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Lane County

Public Works Department / Transportation Planning Division
3040 North Delta Hwy. / Eugene, Oregon 97408
Phone: 541-682-6936/ fax: 541-682-8554

July 30, 2009

TO: Board of County Commissioners
FROM: Celia Barry, Public Works, Transportation Planning
CC: Stephanie Schulz, LMD; Terry Cole, ODOT; Coburg Planning; Ed Moore, DLCD
RE: Supplementary Material for August 5, 2009, Coburg /Interstate 5 Interchange Area Management Plan (IAMP)

I. DLCD Memorandum

Since July 20, 2009, several email correspondences, attached, occurred inquiring about 1) whether the City and County had yet co-adopted the IAMP and if so, that a Notice of Adoption must be sent to DLCD, and 2) regarding the attached Memorandum dated January 6, 2009, from Ed Moore of the Oregon Department of Land Conservation and Development (DLCD) via Commissioner Handy on July 20, 2009.

Neither the City nor the County received the Memorandum prior to July 22. Regarding the DLCD inquiry about the Notice of Adoption, it will be mailed by Land Management Division upon co-adoption by Lane County.

Regarding comments provided in the DLCD Memorandum, Mr. Moore suggests that ODOT and the City of Coburg should agree on the function of the interchange as it relates to land use within the interchange area, and further that the City should limit future commercial development to that which only serves the City, i.e. not allow "general retail", and the policy language should make it clear that such uses cannot count any capacity at the interchange towards meeting TPR or OHP (state land use Transportation Planning Rule or Oregon Highway Plan) requirements. The Memorandum concludes, "Put the other way round, the IAMP should reserve available interchange capacity for industrial development."

County staff in coordination with ODOT offers the following response.

In addition to access management, a primary purpose of the IAMP is to help manage land use in the IAMP area, to ensure the safety, function, and capacity of the interchange are protected. While safety and function are considerations in the traffic impact analysis used to develop the IAMP, congestion is the consideration that can be directly measured and forecasted with regard to land development because of the availability of statistically valid trip generation and traffic modeling data. Therefore traffic volume is the best factor to incorporate into policy language designed to limit development in order to protect the interchange, unless and until its increased capacity is adequately planned for in the Comprehensive Plan.

The IAMP objective is to manage congestion and protect interchange capacity through 2031 based upon assumptions about population and employment growth. Section 6 contains policy language to ensure land development in the IAMP area is consistent with this planning horizon.

If all improvements that are recommended in the IAMP were constructed now, the interchange could support a more intense level of development than now allowed by the Coburg Comprehensive Plan. Therefore, in the event that the interchange is improved before the Coburg comprehensive plan is updated, the IAMP includes policy language that will make the state mobility standard for the interchange more restrictive and thereby restrict development and associated traffic impacts until such time as the Coburg Comprehensive Plan, including the Coburg Transportation System Plan, is updated to fully accommodate population and employment forecasts supported through 2031 by the construction in the recommended alternative.

IAMP Section 6, Policies 2, 3, 5, 6, and 9 deal with land development and traffic impacts. Policies 2 and 3 establish an “alternative mobility standard” at two intersections, Van Duyn Road/I-5 Northbound Ramps, and Pearl Street/Coburg Industrial Way, to protect excess capacity. Policies 5 and 6 provide for an update to this alternative mobility standard upon Coburg’s update to its Comprehensive Plan. Policy 9 addresses any urban growth boundary expansion that occurs east of I-5, requiring a reassessment of the IAMP recommendations, because the traffic analysis relied upon an EcoNorthwest study that assumes growth will occur west of the Interchange.

Taken together, these policies will effectively reserve available post-construction interchange capacity for future uses permitted when the City updates its comprehensive and transportation system plan in accordance with the adopted function statement from the IAMP. The IAMP function statement (Section 1.4 of the IAMP) provides that, while the interchange does serve multiple purposes, it is not the function of the interchange “to serve additional or expanded commercial land uses (beyond the existing zoned potential) or regional commercial development.” ODOT staff is satisfied that the mobility standard policies and guidance provided by the adopted IAMP definition of the interchange’s intended function already address the DLCD concern.

ODOT staff plan to be present on August 5 to answer questions.

II. Access Management East of the Interchange

Earlier in July Mr. Stevenson, a property owner east of the I-5/Coburg Interchange, expressed concern about the extent of the distance ODOT was proposing for access management east of the freeway. The minimum distance for access management near an interchange, in the Oregon Administrative Rules is ¼ mile, while in this case ODOT proposed ½ mile, to Hereford Road, a private road. In response to the concern, ODOT agreed to shorten the distance of access management as described in the attached email dated July 29, 2009 from Terry Cole to Celia Barry. The four highlighted pages show the replacement language of “a point 2,000 feet east of the NB terminal”. The language replaced is “Hereford Road”. County Counsel concluded that this change is insignificant and would not require additional notice or Ordinance readings. Replacement pages will be delivered to the Board Secretary if the Ordinance is adopted.

Attachments

1. Email exchanges related to I., above, and January 6, 2009 DLCD Memorandum
2. July 29, 2009 Email from Terry Cole, ODOT, and highlighted Coburg IAMP revisions, related to item II., above.

