

North Redmond US 97 Interchange Area Management Plan

Findings of Compliance with Existing Plans and Policies

Overview

Interchange Area Management Plan (IAMP) development involves close cooperation between ODOT and local government agencies. Management of the US 97 Redmond Reroute interchange at the north end of Redmond involves coordination between ODOT and the City of Redmond. State and federal policies and rules, as well as local policies and codes and a history of public involvement, play a key part in the development, adoption, and implementation of IAMPs. Policies and code language from local documents form a policy framework and serve as provisions to manage transportation and land use in the interchange influence area with the goals of protecting interchange function, providing for safe and efficient operations, and minimizing the need and expense for additional major improvements to the interchange through the 2025 planning horizon.

The review of state and local planning documents can be found in Appendix 1. Appendix 7 presents local policies and code provisions that effectively support management of the US 97 Redmond Reroute interchange.

The following sections summarize the analysis of how the proposed interchange complies with federal, state, and local plans, policies, goals, and regulations.

State Plans, Policies, and Regulations

Oregon Transportation Plan (2006)

The goal of the Oregon Transportation Plan (OTP) is to promote a safe, efficient, and convenient transportation system that improves livability and facilitates economic development for residents of the state. The OTP sets out seven goals with numerous policies and strategies to support their achievement. Many of these policies do not apply to the US 97 Redmond Reroute Interchange Project, but relate more to the establishment of regional transportation plans. Those elements that do apply are addressed below.

Goal 1 – Mobility and Accessibility

To enhance Oregon’s quality of life and economic vitality by providing a balanced, efficient, cost effective and integrated multimodal transportation system that ensures appropriate access to all areas of the state, the nation and the world, with connectivity among modes and places.

Policy 1.1 – Development of an Integrated Multimodal System

Strategy 1.1.4 - In developing transportation plans to respond to transportation needs, use the most cost-effective modes and solutions over the long term, considering changing conditions and based on the following:

- *Managing the existing transportation system effectively.*
- *Improving the efficiency and operational capacity of existing transportation infrastructure and facilities by making minor improvements to the existing system.*
- *Adding capacity to the existing transportation system.*
- *Adding new facilities to the transportation system.*

Finding: The US 97 Redmond Reroute Interchange Project is identified in the Redmond Comprehensive Plan and the Redmond TSP as a means to address traffic congestion and safety problems that currently affect US 97.

Policy 1.3 – Relationship of Interurban and Urban Mobility

Strategy 1.3. - In coordination with affected jurisdictions, develop and manage the transportation network so that local trips can be conducted primarily on the local system and the interstate and statewide facilities can primarily serve intercity movement and interconnect the systems. Develop, maintain and improve parallel roadways, freight rail, transit, bus rapid transit, commuter rail and light rail to provide alternatives to using intercity highways for local trips where possible.

Finding: The IAMP contains a Local Connectivity Plan that identifies a local streets plan that will allow for access to local business and other activities so that ODOT can restrict access to US 97 and allow US 97 to operate as a through route. This will minimize local trips on the statewide facility to maintain and improve longer distance mobility.

Goal 2 - Management of the System - To improve the efficiency of the transportation system by optimizing the existing transportation infrastructure capacity with improved operations and management.

Policy 2.1 - Capacity and Operational Efficiency - It is the policy of the State of Oregon to manage the transportation system to improve its capacity and operational efficiency for the long term benefit of people and goods movement.

Strategy 2.1.2 - Protect the integrity of statewide transportation corridors and facilities from encroachment by such means as managing access to state highways, limiting interchanges, creating safe rail crossings and controlling incompatible land use around airports, ports, pipelines and other intermodal passenger and freight facilities.

Findings: The US 97 Redmond Reroute Interchange Project builds a new interchange as part of the US 97 Redmond Reroute that will eliminate direct access to commercial properties that currently have direct access to US 97. The IAMP contains an access

management plan that protects the integrity of US 97, a statewide transportation facility and the important long-term function of the new interchange. The US 97 Redmond Reroute Interchange Project will provide controlled access to US 97. As part of the US 97 Redmond Reroute project, access to US 97 will be restricted to right-in/right-out at Larch Ave, Hemlock Ave, and Antler Ave. (Turn movements controlled through the installation of a non-traversable center median), and signal controlled intersection of OR 126-Evergreen Ave and Highland/Glacier Couplet. These changes will improve safety along the highway and meet state access control guidelines. The plan additionally addresses the concerns for minimizing rail crossings while maintaining east-west access through Redmond.

