A Review of Oregon's Innovative

INTERCHANGE
AREA
MANAGEMENT
PLAN

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KITTELSON & ASSOCIATES, INC.
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Presentation Overview

- **IAMP Background**
  - What is an IAMP?
  - Why prepare an IAMP?
  - What are the Objectives of an IAMP?
  - What are the Elements of an IAMP?
  - IAMP Toolbox
- **IAMP Case Studies**
  - Highway 18/99W (McMinnville)
  - OR 201/I-84 (North Ontario Interchange)
- **IAMP Public Involvement Techniques & Tools**
- **Wrap-Up**
  - Lessons Learned
  - Keys to Success
  - What's So Different About an IAMP

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What is an IAMP?

- Long-range (20+ year) plan, strategy and agreement to protect function of highway interchange and the major highway investment

- Process to make land use and transportation decisions about how interchange will be managed to protect the long-term function within the interchange area

- Applied to new interchanges or major changes to existing interchanges (OHP Policy 3C)

- Incorporates the access management rule that requires ODOT to develop plans for new interchanges and major changes to interchanges (OAR 734-051)

Why Prepare an IAMP?

- Many interchanges were built 30 to 40 years ago to serve low levels of development
- Many interchange areas were committed to development before state land use program created
- Existing, improved and new interchanges are attractive locations for development and provide access to market areas and increase land values
- Interchange issues stem from conflicting needs between providing long-distance travel and accommodating local growth demands
- There is a need to protect the significant state investment in an interchange

What are the Objectives of an IAMP?

- Prolong the useful life of the state's investment in the interchange
- Establish the desired function of the interchange
- Balance the need to support community development interests with the need for safe and efficient operations within the interchange area
- Provide certainty for property and business owners and local governments
- Establish agreements with local governments on how to effectively manage the long-term function of the interchange, adjacent land uses and the supporting transportation system
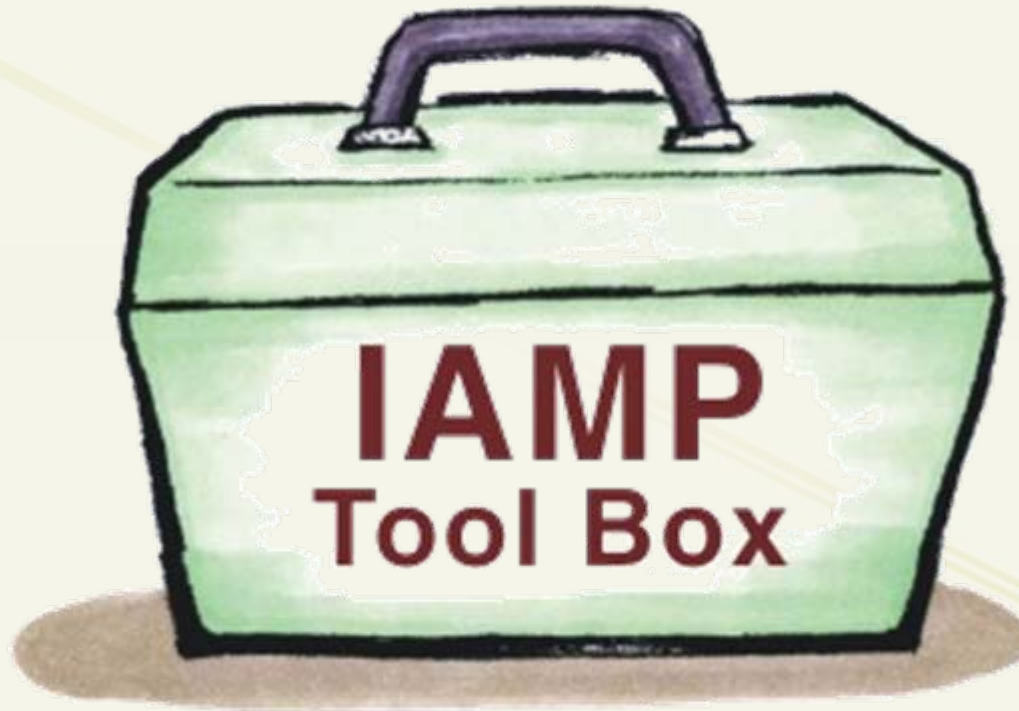
What are the Elements of an IAMP?

