

I-5 Exit 27 Interchange Area Management Plan

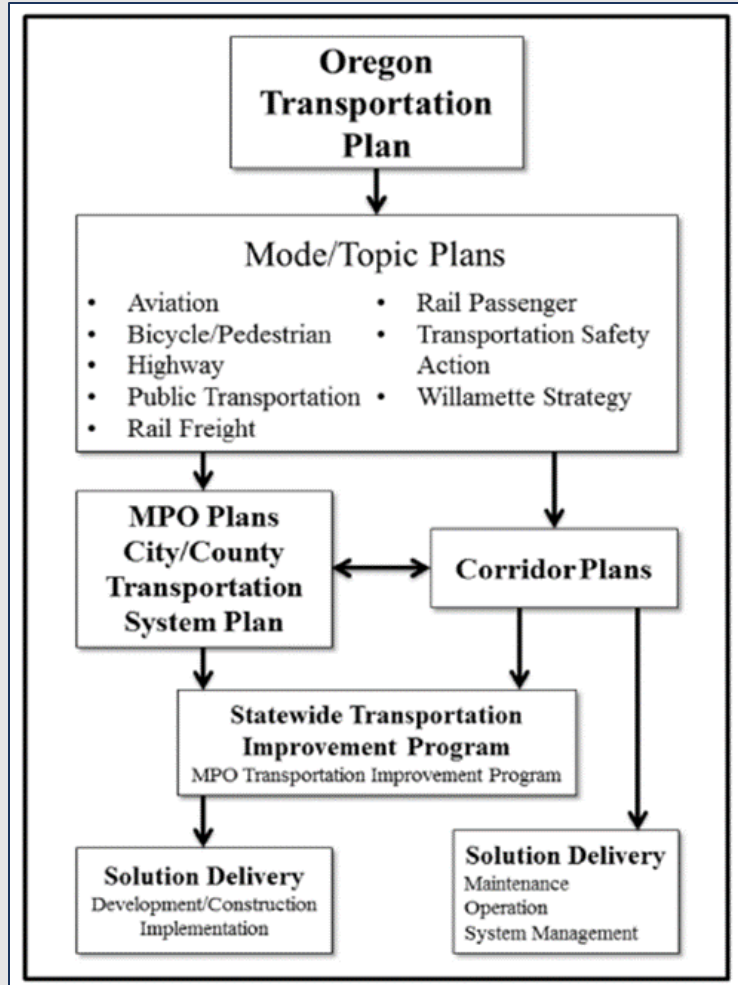
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Why Amend the Oregon Highway Plan?



A Facility Plan is a long-range transportation plan and an element of the State Transportation System Plan

- 2023 Oregon Transportation Plan
- 1999 Oregon Highway Plan
- 2023 South Medford IAMP

What is an IAMP?