Goal 3 - Economic Vitality - To promote the expansion and diversification of Oregon's economy through the efficient and effective movement of people, goods, services and information in a safe, energy-efficient and environmentally sound manner.

Policy 3.1 – An Integrated and Efficient Freight System - It is the policy of the State of Oregon to promote an integrated, efficient and reliable freight system involving air, barges, pipelines, rail, ships and trucks to provide Oregon a competitive advantage by moving goods faster and more reliably to regional, national and international markets.

Finding: The IAMP provides for more efficient freight movement through the north end of the Redmond Reroute by reducing congestion, separating conflicting movements and limiting accesses to the statewide highway. As part of the reroute of trucks out of the Redmond downtown, the IAMP identifies the facilities and management mechanisms that will increase the efficiency of the freight system in this area.

Goal 5 – Safety and Security - To plan, build, operate and maintain the transportation system so that it is safe and secure.

Strategy 5.1.3 - Ensure that safety and security issues are addressed in planning, design, construction, operation and maintenance of new and existing transportation systems, facilities and assets.

Findings: The new interchange is designed and will be constructed to enhance safety for the traveling public. Meeting design standards and applying management considerations for an expressway classification of facility through access controls will minimize the conflicts around the interchange.

Goal 7 - Coordination, Communication and Cooperation - To pursue coordination, communication and cooperation among transportation users, providers and those most affected by transportation activities to align interests, remove barriers and bring innovative solutions so the transportation system functions as one system.

Policy 7.3 – Public Involvement and Consultation - It is the policy of the State of Oregon to involve Oregonians to the fullest practical extent in transportation planning

and implementation in order to deliver a transportation system that meets the diverse needs of the state.

Findings: The IAMP was developed in partnership with affected property owners in the interchange area, the City of Redmond, Deschutes County and ODOT. Other stakeholders including interchange users were also included. The general public and local businesses within the study area were notified of public meetings regarding the plan and were provided opportunities to participate outside of the formal project committees.

Oregon Highway Plan (1999)

The 1999 Oregon Highway Plan (OHP) is a modal element of the 2006 OTP and defines policies and investment strategies for Oregon's state highway system over the next 20 years. The plan contains three elements: a vision element that describes the broad goal for how the highway system should look in 20 years; a policy element that contains goals, policies, and actions to be followed by state, regional, and local jurisdictions; and a system element that includes an analysis of needs, revenues, and performance measures.

The OHP is a modal element of the OTP. It addresses the following issues:

- Efficient management of the system to increase safety, preserve the system, and extend its capacity
- Increased partnerships, particularly with regional and local governments
- Links between land use and transportation
- Access management
- Links with other transportation modes
- Environmental and scenic resources

The OHP classifies US 97 as a Statewide highway and is incorporated as part of the National Highway System and as a designated freight route between the California and Washington borders.

The policy element contains several policies and actions that are relevant to the US 97 Redmond Reroute Interchange Project, described in the following subsections.

Policy 1A: State Highway Classification System

It is the policy of the state of Oregon to develop and apply the state highway classification system to guide ODOT priorities for system investment and management.

Action 1A.1 categorizes state highways for planning and management decisions. Under this policy, US 97 is classified as an Statewide Highway, which typically provides inter-urban and inter-regional mobility and provides connections to larger urban areas, ports, and major recreation areas that are not directly served by Interstate Highways. A secondary function is to provide connections for intra-urban and intra-regional trips.

The operational objective for Statewide Highways is to provide safe and efficient, high-speed, continuous-flow operation

Finding: The IAMP supports the US 97 Redmond Reroute Interchange Project and the existing highway classification and will enhance the ability of US 97 to serve its defined functions. Furthermore, by addressing capacity and safety issues, the IAMP will preserve the highway's ability to serve its defined function and support the operational objective for safe and efficient high-speed travel on US 97.