- **Interchange Design**
  - Determine Function / Purpose of Interchange
  - Balance regional (through) traffic with local traffic
- **Access Management**
  - Significant tool to manage long-term function
  - Minimize conflicts in the influence area
- **Land Use Compatibility**
  - Serve land uses in Comprehensive Plan
  - Agreement to maintain compatible land uses
- **Environmental Impacts**
  - Provide early work for NEPA in project development
  - Identify needed land use actions to authorize project
- **Agreement with local governments**
  - Mutually adopted by OTC and local government(s)
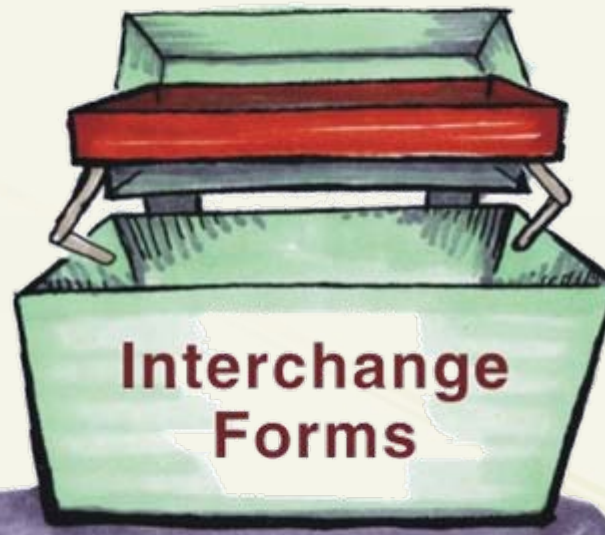 - Agreement to implement the IAMP

IAMP Tool Box

SPUI

SYSTEM INTX

PARCLO

TIGHT DIAMOND

DIAMOND

Interchange Forms

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PARTIAL DRIVEWAY RESTRICTIONS

TRAFFIC CONTROL DEVICES

MEDIANS

Access Management Tools

CROSSOVER EASEMENTS

FRONTAGE ROADS

Land Use Management Tools

UP ZONES

OVERLAY ZONES

TRIP CAPS

DOWN ZONES

Land Use Management Tools

Public Involvement Tools

ONE-ON-ONE MEETINGS

CHARETTES

WORKSHOPS

WEB PAGES

Public Involvement Tools

NEWSLETTERS

ROW CONSULTATIONS

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OVERLAY ZONES

TIF

Funding Tools

LID

OAR: 734-051

OHP

ACCESS
MANAGEMENT
MANUAL

Policy
Tools

Agency Implementation of IAMP Tools

- **State Agency Actions**
  - Determine Mobility Standards (V/C, LOS)
  - Implement Access Spacing Standards
  - Purchase Access Control
  - Establish Deed Restrictions
- **State/Local Agency Joint Actions**
  - Define Interchange Function
  - Plan Local Circulation Improvements
  - Adopt Land Use Changes/Overlay Zones
  - Adopt Land Development Policies/Ordinances
  - Adopt Economic Development Policies/ Ordinances
  - Adopt Trip Caps
  - Adopt Trip Budgets
  - Adopt Demand Management Strategies
  - Mutual Adoption or Letter of Consistency

IAMP Case Studies

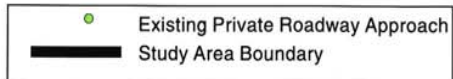- Highway 18/99W (McMinnville, Oregon)
- OR201/I-84 (Ontario, Oregon)

Highway 18/99W (McMinnville)

- Background
  - Privately Developed and Funded
  - Simplified ODOT/City/Property Owner Development Process
  - Transportation Driven Process
- Lessons Learned
  - The More the Alternatives, the Better
  - Educate, Educate, Educate…
- Key Elements
  - Short and Medium/Long Term Plans
  - Right of Way and Roadway Cross-Sectional Requirements
  - Access and Circulation Plan