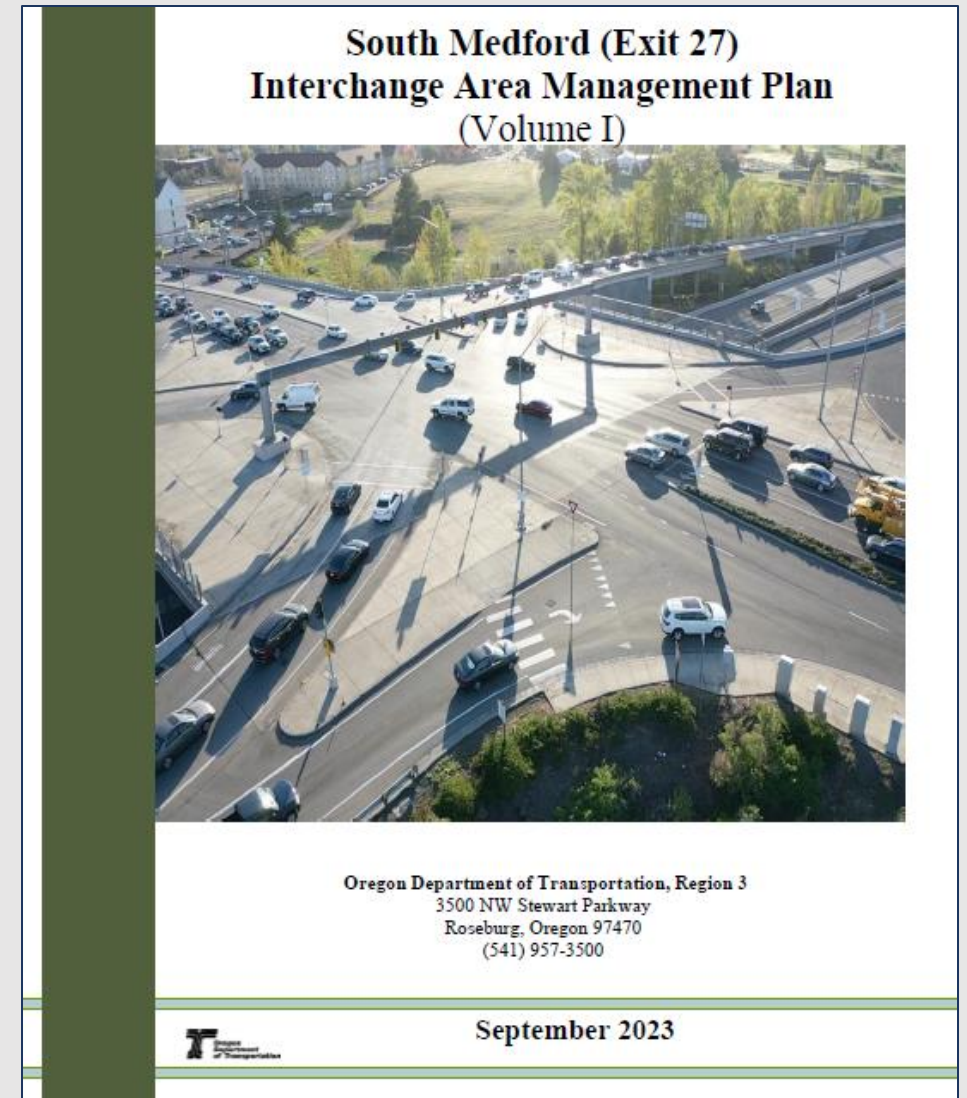


An IAMP is an ODOT transportation facility plan for a highway interchange.

- Identifies *Solutions*
- Establishes Agreement
- Implements Policies and Actions

2023 South Medford IAMP Facility Plan

- South Medford Interchange was built in 2009
- Significant Employment Growth Near Interchange
- 2018 Transportation Options Plan
- Demand for Housing in SE Medford
- 3-phase Planning Effort