Policy 1B: Land Use and Transportation

This policy recognizes the role of both State and local governments related to the state highway system:

- ***State and local government must work together to provide safe and efficient roads for livability and economic viability for all citizens.***
- ***State and local government must share responsibility for the road system.***
- ***State and local government must work collaboratively in planning and decision-making relating to transportation system management.***

It is the policy of the State of Oregon to coordinate land use and transportation decisions to efficiently use public infrastructure investments to:

Action 1B.4 requires ODOT to work with local governments to develop plans and zoning regulations that are consistent with the Transportation Planning Rule and this policy.

Findings: ODOT has worked with the City of Redmond to develop and adopt a TSP that is consistent with state and local plans, goals and policies. The IAMP is a joint effort that is compatible with the city and county TSPs and comprehensive plans and therefore meet the direction of policy 1B.

Action 1B.6 requires ODOT to protect the state highway function by working with local jurisdictions in developing land use and subdivision ordinances, specifically:

- ***A process for coordinated review of future land use decisions affecting transportation facilities, corridors or sites;***
- ***A process to apply conditions to development proposals in order to minimize impacts and protect transportation facilities, corridors or sites;***
- ***Regulations assuring that amendments to land use designations, densities and design standards are consistent with the functions, capacities and highway mobility standards of facilities identified in transportation system plans including the Oregon Highway Plan and adopted highway corridor plans;***

- *Refinement of zoning and permitted and conditional uses to reflect the effects of various uses on traffic generation;*
- *Standards to protect future operation of state highways and other roads; and*
- *Access control measures, for example, driveway and public road spacing, median control and signal spacing standards which are consistent with the functional classification of roads and consistent with limiting development on rural lands to rural uses and densities.*

Finding: The IAMP specifies that as land develops to urban densities within the interchange area, compliance with the IAMP will be required with the access management and circulation plans associated with development. In conjunction with the adoption of the IAMP, a number of amendments will be made to the City of Redmond Comprehensive Plan, Transportation System Plan and development codes to reflect the amendments contained in Appendix 7 and actions outlined in the Memorandum of Understanding in Appendix 8.

Action 1B.8 directs ODOT to work with local governments to maintain the highway mobility standards on state highways by creating effective development practices through the following means:

- *Develop an adequate local network of arterials, collectors and local streets to limit the use of the state highway or interchanges for local trips;*
- *Reduce access to the state highway by use of shared accesses, access from side or back roads and frontage roads, and by development of local street networks as redevelopment along state highways occurs;*
- *Cluster development in compact development patterns off of state highways;*
- *Develop comprehensive plan, zoning and site plan review provisions that address highway mobility standards; and*
- *Avoid the expansion of urban growth boundaries along Interstate and Statewide Highways and around interchanges unless ODOT and the appropriate local governments agree to an interchange management plan to protect interchange operation or an access management plan for segments along non-freeway highways.*

Findings: The IAMP includes a Local Connectivity Plan that provides for improved circulation in the area around the interchange and facilitate the implementation of the IAMP access management plan that will ultimately eliminate direct access to US 97 from private approaches. Accesses will be removed from the state highway when the local roads are constructed.

Policy 1C: State Highway Freight System

It is the policy of the State of Oregon to balance the need for movement of goods with other uses of the highway system, and to recognize the importance of maintaining efficient through movement on major truck freight routes.

Action 1C.3 requires ODOT to treat designated freight routes as Expressways where the routes are outside of urban growth boundaries and unincorporated communities. Continue to treat freight routes as Expressways within urban growth boundaries where existing facilities are limited access or where corridor or transportation system plans indicate limited access.

Finding: US 97 is a part of the statewide freight system. From north of Madras to the Redmond UGB, Milepost 119.98, US 97 is designated as an Expressway. The IAMP recommends, as a separate action by the OTC, that US 97 be re-designated from Urban to an Expressway from Milepost 119.98 to the point where the US 97 Reroute connects back to its original alignment (approximately Milepost 121.66). The US 97 Redmond Reroute and Interchange Project will build a new interchange from the US 97 Reroute mainline to the local arterial road system and be managed as an Expressway. The interchange was designed to meet the demand of vehicles accessing US 97 at this location, including commercial vehicles.