Existing Private Roadway Approach
Study Area Boundary
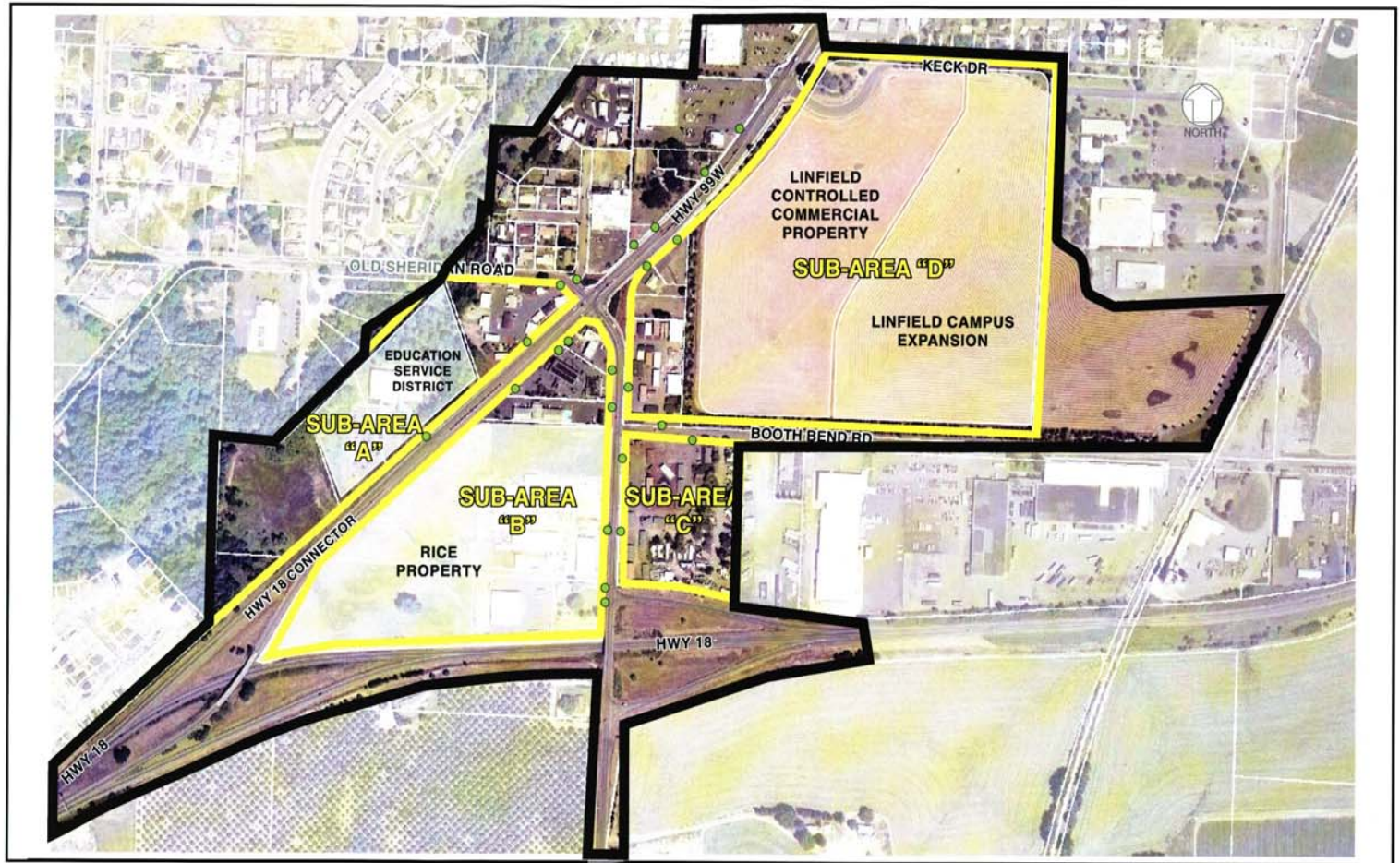
SUB-AREA MAP AND EXISTING ACCESS LOCATIONS

