Exit 124 & 125 IAMP

Project Team
Meeting #1

September 10, 2013

Agenda

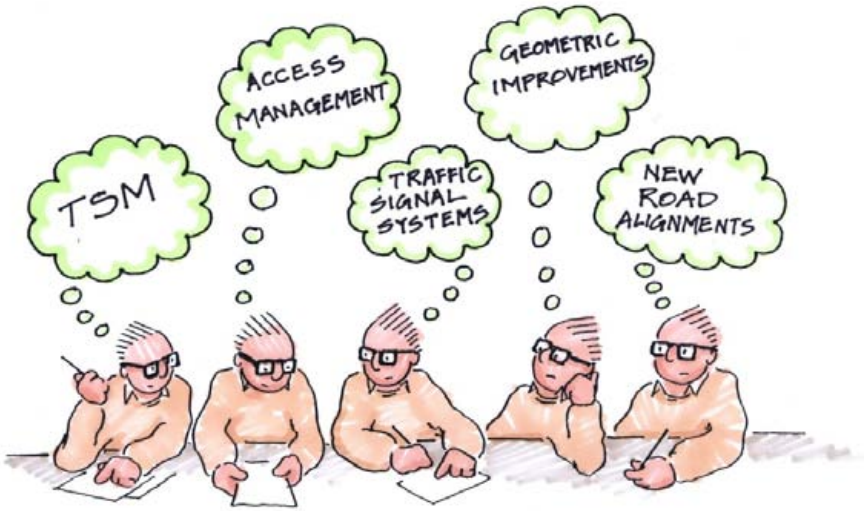
- Meeting Purpose & Introductions
- IAMP 101
- Project Purpose & Plans/Policies Review
- Project Study Area & Intersections
- Review Existing Conditions (TM #2/3)
- Project Schedule & Next Steps

Agenda

- Introductions
  - *Introduce project team members*
  - *Review roles and responsibilities*
  - *Decision making*
- IAMP 101
- Project Purpose & Plans/Policies Review
- Project Study Area & Intersections
- Review Existing Conditions (TM #2/3)
- Project Schedule & Next Steps

Introductions

- Oregon Department of Transportation (ODOT)
  - *Representatives*
- City of Roseburg (City)
  - *Representatives*
- Key Property Stakeholders
- Other
- Consultant team
  - *Kittelson & Associates, Inc. (KAI)*
  - *Angelo Planning Group (APG)*



Project Team Roles & Responsibilities

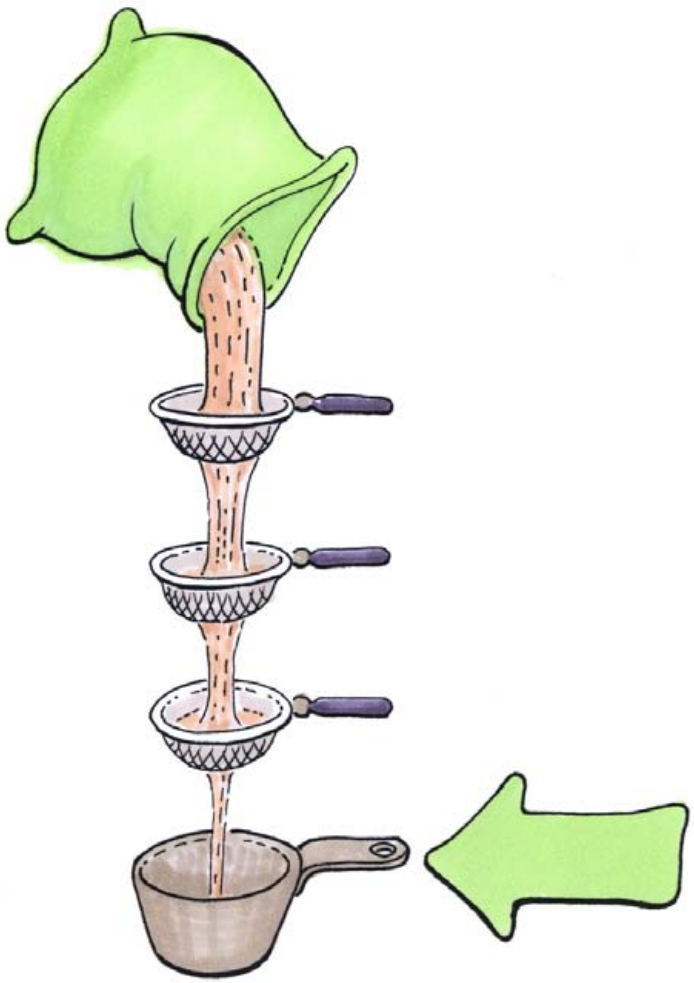
- Attend Project Team Meetings
  - *5 currently scheduled*

- Review technical documents and provide input
  - *7 Technical Memorandums*
    - TM #1: Review of Adopted Plans, Transportation Analysis Methodology, IAMP Goals, Objectives, and Evaluation Criteria
    - TM #2/3: Existing Conditions Analysis and Inventory
    - TM #4: Future Conditions Analysis
    - TM #5/6: Alternatives Analysis
    - TM #7: Code Language Amendments
  - *Draft IAMP*

- Be the "voice" of stakeholders

Decision Making

- What is the process?
- Key milestones for decisions
  - *Evaluation Criteria*
  - *Initial concepts*
  - *Preliminary alternatives*
  - *Preferred alternative*
- Documentation of decisions



Agenda

- Meeting Purpose & Introductions
- IAMP 101
  - *Background*
  - *Plan, Policy, and Regulatory Context*
  - *What is the purpose of an IAMP?*
  - *What are the objectives of an IAMP?*
  - *Typical components of IAMPs*
  - *Ontario Case Study*
- Project Purpose & Plans/Policies Review
- Project Study Area & Intersections
- Review Existing Conditions (TM #2/3)
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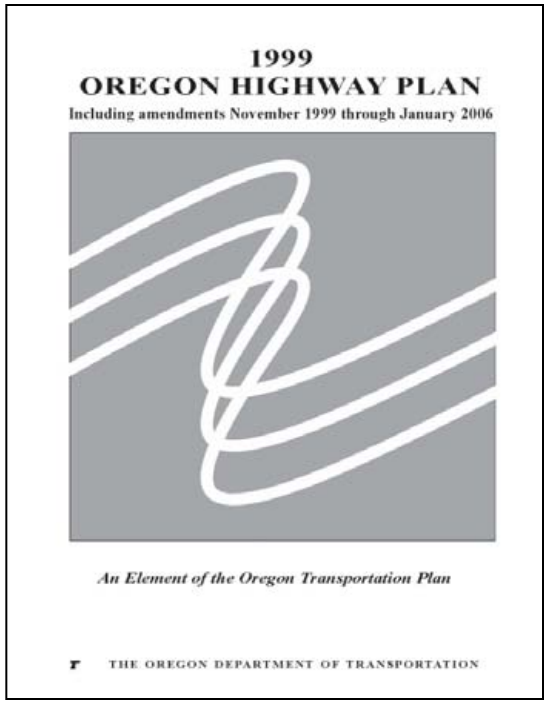
Interchange Area Management Plans 101

Background

- Most Oregon interchanges were constructed more than 30 years ago
  - *Land use was rarely considered*
  - *Some are out of capacity*
- Oregon Transportation Commission committed to better protecting these expensive investments

Plan, Policy, and Regulatory Context

- Applicable regulations and policies include:
  - *1990 ODOT State Agency Coordination Agreement (OAR 731-15)*
  - *1999 Oregon Highway Plan (OHP) Policy 3C*[1]
  - *2004 Access Management Rule (OAR 734-051-0155)*



[1] Per 2011 OHP revisions

What is the Purpose of an IAMP?

- Preserve the long-term function of the interchange infrastructure.
  - *Interchange ramp terminals*
  - *Interchange crossroad*
  - *Public and private access points on the crossroad*

What are the Objectives of an IAMP?

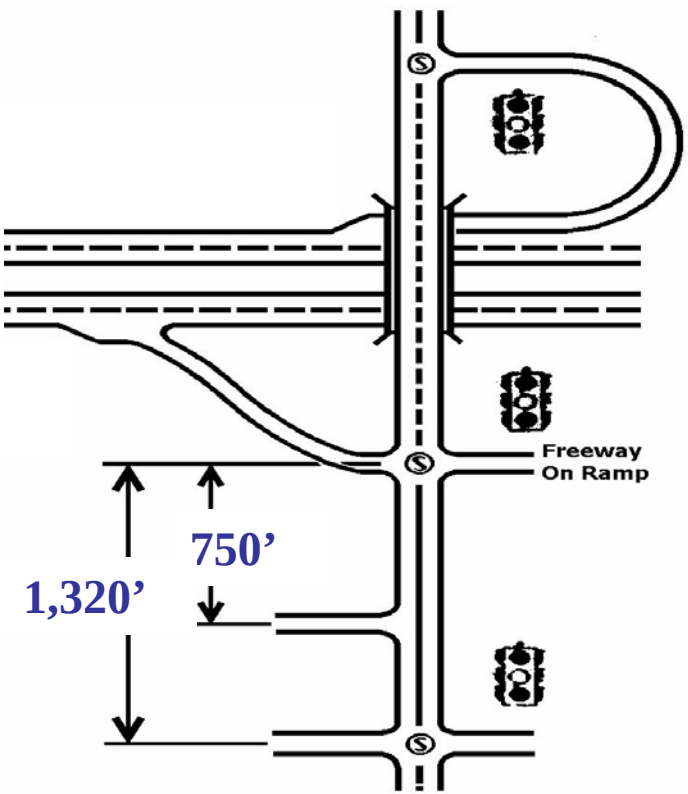
- Accommodate long-term regional and local traffic demand.
- Coordinate land use planning with the design or retrofit of the interchange.
- Ensure a cooperative planning process between local and state agencies.