Policy 1F: Highway Mobility Standards

It is the policy of the State of Oregon to use highway mobility standards to maintain acceptable and reliable levels of mobility on the state highway system. These standards shall be used for:

- ***Identifying state highway mobility performance expectations for planning and plan implementation;***
- ***Evaluating the impacts on state highways of amendments to transportation plans, acknowledged comprehensive plans and land use regulations pursuant to the Transportation Planning Rule (OAR 660-12-060); and***
- ***Guiding operations decisions such as managing access and traffic control systems to maintain acceptable highway performance.***

Action 1F.1 requires that highways operate at a certain level of mobility, depending on their location and classification. Part of this action requires that interchanges on Statewide Highways and Freight Routes be managed to maintain safe and efficient operation of the highway through the interchange area. The OHP directs that the maximum volume-to-capacity (V/C) ratio for the ramp terminals of interchange ramps be the smaller of the values of the V/C ratio for the crossroad or 0.85.

Finding: US 97 within the project area and the ramp termini of the proposed project will meet or exceed the OHP and HDM V/C ratio standards. For more detail on V/C ratios, see Chapter 4.

Policy 1G: Major Improvements

It is the policy of the State of Oregon to maintain highway performance and improve safety by improving system efficiency and management before adding capacity. ODOT will work in partnership with regional and local governments to address highway performance and safety needs.

Action 1G.1 directs agencies to make the fewest number of structural changes to a roadway system to address its identified needs and deficiencies through the 20-year planning horizon, and to protect the existing highway system before adding new facilities to it. The action ranks four priorities of projects, as follows:

- *Preserving the functionality of the existing system;*
- *Making minor improvements to improve the efficiency and capacity of the existing system;*
- *Adding capacity to the existing system; and finally*
- *Building new transportation facilities.*

Finding: As described below, the US 97 Redmond Reroute Interchange Project falls under the last priority. The project is needed as part of the US 97 Redmond Reroute to achieve adopted OHP mobility standards on US 97 based on forecast growth in traffic. Without the improvement, US 97 would not meet the OHP mobility standard.

Action 1G.2 requires that major improvement projects to state highway facilities go through a planning process that involves coordination between state, regional, and local stakeholders and the public, and that there is substantial support for the proposed improvement.

Finding: The US 97 Redmond Reroute Interchange Project includes a local contribution of \$11,400,000 and a federal earmark of \$12,180,000 which clearly demonstrate regional and local support for the project.

Action 1G.3 encourages the use of an intergovernmental agreement to implement a cost-sharing agreement when a project has major benefits to the local system, especially when local sponsors of the project envision purposes beyond those needed to meet state transportation objectives.

Finding: ODOT and the City of Redmond have entered into a Memorandum of Understanding (MOU) to establish their agreement on long-term transportation and land use issues in regard to the US 97 Reroute. It identifies the shared responsibilities for the provision of state and local roads that are necessary to carry out the management plan for the interchange area.

Action 1G.4 requires that major improvements be designed for limited access to protect through traffic movements. Develop and implement an access management

intergovernmental agreement and require the local jurisdiction to adopt supporting actions in the local comprehensive plan.

Finding: The IAMP contains an access management plan that protects the through traffic movement by eliminating all accesses to US 97 during the planning horizon. ODOT and the City of Redmond entered into a MOU that makes joint commitment to the plan and requires the city to make changes to their comprehensive plan and ordinances to implement the plan.

Action 1G.5 directs the state to negotiate an intergovernmental agreement with the local jurisdiction affected by a major improvement such as a bypass and transfer the ownership of the state routes that are bypassed to the local jurisdiction at the completion of the project.

Finding: The Memorandum of Understanding between ODOT and the City of Redmond regarding the US 97 Reroute stipulates that when the new highway is constructed the responsibility for the preexisting section of US 97 between MP119 and 121.79 will transfer to the city.

Policy 2D: Public Involvement

It is the policy of the State of Oregon to ensure that citizens, businesses, regional and local governments, state agencies, and tribal governments have opportunities to have input into decisions regarding proposed policies, plans, programs, and improvement projects that affect the state highway system.

Action 2D.1 requires that an effective public involvement program be conducted as part of improvement projects that create opportunities for citizens, businesses, regional and local governments, and state agencies to comment on proposed policies, plans, programs, and improvement projects.