HWY 18/99W SOUTH INTERCHANGE ACCESS MANAGEMENT PLAN
MCMINNVILLE, OREGON
AUGUST 2002

FIGURE 1

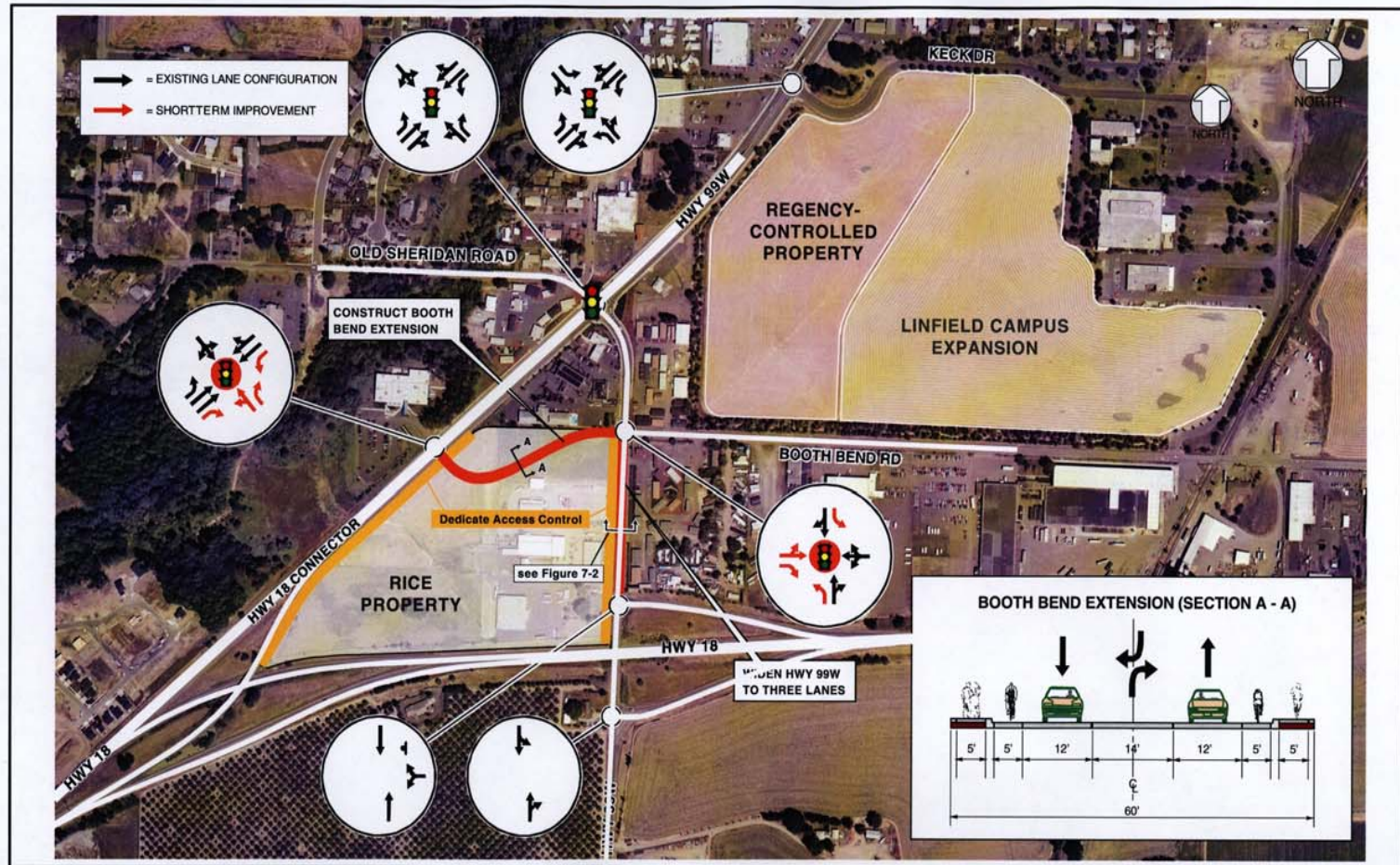KITTELSON & ASSOCIATES, INC.
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Highway 18/99W (McMinnville) (cont.)

