



Oregon

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Department of Land Conservation and Development

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NOTICE OF ADOPTED AMENDMENT

11/29/2011

TO: Subscribers to Notice of Adopted Plan
or Land Use Regulation Amendments

FROM: Plan Amendment Program Specialist

SUBJECT: Hood River County Plan Amendment
DLCD File Number 001-11

The Department of Land Conservation and Development (DLCD) received the attached notice of adoption. Due to the size of amended material submitted, a complete copy has not been attached. A Copy of the adopted plan amendment is available for review at the DLCD office in Salem and the local government office.

Appeal Procedures*

DLCD ACKNOWLEDGMENT or DEADLINE TO APPEAL: Tuesday, December 13, 2011

This amendment was submitted to DLCD for review prior to adoption with less than the required 45-day notice. Pursuant to ORS 197.830(2)(b) only persons who participated in the local government proceedings leading to adoption of the amendment are eligible to appeal this decision to the Land Use Board of Appeals (LUBA).

If you wish to appeal, you must file a notice of intent to appeal with the Land Use Board of Appeals (LUBA) no later than 21 days from the date the decision was mailed to you by the local government. If you have questions, check with the local government to determine the appeal deadline. Copies of the notice of intent to appeal must be served upon the local government and others who received written notice of the final decision from the local government. The notice of intent to appeal must be served and filed in the form and manner prescribed by LUBA, (OAR Chapter 661, Division 10). Please call LUBA at 503-373-1265, if you have questions about appeal procedures.

***NOTE:** The Acknowledgment or Appeal Deadline is based upon the date the decision was mailed by local government. A decision may have been mailed to you on a different date than it was mailed to DLCD. As a result, your appeal deadline may be earlier than the above date specified. NO LUBA Notification to the jurisdiction of an appeal by the deadline, this Plan Amendment is acknowledged.

Cc: Josette Griffiths, Hood River County
Jon Jinings, DLCD Community Services Specialist
Karen Swirsky, DLCD Regional Representative

<paa> YA



FORM 2

DLCD

Notice of Adoption

This Form 2 must be mailed to DLCD within **5-Working Days after the Final Ordinance is signed** by the public Official Designated by the jurisdiction and all other requirements of ORS 197.615 and OAR 660-018-000

In person electronic mailed

DATE

DEPT OF

NOV 23 2011

LAND CONSERVATION AND DEVELOPMENT

For Office Use Only

Jurisdiction: **Hood River County**

Local file number:

Date of Adoption: **11/21/2011**

Date Mailed: **11/22/2011**

Was a Notice of Proposed Amendment (Form 1) mailed to DLCD? Yes No Date: 8/31/2011

Comprehensive Plan Text Amendment

Comprehensive Plan Map Amendment

Land Use Regulation Amendment

Zoning Map Amendment

New Land Use Regulation

Other:

Summarize the adopted amendment. Do not use technical terms. Do not write "See Attached".

On November 21, 2011, the Hood River County Commission adopted Ordinance #306 to adopt I-84 Exit 62 and Exits 63/64 Interchange Area Management Plans (IAMPs) as an element of the Hood River County Transportation System Plan, amending the Hood River County Transportation System Plan, County Policy Document, Comprehensive Plan and Map, Zoning Map and Zoning Ordinance.

Does the Adoption differ from proposal? No, no explanation is necessary

Plan Map Changed from: **Creates IAMP Overlay Zn** to:

Zone Map Changed from: **Creates IAMP Overlay Zn** to:

Location: **Vicinities of I-84 Exits 62, 63, & 64 in the Hood River UGA.** Acres Involved:

Specify Density: Previous:

New:

Applicable statewide planning goals:

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Was an Exception Adopted? YES NO

Did DLCD receive a Notice of Proposed Amendment...

45-days prior to first evidentiary hearing? *Yes, because 1st evid. hearing was held Oct. 26, 2011 before the County PC.* Yes No

If no, do the statewide planning goals apply? Yes No

If no, did Emergency Circumstances require immediate adoption? Yes No

DLCD File No. 001-11 (18952) [16842]

DLCD file No. _____

Please list all affected State or Federal Agencies, Local Governments or Special Districts:

City of Hood River, Oregon Department of Transportation; Department of Land Conservation & Development; Ice Fountain Water District; Farmers Irrigation District; West Side Fire District; Columbia River Gorge Commission; Hood River Soil & Water Conservation District.