Finding: The IAMP was developed in partnership with affected property owners in the interchange area, the City of Redmond, Deschutes County, and ODOT and other stakeholders, including interchange users. The general public and any interested local business operations within the study area were notified of public meetings related to the IAMP and they were provided opportunities to participate.

Policy 3A: Classification and Spacing Standards

It is the policy of the State of Oregon to manage the location, spacing and type of road and street intersections and approach roads on state highways to assure the safe and efficient operation of state highways consistent with the classification of the highways.

Action 3A.1 directs access management along state highways based on access management guidelines.

Finding: US 97 is classified as an statewide highway, and the proposed project complies with adopted policies in the OHP and OAR 734.0051. An access management plan (AMP) was developed as part of the IAMP. The AMP is implemented through the design of the US 97 Reroute and locally adopted plans and development regulations. The Access and circulation issues are addressed in detail in the IAMP.

Action 3A.2 relates to establishing spacing standards on state highways. The spacing standard for non-interstate interchanges is 3 miles in rural areas and 1.9 mile in urban areas. For other private (driveway) and/or public (street) approaches, the spacing standard is 990 and 1320 feet respectively

Finding: The US 97 Redmond Reroute Interchange Project complies with ODOT and the FHWA minimum spacing standards. Deviations have been approved as part of the Short-Term action items. There is no existing or planned interchange within one mile of the US 97 Redmond Reroute Interchange Project. See Chapter 5 of the IAMP for the AMP. All Deviations have been approved by the Engineer of Record (EOR).

Policy 3B: Medians

It is the policy of the State of Oregon to plan for and manage the placement of medians and the location of median openings on state highways to enhance the efficiency and safety of the highways, and influence and support land use development patterns that are consistent with approved transportation system plans.

Action 3B.2 requires the design and construction of non-traversable medians for all new multi-lane highways constructed on completely new alignment;

Finding: A non-traversable median will be constructed as part of the US 97 Reroute project for the entire length of the project. Breaks in the median will only occur at signalized intersection on the Reroute.

Policy 3C: Interchange Access Management Areas

It is the policy of the State of Oregon to plan for and manage grade-separated interchange areas to ensure safe and efficient operation between connecting roadways.

Action 3C.1 requires that an IAMP be developed to protect the function of interchanges and provide safe and efficient operations between connecting roadways.

Finding: The US 97 Redmond Reroute IAMP was developed for the project. The intent of the IAMP is to manage the facility and adjacent land use to protect the function of the interchange to ensure safe and efficient operations between US 97 and North Canal Blvd. and NW 6th Street (Business 97). An access management plan is included as an integral component of the IAMP.

Action 3C.2 addresses spacing, access, and other supporting requirements for an interchange improvement project.

Finding: The requirements of this policy are discussed below:

Necessary supporting improvements such as road networks, channelization, medians, and access control in the interchange management area must be identified in the local comprehensive plan and committed with an identified funding source or must be in place. The Redmond Comprehensive Plan, TSP, Development Code and Public Improvement Standards, commit to a network of future local road improvements that have been demonstrated to reduce demand for state highway travel in the interchange management area. These facilities will largely be constructed as a requirement of new development. The proposed US 97 Redmond Interchange project does include channelization, medians and access control as described in the IAMP.

ODOT's minimum spacing standards require that full access to cross streets be no closer than 1,320 feet from an interchange ramp when possible.

Quince Avenue

The nearest full access cross streets to the US 97 Redmond interchange are Quince Avenue approximately 1,000 feet to the south on NW 6th Street and King Way approximately 600 feet to the north. While Quince Avenue exist today as a "T" intersection and is closer to the US 97 ramps than called for by the ODOT spacing standards, not allowing Quince Avenue in order to meet ODOT spacing standards would negatively affect land use and traffic operations. The Quince Avenue connection is essential to maintain local access and total transportation system circulation in the area. Quince Ave is called to be a "Four-Legged" intersection in the TSP.

King Way

King Way connects to North Canal Boulevard in the immediate area of the interchange. In conjunction with the construction of the interchange, North Canal Boulevard will be relocated to connect with NW 6th Street at the US 97 Reroute interchange. As a result, King way will be relocated to the north to connect with North Canal Boulevard. While King Way will be closer to the US 97 ramps than called for by the ODOT spacing standards, not allowing the connection of King Way in order to meet ODOT spacing standards would negatively affect land use and traffic operations. In the long-term, the Local Connectivity Plan developed as part of the IAMP will have this connection closed and King Way relocated north 1,320 feet to the future location of a signalized intersection.

