

APPENDIX L

AMP Compliance with OAR 734-051-0155 (5)

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Access Management Plan Compliance with OAR 734-051-0155 (5)

The table below indicates how the Access Management Plan, which is included in sections of the OR 22 (W) Expressway Management Plan, meets the requirements of OAR 734-051-0155 (5).

OAR 734-051-0155 (5) CRITERIA	HOW ADDRESSED IN EMP	WHERE
(a) Include sufficient area to address highway operation and safety issues and development of adjoining properties including local access and circulation.	The study area was defined as extending 6.73 miles from the Derry Overcrossing to College Drive and 1/4 mile on either side of the highway to address local development, access, and circulation issues. The termini of the study area adjoin previously completed or anticipated plan areas for OR 22.	Sec. 1.4.3 Figure 1-1
(b) Describe the roadway network, right-of-way, access control, and land parcels in the analysis area.	The roadway network, right-of-way, and surrounding land uses were identified and mapped, as were all affected accesses. These factors led to the plan’s project improvement recommendations and to the identification and implementation of the Polk County land use measures and the ODOT access control measures.	Sec. 1.4 Sec. 5.2.1 Figure 5-2 Sec. 7.3 Figure 7-1, 7-2
(c) Be developed in coordination with local governments and property owners in the affected area.	This planning effort began in 2000, stopped in 2004, and was restarted in 2007. Previous and current efforts have included coordination with Polk County and City of Salem, and public outreach and meetings to the Farm Bureau, citizen involvement committees, and local property owners.	Sec. 1.4.4 Sec. 6.3 Sec. 7.1 App. A App. K
(d) Be consistent with any applicable Interchange Area Management Plan, corridor plan, or other facility plan adopted by the Oregon Transportation Commission.	The EMP includes a review of existing plans, policies, and standards that are relevant to the study area. Several of these plans have been adopted by the OTC. Planning efforts for this section of OR 22 have been cognizant of related efforts for other parts of the transportation system in West Salem, which are anticipated to eventually receive OTC adoption.	Chapter 3 Chapter 7 Sec. 8.4
(e) Include polices, provisions and standards from local comprehensive plans, transportation system plans, and land use and subdivision codes that are relied upon for consistency and that are relied	The EMP includes a review of existing plans, policies, and standards that are relevant to the study area, including local plans and codes. Based upon past practices, Polk County will likely adopt the EMP directly into its comprehensive plan, and take whatever actions are required by their ordinances and policies to authorize the proposed improvements.	Chapter 3 Chapter 8

upon to implement the Access Management Plan.		
(f) Contain short, medium, and long-range actions to improve operations and safety and preserve the functional integrity of the highway system.	The projects selected for development as part of the Preferred Alternative are the ultimate long-term actions identified to improve safety and operations at the intersections of Greenwood Road, OR 51, and Doaks Ferry Road with Oregon 22 in Polk County. A range of other actions taken by ODOT and Polk County through the adoption of this plan to control access and regulate surrounding land uses will be implemented in the short-term and mid-term, but have long-term benefits. Additionally, this plan identifies further planning opportunities for coordination with potential residential developments east of Doaks Ferry Road, outside and adjacent to the current study area, to address access and connection problems with OR 22 and the larger West Salem area	Chapter 5 Chapter 6 Sec. 7.2
(g) Consider whether improvements to local street networks are feasible.	Construction of a system of frontage and backage roads is proposed before existing accesses are closed. Such a system uses several existing local streets, extending some and closing highway access for others. Topographic constraints and acquisition costs were considered in developing alternatives.	Chapter 5 Chapter 6
(h) Promote safe and efficient operation of the state highway consistent with the highway classification and the highway segment designation.	The Problem Statement of the EMP addresses the function of an expressway. Goals and objectives for the study and alternative evaluation criteria included increased safety and efficient operation. The forecast analysis does show that improved safety and operations on OR 22 will be achieved through 2030 with construction of the improvement projects.	Chapter 2 Chapter 5 Chapter 6 App. J
(i) Consider the use of the adjoining property consistent with the comprehensive plan designation and zoning of the area.	An analysis of surrounding land uses and land use potentials was performed. This analysis resulted in recommendations for implementing access controls and minimizing impacts to commercial, residential, and resource zoned properties.	Chapter 5 Chapter 6 Chapter 7
(j) Provide a comprehensive, area-wide solution for local access and circulation that minimizes use of the state highway for local access and circulation.	The plan calls for a phased implementation of access controls as frontage and backage roads are constructed for local circulation and alternative access in the entire study area. Many private accesses will be closed and public road approaches reduced in number. Some farm accesses will remain open.	Sec. 7.3 Table 7-2