Local Contact: **Josette Griffiths, Senior Planner**

Phone: (541) 387-6840 Extension:

Address: **601 State Street**

Fax Number: **541-387-6873**

City: **Hood River, OR**

Zip: **97031**

E-mail Address: **josette.griffiths@co.hood-river,or.us**

ADOPTION SUBMITTAL REQUIREMENTS

This Form 2 must be received by DLCD no later than 5 working days after the ordinance has been signed by the public official designated by the jurisdiction to sign the approved ordinance(s) per ORS 197.615 and OAR Chapter 660, Division 18

1. This Form 2 must be submitted by local jurisdictions only (not by applicant).
2. When submitting the adopted amendment, please print a completed copy of Form 2 on light green paper if available.
3. Send this Form 2 and one complete paper copy (documents and maps) of the adopted amendment to the address below.
4. Submittal of this Notice of Adoption must include the final signed ordinance(s), all supporting finding(s), exhibit(s) and any other supplementary information (ORS 197.615).
5. Deadline to appeals to LUBA is calculated **twenty-one (21) days** from the receipt (postmark date) by DLCD of the adoption (ORS 197.830 to 197.845).
6. In addition to sending the Form 2 - Notice of Adoption to DLCD, please also remember to notify persons who participated in the local hearing and requested notice of the final decision. (ORS 197.615).
7. Submit **one complete paper copy** via United States Postal Service, Common Carrier or Hand Carried to the DLCD Salem Office and stamped with the incoming date stamp.
8. Please mail the adopted amendment packet to:

**ATTENTION: PLAN AMENDMENT SPECIALIST
DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT
635 CAPITOL STREET NE, SUITE 150
SALEM, OREGON 97301-2540**

9. **Need More Copies?** Please print forms on 8½ -1/2x11 green paper only if available. If you have any questions or would like assistance, please contact your DLCD regional representative or contact the DLCD Salem Office at (503) 373-0050 x238 or e-mail plan.amendments@state.or.us.



Hood River County Community Development

Planning, Building Codes, Veterans' Services, Economic Development and Information Systems
601 State Street, Hood River OR 97031

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TEL (541) 387-6840 • FAX (541) 387-6873
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November 22, 2011

To: Plan Amendment Specialist
Department of Land Conservation & Development

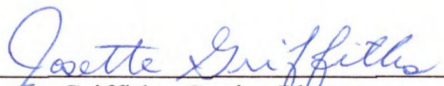
From: Josette Griffiths, Senior Planner

Re: Interchange Area Management Plans (IAMPs) for Exit 62 and Exits 63 & 64

Attached are the following documents regarding the Hood River County Commission's adoption of the Interchange Area Management Plans (IAMPs) for Interstate 84, Exit 62 and Exits 63/64:

- Completed Form 2 – Notice of Adoption
- Hood River County Ordinance #306, signed and adopted by the Hood River County Commission on November 21, 2011
 - Exhibit A – Interchange Area Management Plan for Exit 62
 - Exhibit B - Interchange Area Management Plan for Exits 63 & 64
 - Exhibit C (Changes to the Hood River County Policy Document)
 - Exhibit D (Changes to the Hood River County Zoning Ordinance)
 - Amendment to Section IV(T) of the County Comprehensive Plan of the Interchange Area Management Plan Overlay Zone (IAMP)
- Minutes of the Planning Commission's Public Hearing on the IAMPs on 10/26/11
- Planning Commission's Recommendation to the Board of County Commissioners to adopt the Interchange Area Management Plans (IAMPs) for Exit 62 and Exits 63 & 64
- Staff Report to the Planning Commission on the IAMPs
- Public Comment provided to the County Commission the night of the hearing (11/21/11) from Melanie Thompson

I confirm that on November 22, 2011, I mailed the above-referenced documents to the Plan Amendment Specialist for the Department of Land Conservation & Development.



Josette Griffiths, Senior Planner

November 22, 2011

Date

DEPT OF

NOV 23 2011

LAND CONSERVATION
AND DEVELOPMENT

HOOD RIVER COUNTY
ORDINANCE No. 306

**AN ORDINANCE TO ADOPT I-84 EXIT 62 AND EXITS 63/64 INTERCHANGE
AREA MANAGEMENT PLANS (IAMPS) AS AN ELEMENT OF THE
HOOD RIVER COUNTY TRANSPORTATION SYSTEM PLAN, AMENDING THE
COUNTY TRANSPORTATION SYSTEM PLAN, COUNTY POLICY DOCUMENT,
COMPREHENSIVE PLAN & MAP, ZONING MAP, AND ZONING ORDINANCE**

The above legislative action came before the Hood River County Board of Commissioners for a public hearing on November 21, 2011 at 6:00 p.m. in the County Board of Commissioners Conference Room (1st floor), 601 State Street, Hood River, Oregon.