Larch Avenue

The US 97 Reroute Project has incorporated a US 97 southbound right-in/right-out at Larch Avenue. Larch Avenue is located approximate 3600 feet from the end of the US 97

southbound on-ramp. While Larch Avenue will be closer to the US 97 ramps than called for by the ODOT spacing standards, not allowing the connection of Larch Avenue in order to meet ODOT spacing standards would negatively affect land use and traffic operations. In the near-term, the Larch Avenue connection will not cause the operation of US 97 or the interchange to not meet adopted ODOT mobility standards. To ensure that the Larch Avenue connection does not negatively affect the operation of US 97 or the interchange, an operational review will be conducted annually by ODOT and the City of Redmond. At such time as the Larch Avenue connection does not meet ODOT mobility standards, either improvements will be made to the local street system to bring the Larch Avenue connection into compliance with ODOT standards, or the Larch Avenue connection to US 97 will be closed.

While these access locations do not meet the full spacing standards, they do improve on the current condition, will operate adequately, and have been approved through a deviation by the EOR. This IAMP and supporting traffic analysis serve as the documentation to support the deviations from the ODOT spacing standards required for these connections.

Road Classification

The US 97 Redmond interchange connects a Statewide Highway with a major arterial road, NW 6th Street (formerly US 97), which complies with the request that statewide highways connect with state highways, or major or minor arterials.

Alternative Transportation Modes

The US 97 Redmond Interchange Project will create bicycle lanes and sidewalks on both sides to facilitate bicycle and pedestrian movement.

Policy 4A: Efficiency of Freight Movement

It is the policy of the State of Oregon to maintain and improve the efficiency of freight movement on the state highway system and access to intermodal connections. The State shall seek to balance the needs of long distance and through freight movements with local transportation needs on highway facilities in both urban areas and rural communities.

Policy 4B, Action 4B.4

Action 4B.4 requires that highway projects encourage the use of alternative passenger modes to reduce local trips.

Finding: The US 97 Redmond Interchange Project that relates to NW 6th Street would add one bicycle lane and 6-foot sidewalks on both sides of the roadway, where bicycle and pedestrian facilities do not exist today.

Oregon's Statewide Planning Goals

The State of Oregon has established 19 statewide planning goals to guide local and regional land use planning. The goals express the state's policies on land use and related topics. The Oregon Department of Land Conservation and Development (DLCD) has acknowledged that the Redmond Comprehensive Plan is in compliance with the statewide planning goals. Because the US 97 Redmond Reroute Interchange Project is consistent with the City comprehensive plans (as discussed in the Local Plans, Policies, and Codes subsection below), the project is thus consistent with the statewide planning goals. No exceptions to statewide planning goals are needed.

Transportation Planning Rule

The Transportation Planning Rule (TPR) implements Oregon Statewide Planning Goal 12, which encourages construction of transportation facilities that are safe and efficient and designed to reduce automobile reliance. The objective of the TPR is to reduce air pollution, congestion, and other livability problems found in urban areas. Its relation to the proposed interchange project is described in the following subsections.

660-012-0010—Transportation Planning

Section 660-012-0010 discusses the two phases of transportation planning: transportation system planning, where land use controls are established, and transportation project development, where specific projects are designed to implement the TSP.

Finding: The construction of the US 97 Redmond interchange is recommended in the 2000 Redmond TSP.

660-012-0035 – Evaluation and Selection of Transportation System Alternatives

Section 660-012-0035 describes standards and alternatives available to entities weighing and selecting transportation projects, including benefits to different modes, land use alternatives, and environmental and economic impacts.

Finding: The primary users of the US 97 Redmond Reroute interchange are personal and commercial vehicles. The objective of the proposed project is to improve mobility and safety. A portion of this project would be constructing a new North Canal Blvd. to connect with NW 6th Street and adding bicycle and pedestrian facilities where currently there are none.

660-012-0050—Transportation Project Development

Section 660-012-0050 prescribes that transportation projects be reviewed for compliance with local and regional plans and, where applicable, undergo a NEPA process.

