

BARRY Celia

From: COLE Terry D [Terry.D.COLE@odot.state.or.us]
Sent: Wednesday, July 29, 2009 1:05 PM
To: BARRY Celia
Cc: HAVIG Erik M; STICH Candice A (SMTP); ALVARADO Victor; BAILEY Chris G; Knee Deep Cattle Company
Subject: Coburg IAMP--Van Duyn access control

Good afternoon Celia,

As per our conversation on Monday and in response to the discussion that I also had on Monday with Mike Stevenson of the Knee Deep Cattle Company, I am writing to confirm that ODOT has agreed to shorten the length of our planned access control purchase on Van Duyn Road east of I-5. My conversation with Mr. Stevenson and subsequent confirmation from Brad Lemhouse of your Public Works staff revealed that Hereford Road is not a public road to which Mr. Stevenson would have alternate access. Mr. Stevenson indicated that he would be supportive of the IAMP if we agreed to reduce the access control purchase north and south of Van Duyn to a point coinciding with the northwest corner of tax lot 400 in the Diamond Ridge Subdivision, south on Van Duyn Road. This access control line purchase would cover approximately 1/2 of the Van Duyn Road frontage of tax lot 100 or a distance of approximately 2000' (feet) from the northbound Interstate 5 on/off ramps. As part of the Coburg interchange project, ODOT does agree to limit the purchase of access control to this reduced (from the IAMP recommendation) distance. With this decision, ODOT does not plan to extend access control along Van Duyn any further east in the future, nor along any portion of Hereford Road.

Additionally, the two tax lots in the Diamond Ridge Subdivision that are currently included in the IAMP overlay boundary (tax lots 400 and 1200) do not access Van Duyn directly and likely will not, given the subdivision road pattern. Consequently, ODOT does intend to amend the boundary to exclude these tax lots from the IAMP boundary as part the IAMP update that is planned in conjunction with the future update of the Coburg Comprehensive Plan and Transportation System Plan.

Finally, as indicated in the IAMP, ODOT has no objection to accepting an application to provide an access to serve the existing allowed land uses on tax lot 100 or other adjacent tax lots that may also be served north of Van Duyn at a point directly across from the proposed frontage road south on Van Duyn Road, approximately 1320' (feet) from the northbound Interstate 5 on/off ramps.

Please provide this information to your County Commissioner for their consideration as part of the IAMP adoption action scheduled for August 5, 2009. Thanks very much for your attention to this matter.

Terry Cole, Lead Planner
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07/30/2009

- Install a new southbound left-turn lane and northbound left-turn pocket on Coburg Industrial Way (and realigned Roberts Road) at Pearl Street (ODOT).
- Purchase access control and do not allow any new private access east of I-5 along Van Duyn Road from the NB interchange ramp terminal to a point 2,000 feet east of the NB terminal and do not allow any full accesses within 1,320 feet of the NB terminal (ODOT). In the interim, allow the properties in the UGB to continue to access Van Duyn directly from within the UGB. Upon redevelopment of one or more of these properties within the current UGB, implement changes to this access as needed to address safety issues or seek development and use of the access road right-of-way purchased by ODOT during the initial phase of the interchange project if it has not already been developed as part of a subsequent phase of the interchange project (ODOT).
- Consolidate all accesses on the southern side of Van Duyn Road to a point at least 1,320 feet from the north-bound ramp terminal intersection. Close accesses less than 1,320 feet from this location and construct an alternate access road. This road may be constructed by ODOT and maintained as a public road by Lane County or the City of Coburg, or it may be constructed privately in conjunction with redevelopment of properties within the Coburg UGB east of I-5, depending on the timing and availability of funds to construct future phases of the interchange project
- The eventual construction of this access road will require an exception to Goal 3 of the Statewide Land Use Planning Goals, the reasons for which are summarized in Appendix L. If an exception is not granted by Lane County, ODOT will need to develop another alternative access for urban properties east of the interstate (ODOT, other responsible parties).
- Work with Lane Transit District to expand bus rapid transit to Coburg (City of Coburg).
- Market Lane Transit District's Group Pass Program to employers, and promote carpool and vanpool services (City of Coburg).
- Implement local circulation improvements consistent with the Coburg TSP that provide alternative circulation and access for the lane north of Pearl Street and west of I-5 within the IAMP study area (City of Coburg).
- Design and construct the northern and southern connection alignments (extending Coburg Industrial Way north and Roberts Road south) as depicted in Map 16 of the Coburg TSP (City of Coburg).
- As Coburg develops, monitor the need for a park-and-ride (City of Coburg).

The Recommended Alternative physical and operational recommendations are discussed in greater detail in Section 5 of this IAMP.