BARRY Celia

From: BARRY Celia
Sent: Wednesday, July 22, 2009 10:02 AM
To: HANDY Rob M
Cc: CLARK Andy; VORHES Stephen L; SCHUETZ Petra; COBURG Planning; CALLISTER Jacob (LCOG); 'COLE Terry D'; RICHARDSON Liane I; FLEENOR Bill A; STEWART Faye H; DWYER Bill J; SORENSON Pete; SPARTZ Jeff R; MILLER Marsha A
Subject: RE: DLCD comments on Coburg/I-5 IAMP
Attachments: FW: Status of Adoption of Coburg/I-5 IAMP PA-01-08

Commissioner Handy,
Please see the attached email from the Coburg City Planner. Would you please let me know where from where you obtained the letter?

I will put together a supplement to put in the binder that is in the Board office and all the Commissioners will receive it as well.

Thanks in advance.

Celia Barry
LCPW Transportation Planning
541.682.6935

From: COLE Terry D [mailto:Terry.D.COLE@odot.state.or.us]
Sent: Tuesday, July 21, 2009 10:00 AM
To: BARRY Celia
Cc: CLARK Andy; VORHES Stephen L; SCHUETZ Petra; COBURG Planning; CALLISTER Jacob (LCOG)
Subject: RE: DLCD comments on Coburg/I-5 IAMP

Hi Celia,

I agree that the policy language does address the DLCD concern. Thanks for the heads-up. I do plan to attend on the 5th.

Terry

From: BARRY Celia [mailto:Celia.BARRY@CO.Lane.OR.US]
Sent: Monday, July 20, 2009 3:36 PM
To: COLE Terry D
Cc: CLARK Andy; VORHES Stephen L; SCHUETZ Petra; COBURG Planning; CALLISTER Jacob (LCOG)
Subject: FW: DLCD comments on Coburg/I-5 IAMP

Terry,
Fyi. I don't believe I've seen this letter before. My initial reaction is that the policy language does in fact address the DLCD concern. Your thoughts?

07/30/2009

Typically they do not have any discussion at the 1st reading (tomorrow) but simply read the Ordinance title. I don't see a need for you to be there; we can address any lingering questions later.

Thanks Terry.

Celia Barry
LCPW Transportation Planning
541.682.6935

From: HANDY Rob M
Sent: Monday, July 20, 2009 12:00 PM
To: DWYER Bill J; FLEENOR Bill A; RICHARDSON Liane I; SORENSON Pete; SPARTZ Jeff R; STEWART Faye H
Cc: MILLER Marsha A; BARRY Celia
Subject: FW: DLCD comments on Coburg/I-5 IAMP

All,

Not sure I see this included in our binder of the Coburg/ I-5 IAMP. I have questions that will refer to the DLCD comments tomorrow.

Thanks,

-Rob

Lane county:

wOrking
for you

Rob Handy
Lane County Commissioner
Public Service Building
125 East Eighth Avenue
Eugene, Oregon 97401
(541) 682-4203 phone
(541) 682-4616 fax
Rob.Handy@co.lane.or.us

All communication with a Lane County Commissioner becomes part of the public record and is not confidential. Please keep this in mind in all communications.

07/30/2009

BARRY Celia

From: Moore, Ed W [ed.w.moore@state.or.us]
Sent: Wednesday, July 22, 2009 12:40 PM
To: BARRY Celia; MOORE ED (LCOG List); SCHUETZ Petra
Cc: SCHUESSLER Don; CALLISTER Jacob (LCOG); BERNARD Mark A; MECHAM Milo R; COLE Terry D (OR)
Subject: RE: Status of Adoption of Coburg/I-5 IAMP PA-01-08

Celia,

I went back through my sent e-mails both in my files and within Outlook and couldn't find one. I did find an e-mail to Salem on 2.20.2009 indicating I sent it; so if not e-mail it must have been sent snail-mail.

Ed

From: BARRY Celia [Celia.BARRY@CO.Lane.OR.US]
Sent: Wednesday, July 22, 2009 11:43
To: MOORE ED (LCOG List); MOORE ED (LCOG List); SCHUETZ Petra
Cc: SCHUESSLER Don; CALLISTER Jacob (LCOG); BERNARD Mark A; MECHAM Milo R; COLE Terry D
Subject: RE: Status of Adoption of Coburg/I-5 IAMP PA-01-08

Ed,

We're concerned that your letter never arrived in January. Knowing you're a paperless kind of guy, do you have the original email in which you sent this letter to the City?

Celia Barry
LCPW Transportation Planning
541.682.6935

From: Moore, Ed W [mailto:ed.w.moore@state.or.us]
Sent: Wednesday, July 22, 2009 11:22 AM
To: MOORE ED (LCOG List); SCHUETZ Petra
Cc: BARRY Celia; SCHUESSLER Don; CALLISTER Jacob (LCOG); BERNARD Mark A; MECHAM Milo R; COLE Terry D (OR)
Subject: RE: Status of Adoption of Coburg/I-5 IAMP PA-01-08

Petra,

Sorry to have bothered you, but thanks for the follow-up. I did get a copy of the letter to the county. Don't know what happened to the one sent to the city. No worries.