SHORT-TERM TRANSPORTATION IMPROVEMENT PLAN

HWY 18/99W SOUTH INTERCHANGE ACCESS MANAGEMENT PLAN
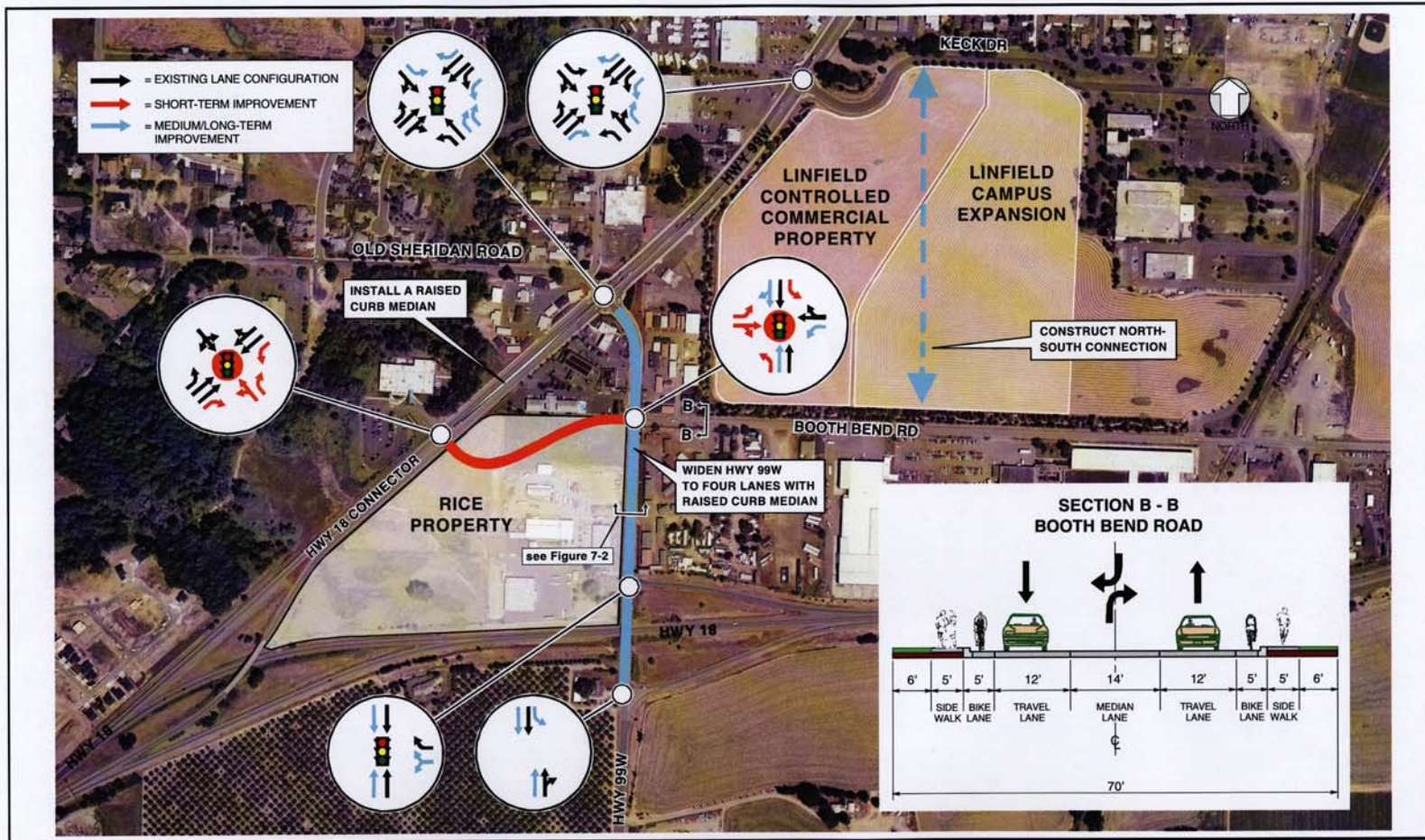MCMINNVILLE, OREGON
AUGUST 2002