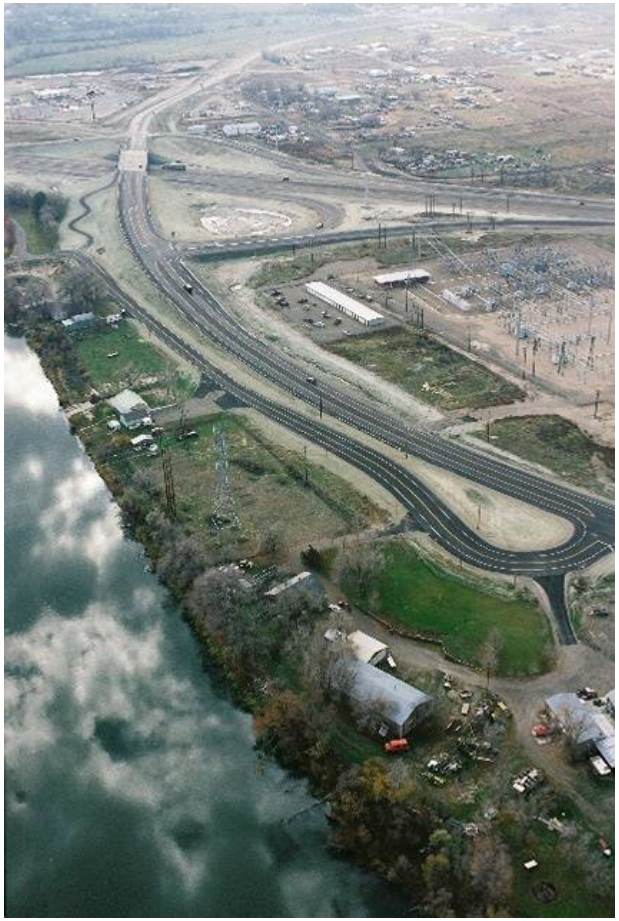
Typical Components of IAMPs

- Evaluation and selection of interchange forms

Typical Components of IAMPs

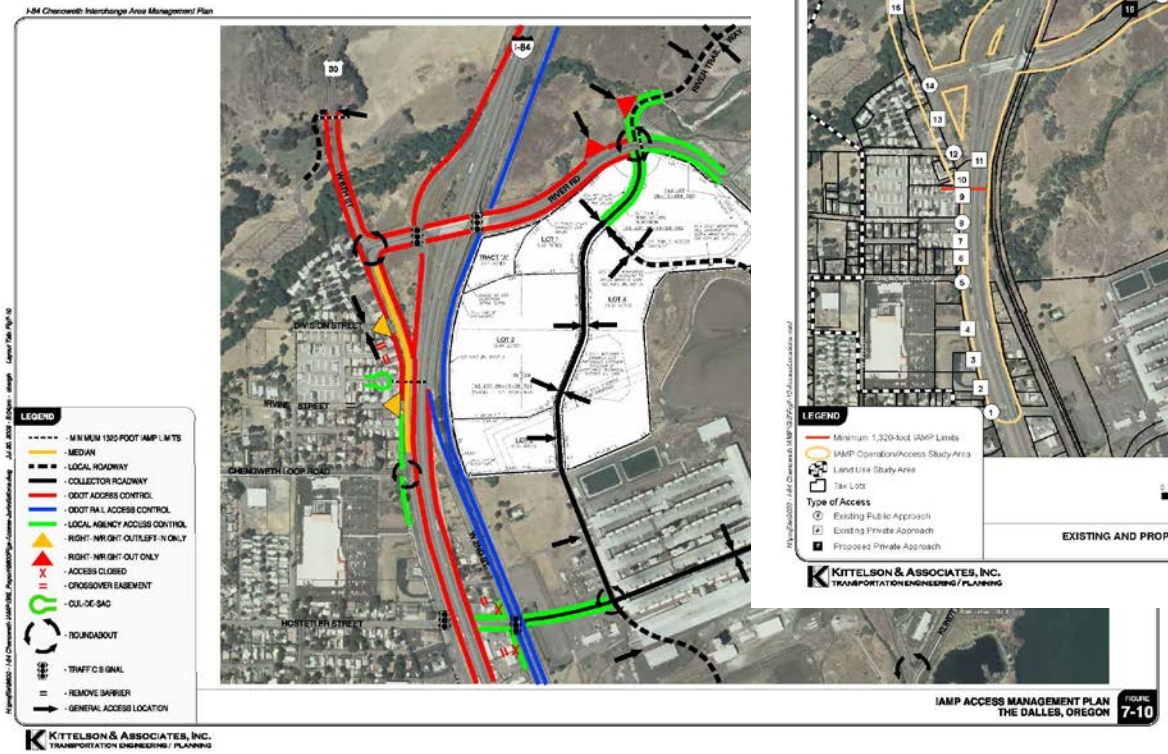
- Identification of local circulation and access to all properties located within at least ¼ mile of the ramp terminals.





Typical Components of IAMPs

- Development of access management plan along the crossroad.



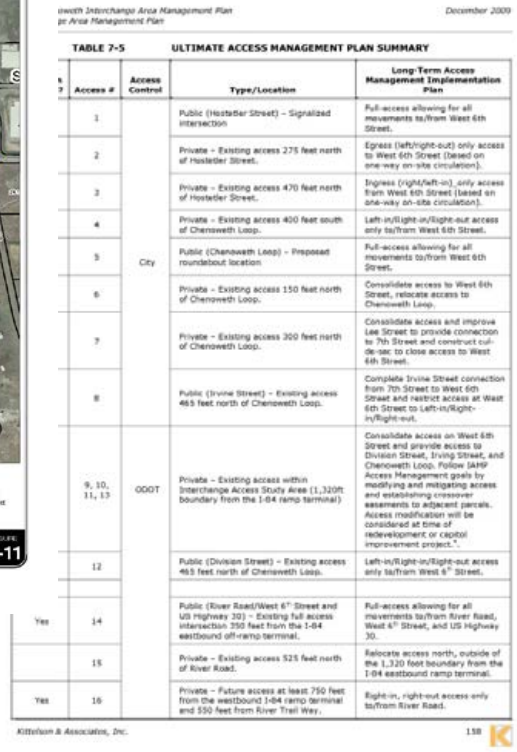


TABLE 7-5 ULTIMATE ACCESS MANAGEMENT PLAN SUMMARY

	Access #	Access Control	Type/Location	Long-Term Access Management Implementation Plan
	1	City	Public (Hostetler Street) – Signalized intersection	Full-access allowing for all movements to/from West 6th Street.
	2		Private – Existing access 275 feet north of Hostetler Street.	Egress (left/right-out) only access to West 6th Street (based on one-way on-site circulation).
	3		Private – Existing access 470 feet north of Hostetler Street.	Ingress (right/left-in) only access from West 6th Street (based on one-way on-site circulation).
	4		Private – Existing access 400 feet south of Chenoweth Loop.	Left-in/Right-in/Right-out access only to/from West 6th Street.
	5		Public (Chenoweth Loop) – Proposed roundabout location	Full-access allowing for all movements to/from West 6th Street.
	6		Private – Existing access 150 feet north of Chenoweth Loop.	Consolidate access to West 6th Street, relocate access to Chenoweth Loop.
	7		Private – Existing access 300 feet north of Chenoweth Loop.	Consolidate access and improve Lee Street to provide connection to 7th Street and construct cul-de-sac to close access to West 6th Street.
	8		Public (Irvine Street) – Existing access 465 feet north of Chenoweth Loop.	Complete Irvine Street connection from 7th Street to West 6th Street and restrict access at West 6th Street to Left-in/Right-in/Right-out.
	9, 10, 11, 13	ODOT	Private – Existing access within Interchange Access Study Area (1,320ft boundary from the I-84 ramp terminal)	Consolidate access on West 6th Street and provide access to Division Street, Irving Street, and Chenoweth Loop. Follow IAMP Access Management goals by modifying and mitigating access and establishing crossover easements to adjacent parcels. Access modification will be considered at time of redevelopment or capital improvement project.".
	12		Public (Division Street) – Existing access 465 feet north of Chenoweth Loop.	Left-in/Right-in/Right-out access only to/from West 6th Street.
Yes	14		Public (River Road/West 6th Street and US Highway 30) – Existing full access intersection 350 feet from the I-84 eastbound off-ramp terminal.	Full-access allowing for all movements to/from River Road, West 6th Street, and US Highway 30.
	15		Private – Existing access 525 feet north of River Road.	Relocate access north, outside of the 1,320 feet boundary from the I-84 eastbound ramp terminal.
Yes	16		Private – Future access at least 750 feet from the westbound I-84 ramp terminal and 550 feet from River Trail Way.	Right-in, right-out access only to/from River Road.

Typical Components of IAMPs

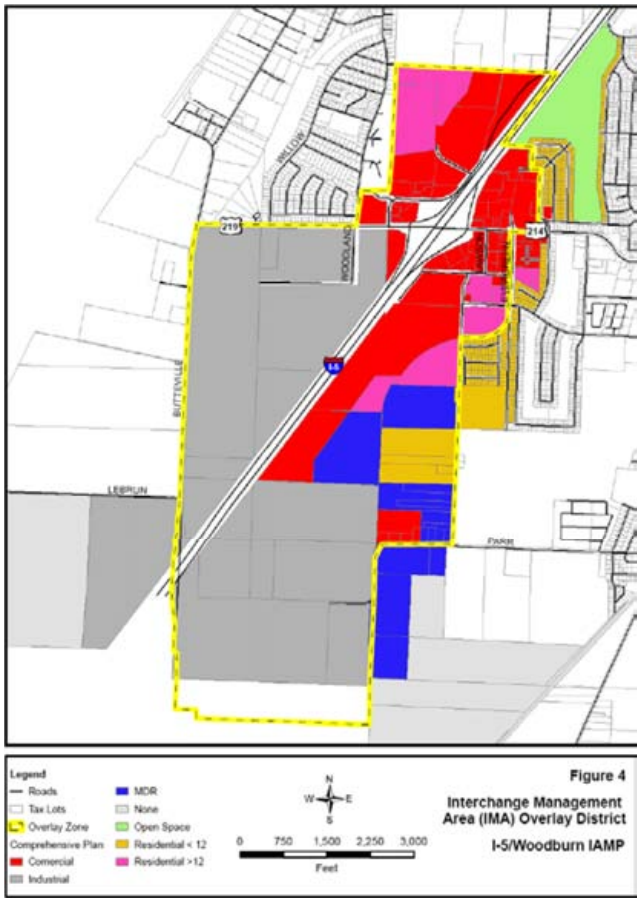
- Development of land use management strategies
  - *Overlay District*
  - *Trip Caps*

