

# Interchange Area Management Plan (IAMP)

- Long-range (20+ year) plan, strategy, and agreement to:
  - Protect function, operations, and safety of a highway interchange
  - Make land use and transportation decisions about how the interchange will be managed to protect its long-term function
  - Balance conflicting needs of accommodating regional/long-distance travel with local access and travel needs
- Interchange Area Management Plans:
  - Are required for new interchanges or major changes to existing interchanges
  - Incorporate the access management rule that requires ODOT to develop plans for new interchanges

# Objectives of an Interchange Area Management Plan

- Prolong the useful life of the state's financial investment in the interchange
- Balance need for the interchange to support community development with need for safe and efficient operations in the interchange area
- Establish desired function of the interchange
- Establish agreements with local governments about how to effectively manage the long-term function of the interchange
- Monitor how interchange capacity is managed through cooperation with local governments
- Provide certainty for property and business owners and local governments

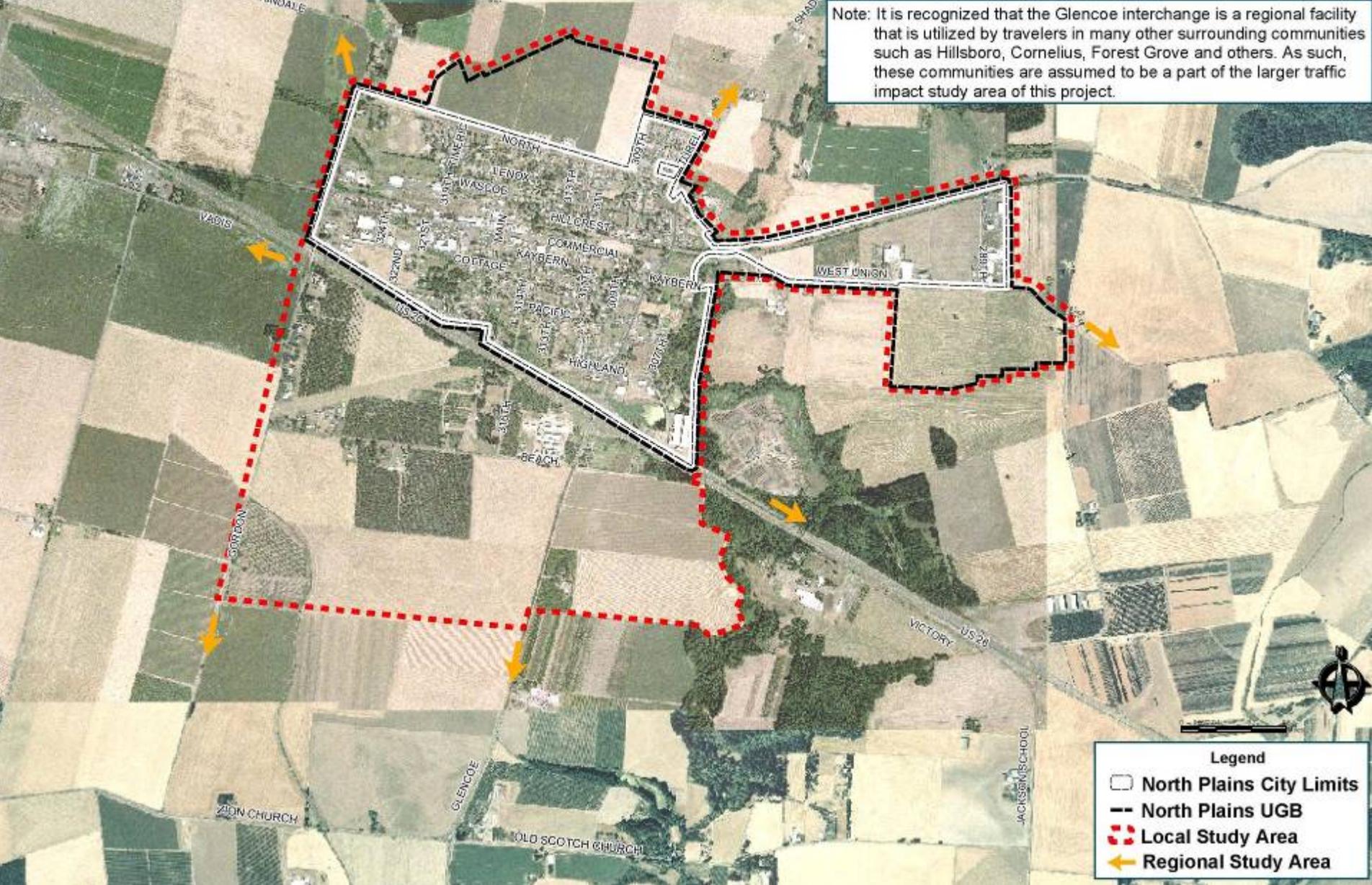
# Elements of an Interchange Area Management Plan

- Interchange design
  - Determine function and purpose of interchange
  - Balance regional (through) traffic with local traffic
- Access management
  - Tool to manage long-term function of interchange by minimizing driveway and intersection conflicts within interchange influence area.
- Land use compatibility
  - Serve land uses in Comprehensive Plan
  - Agree to maintain compatible land uses

# Elements of an Interchange Area Management Plan

- Environmental impacts
  - Provide early environmental work during project development and coordinate with the formal National Environmental Policy Act (NEPA) documentation process
  - Identify needed land use actions to authorize project
- Agreement with local governments
  - Mutually adopted by Oregon Transportation Commission (OTC) and local governments
  - Agreement to implement the IAMP by all parties

Note: It is recognized that the Glencoe interchange is a regional facility that is utilized by travelers in many other surrounding communities such as Hillsboro, Cornelius, Forest Grove and others. As such, these communities are assumed to be a part of the larger traffic impact study area of this project.



**Legend**

- North Plains City Limits
- North Plains UGB
- ⋯ Local Study Area
- ← Regional Study Area

# Glencoe Road IAMP Possible Outcomes

- Activities to Maintain Interchange Function
  - Comprehensive Plan and Transportation System Plan policies and implementation strategies that support interchange management
  - Zoning / Land Division Ordinances / Conditions of Approval on future development to implement interchange management measures
  - Local street network improvements to add capacity for local trips off of the state system
  - Local plans, ordinances and UGB amendments to maintain balance between land use and interchange capacity to serve future needs.

# Glencoe Road IAMP Adoption

- The IAMP is adopted by the Oregon Transportation Commission and the affected local jurisdictions.
  - Adopted as a Facility Plan by the OTC.
  - Adopted as element of a local Transportation System Plan and possibly the comprehensive plan and local ordinances.
- Additional IGAs maybe needed to guide implementation of IAMP