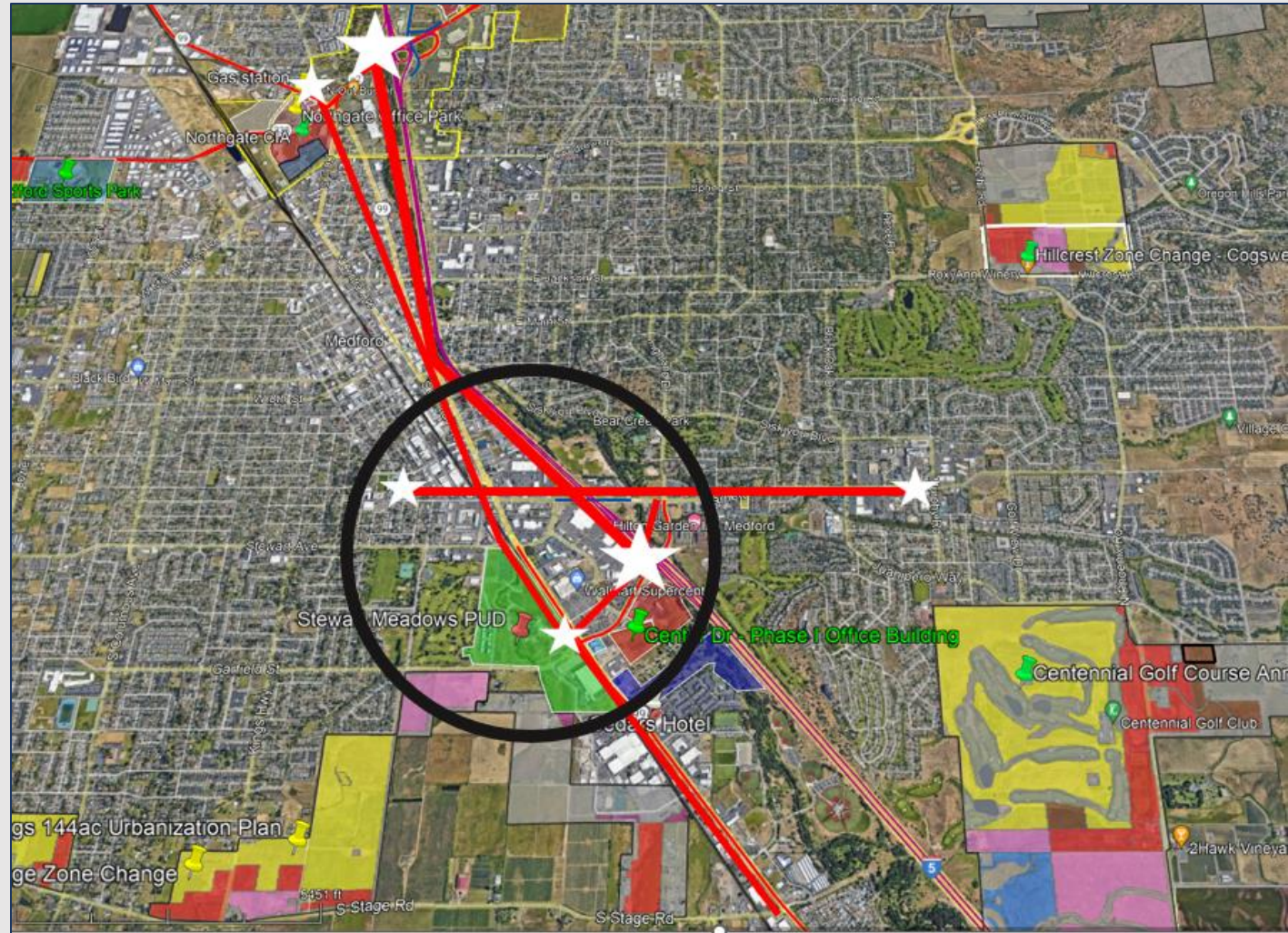


South Medford Interchange

Southbound Off-Ramp



South Medford Interchange Regional Travel Patterns



South Medford Interchange

Traffic Queues and Increased Congestion



South Medford Interchange

Maximum Ramp Queue Lengths AMTs

Alternative Mobility Targets - Maximum Ramp Queues

	Ramp Length (ft.)	Decel Length (ft.)	AMT Ramp Queues Max. Ramp Queue (ft.)	2019 Queue Length (ft.)		2045 No Build Queue Length (ft.)		2045 Build Queue Length (ft.)	
				AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
Exit 27 SB Off Ramp	1,710	640	1,070	1,325	850	2,250	2,150	N/A	N/A
Exit 27 SB Off Ramp w/Extension	3,000	640	2,360	1,325	850	N/A	N/A	2,100	292
Exit 27 NB Off Ramp	1,470	740	730	1,850	250	1,875	750	375	1,000

South Medford Interchange Capital Improvement Projects

IAMP PROJECT NUMBER	DESCRIPTION	COST ESTIMATE
M3b	Barnett Road/Highland Drive Intersection - Add Dual Northbound Right Turn Lanes	\$4,900,000
M5a2	South Medford (Exit 27) SPUI Lengthen/Widen SB Off-Ramp (Lengthened to 3,000')	\$9,800,000
M5b	South Medford (Exit 27) SPUI Widen NB Off-Ramp	\$2,911,000
M5f	North Medford (Exit 30 SB On-Ramp) and Phoenix (Exit 24 NB On-Ramp) Ramp Metering	\$3,498,000
M8b	OR 99/Garfield Street Intersection - Restripe East Leg (WB) left, left, through, through/right	\$35,000