FIGURE 2

MEDIUM-/LONG-TERM TRANSPORTATION IMPROVEMENT PLAN

HWY 18/99W SOUTH INTERCHANGE ACCESS MANAGEMENT PLAN
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FIGURE 4

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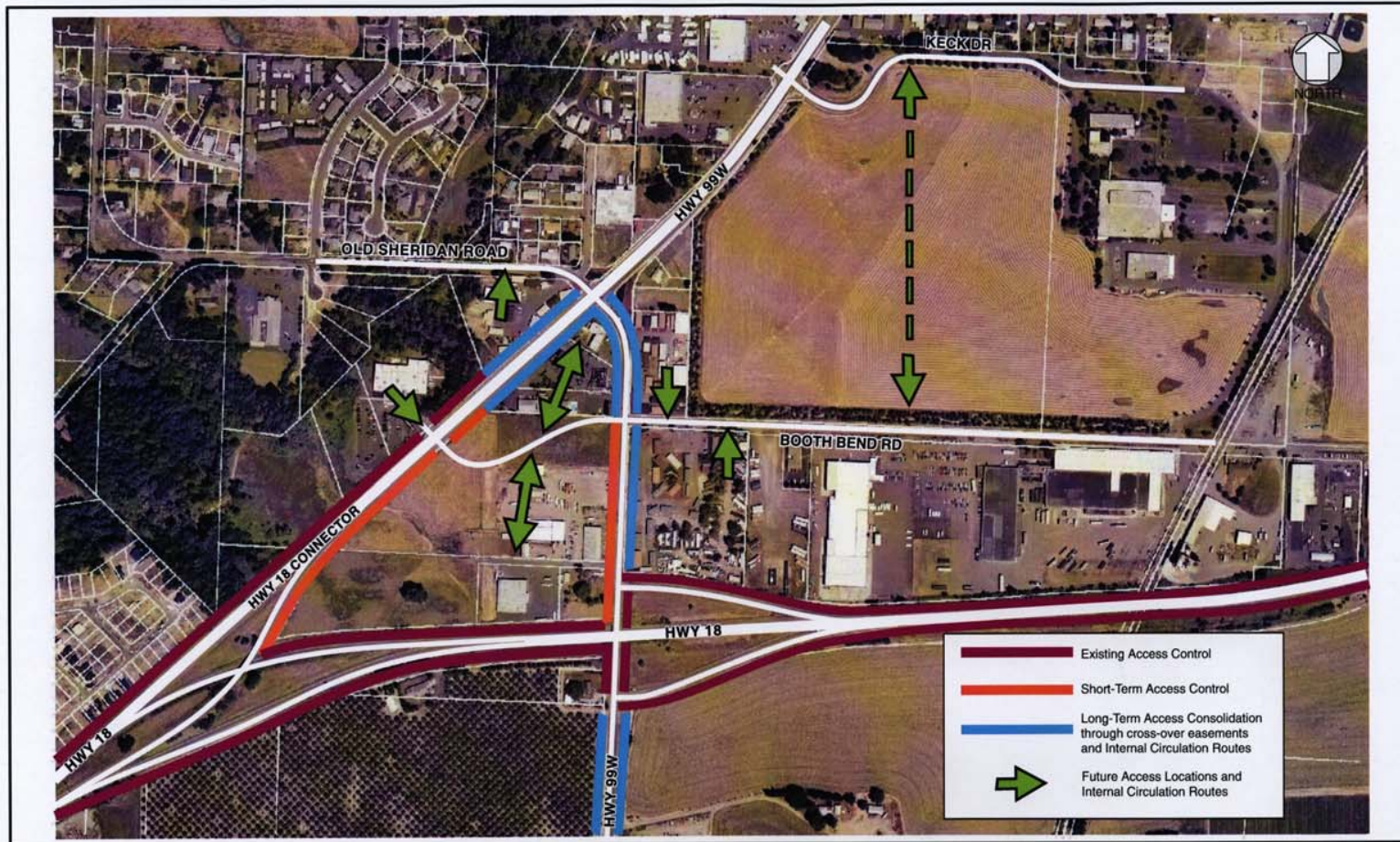
ACCESS MANAGEMENT AND CIRCULATION PLAN

HWY 18/99W SOUTH INTERCHANGE ACCESS MANAGEMENT PLAN
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FIGURE 6

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OR 201/I-84 (North Ontario)

- **Background**
  - Current interchange was obsolete
  - OTIA funded project
- **Lessons Learned**
  - The obvious answer isn't always correct
  - Stakeholder decision-making can work
- **Key Elements**
  - Local participation and public involvement process
  - Short, medium and long-term transportation improvements
  - Access management & local circulation plans
  - Right of way & roadway cross-section requirements

OR 201/I-84 (North Ontario) (cont.)

- **Short-term transportation improvements**
  - Stakeholders helped develop evaluation criteria and 12 interchange concepts
  - Concepts were screened to a preferred concept in several steps
  - Local circulation & access management plans were developed with the stakeholders
  - Short-term improvements included acquiring ultimate R/W needs and access control and construction of three-lane version of new interchange and connection to the Beltline

OR 201/I-84 (North Ontario) (cont.)

- **Medium and long-term transportation improvements**
  - Expand OR 201 to five lanes
  - Construct a number of local roadways to create local circulation network (by City or developers)

OR 201/I-84 (North Ontario) (cont.)

