



Oregon

Theodore R. Kulongoski, Governor

Department of Transportation

Office of the Director

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Salem, Oregon 97301-3871

DATE: February 8, 2005
TO: Oregon Transportation Commission

FILE CODE:

FROM: Bruce A. Warner
Director

SUBJECT: **Agenda D** ~ Adoption of the Rickreall Junction Facility Plan

Requested Action:

Region 2 requests OTC adoption of the Rickreall Junction Transportation Facility Plan as the interchange area management plan for the new interchange being constructed at the intersections of Oregon 22 with Oregon 99W and Oregon 223. This adoption will also constitute an amendment to the 1999 Oregon Highway Plan.

Background:

ODOT began developing the Rickreall Junction Facility Plan (Exhibit D) for this area of Polk County along Oregon 22 in 2001. Since that time, a project has been funded to improve the two subject intersections based on concepts developed through the facility planning process. An Interchange Area Management Plan (IAMP) was also included in the Rickreall Junction Facility Plan to guide long-term management of the interchange area. The Polk County Commission adopted the facility plan and supporting policies into its Comprehensive Plan (and Transportation System Plan), by ordinance, in December 2004.

A study area map is included on page 1-3 of the Rickreall Junction Facility Plan. A project map is attached as Exhibit A. ODOT findings of fact that reference the findings of fact that supported the Polk County adoption process are attached as Exhibit B. The Polk County findings of fact that demonstrate compliance with the Transportation Planning Rule, Oregon Highway Plan (OHP), and the local comprehensive plan and are attached as Exhibit C. The Rickreall Junction Facility Plan is provided as Exhibit D.

The concepts and recommendations in the Rickreall Junction Facility Plan remain as presented to the OTC at its regular meeting in April 2003. At that meeting, the following implementation steps were outlined (fulfillment of these steps is described in italics below each step):

- ◆ Polk County shall adopt the Rickreall Junction Facility Plan.
 - *Polk County adopted the Rickreall Junction Facility Plan on December 16, 2004, citing it as the Facility Plan/IAMP for these interchanges. (See Polk County Findings, Exhibit C, page 1.)*
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- ◆ Polk County shall adopt comprehensive plan and ordinance amendments called for by the Rickreall Junction Facility Plan.

- *Polk County adopted the Rickreall Junction Facility Plan on December 16, 2004, citing it as the Facility Plan/IAMP for these interchanges. (See Polk County Findings, Exhibit C, page 1.)*
- ◆ OTC adoption of the Rickreall Junction Facility Plan shall be sought after Polk County adoption.
 - *This is the request before the Commission.*

Chief among the Rickreall Junction Facility Plan elements (and now adopted into the Polk County Comprehensive Plan and Transportation System Plan) are:

- ◆ A policy to retain the Exclusive Farm Use (EFU) lands surrounding the interchanges as EFU for the express purpose of preserving the long-term function of the state transportation system. *(See Chapter 7.2 of the Facility Plan, Action #2 and Polk County Findings, Exhibit C-E.)*
- ◆ An overlay zone on the EFU properties prohibiting certain conditional uses that may have higher trip generating potentials (kennels, golf courses, solid waste processing, and composting—churches and schools were originally cited as well, but are already prohibited on high value EFU land in the Polk County code), are not permissible on other land unless a goal exception is gained because the area is less than three miles from the Dallas Urban Growth Boundary (UGB), and, as a practical matter, are very unlikely to be conditionally approved in the 100 year floodplain. This effectively prohibits these uses in the overlay area. Farm implement sales are also not permitted by the Polk County code in the EFU zone; land for this use is available within UGBs or within rural communities like Rickreall. This overlay zone is contiguous with the EFU land cited for transportation system function protection and is shown in Exhibit E of the Polk County Findings, Exhibit C. *(See Chapter 7.2 of the Facility Plan, Action #3 and Polk County Findings, Exhibit C-E.)*
- ◆ An events management ordinance that sets threshold for activities requiring coordination at the Polk County Fairgrounds. *(See Chapter 7.2 of the Facility Plan, Action #12 and Polk County Findings, Exhibit C-B.)*
- ◆ A special notification ordinance requiring specific coordination if land uses are proposed within Rickreall that have trip generation potentials that are higher than expected based on the current land use plan. *(See Chapter 7.2 of the Facility Plan, Action #13 and Polk County Findings, Exhibit C-C.)*
- ◆ Various access management actions within the project area including:
 - Median and full access control 850 feet south of the Oregon 22/99W ramps into Rickreall. *(See Chapter 6 of the Facility Plan, pages 6-6, 7, 10, 11, table 6.3.1, page 6-20.)*
 - Closure of Pageant Street. *(See Chapter 7.2 of the Facility Plan, Action #6. The Polk County Commissioners approved this action on September 16, 2004 through a separate action and public hearing.)*
 - A pedestrian crossing from (closed) Pageant Street to Rickreall Elementary School. *(See Chapter 6.3 of the Facility Plan, table 6.3.1, page 6-22.)*

- Numerous access closures. (See Chapter 7.2 of the Facility Plan, Action #6 and Chapter 6 of the Facility Plan, pages 6-6, 7, 10, 11, table 6.3.1, page 6-20.)
- Construction of a new access road to serve disconnected properties. (See Chapter 7.2 of the Facility Plan, Action #5.)
- Traffic calming elements within Rickreall (landscaping, lighting, and paving treatments). (See Chapter 6.2.8 of the Facility Plan, pages 6-11 and 6-12.)
- Continued enforcement of the access control that is already in place along OR 22 east of OR 99W and along OR 22 west of OR 99W through the ODOT permitting process. (See Chapter 7.2 of the Facility Plan, Actions #7, 8.)
- ODOT purchase of access control and establishment of deed restrictions on two access relocations and one access on old Rickreall Road that only allow for the land uses allowed by the EFU zoning and newly adopted overlay--the access relocations are shown on the attached project map, Exhibit A. (See Chapter 7.2 of the Facility Plan, Actions #9, 10, and 11.)

The Rickreall Junction Facility Plan also calls for additional planning work immediately south of this project area on Oregon 99W from Rickreall to Monmouth to address 15-to-20 year projected capacity problems noted by the Rickreall Junction planning effort. This work is programmed and will begin this spring after OTC adoption of this facility plan and conclusion of the Polk County Conditional Use permitting process.

Additional copies of the Rickreall Junction Facility Plan (the attachments below) can be requested from Terry Cole, ODOT Region 2 Planning (503) 986-2674. Notification of this OTC action has been provided to Polk County and the Department of Land Conservation and Development (DLCD).

Attachments:

- Exhibit A – Map of Rickreall Interchange
- Exhibit B – ODOT Findings
- Exhibit C – Polk County Findings
- Exhibit D – Rickreall Junction Transportation Facility Plan
- Exhibit E – Maps (High value soils and 100 year Floodplain)

Copies to:

The Honorable Mike Propes, Polk County Commissioner
 Bob Cortright, Department of Land Conservation and Development
 Doug Tindall Lori Sundstrom Erik Havig Jerri Bohard
 Mike Marsh John Jackley Terry Cole
 Patrick Cooney Jeff Scheick Craig Greenleaf