

## **CHAPTER 2: PLAN GOALS, OBJECTIVES, AND EVALUATION CRITERIA**

This chapter describes the presents the goals and objectives for the plan, as well as evaluation criteria to measure the effectiveness of proposed strategies. A policy framework was identified based on reviews and summary of the applicable state and local plans, policies, regulations, and design standards (see Appendix 1 for details). This policy framework was used to develop the project goals, objectives and evaluation criteria that are presented in the following sections.

### **Recommended Goals & Objectives**

#### **Project Goal**

The goal of this project is to develop a North Redmond US 97 IAMP for the interchange area that describes existing traffic and land use patterns in the interchange area, identifies potential safety and traffic congestion issues, and proposed policies and implementing measures that will insure safe and efficient operation of the interchange over the a 20-year planning horizon, and potentially beyond. The IAMP was developed in partnership with affected property owners in the interchange area, the City of Redmond, Deschutes County, and the Oregon Department of Transportation (ODOT), and other stakeholders, including interchange users. The public-at-large and any interested local business operations within the study area will be notified of public meeting related to this project, and be provided opportunities to participate outside of the formal project committee process.

#### **Objectives and Evaluation Criteria**

The Project Goal will be met if the following objectives are achieved. A bulleted list of evaluation criteria follows each objective.

1. The preparation of the IAMP shall involve affect property owners in the interchange area, the City of Redmond, Deschutes County, The Oregon Department of Transportation (ODOT), and other stakeholders, including interchange users.
  - The IAMP incorporates input and guidance from the Project Management Team (PMT).
  - The IAMP reflects, to the extent possible, the input of local property owners, interchange users, and other stakeholders, as gathered through public comments.
2. The IAMP shall evaluate local transportation, environmental, and land use conditions.
  - The IAMP identifies and addresses existing and foreseeable issues related to land use, mobility, accessibility, and safety within the analysis area of the planned interchange.
  - The IAMP describes the roadway network, right-of-way, access control and land parcels in the Interchange Study Area. It also evaluates local street access, circulation, connectivity, and the potential effect of local land use designations on the interchange.
  - The IAMP includes inventory maps summarizing the existing conditions within the Interchange Study Area.
  - The IAMP identifies and either complies with or amends the policy direction from the City and County comprehensive plans, zoning codes, Transportation System Plans, and any relevant corridor plans.

3. The IAMP shall identify needed transportation improvements within the Interchange Study Area and propose alternatives that conform to current design standards and accommodate the long-term capacity needs of the local transportation system.
  - The IAMP identifies and prioritizes the transportation improvements, land use, and access management plans needed to maintain acceptable traffic operations in the Interchange Study Area for the 20-year planning horizon, with the potential for remaining capacity to serve beyond the planning horizon.
  - The IAMP includes a Transportation Improvements Map showing the opportunities to improve operations and safety within the Interchange Study Area.
  - The IAMP identifies and describes up to three alternatives for the Interchange Area and evaluates how each would protect the safe and efficient operation of the interchange. The evaluation identifies how each alternative meets the provisions of OAR 734-051-0155 and other applicable state laws. A preferred alternative is selected and recommended for adoption.
  
4. The IAMP shall be developed in accordance with the provisions and the policies of the Oregon Highway Plan and other relevant state transportation laws.
  - The IAMP meets the minimum level of service / mobility standards and other requirements identified in state transportation plans, such as the Oregon Transportation Plan, 1999 Oregon Highway Plan (OHP).
  - The IAMP implements the OHP's Policy 3C criteria, which requires the planning and management of grade-separated interchange areas to ensure safe and efficient operation between connecting roadways.
  - The IAMP satisfies the requirements for interchange area management plans in OAR 734-051-0155 and other state rules, including OHP policies and standards, ODOT Division 51 interchange spacing standards, the 2003 Highway Design Manual and the Oregon Transportation Commission's OTIA conditions for interchanges.
  
5. The IAMP shall include policies and implementing measures that preserve the functionality of the interchange areas.
  - The IAMP identifies future land use conditions and induced effects, and identifies needed land protection measures.
  - The IAMP includes short, medium and long-range actions to improve and maintain roadway operations and safety in the Interchange Study Area. These actions may include local street network improvements, driveway consolidations, shared roadways, access management, traffic control devices, and / or local land use actions.
  - The IAMP includes amendments to Redmond and Deschutes County's Comprehensive Plans, Zoning Ordinances, Transportation System Plans, and other official documents as necessary to implement the recommended alternative for the Interchange Study Area.
  - The IAMP identifies likely funding sources and requirements for the construction of the infrastructure and facility improvements as new development is approved.
  - The IAMP identifies partnerships for the cooperative management of future projects and establishes a process for coordinated review of land use decisions affecting transportation facilities.
  - A draft version of the IAMP is reviewed by the Redmond and Deschutes County Planning Commissions, as well as the Redmond City Council and the Deschutes County Board of Commissioners. A final draft of the IAMP is adopted by the City Council and Board of Commissioners.