North Ontario Interchange Area Management Plan

North Ontario IAMP Access Management & Circulation Plan

Figure 5-4

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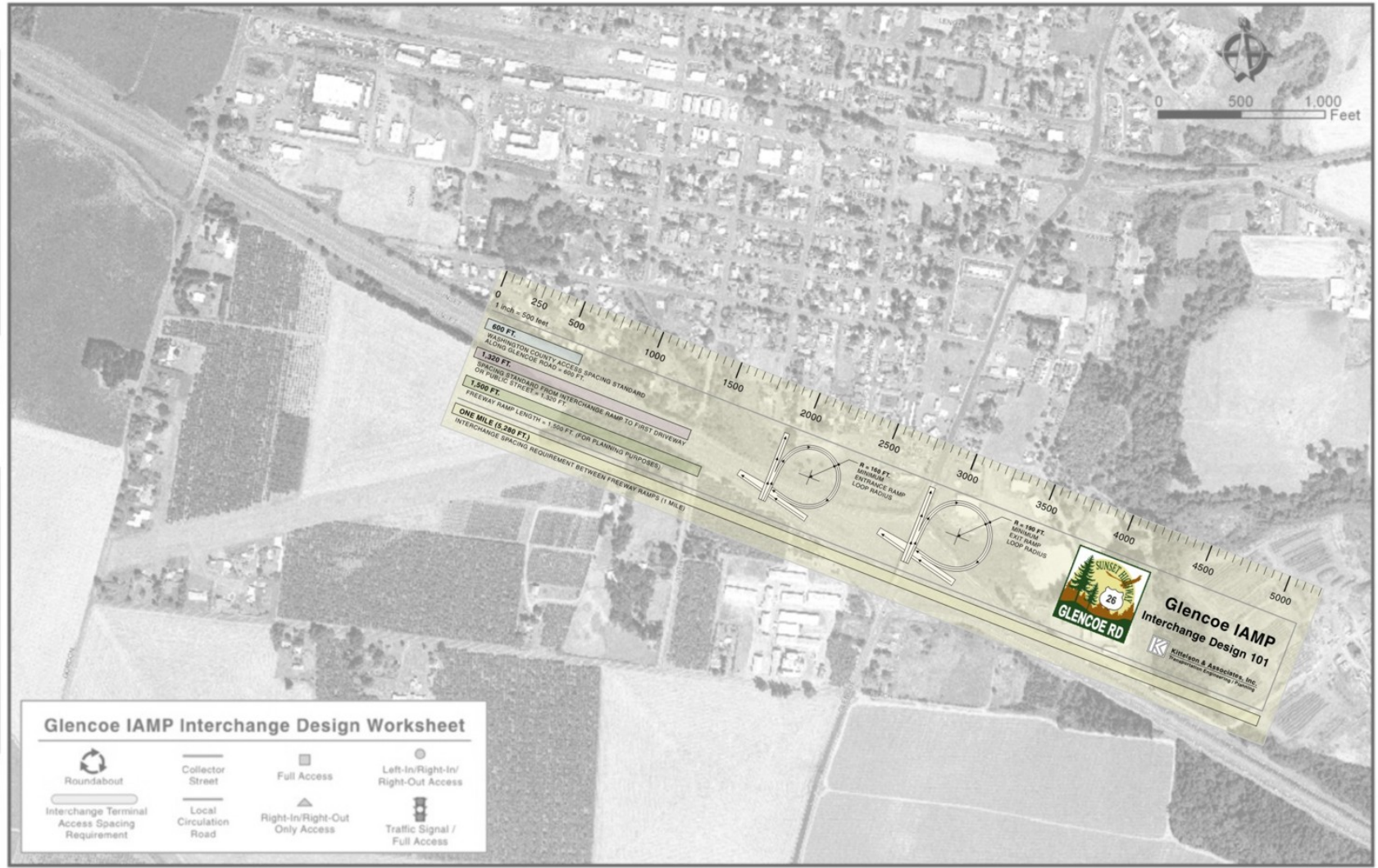
IAMP Public Involvement Techniques & Tools

- IAMP 101 Classes
  - Interchange Area Management Plans
  - Interchange Design Needs & Tools
  - Local Access & Circulation Needs & Tools
  - Land Use/Transportation Relationships & Management Tools
- Follow-up Hands-on Workshops
- Stakeholder Decision-making