Cheers,

Ed

From: SCHUETZ Petra [PSchuetz@lcog.org]
Sent: Wednesday, July 22, 2009 9:22
To: MOORE ED (LCOG List)
Cc: SCHUESSLER Don; CALLISTER Jacob (LCOG); MECHAM Milo R; BARRY Celia; BERNARD Mark A; COLE Terry

07/30/2009

D

Subject: FW: Status of Adoption of Coburg/I-5 IAMP PA-01-08

Ed-

I do not return from maternity leave until August. However, I have been following the City and County email strings regarding your questions and have the following information for you.

The City, for an unknown reason, did not receive DLCD's comments dated January 6, 2009. Your attachment is the first time I have seen the document. I don't believe the County received it either. Therefore, it was not included in the public record and this is why you never received a response from the City. On June 12th, City Council adopted the IAMP by ordinance. At that time, DLCD should have received the Notice of Adoption from the City. I will ask the interim planner to send this documentation as soon as possible. As you know, the IAMP requires co-adoption with the County. I believe that DLCD's comments could be addressed during the County Board of Commissioners review, though I will need to confirm this with the County.

-Petra

From: Moore, Ed W [mailto:ed.w.moore@state.or.us]
Sent: Tuesday, July 21, 2009 9:13 AM
To: SCHUESSLER Don
Cc: Cortright, Bob; ed.w.moore@state.or.us; SCHULZ Stephanie E
Subject: Status of Adoption of Coburg/I-5 IAMP PA-01-08

Don,

Earlier this year, when Petra was the city planner, Coburg initiated a plan amendment to adopt the Coburg/I-5 IAMP. As required under ORS 197.610, Coburg submitted a notice to the Department of the proposed action. After reviewing the proposal, we submitted comments, see attached letter, as of this date have not received any response. The Department has also not received any notice of adoption as required under ORS197.615.

Could you please tell me the status of this plan amendment? Was it adopted by the City Council? If so, when? And in what manner did Coburg respond to our comments?

In closing, if Coburg City Council did take action to either adopt, deny or table PA-01-08, then the City needs to submit the appropriate form, see attachments.

Should you have any questions, please give me a call or drop me an e-mail. I can be reached by phone at 971.239.9453.

Regards,

Ed

07/30/2009

BERNARD Mark A

From: Moore, Ed W [ed.w.moore@state.or.us]
Sent: Tuesday, July 21, 2009 9:25 AM
To: BERNARD Mark A; SCHULZ Stephanie E
Cc: CORTRIGHT Bob (OR); MOORE ED (LCOG List)
Subject: Status of Plan Amendment for Coadoption of Coburg/I-5 IAMP
Attachments: 2009-01-06 DLCD Comment Letter.doc

Mark,

Back in December you submitted to the Department a Notice of Proposed Plan Amendment to the above named project. The first evidentiary hearing was scheduled for January 2009 with adoption in April. Can you tell me the status of the plan amendment? If the plan amendment has not been adopted, I would like to forward to you a letter we sent the city and have it included in your record. If the County has taken action on the amendment, please submit the appropriated notice to DLCD as required under ORS 197.615.

Please give me a call if you have any questions, or drop me an e-mail. I can be reached by phone at 971.239.9453

Thanks,

Ed



Oregon

Theodore R. Kulongoski, Governor

**Department of Land Conservation and Development
Community Services Division
South Willamette Valley Field Office**

644 A Street

Springfield, OR 97478

971.239.9453 – Mobile

ed.w.moore@state.or.us

Web Address: <http://www.oregon.gov/LCD>

TO: Petra Schuetz, Planning Director
City of Coburg



FROM: Ed Moore, AICP
South Willamette Valley Regional Representative

DATE: 6 January 2009

RE: **Comments on PA-01-08 (DLCD File # 002-08)
Coburg – I-5 Interchange Area Management Plan**

The Department of Land Conservation and Development appreciates the opportunity to comment on the proposed Interchange Area Management Plan (IAMP) for I-5 @ Pearl Street/Van Duyn Rd in Coburg. While we understand that Coburg is planning to implement a mobility standard that could limit development that impacts the interchange, we still have concerns about the potential for regional retail uses in Coburg within the area managed by the IAMP. Department specialists have reviewed the draft and have the following comments to offer at this time.

1. ODOT and the City should agree on the function of the interchange as it relates to land use within the interchange area. Coburg limit future commercial development to that which serves the Coburg area - i.e. does not allow general retail uses that serve Eugene and Springfield areas. Policy language should make it clear that the function of the interchange is not to support such uses and that plan amendments or zone changes to allow such uses would not be able to count any capacity at the interchange towards meeting TPR or OHP requirements.

Put the other way round, the IAMP should reserve available interchange capacity for industrial development.

Respectfully yours,

Ed Moore

South Willamette Valley Regional Representative

Copy to file

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 of 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
ODOT Region 2
(530) 986-2674

- 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.

COBURG/INTERSTATE 5 INTERCHANGE AREA MANAGEMENT PLAN

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).