



Lane County

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July 30, 2009

TO: Board of County Commissioners
FROM: Celia Barry, Public Works, Transportation Planning
CC: Stephanie Schulz, LMD; Terry Cole, ODOT; Coburg Planning; Ed Moore, DLCD
RE: Supplementary Material for August 5, 2009, Coburg /Interstate 5 Interchange Area Management Plan (IAMP)

I. DLCD Memorandum

Since July 20, 2009, several email correspondences, attached, occurred inquiring about 1) whether the City and County had yet co-adopted the IAMP and if so, that a Notice of Adoption must be sent to DLCD, and 2) regarding the attached Memorandum dated January 6, 2009, from Ed Moore of the Oregon Department of Land Conservation and Development (DLCD) via Commissioner Handy on July 20, 2009.

Neither the City nor the County received the Memorandum prior to July 22. Regarding the DLCD inquiry about the Notice of Adoption, it will be mailed by Land Management Division upon co-adoption by Lane County.

Regarding comments provided in the DLCD Memorandum, Mr. Moore suggests that ODOT and the City of Coburg should agree on the function of the interchange as it relates to land use within the interchange area, and further that the City should limit future commercial development to that which only serves the City, i.e. not allow "general retail", and the policy language should make it clear that such uses cannot count any capacity at the interchange towards meeting TPR or OHP (state land use Transportation Planning Rule or Oregon Highway Plan) requirements. The Memorandum concludes, "Put the other way round, the IAMP should reserve available interchange capacity for industrial development."

County staff in coordination with ODOT offers the following response.

In addition to access management, a primary purpose of the IAMP is to help manage land use in the IAMP area, to ensure the safety, function, and capacity of the interchange are protected. While safety and function are considerations in the traffic impact analysis used to develop the IAMP, congestion is the consideration that can be directly measured and forecasted with regard to land development because of the availability of statistically valid trip generation and traffic modeling data. Therefore traffic volume is the best factor to incorporate into policy language designed to limit development in order to protect the interchange, unless and until its increased capacity is adequately planned for in the Comprehensive Plan.

The IAMP objective is to manage congestion and protect interchange capacity through 2031 based upon assumptions about population and employment growth. Section 6 contains policy language to ensure land development in the IAMP area is consistent with this planning horizon.

If all improvements that are recommended in the IAMP were constructed now, the interchange could support a more intense level of development than now allowed by the Coburg Comprehensive Plan. Therefore, in the event that the interchange is improved before the Coburg comprehensive plan is updated, the IAMP includes policy language that will make the state mobility standard for the interchange more restrictive and thereby restrict development and associated traffic impacts until such time as the Coburg Comprehensive Plan, including the Coburg Transportation System Plan, is updated to fully accommodate population and employment forecasts supported through 2031 by the construction in the recommended alternative.

IAMP Section 6, Policies 2, 3, 5, 6, and 9 deal with land development and traffic impacts. Policies 2 and 3 establish an "alternative mobility standard" at two intersections, Van Duyn Road/I-5 Northbound Ramps, and Pearl Street/Coburg Industrial Way, to protect excess capacity. Policies 5 and 6 provide for an update to this alternative mobility standard upon Coburg's update to its Comprehensive Plan. Policy 9 addresses any urban growth boundary expansion that occurs east of I-5, requiring a reassessment of the IAMP recommendations, because the traffic analysis relied upon an EcoNorthwest study that assumes growth will occur west of the Interchange.

Taken together, these policies will effectively reserve available post-construction interchange capacity for future uses permitted when the City updates its comprehensive and transportation system plan in accordance with the adopted function statement from the IAMP. The IAMP function statement (Section 1.4 of the IAMP) provides that, while the interchange does serve multiple purposes, it is not the function of the interchange "to serve additional or expanded commercial land uses (beyond the existing zoned potential) or regional commercial development." ODOT staff is satisfied that the mobility standard policies and guidance provided by the adopted IAMP definition of the interchange's intended function already address the DLCD concern.

ODOT staff plan to be present on August 5 to answer questions.

II. Access Management East of the Interchange

Earlier in July Mr. Stevenson, a property owner east of the I-5/Coburg Interchange, expressed concern about the extent of the distance ODOT was proposing for access management east of the freeway. The minimum distance for access management near an interchange, in the Oregon Administrative Rules is ¼ mile, while in this case ODOT proposed ½ mile, to Hereford Road, a private road. In response to the concern, ODOT agreed to shorten the distance of access management as described in the attached email dated July 29, 2009 from Terry Cole to Celia Barry. The four highlighted pages show the replacement language of "a point 2,000 feet east of the NB terminal". The language replaced is "Hereford Road". County Counsel concluded that this change is insignificant and would not require additional notice or Ordinance readings. Replacement pages will be delivered to the Board Secretary if the Ordinance is adopted.

Attachments

1. Email exchanges related to I., above, and January 6, 2009 DLCD Memorandum
2. July 29, 2009 Email from Terry Cole, ODOT, and highlighted Coburg IAMP revisions, related to item II., above.