Notice of the public hearing was mailed directly to those who attended the Planning Commission's work session on this legislative action on September 28, 2011 and October 12, 2011, those who attended or participated in the Planning Commission's public hearing on it on October 26, 2011, as well as to affected agencies, and others who requested it. A broader mailing to all affected property owners, and those within 250 feet of the Interchange Area Management Plan Overlay Zone, was provided prior to the Planning Commission public hearing. Legal notices prior to the public hearings were also placed in *The Hood River News*.

A quorum was present during the public hearing before the Board of Commissioners. All of the commissioners participated in the hearing. Testimony provided to the Board of Commissioners during the public hearing included the written record and recommendation of the Planning Commission, dated October 26, 2011, as well as a presentation by staff and the consultants. Testimony was also received from the general public.

Based upon the record before it, and being fully advised in the premises, the Board of Commissioners adopted the Planning Commission's recommendation by adopting an Ordinance to amend:

- 1.) **The Hood River County Transportation System Plan** by adopting the I-84 EXIT 62 IAMP, attached hereto as Exhibit "A"; said Plan includes:

- a. Interchange Area Management Plan Pedestrian Network Improvements (Chapter 3 Management Plan, Figure 3);
 - b. Interchange Area Management Plan Bicycle Network Improvements (Chapter 3 Management Plan, Figure 4);
 - c. Interchange Area Management Plan Motor Vehicle Network Improvements (Chapter 3 Management Plan, Figure 8);
 - d. Short, medium, and long-term actions of the IAMP's Access Management Plan that support the preferred design alternative for interchange improvements (Chapter 3 Management Plan, Access Recommendations/ Figure 9, including Access Management Plan Phasing).
- 2.) **The Hood River County Transportation System Plan** by adopting the I-84 EXITS 63/64 IAMP, attached hereto as Exhibit "B"; said Plan includes:
- a. Interchange Area Management Plan Pedestrian Network Improvements (Chapter 3 Management Plan, Figure 3);
 - b. Interchange Area Management Plan Bicycle Network Improvements (Chapter 3 Management Plan, Figure 4);
 - c. I-84 Exit 63 Interchange Area Improvements (Chapter 3 Management Plan, Figure 7);
 - d. Recommended Improvements at OR 35 / State Street (Chapter 3 Management Plan, Figure 8);
 - e. Short, medium, and long-term actions of the IAMP's Access Management Plan that support the preferred design alternative for interchange improvements (Chapter 3 Management Plan, Access Recommendations/ Figures 9 and 10).
- 3.) **The County Policy Document, Goal 12 (Transportation)** by adopting policy statements related to the IAMPs, attached hereto as Exhibit "C."

4.) **The Hood River County Zoning Ordinance**, attached hereto as Exhibit “D,” to include the following:

a. Amending Article 4 to include the Interchange Area Management Plan Overlay Zone as one of the County’s classified zones.

b. Amending Article 17 (Hood River Urban Growth Area Zoning Ordinance); in particular by:

i. Amending Section 16.12.020(D) (Traffic Impact Analysis requirement under Vehicular Access and Circulation);

ii. Adding Section 17.03.090 - Interchange Area Management Plan (IAMP) Overlay Zone.

iii. Amending Chapter 17.10 Site Plan Review (Traffic Impact Analysis requirement replaces Traffic Impact Report; and amends Level of Service (LOS) Standard from LOS C to LOS D; changes made are under Traffic Decision Criteria in both Section 17.10.040 and Section 17.10.050).

iv. Amending Chapter 17.20 Transportation Circulation and Access Management as follows:

- Section 17.20.010 Applicability – revised.
- Section 17.20.030 Access Management Standards, (New Section) 1D. Access within Interchange Area Management Plan (IAMP) Overlay Zone.
- Section 17.20.050 Standards for Transportation Improvements, Subsection 2 (Uses Subject to Site Plan Review), New Subsection B.
- (New Section) 17.20.060 Traffic Impact Analysis.