Table C.1 - IAMP P.M. Peak Hour Threshold Trip Allocation

Item	Tax Lot	Acres	Total New Trips Total	Pass-by Trips Total	Net New Trips Total
1	2N 13E 21 600	22.2	228	0	228
2	2N 13E 21 700	40.9	419	0	419
3	2N 13E 21 800	42.5	436	0	436
4	2N 13E 28 701	20.5	211	0	211
5	2N 13E 28 900	4.4	46	0	46
6	2N 13E 28 901	4.3	44	0	44
7	2N 13E 28 A 1200	1.5	16	0	16
8	2N 13E 28 A 600	1.5	16	0	16
9	2N 13E 28 A 900	0.8	8	0	8
10	2N 13E 28 D 2500	0.4	8	0	8
11	2N 13E 28 D 2600	0.9	16	0	16
12	2N 13E 28 D 2700	0.9	14	0	14
13	2N 13E 28 D 2800	1.2	22	0	22
14	2N 13E 28 D 3100	1.0	19	0	19
15	2N 13E 28 D 800	1.4	15	0	15
16	2N 13E 28 DB 100	0.6	11	0	11
17	2N 13E 28 DB 200	0.4	8	0	8
18	2N 13E 28 DB 600	0.2	3	0	3
19	2N 13E 28 DB 300	0.3	5	0	5
20	2N 13E 28 DB 700	0.2	5	0	5
21	2N 13E 28 DB 800	0.2	3	0	3
22	2N 13E 33 200	79.9	788	0	788
23	2N 13E 33 A 200	2.2	23	0	23
24	2N 13E 28 700	94.3	966	0	966
25	2N 13E 28 1000	18.7	191	0	191
26	2N 13E 28 702	36.4	465	0	465
		25.0	908	(309)	599
27	2N 13E 28 CC 100	0.3	0	0	0
28	2N 13E 28 CC 200	0.6	6	(2)	4
29	2N 13E 29 DA 1800	0.6	7	(2)	5
30	2N 13E 29 DA 1900	1.0	11	(4)	7
31	2N 13E 29 DD 100	0.6	6	(2)	4
32	2N 13E 29 DD 200	0.6	6	(2)	4
33	2N 13E 29 DD 300	0.5	0	0	0
34	2N 13E 29 DD 1100	0.2	19	(6)	13
35	2N 13E 29 DD 1200	0.2	20	(7)	13
36	2N 13E 29 DD 1300	0.2	31	(11)	20
37	2N 13E 29 DA 400	1.6	48	(16)	32
38	2N 13E 29 DA 300	0.2	9	(3)	6
39	2N 13E 29 DB 200	0.2	9	(3)	6
40	2N 13E 29 DB 100	0.2	9	(3)	6
41	2N 13E 29 DA 200	0.2	9	(3)	6
42	2N 13E 29 DB 500	0.1	4	(1)	3
43	2N 13E 29 DB 700	0.2	9	(3)	6
44	2N 13E 29 DB 800	0.2	9	(3)	6
45	2N 13E 29 DB 900	0.2	9	(3)	6
46	2N 13E 29 DA 1100	0.2	9	(3)	6
47	2N 13E 29 DA 1000	0.2	9	(3)	6
48	2N 13E 29 DA 900	0.3	9	(3)	6
49	2N 13E 29 DA 800	0.3	9	(3)	6
50	2N 13E 29 DA 700	0.3	9	(3)	6
51	2N 13E 29 DA 600	0.5	13	(4)	9
52	2N 13E 29 DA 500	0.1	4	(1)	3
53	2N 13E 29 DB 600	0.1	4	(1)	3
54	2N 13E 29 DB 1300	0.2	9	(3)	6
55	2N 13E 29 DB 1200	0.2	9	(3)	6
56	2N 13E 29 DB 1100	0.2	9	(3)	6
57	2N 13E 29 DB 1000	0.2	9	(3)	6
58	2N 13E 29 DA 1300	0.2	9	(3)	6
59	2N 13E 29 DA 1200	0.2	9	(3)	6
60	2N 13E 29 A 900	1.3	35	(12)	23
61	2N 13E 29 DA 100	2.4	69	(23)	46
62	2N 13E 29 DA 1700	1.6	48	(16)	32
	Total	229.8	5386	(476)	4910

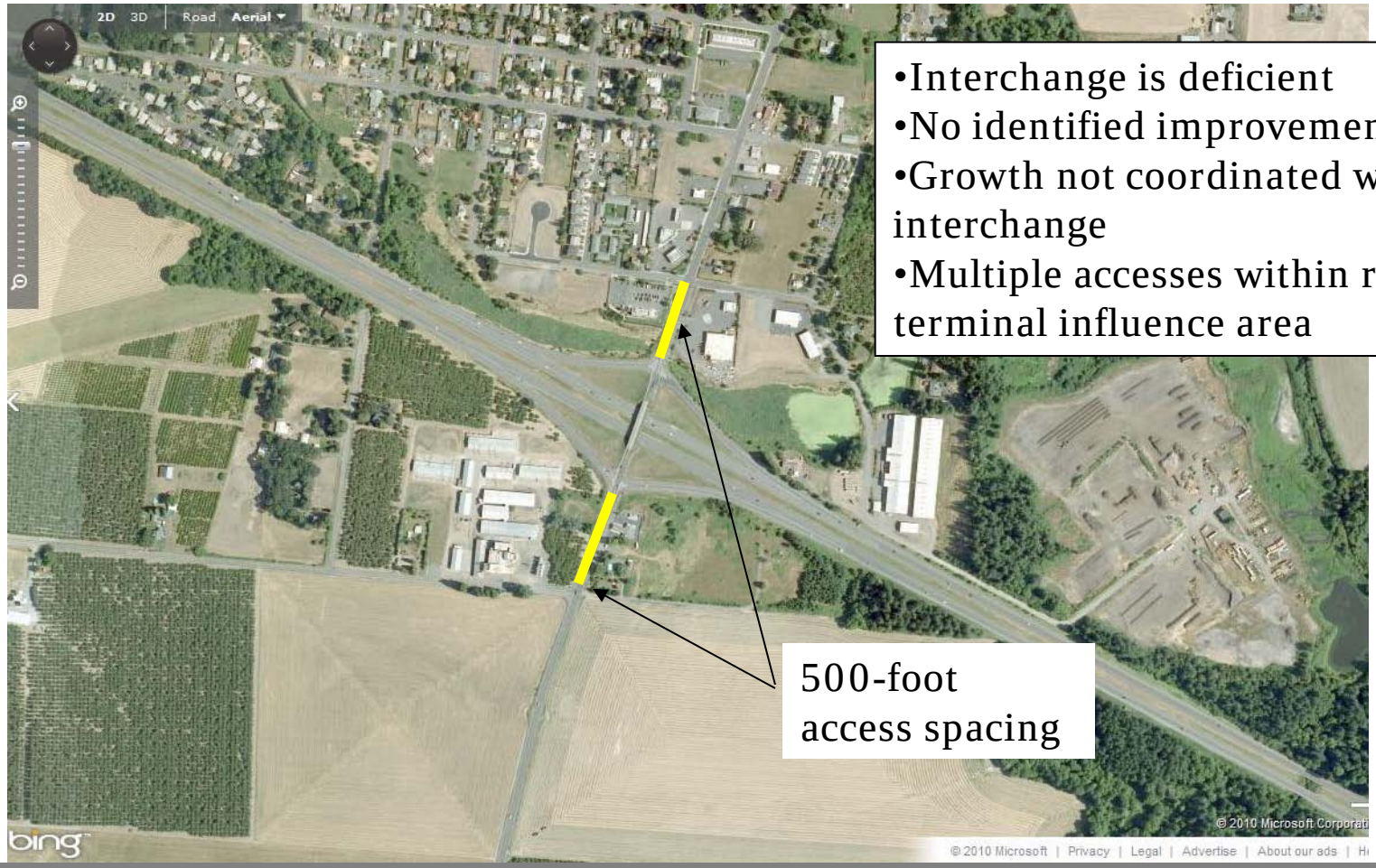
Typical Components of IAMPs

- Development of intergovernmental agreements stipulating future land use review and funding.



Example

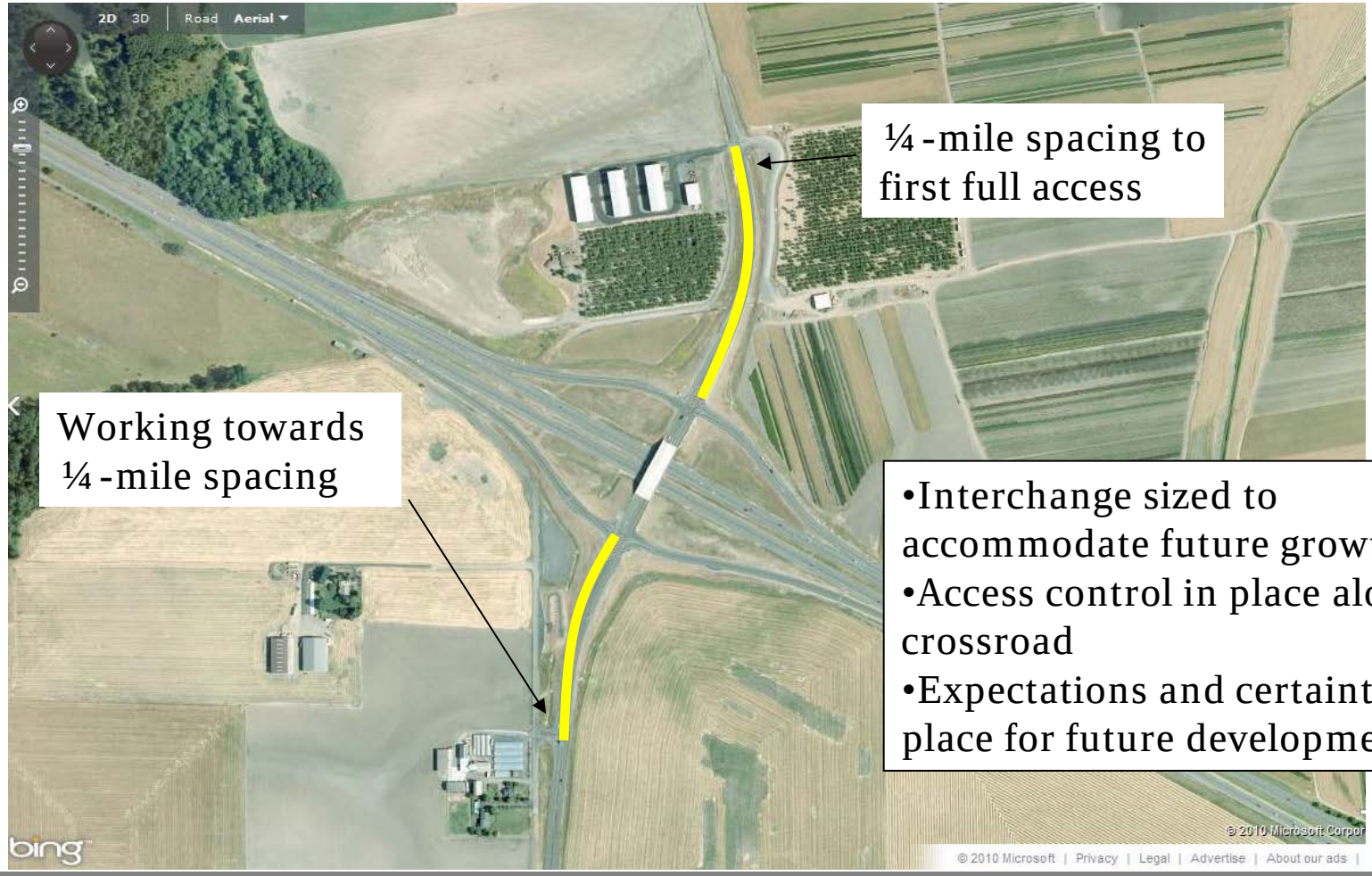
- Pre IAMP Interchange



- Interchange is deficient
- No identified improvement plan
- Growth not coordinated with interchange
- Multiple accesses within ramp terminal influence area

Example

- IAMP Interchange



- Interchange sized to accommodate future growth
- Access control in place along crossroad
- Expectations and certainty in place for future development

