</sup> As adopted for the federally designated Metropolitan Planning Organization planning area, by the Metropolitan Policy Committee (MPC).

to the Coburg/I-5 interchange (ramp terminal  $V/C \leq 0.8$ ) shall be applied to any subsequent comprehensive plan and zoning updates initiated by the City for the purposes of complying with Oregon Administrative Rule 660-012-0060.

7. The City and County shall coordinate with ODOT in the review of land use applications for areas within the interchange area management boundary. Land use actions within the interchange management area that may affect the performance of an interchange, such as zone changes, land development applications, and requests for new local access, will be consistent with the adopted IAMP. The City Planner shall include ODOT as an agency referral partner. Actions not consistent with the IAMP may only be approved by also amending the IAMP and related transportation system plans consistent with OAR 660-012-0050 and 0055.
8. The City of Coburg shall adopt traffic impact analysis (TIA) requirements as outlined in Section 7 for the interchange management area. Lane County developments are subject to Lane County TIA requirements, specified in Lane County's TSP, adopted in 2004.
9. In the event that Coburg seeks to expand its urban growth boundary east of I-5, the City of Coburg, Lane County, and ODOT shall reassess the viability of the IAMP local circulation recommendations and shall identify and ensure any new facilities needed to serve the resulting growth pattern are properly planned for, including an implementation strategy—this reassessment may include consideration of a new or enhanced I-5 bridge crossing to reduce potential travel demand on Pearl Street at the interchange ramp intersections.
10. Access spacing requirements shall be implemented consistent with and to meet or exceed the minimum standards in the 1999 Oregon Highway Plan, Policy 3C, as follows:
  - (a) When new approach roads are planned or constructed near the interchange, unless no alternative access exists, the nearest intersection on a crossroad shall be no closer than 1,320 feet from the interchange. Measurement is taken from the ramp intersection or the end of a free flow ramp terminal merge lane taper;
  - (b) Existing private accesses shall be closed along Pearl Street and Van Duyn Road where access control has been purchased by ODOT and when alternative access to public roads is provided.
  - (c) Deviations
    - i. Deviations shall be permitted as identified in Section 5.3.3 of this IAMP.
    - ii. Deviations not identified in Section 5.3.3 may be permitted for new access for farm and forestry equipment and associated farm uses, as defined in ORS 215.203, on lands zoned for exclusive farm use, and accepted forest practices on those lands that are within the interchange management area, but only when access meeting the standards in 10(a) above is unfeasible.
  - (d) Until such time as ODOT purchases access rights on any County Road or City Street that is designated for restricted access by this IAMP, any redevelopment of property within the IAMP area that would result in a greater number of average daily trips or an increase in large truck trips will require written approval from the Oregon

- Department of Transportation pursuant to an Intergovernmental Agreement to be established between the City of Coburg, Lane County, and ODOT, and subject to the limits of applicable county or city codes. When ODOT has purchased access rights, any redevelopment of property within the IAMP area that would result in a greater number of average daily trips or an increase in large truck trips will be subject to the provision of ODOT's Access Management Administrative Rule (OAR 734-051).
- (e) ODOT shall purchase access control east of I-5 along both sides of Van Duyn Road from the NB interchange ramp terminal to a point 2,000 feet east of the NB terminal and west of I-5 along both sides of Pearl Street from the interchange ramp terminal to a point 1,000 feet west of Coburg Industrial Way. New approaches shall be deed restricted to specific uses.
11. The City and County shall work with ODOT to implement the operational, physical, and access recommendations included in Section 5 of this IAMP.
  12. Work with Lane Transit District to expand bus rapid transit to Coburg (City of Coburg, Lane County).
  13. Market Lane Transit District's Group Pass Program to employers, and promote carpool and vanpool services (City of Coburg).
  14. As Coburg develops, monitor the need for a park-and-ride (City of Coburg, ODOT).