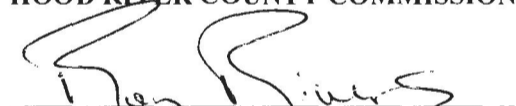
5.) The **Official Comprehensive Plan Map and Official Zoning Map** of Hood River County to include:

- a. The boundaries of the I-84 Exit 62 Hood River Interchange Area Management Plan (IAMP) Overlay Zone; and
- b. The boundaries of the I-84 Exit 63 & 64 Hood River Interchange Area Management Plan (IAMP) Overlay Zone;
- c. Reference to the Interchange Area Management Plan Overlay Zone (IAMP) in Section IV(T) of the County Comprehensive Plan.


Based upon the above information, **IT IS HEREBY ORDAINED** that the above-described legislative amendments to the Hood River County Zoning Ordinance, Map, and Comprehensive Plan are hereby adopted.

DATED this 21st day of November 2011.


HOOD RIVER COUNTY COMMISSION



Ron Rivers, Chair



Maui Meyer, Commissioner



Les Perkins, Commissioner



Bob Benton, Commissioner



Karen Joplin, Commissioner

Approved as to form:




Will Carey, County Counsel

Exhibit A



Interstate 84 Exit 62 Interchange Area Management Plan

Interstate 84/Cascade Avenue (Historic Columbia River Highway)

Prepared for
City of Hood River
Hood River County
 Oregon Department of
Transportation

Prepared by
DKS Associates
TRANSPORTATION SOLUTIONS

Angelo
planning group
Parametrix

October 2011



Interstate 84 Exit 62 Interchange Area Management Plan
Interstate 84/ Cascade Avenue (Historic Columbia River Highway)

Hood River, Oregon

Prepared for

City of Hood River
Hood River County
Oregon Department of Transportation

Prepared by

DKS Associates
Angelo Planning Group
Parametrix

October 2011

Acknowledgments

The completion of this plan has been the collective effort of the following people:

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Dave Bick, City Engineer

Oregon Department of Transportation

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Sara Morrissey
Michael Ray

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Jennifer Kaden, Columbia River Gorge Commission
Bill Pattison, Historic Columbia River Highway Advisory Commission
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Tom Stevenson, Property Owner
Arthur Babitz, Mayor - City of Hood River
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Appendix B- City of Hood River Municipal Code Amendments – Exhibits D and E
Appendix C – Hood River County Goal 12 Amendments – Exhibit C
Appendix D- Hood River County Code Amendments – Exhibit D
Appendix E- Technical Memorandum #1: Plans and Policies Review and Findings of Compliance
Appendix F- Technical Memorandum #2: Study Area Boundaries and Preliminary Goals and Objectives
Appendix G- Technical Memoranda #3: Existing Conditions
Appendix H- Technical Memorandum #4: Future Needs Analysis
Appendix I- Technical Memorandum #5: Alternatives Analysis
Appendix J- Interchange Area Management Plan Overlay Zone Maps
Appendix K – Port of Hood River Waterfront Area Transportation Impact Analysis

** Appendices are provided as a separate document. See Appendices for Interstate 84 Exit 62 Interchange Area Management Plan and Interstate 84 Exit 63 & Exit 64 Interchange Area Management Plan, Hood River Oregon, October 2011.*

ACRONYMS

HCRH	Historic Columbia River Highway
HDM	Highway Design Manual
IAMP	Interchange Area Management Plan
LOS	Level of Service
OAR	Oregon Administrative Rule
ODOT	Oregon Department of Transportation
OHP	Oregon Highway Plan
TSP	Transportation System Plan
UGB	Urban Growth Boundary
V/C	Volume to Capacity

CHAPTER 1: EXECUTIVE SUMMARY

This Interchange Area Management Plan (IAMP) for the I-84 Exit 62 interchange in Hood River, Oregon acts as refinement areas of the City of Hood River and Hood River County Transportation System Plans (TSPs) and as a facility plan for the Oregon Department of Transportation. It establishes the desired function of this interchange and provides a long-range plan for infrastructure improvements and operations to achieve agency and community goals as the City continues to grow.

The IAMP was developed as a cooperative effort between the Oregon Department of Transportation, the City of Hood River, Hood River County, and the Port of Hood River. Further input from the community and local stakeholder groups was obtained through meetings with a Stakeholder Working Group and through public open house meetings. The process followed in the development of this plan is illustrated in Figure 1.