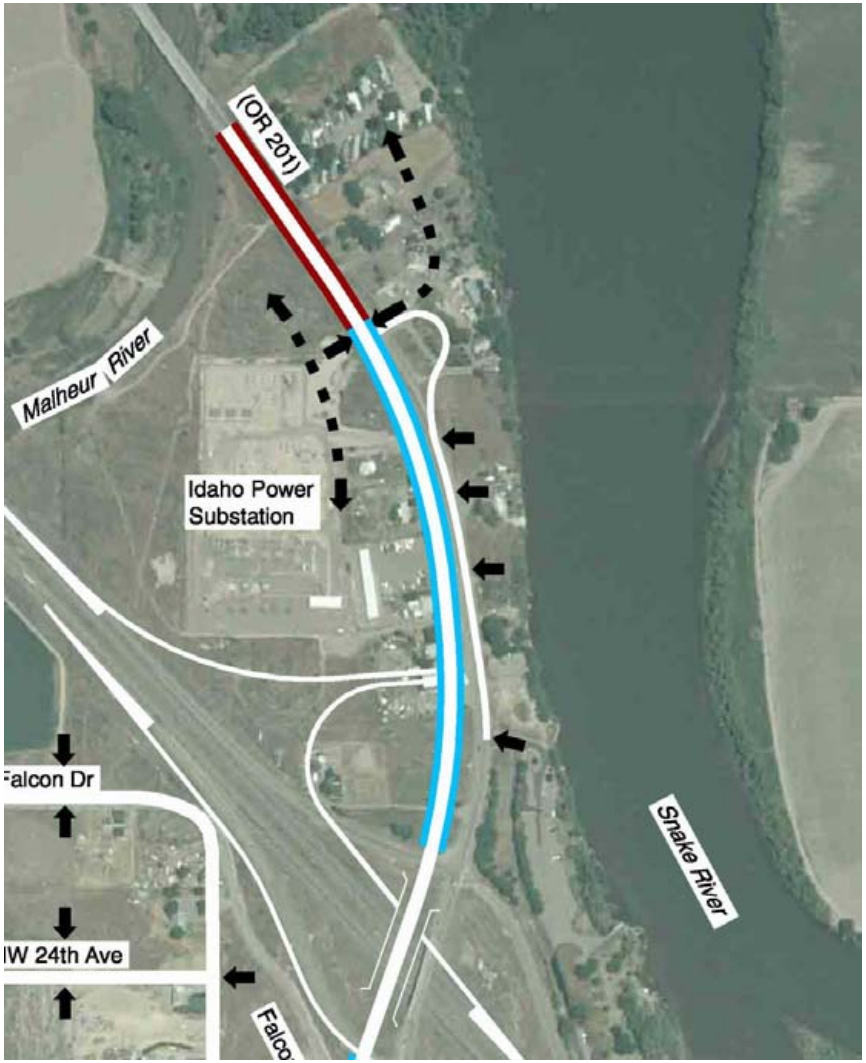
Ontario Case Study

- Existing I-84/OR 201 interchange needed to be replaced
- IAMP was required before funding for interchange reconstruction was released
- Urban fringe interchange with low density development

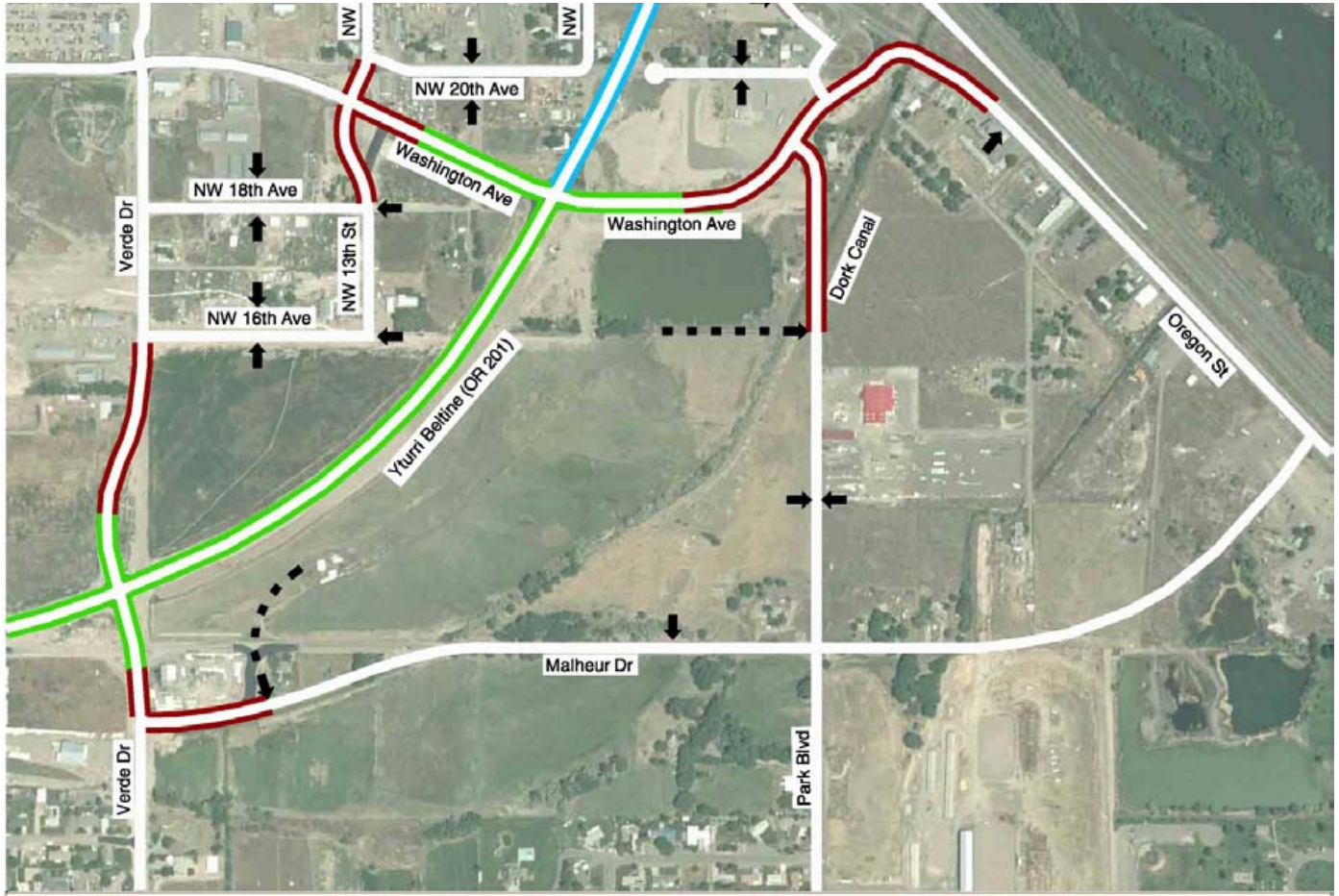
Ontario Case Study

Ontario Case Study

Ontario Case Study



Ontario Case Study

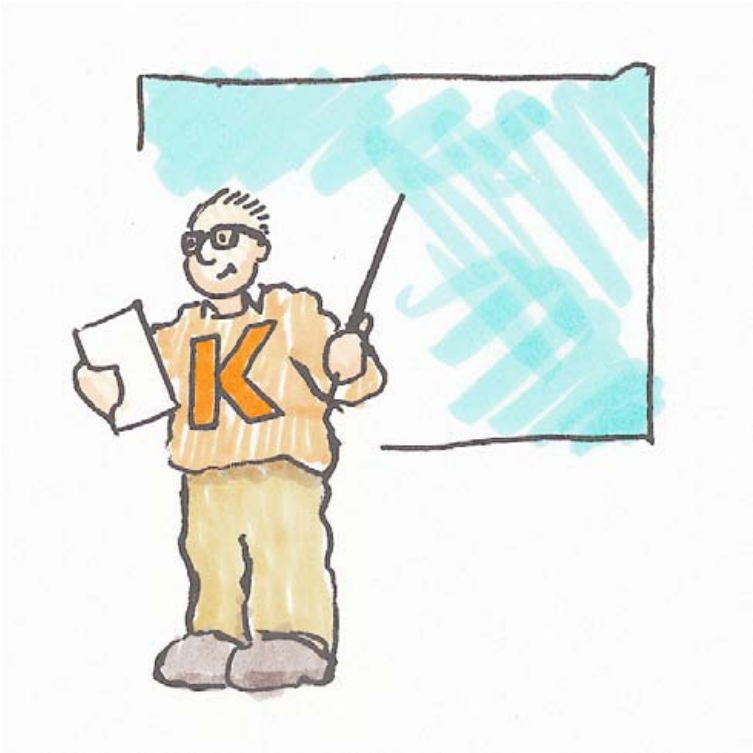


OTIA
OREGON TRANSPORTATION INVESTMENT ACT

North Ontario IAMP Access Management & Circulation Plan

Figure 5-4

Questions/Comments regarding IAMP 101?



Agenda

- Meeting Purpose & Introductions
- IAMP 101

- Project Purpose & Plans/Policies Review
  - *Overview of purpose*
  - *Review of Plans/Policies*

- Project Study Area & Intersections
- Review Existing Conditions (TM #2/3)
- Project Schedule & Next Steps

Exit 124 & 125 IAMP Project Purpose (1)

- Protect the long-term function, operation, and safety of the Exit 124 and 125 interchanges
- Provide improved bicyclist and pedestrian facilities at both interchanges and integrate with public transit services
- Provide for additional local street connectivity
- Manage the allowed land uses within the vicinity of both interchanges

Exit 124 & 125 IAMP Project Purpose (2)

- Identify current accesses along the interchange crossroads and develop a phased access management plan
- Identify funding and phased implementation strategies for identified near- and long-term improvements
- Develop implementation policies and regulations to be adopted in City Comprehensive Plans, TSPs, and zoning ordinances