Finding: The EA prepared for the US 97 Reroute documents how the proposed project complies with applicable acknowledged comprehensive plan policies and land use regulations.

ODOT Access Management Rules OAR 734-051

The intention of ODOT's Access Management Rule is to balance the safety and mobility needs of travelers along state highways with the access needs of property and business owners. ODOT's rule sets guidelines for managing access to the state's highway facilities in order to maintain highway function, operations, safety, and the preservation of public investment consistent with the policies of the 1999 OHP.

Finding: This OAR is relevant to the US 97 Redmond Reroute Interchange Project because the project proposes to consolidating approaches to improve safety and mobility along the US 97 corridor. In Appendix D of the OHP, US 97 is classified as a Statewide Highway. As described in the IAMP, all intersections within the area will meet the level of service standards specified in the OHP except for the intersection of US 97 and Larch Avenue. This intersection is projected to fail by the year 2020. As this intersection is planned for limited right-in/right-out movements only, there is little that can be done to mitigate operations. ODOT and the city have committed in the plan to close Larch Avenue if safety and operational problems develop as part of the annual review process outlined in the adopted MOU for the Redmond Reroute (Appendix 8).

734-051-0115, Access Management Spacing Standards for Approaches

Section 734-051-0115 states that access management spacing standards depend on highway classification, type of area, and posted speed, and are to be applied to reconstruction as well as new construction projects.

Finding: The proposed project includes widening North Canal Blvd from roughly 750 feet north of US 97 Redmond Reroute interchange ramp terminals, and south to NW 6th Street, a stretch of roughly 0.45-mile. The project will close or consolidate access from more than 6 businesses to the state highway. Deviations to the access management spacing standards are being requested as part of the project. Section 734-051-0115 allows deviations in cases where a right of access exists, the designated access management standards cannot be accomplished, and where the property(ies) do not have reasonable access. The proposed access management spacing deviation locations at Larch Avenue (right-in, right-out only) and Kings Way, are in areas where development has largely occurred, have proposed modifications to close access, and provide the only reasonable access for many adjacent properties to the public street system.

734-051-0125, Interchange Access Management Area Spacing Standards for Approaches

Section 734-051-0125 calls for a plan to be developed for the management of grade-separated interchange areas to ensure safe and efficient operation between connecting roadways.

Finding: This IAMP addresses access management for the area of the US 97 Redmond Reroute interchange that will provide for improved operations that meet OHP and HDM mobility standards, the proposed interchange and access management elements ensure the safe and efficient operation between the highway and connecting local streets.

734-051-0155, Access Management Plans, Access Management Plans for Interchanges and Interchange Area Management Plans

Section 734-051-0155 encourages the development of highway segment access management plans and interchange area management plans, especially for facilities with high traffic volumes and/or that provide important statewide or regional connectivity, and have the following characteristics: where existing developments do not meet spacing standards, existing development patterns and plans would result in a deviation request, or an access management plan would preserve or enhance the safe and efficient operation of a state highway.

Finding: An access management plan and strategy were developed as part of the IAMP, as part of the US 97 Redmond Reroute and Interchange construction project and addresses this provision of Division 51.

734-051-0165, Design of Approaches

Section 734-051-0165 stipulates access control measures related to the construction or improvement of roads and/or interchanges. In accordance with 734-051-0165, approaches may be mitigated, modified, or closed pursuant to an adopted access management plan or IAMP.

Finding: The proposed plan identifies roughly 17 driveways along the US 97 corridor, North Canal Blvd, and NW 6th Street that will be either closed or consolidated. The plan calls for closing driveways where multiple driveways exist and, where possible, combining driveways to serve multiple businesses. Three accesses would be modified from full access to right-in, right-out only.

A right-in/right-out approach to Larch Street is not consistent with established access management standards. A deviation to authorize this project with lesser spacing is described in this IAMP and has been approved by the Engineer of Record.

State Agency Coordination Program (December 1990) (OAR 731-0015)

State agency coordination programs describe what agencies will do to comply with Oregon's land use planning program. Specifically, they describe how an agency (that is, ODOT) will meet its obligations under ORS 197.180 to carry out its programs affecting land use in compliance with the statewide planning goals and in a manner compatible with acknowledged comprehensive plans. Any needed local agency coordination not already accomplished or underway would occur before or as part of final project design.

