



Hood River Interchange Area Management Plans Stakeholder Working Group Project Background

Why are Interchange Area Management Plans needed?

The primary function of an interchange is to separate the traffic of two or more intersecting roadways to relieve congestion and improve safe travel conditions. For an interchange to work effectively it must minimize conflicting traffic movements. However, there is often considerable market demand for development adjacent to interchanges. Land around interchanges provides a level of accessibility and visibility that make them very attractive for intensive development. This is especially true where there are larger vacant properties around the interchange.

What are Interchange Area Management Plans?

ODOT is developing Interchange Area Management Plans for each of the Hood River interchanges (Exits 62, 63 and 64) to help solve these potential conflicts by partnering with local and other state authorities to carry out transportation controls (facility design and roadway access/driveway management) and land use controls (planning and zoning). Interchange Area Management Plans will help to ensure that growth and development can occur in the vicinity of new interchanges without compromising or overloading the operation of the interchanges. This is consistent with ODOT's mission to ensure safe and effective operation of these facilities and protect Oregon's significant investment in highway infrastructure.

How will ODOT develop Interchange Area Management Plans?

ODOT will develop Interchange Area Management Plans through extensive involvement by residents, property owners, community stakeholders, and local government officials. It is important that these groups participate and make local knowledge and preferences known. ODOT will complete extensive inventories of existing transportation and land use conditions within about one-half mile of proposed interchanges, and will forecast transportation conditions for a 20 year period. Various options and alternatives will be evaluated before a final Interchange Area Management Plan is recommended to the local Planning Commissions, City Council and County Commission, and the Oregon Transportation Commission.