Review of Plans & Policies

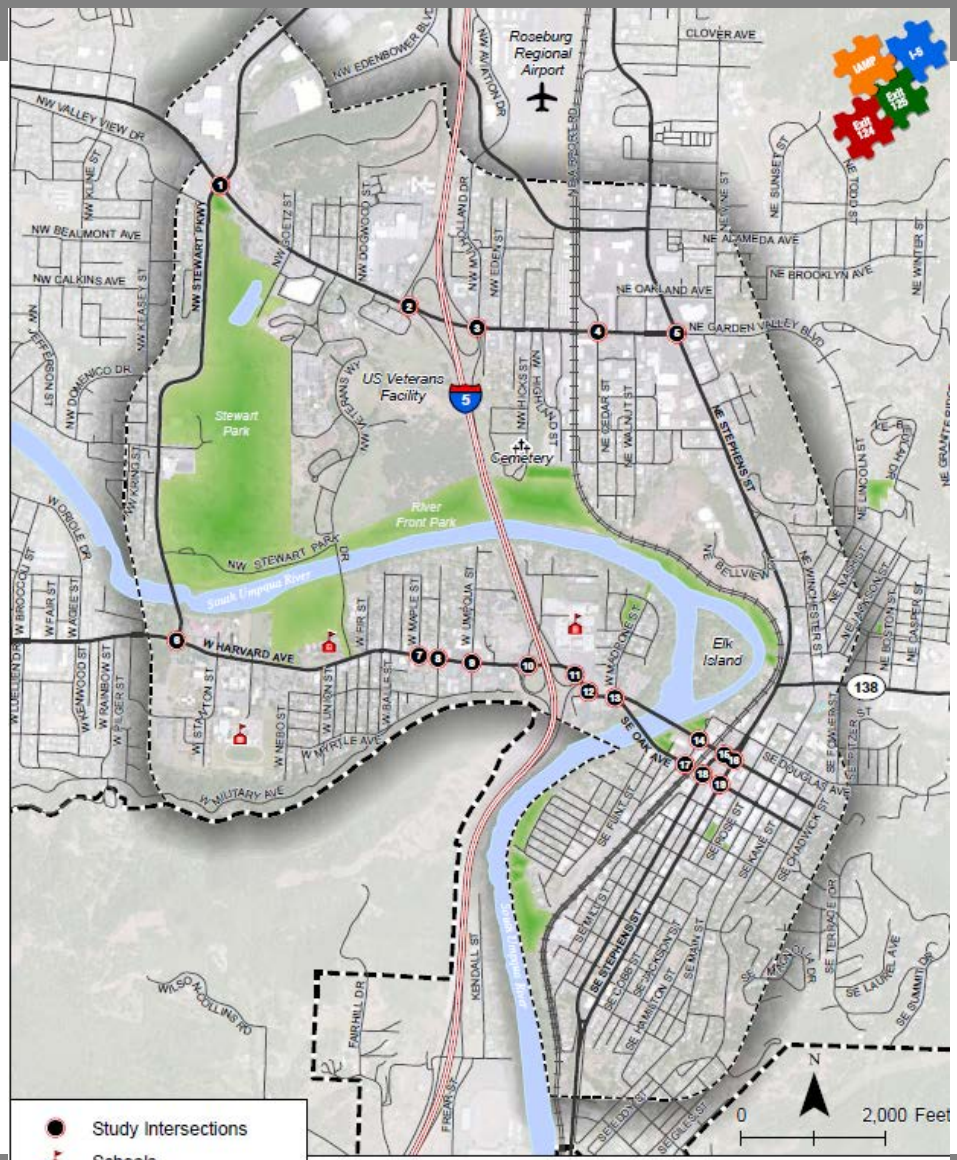
- Federal and State Documents
  - *Oregon Transportation Plan*
  - *Oregon Highway Plan*
  - *Transportation Planning Rule*
  - *Highway Design manual*

- City Documents
  - *Comprehensive Plan*
  - *Master Plans*

Agenda

- Introductions
- IAMP 101
- Project Purpose
- Project Study Area & Intersections
  - *Study area*
  - *Study intersections*
- Review Existing Conditions (TM #2/3)
- Project Schedule & Next Steps

Project Study Area & Intersections



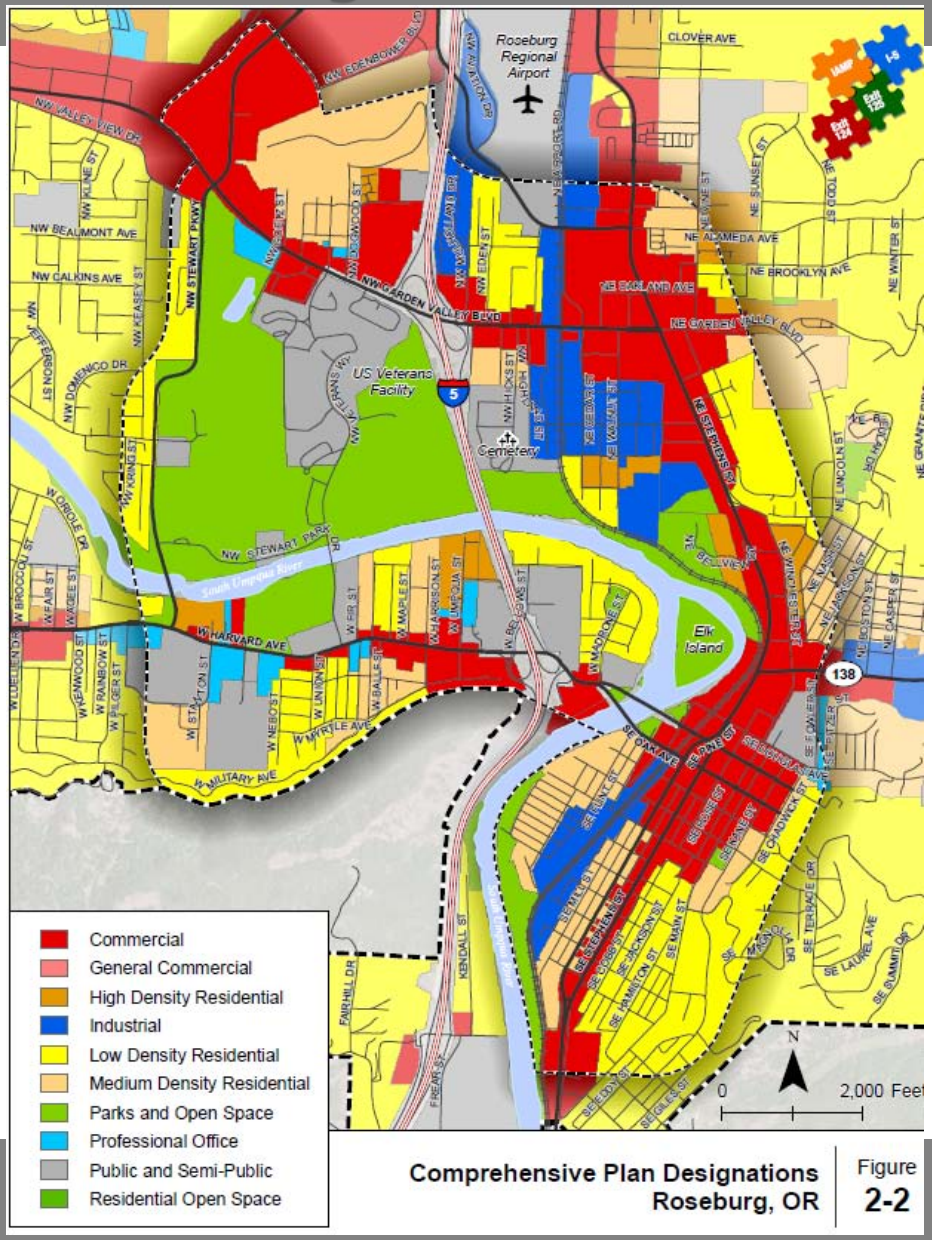
Interchange Management Study Area
Roseburg, OR

Figure **2-1**

Agenda

- Introductions
- IAMP 101
- Project Purpose
- Project Study Area & Intersections
- Review Existing Conditions (TM #2/3)
- Project Websites
- Project Schedule & Next Steps