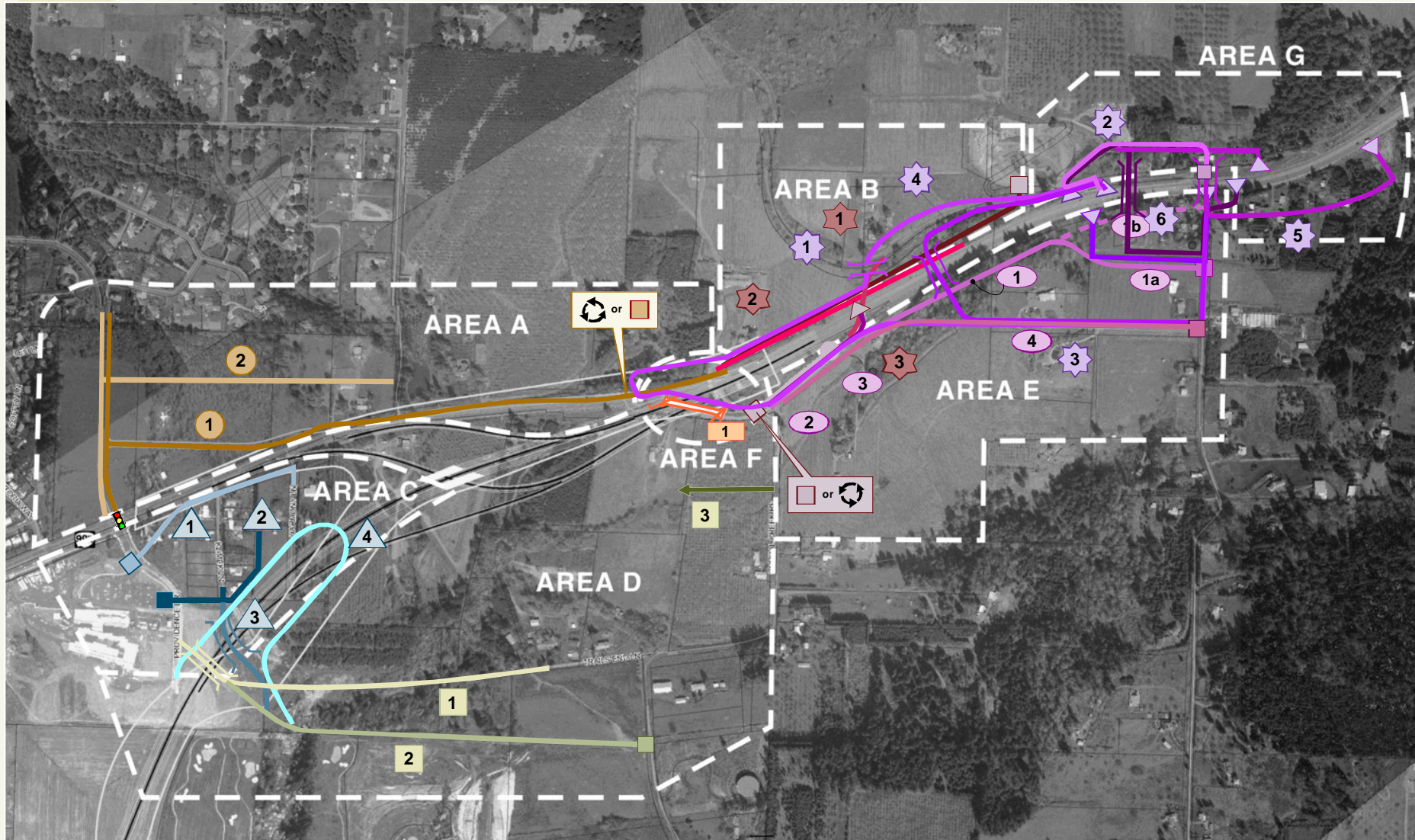KITTELSON & ASSOCIATES, INC.
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Interchange Design Workshop Example

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Local Access & Circulation Workshop Example

Local Access & Circulation Workshop Example

Lessons Learned

- Remember that each IAMP in "UNIQUE"
- Credible and complete technical analysis is the foundation of any successful process
- Partnership with local government is essential
- Recognize that the local area has a right to economic development
- Balance local land use desires with transportation needs
- Get local buy-in to land use assumptions
- Effectively listen and respond honestly
- Emphasize areas of mutual self-interest
- Stakeholders want to discuss final design issues
- In developed areas, expect to compromise on design standards, but not on safety
- Analyze and communicate in terms of the "Big Picture"

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Lessons Learned (cont.)

- **Public Process and Development Techniques**
  - Keep the Project in Rhythm
  - Create an Effective Stakeholder Group
  - Educate the Stakeholders (IAMP 101s)
  - Include the Stakeholders in the Decision-Making Process
  - Keep the Decision-Making Process Transparent
  - Interchange Form First, Local Access & Circulation Second, Management Techniques Third
  - Use the Proper Tools (Forget CAD!)
  - Deliver the Product in a Timely Manner

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Keys to Success:

- (I)nvestigate All Management Possibilities
- (A)llow the Process to Dictate the Solution
- (M)aintain Project Tempo and Expectations
- (P)rovide Certainty to All Parties

So What's Different About an IAMP?

- Makes the Land Use/Transportation connection
- Looks at a minimum study area of ¼-mile from the terminals
- Obtains mutual buy-in as to what the future land use development is going to be
- Secures ODOT commitment to provide the state system transportation facilities and local commitment to provide the supporting transportation facilities
- Provides dynamic management tools throughout the life of the interchange
- Requires formal local adoption of IAMP into the Comprehensive Plan followed by OTC adoption

Questions!

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