

**Appendix B**  
**Oregon Administrative Rule 734-051-0155**  
**Access Management Plans and Interchange Area Management Plans**

- (1) The Department<sup>1</sup> encourages the development of Access Management Plans and Interchange Area Management Plans to maintain and improve highway performance and safety by improving system efficiency and management before adding capacity. Access Management Plans and Interchange Area Management Plans:
  - (a) Must be consistent with Oregon Highway Plan;
  - (b) Must be used to evaluate development proposals; and
  - (c) May be used to determine mitigation for development proposals.
  
- (2) Access Management Plans and Interchange Area Management Plans must be adopted by the Oregon Transportation Commission as a transportation facility plan consistent with the provisions of OAR 731-015-0065. Prior to adoption by the Oregon Transportation Commission, the Department will work with local governments on any amendments to local comprehensive plans and transportation system plans and local land use and subdivision codes to ensure the proposed Access Management Plan and Interchange Area Management Plan is consistent with the local plan and codes.
  
- (3) The priority for developing Access Management Plans should be placed on facilities with high traffic volumes or facilities that provide important statewide or regional connectivity where:
  - (a) Existing developments do not meet spacing standards;
  - (b) Existing development patterns, land ownership patterns, and land use plans are likely to result in a need for deviations; or
  - (c) An Access Management Plan would preserve or enhance the safe and efficient operation of a state highway or interchange.
  
- (4) An Access Management Plan may be developed:
  - (a) By the Department;
  - (b) By local jurisdictions; or
  - (c) By consultants.
  
- (5) An Access Management Plan must comply with all of the following criteria, unless the Plan documents why a criterion is not applicable:
  - (a) Include sufficient area to address highway operation and safety issues and development of adjoining properties including local access and circulation.
  - (b) Describe the roadway network, right-of-way, access control, and land parcels in the analysis area.

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<sup>1</sup> The Oregon Department of Transportation.  
Appendix B  
Fern Valley Interchange Area Management Plan

- (c) Be developed in coordination with local governments and property owners in the affected area.
  - (d) Be consistent with any applicable Interchange Area Management Plan, corridor plan, or other facility plan adopted by the Oregon Transportation Commission.
  - (e) Include polices, provisions and standards from local comprehensive plans, transportation system plans, and land use and subdivision codes that are relied upon for consistency and that are relied upon to implement the Access Management Plan.
  - (f) Contain short, medium, and long-range actions to improve operations and safety and preserve the functional integrity of the highway system.
  - (g) Consider whether improvements to local street networks are feasible.
  - (h) Promote safe and efficient operation of the state highway consistent with the highway classification and the highway segment designation.
  - (i) Consider the use of the adjoining property consistent with the comprehensive plan designation and zoning of the area.
  - (j) Provide a comprehensive, area-wide solution for local access and circulation that minimizes use of the state highway for local access and circulation.
- (6) The Department encourages the development of an Interchange Area Management Plan to plan for and manage grade-separated interchange areas to ensure safe and efficient operation between connecting roadways:
- (a) Interchange Area Management Plans are developed by the Department and local governmental agencies to protect the function of interchanges by maximizing the capacity of the interchanges for safe movement from the mainline facility, to provide safe and efficient operations between connecting roadways, and to minimize the need for major improvements of existing interchanges;
  - (b) The Department will work with local governments to prioritize the development of Interchange Area Management Plans to maximize the operational life and preserve and improve safety of existing interchanges not scheduled for significant improvements; and
  - (c) Priority should be placed on those facilities on the Interstate system with cross roads carrying high volumes or providing important statewide or regional connectivity.
- (7) An Interchange Area Management Plan is required for new interchanges and should be developed for significant modifications to existing interchanges. An Interchange Area Management Plan must comply with the following criteria, unless the Plan documents why compliance with a criterion is not applicable:
- (a) Be developed no later than the time an interchange is designed or is being redesigned.
  - (b) Identify opportunities to improve operations and safety in conjunction with roadway projects and property development or redevelopment and adopt policies, provisions, and development standards to capture those opportunities.

- (c) Include short, medium, and long-range actions to improve operations and safety within the designated study area.
- (d) Consider current and future traffic volumes and flows, roadway geometry, traffic control devices, current and planned land uses and zoning, and the location of all current and planned approaches.
- (e) Provide adequate assurance of the safe operation of the facility through the design traffic forecast period, typically 20 years.
- (f) Consider existing and proposed uses of all the property within the designated study area consistent with its comprehensive plan designations and zoning.
- (g) Be consistent with any applicable Access Management Plan, corridor plan or other facility plan adopted by the Oregon Transportation Commission.
- (h) Include polices, provisions and standards from local comprehensive plans, transportation system plans, and land use and subdivision codes that are relied upon for consistency and that are relied upon to implement the Interchange Area Management Plan.