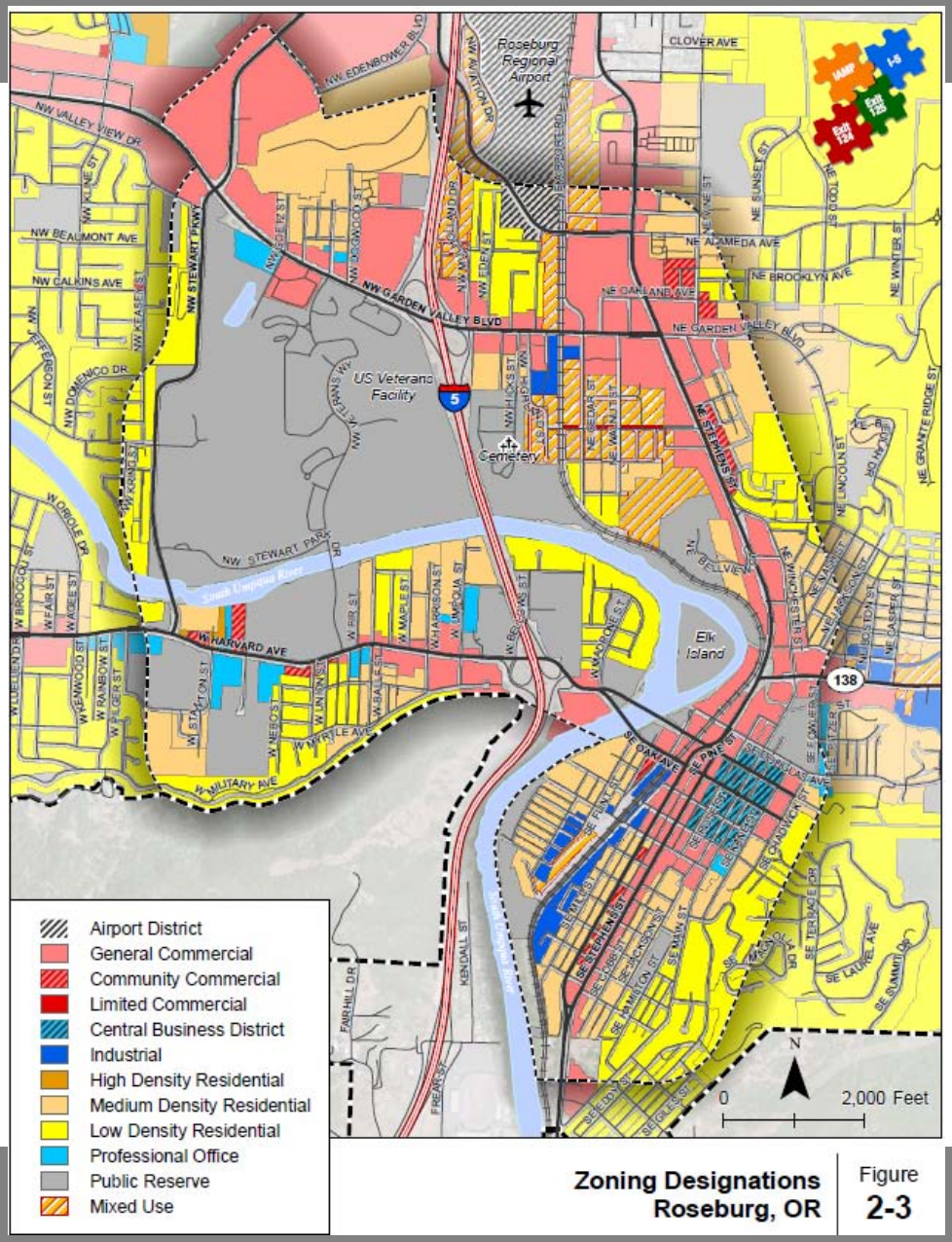
Comprehensive Plan Designations



Comprehensive Plan Designations
Roseburg, OR

Figure 2-2

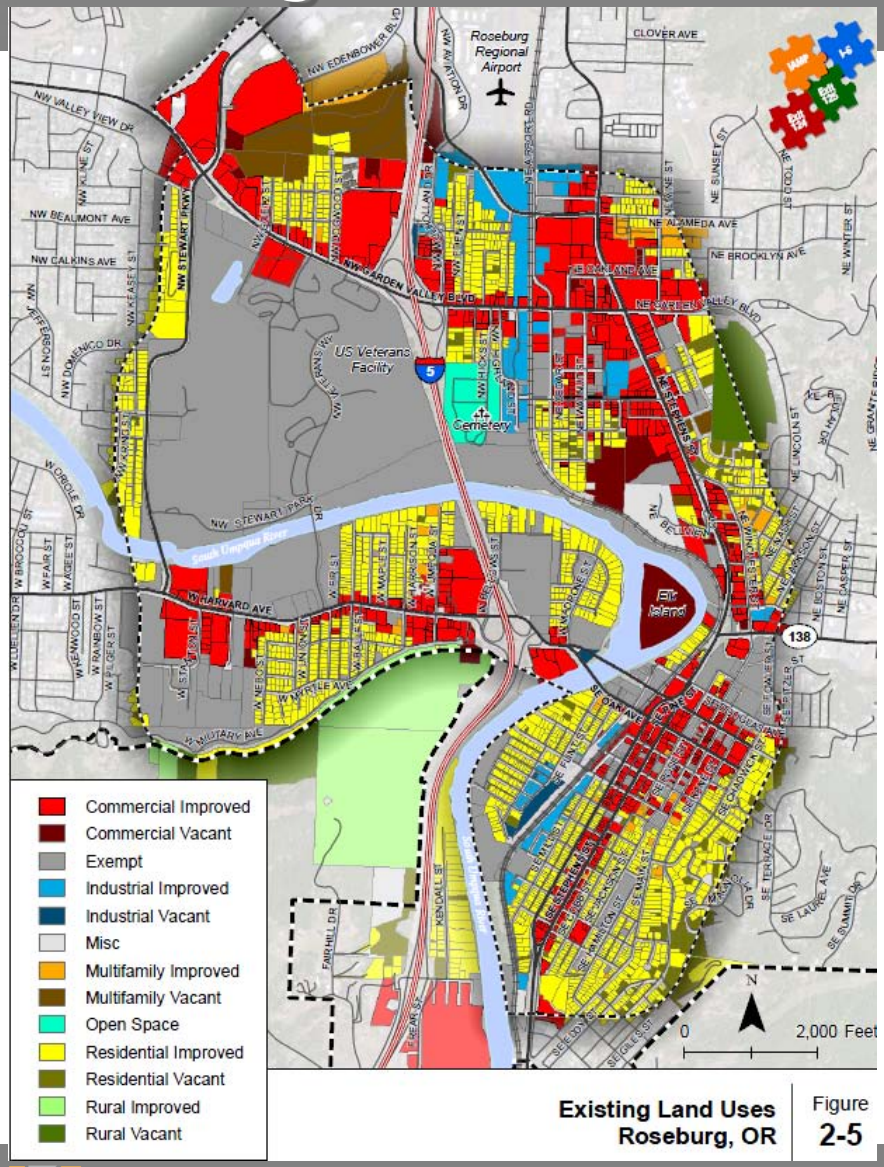
Zoning Designations



Zoning Designations
Roseburg, OR

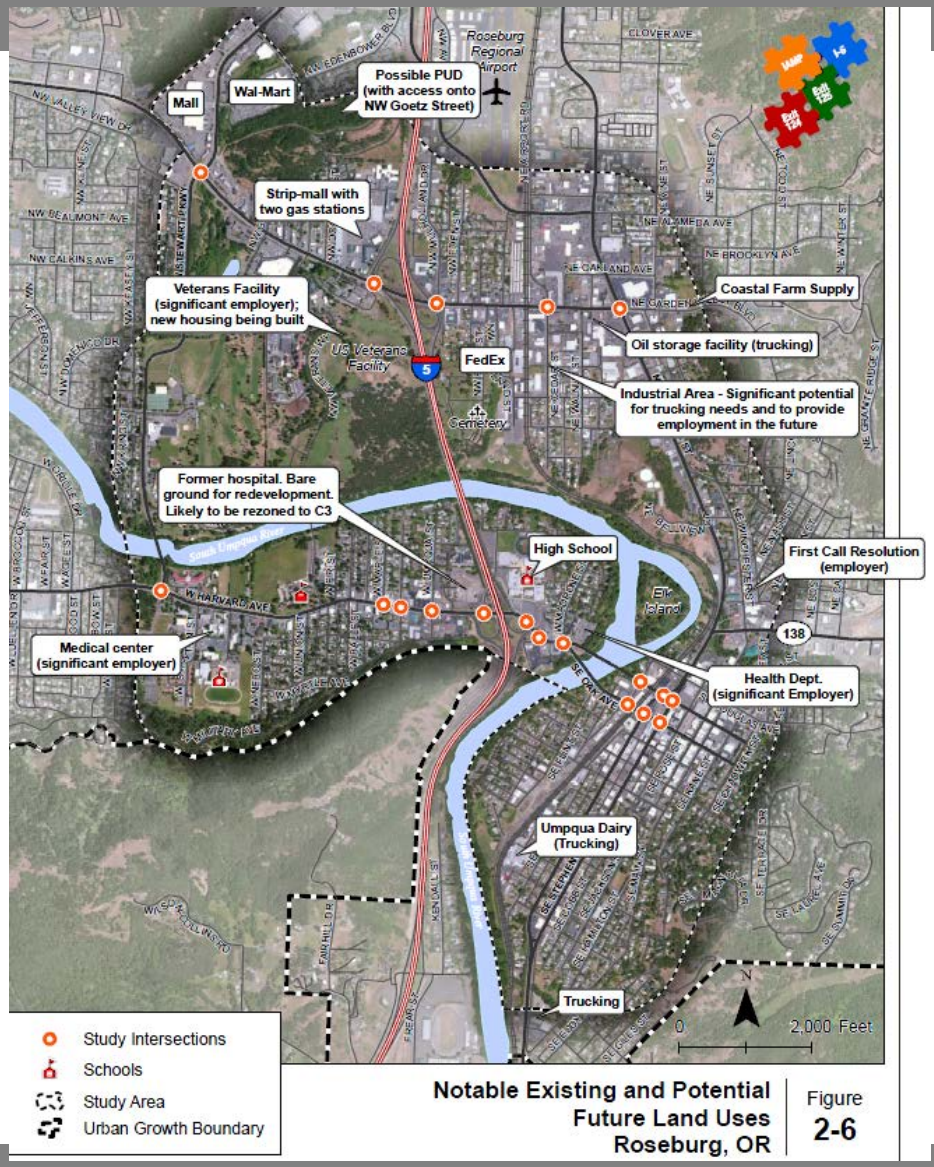
Figure
2-3

Existing Land Uses



Existing Land Uses
Roseburg, OR

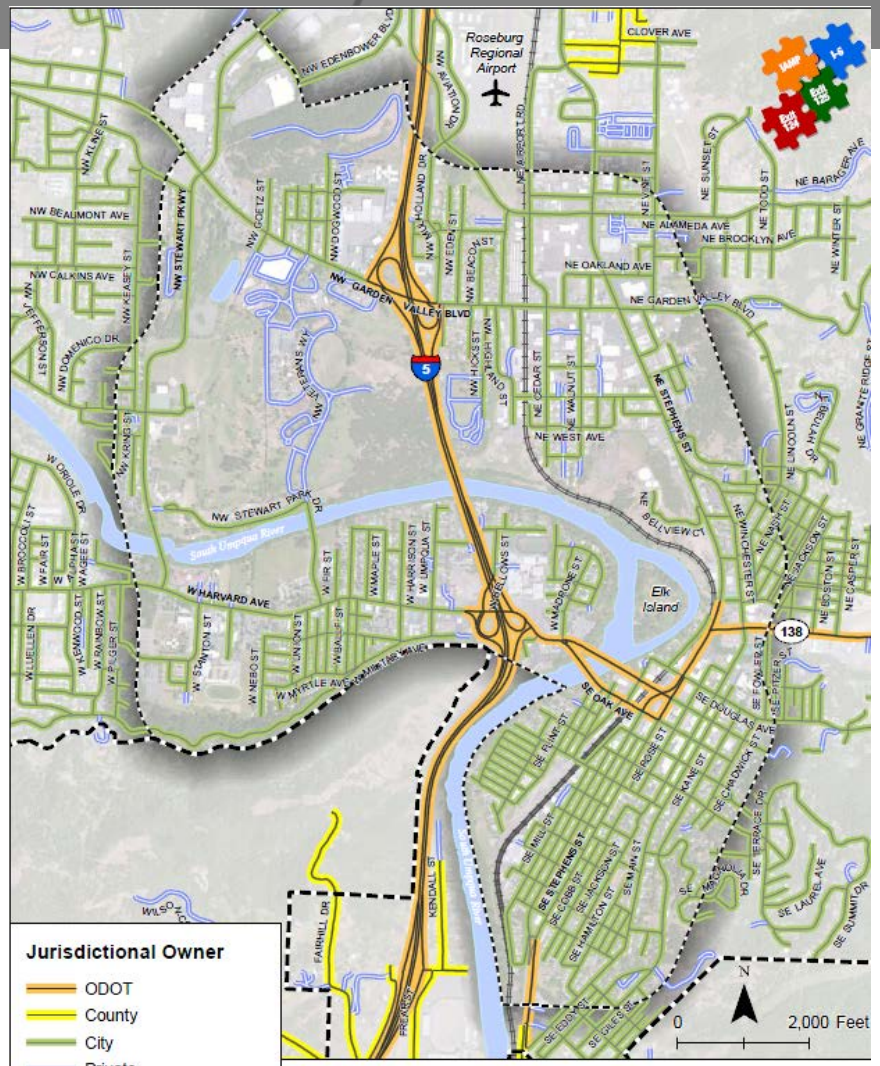
Figure **2-5**



Notable Existing and Potential Future Land Uses
Roseburg, OR

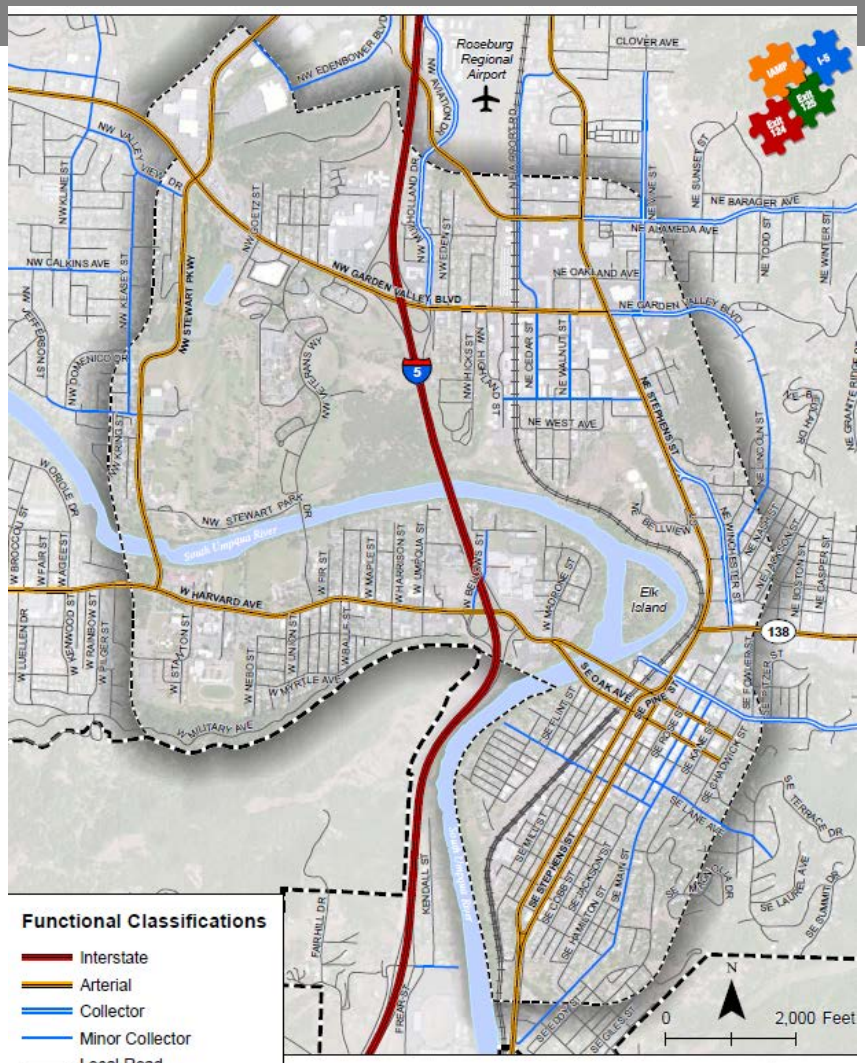
Figure **2-6**

Roadway Facilities



Jurisdictional Owner
Roseburg, OR

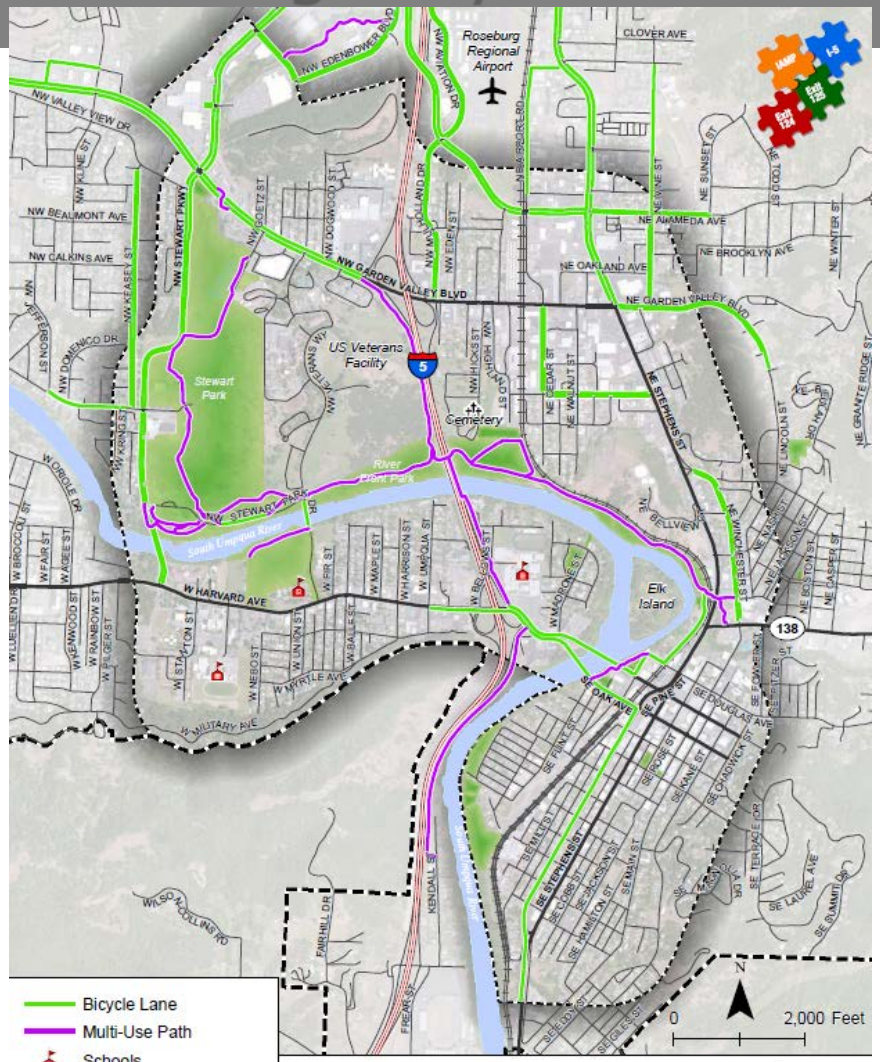
Figure **2-7**



Roadway Functional Classifications
Roseburg, OR

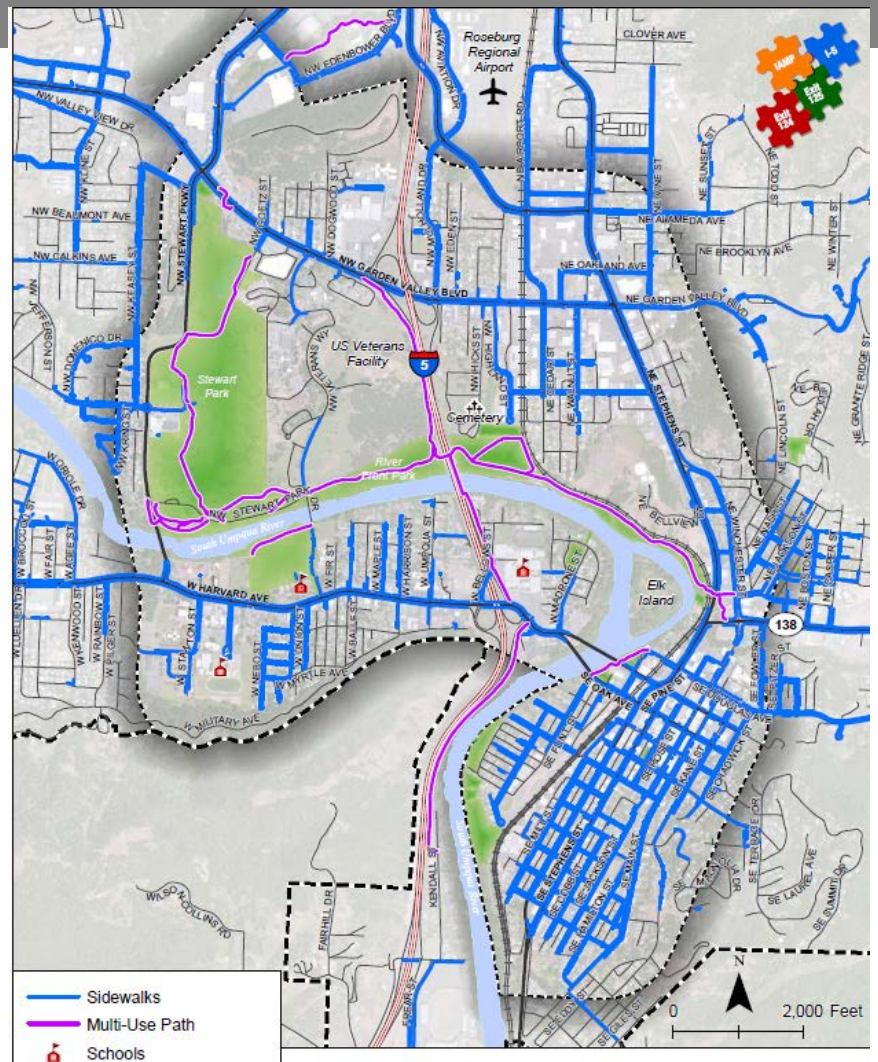
Figure **2-8**

Existing Bicycle & Pedestrian Facilities



Existing Bicycle Facilities
Roseburg, OR

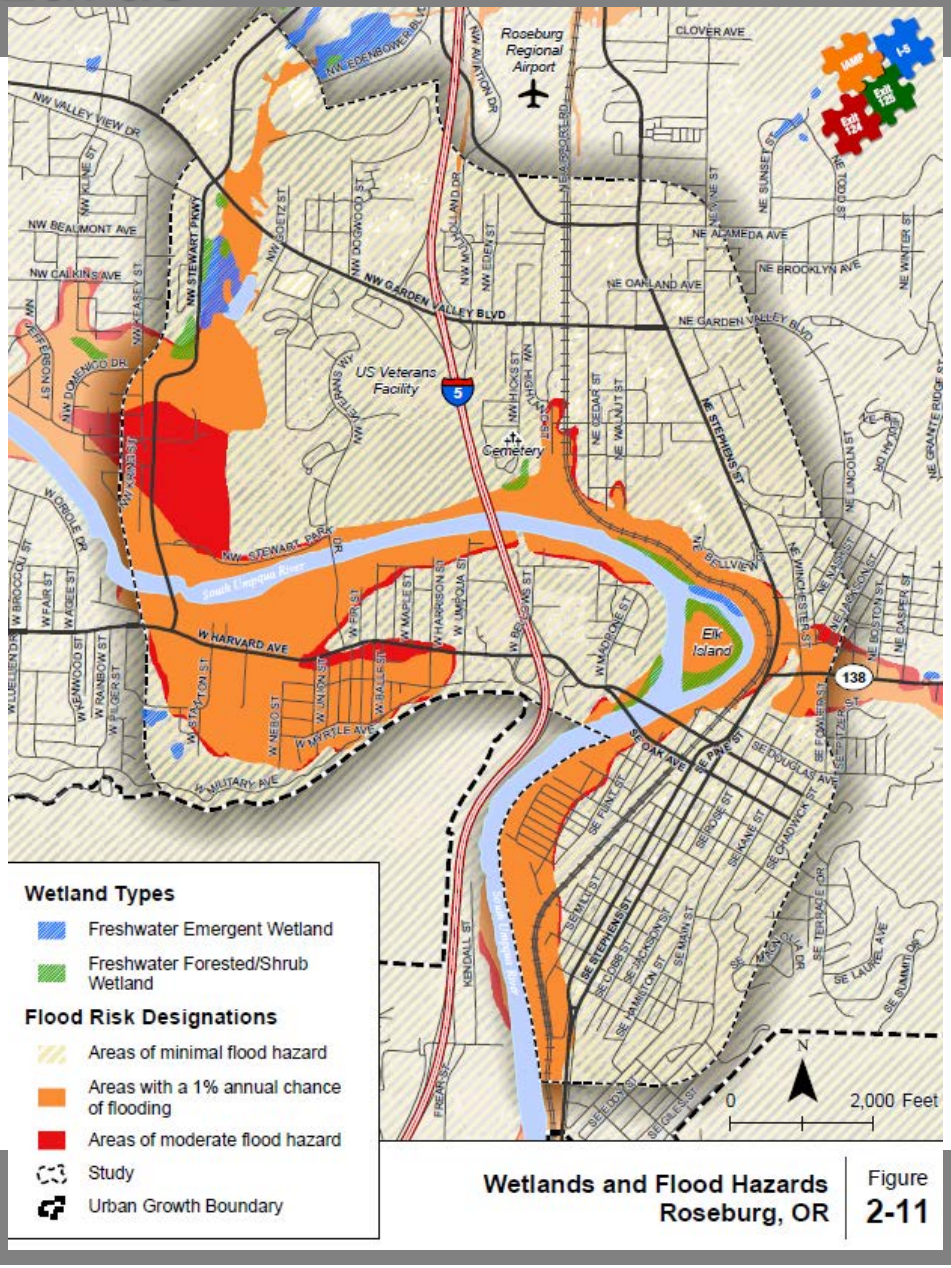