Recommended Alternative—Access Management

To protect these infrastructure investments, access management recommendations were also developed as part of the Recommended Alternative, as shown in Figure 5-1. The Access Management Plan reduces by 11 the number of private and public accesses onto Pearl Street and Van Duyn Road by the year 2031. The Access Management Plan identifies access

- Realign Roberts Road to meet the existing signalized Coburg Industrial Way intersection. The newly realigned Roberts Road would be constructed to road standards that accommodate freight vehicles (ODOT).
- Add a new connection between the aligned Roberts Road and original Roberts Road (ODOT).
- Purchase access control and do not allow any new private accesses west of I-5 along Pearl Street from the interchange ramp to a point 1,000 feet west of Coburg Industrial Way. In the interim, allow the Stuart Way driveway access at Pearl Street. Upon redevelopment of the Truck and Travel site (located east and west of Stuart Way), realign Stuart Way west of its current location to improve spacing with Coburg Industrial Way.
- Close access to the original Roberts Road at Pearl Street. This closure would only occur after or at the same time as the opening of the new Roberts Road/Coburg Industrial Way intersection to ensure continuous business access. A cul-de-sac will be constructed at the north termination of the original Roberts road that is navigable for WB-67 trucks (ODOT).
- Install a northbound left-turn pocket on Coburg Industrial Way at Pearl Street (ODOT).
- Coordinate traffic signal operations along Pearl Street; ensure signal optimization (ODOT/Lane County).
- Purchase access control and do not allow any new private access east of I-5 along Van Duyn Road from the NB interchange ramp terminal to a point 2,000 feet east of the NB terminal and do not allow any full accesses within 1,320 feet of the NB terminal (ODOT). In the interim, allow the properties in the UGB to continue to access Van Duyn directly from within the UGB. Upon redevelopment of one or more of these properties within the current UGB, implement changes to this access as needed to address safety issues or seek development and use of the access road right-of-way purchased by ODOT during the initial phase of the interchange project if it has not already been developed as part of a subsequent phase of the interchange project (ODOT).
- Purchase right-of-way needed to construct an access road from the areas with the Coburg UGB east of I-5 to a point approximately 1320' east of the northbound ramp terminals (eventual construction of this access road will require an exception to Goal 3 of the statewide planning goals—if an exception is not granted by Lane County, ODOT will need to develop an alternative access approach to address this issue) (ODOT). See Appendix L for the justification for a goal exception.
- Work with Lane Transit District to expand Bus Rapid Transit to Coburg (City of Coburg).
- Market Lane Transit District's Group Pass Program to employers, and promote carpool and vanpool services (City of Coburg).
- As Coburg develops, monitor the need for a park-and-ride (City of Coburg).

defined in the OHP. For the Coburg/I-5 IAMP, the minimum spacing standard is 1,320 feet from the I-5 ramp terminal intersection for placement of the next full access road or driveway.¹⁵ This standard is based on research regarding optimal safety and operations near interchanges. As discussed in Section 2, several public and private accesses are currently located within 1,320 feet of the ramp intersections on both sides of the interchange.

The Access Management Plan identifies driveways that will ultimately need to be relocated, consolidated, or closed to achieve the safety and mobility objectives of the state's access management standards. Relocation, consolidation, or closure of driveways will be paired with enhancement of the local street circulation system (e.g., frontage roads).

Figure 5-1 depicts access recommendations in the interchange management area. Descriptions of the recommendations follow.

5.3.1 Van Duyn Road (East of I-5)

- Purchase access control and do not allow any new private access east of I-5 along Van Duyn Road from the NB interchange ramp terminal to a point 2,000 feet east of the NB terminal and do not allow any full accesses within 1,320 feet of the NB terminal. In the interim, allow the properties within the Urban Growth Boundary (UGB) to continue to access Van Duyn directly from within the UGB. Upon redevelopment of one or more of these properties within the current UGB, implement changes to this access as needed to address safety issues or seek development and use of the access road right-of-way purchased by ODOT during the initial phase of the interchange project if it has not already been developed as part of a subsequent phase of the interchange project.
- Consolidate all accesses on the southern side of Van Duyn Road to a point at least 1,320 feet from the north-bound ramp terminal intersection. Close accesses less than 1,320 feet from this location and construct an alternate access road. This road may be constructed by ODOT and maintained as a public road by Lane County or the City of Coburg, or it may be constructed privately in conjunction with redevelopment of properties within the Coburg UGB east of I-5, depending on the timing and availability of funds to construct future phases of the interchange project. (eventual construction of this access road will require an exception to Goal 3 of the statewide planning goals—if an exception is not granted by Lane County, ODOT will need to develop an alternative access approach to provide access to the urban properties east of I-5).
- If land uses change in the northeast quadrant of the interchange management area, consolidate all accesses on the northern side of the road to a public road approach that aligns opposite the consolidated approach south of Van Duyn Road.

¹⁵ Per the Oregon Highway Plan, right-in/right-out accesses are permissible 750 feet from an interchange ramp terminal.

established between the City of Coburg, Lane County, and ODOT, and subject to the limits of applicable county or city codes. When ODOT has purchased access rights, any redevelopment of property within the IAMP area that would result in a greater number of average daily trips or an increase in large truck trips will be subject to the provision of ODOT's Access Management Administrative Rule (OAR 734-051).

- (e) ODOT shall purchase access control east of I-5 along both sides of Van Duyn Road from the NB interchange ramp terminal to a point 2,000 feet east of the NB terminal and west of I-5 along both sides of Pearl Street from the interchange ramp terminal to a point 1,000 feet west of Coburg Industrial Way. New approaches shall be deed restricted to specific uses.
- 11. The City and County shall work with ODOT to implement the operational, physical, and access recommendations included in Section 5 of this IAMP.
- 12. Work with Lane Transit District to expand bus rapid transit to Coburg (City of Coburg, Lane County).
- 13. Market Lane Transit District's Group Pass Program to employers, and promote carpool and vanpool services (City of Coburg).
- 14. As Coburg develops, monitor the need for a park-and-ride (City of Coburg, ODOT).