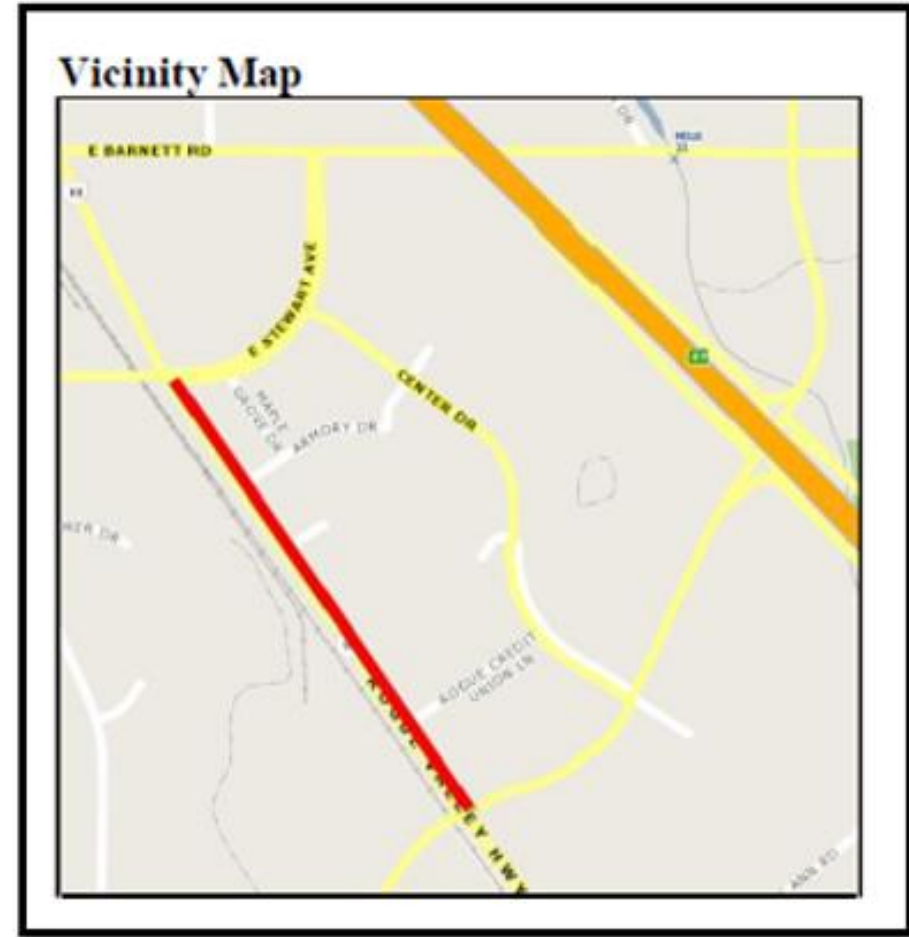
South Medford Interchange Multi-Modal Projects

Multimodal Projects

- Multi-Use path along east side of OR 99 (Garfield to Stewart)
- Add buffered bike lanes along Garfield St/Highland between OR 99 & Barnett Rd.
- Connect Highland Drive using undercrossing to Larson Creek/Bear Creek

Transit Projects

- Move transit stop on EB Barnett between Highland Dr. and Ellendale Dr.

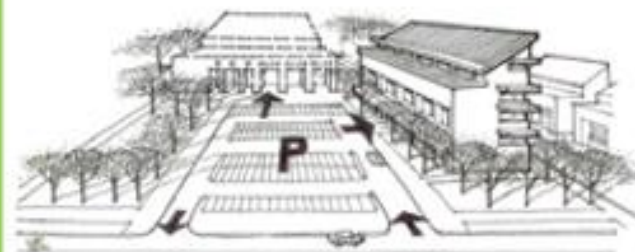


Proposed Multi-Use Path on OR 99

South Medford Interchange Congestion Management Policies

Regulations/Programs to Work On

- Reduce or waive off-street parking spaces for new uses in existing buildings
- Update shared parking provisions
- Work with RVTD and large employers to identify alternative work schedules to reduce peak hour commute travel



South Medford Interchange Implementation Approach

- When field measured queues exceed 90% of the AMT Maximum Ramp Queue, City & ODOT must jointly develop a funding plan for the identified projects
- Development will go through a three-step process to determine impacts
 1. Preliminary Assessment
 2. Traffic Impact Analysis (TIA)
 3. Mitigation
- Future “background” traffic includes assumed household and employment data from growth in Medford through 2045
 - Based on 2020 GLUP map

Oregon Transportation Commission

Recommended Actions

1. Amend the 1999 Oregon Highway Plan to adopt IAMP 27 as an ODOT Facility Plan for the South Medford Interchange;
2. Adopt the Findings of Compatibility for IAMP 27.

South Medford Interchange

I-5 Exit 27 Interchange Area Management Plan



Questions?