Figure **2-9**



Existing Pedestrian Facilities
Roseburg, OR

Figure **2-10**

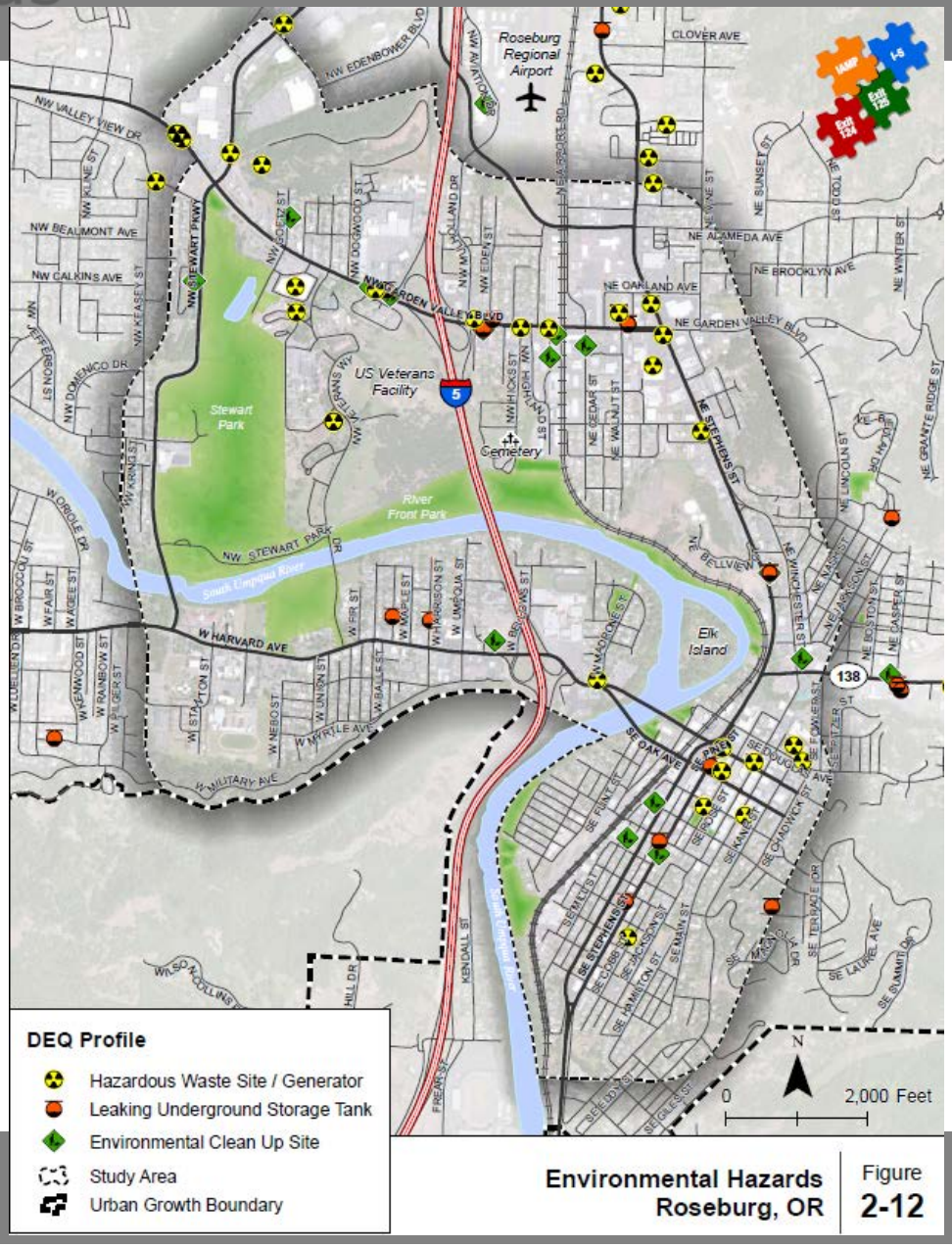
Wetlands & Flood Hazards



Wetlands and Flood Hazards
Roseburg, OR

Figure 2-11

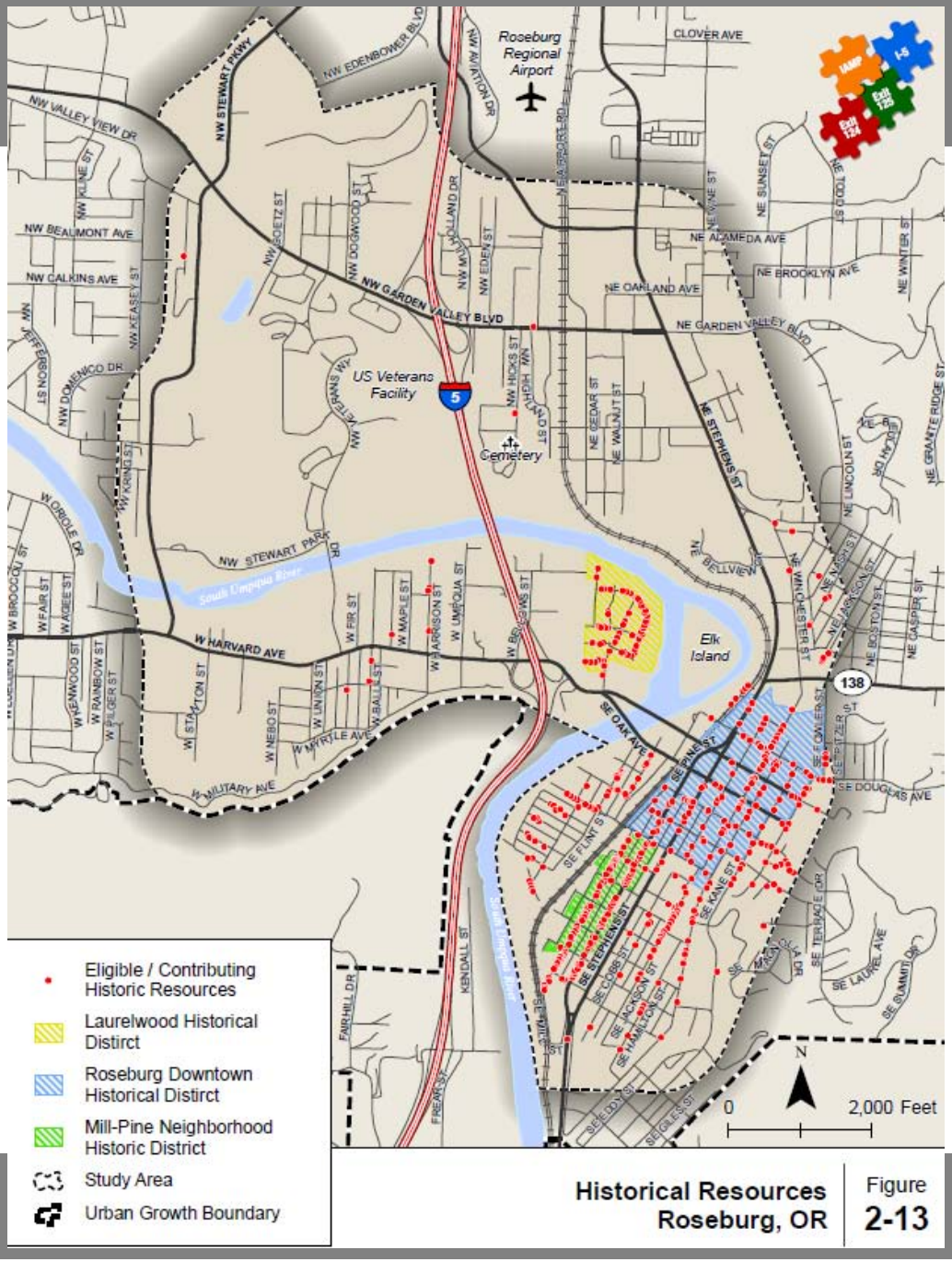
Environmental Hazards



Environmental Hazards
Roseburg, OR

Figure
2-12

Historical Resources



Historical Resources
Roseburg, OR

Figure **2-13**

Existing Traffic Operations

- Washington St/ Spruce St (OR 138) does not operate acceptably during the p.m. peak period
  - *LOS F, v/c >1.0 (OHP Standard: v/c ≤ 0.9)*

- All other intersections operate within respective ODOT and City operational thresholds during the a.m. and p.m. peak periods

Agenda

- Introductions
- IAMP 101
- Project Purpose
- Project Study Area & Intersections
- Review Existing Conditions (TM #2/3)
- Project Schedule & Next Steps

Project Schedule

- July 2013 – March 2014
  - *~9 month schedule*
- 5 Project Team Meetings
  - *Week of September 9th, 2013*
  - *Week of October 14th, 2013 **
  - *Week of December 9th,2013 ***
  - *Week of January 20th, 2014*
  - *Week of March 10th, 2014*
- 2 Public Workshops
  - *Week of October 14th, 2013 **
  - *Week of December 9th,2013 ***
- Public Adoption Hearings
  - *May 2014 through June 2014*
- Final Deliverables
  - *TM #1 & #2/3 (9/16/2013)*
  - *TM #4 (10/21/2013)*
  - *TM #5 (12/16/2013)*
  - *TM #6 (1/27/2014)*
  - *TM #7 (3/10/2014)*
  - *Final IAMP (3/24/2014)*

Next Steps - Upcoming Project Activities

- Additional Tech Memo #1 & 2/3 Comments
  - *Final comments by 9/17/2013*
  - *Final Tech Memo #1 & 2/3 by 9/24/2013*
- PT Meeting #2 – Week of October 14th, 2013
  - *Draft TM #4: Future Conditions Analysis*

Questions/Comments?