The ODOT State Agency Coordination Rule (OAR 731-0015) required the Oregon Transportation Commission to adopt IAMPs as part of and consistent with the adopted policies and direction of the state TSP. These plans must comply with the Statewide Planning Goals and be compatible with local government comprehensive plans.

Finding: The City of Redmond has determined that the IAMP will be consistent with its comprehensive plans with adoption of amendments to existing plans as described in an MOU with ODOT (Appendix 8) and thereby establishing compliance with the statewide planning goals. The IAMP will be adopted as part of the state TSP. The review of the proposed alternatives with local plans and documented herein meets the stipulations of the state agency coordination program.

Freight Moves the Oregon Economy (1999)

As indicated in this publication, "Freight plays a major role in moving the Oregon economy. Most freight moves by truck, rail, waterway, air, and pipeline with truck accounting for the greatest volume of freight."

Finding: By constructing the US 97 Redmond Reroute Interchange to better serve truck and freight traffic (both geometrically and operationally), the US 97 Redmond Reroute interchange is consistent with proposed strategies in this document to reduce delay and eliminate travel barriers. The IAMP is consistent with this plan because it seeks to accommodate the safe and efficient movement of freight.

Local Plans, Policies, and Ordinances

City of Redmond Transportation System Plan (updated 2001)

The Redmond TSP identifies transportation needs to support planned land uses in the city over a 20-year time horizon as defined by the 2000 Redmond Comprehensive Plan. The TSP was created in accordance with the TPR (Oregon Administrative Rule [OAR] 660-012-045) and the Comprehensive Land Use Planning Statute (Oregon Revised Statutes [ORS] 197.712).

Finding: The Redmond TSP identifies the US 97 Redmond Reroute and Interchange Project as the preferred alternative for accommodating through traffic in Redmond. The City of Redmond will be incorporating into their on-going TSP update the required

amendments identified in the IAMP which included a Traffic Signal Plan (Figure 5.3), a Local Street Connectivity Plan (Figure 5.4), and an Access Spacing Standards for NW 6th Street (Business 97) and North Canal Boulevard. The City of Redmond will also be incorporating into their TSP update the local facility improvements identified in the IAMP needed to protect the interchange through the plan period.

City of Redmond Comprehensive Plan (1978, amendments through 2005)

The City of Redmond Comprehensive Plan, which is currently being updated, acts as a guide for future growth and development within the urban area using a framework of goals and policies that respond to current needs and conditions in addition to guiding future City programs, major capital projects, and other funding decisions through the year 2020. The updated plan will extend this period through 2025.

The Comprehensive Plan goals, policies were designed for implementation through the Redmond Urban Area Transportation Plan addressing transportation system management, treatment of state highways, and development of local street systems, street design, and other transportation elements.

Finding: The City of Redmond will be incorporating into their comprehensive plan the required amendments identified in the IAMP which included the requirement that master plans be consistent with the Local Street Connectivity Plan (Figure 5.4), that property annexed to the city must relinquish all direct access rights to the highway, and incorporate the IAMP access management strategy for NW 6th Street (Business 97) and North Canal Boulevard.

Redmond Development Code

These regulations have been adopted for the purpose of promoting the health, safety, peace, comfort, convenience, economic well-being, and general welfare and to carry out the City of Redmond Comprehensive Plan and Statewide Planning Goals. They are intended to promote an orderly use of land within the city to avoid detrimental effects to other land uses and City facilities. Article III of the Development Regulations includes standards for subdividing and partitioning land within the city. These include regulations pertaining to the location and design of future streets, procedures for street dedications, and requirements for the sizes, shapes, and orientation of individual lots.

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Finding: The City of Redmond will be incorporating into their development regulations the required amendments identified in the IAMP which included the requirement that master plans show direct access to local streets, not the State highway, be consistent with the Local Street Connectivity Plan (Figure 5.4), and property going through the master

planning process relinquish all direct access rights to the highway, US 97. Redmond will also be amending their development regulations to adopt access management standards for 6th Street (Business 97) and North Canal Boulevard consistent with the OHP classification for “Statewide” and “District” highways in urban areas (See Appendix 7 and 8).