This plan has been organized to facilitate implementation, including only content needed to understand the direction for managing the transportation system within the interchange area and to guide future decision-making in a manner consistent with that direction. Documents containing detailed background information developed through the planning process that created the basis for findings and recommendations are included in a separate appendix.¹ The plan elements in this report include:

Introduction

- This chapter discusses the purpose of the I-84 Exit 62 IAMP, the intended function of this interchange, identification of the study area, and the goals and objectives for this plan developed by participating agencies and local stakeholders.

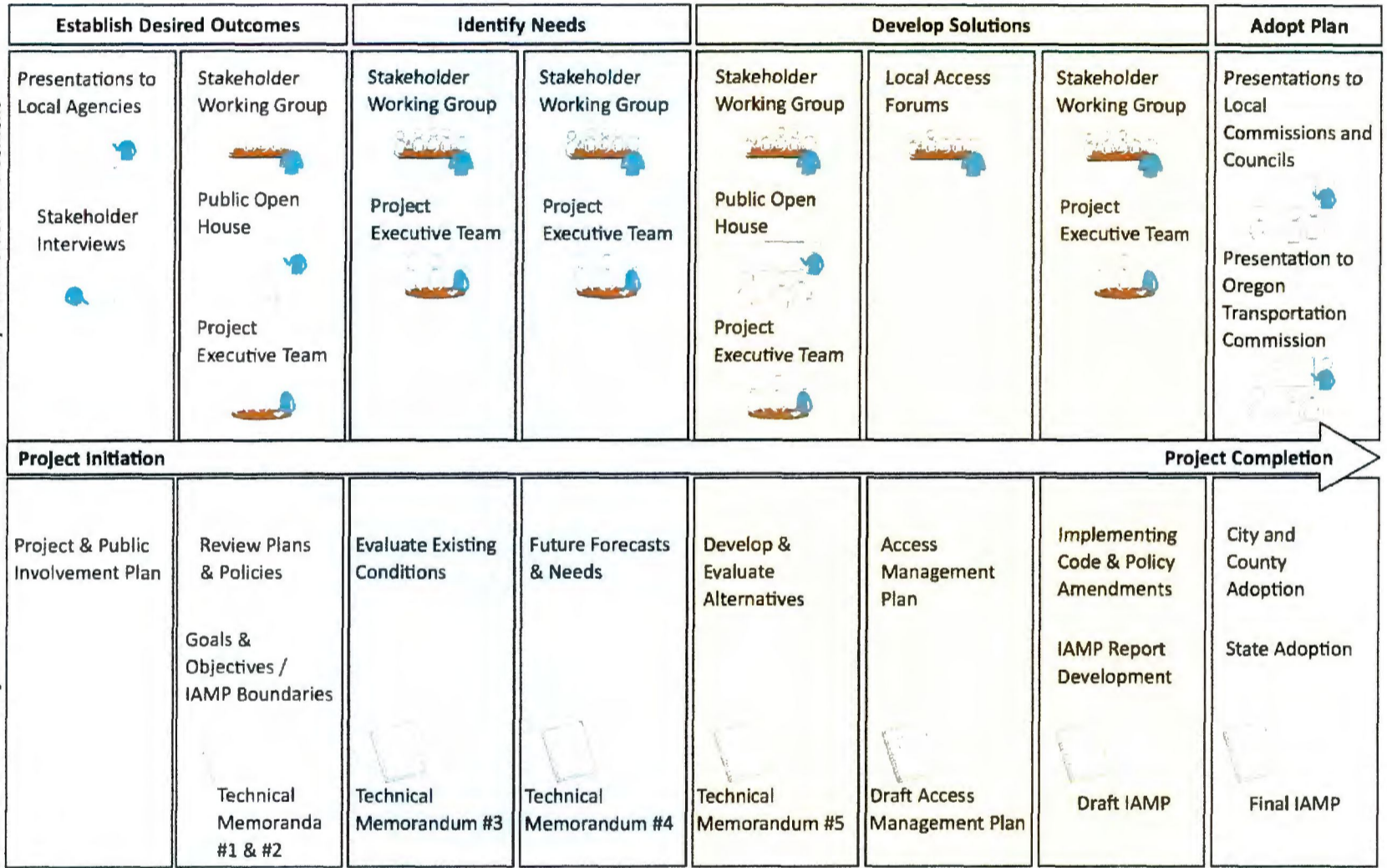
Management Plan

- A multimodal plan for transportation system improvements is provided for the I-84 Exit 62 interchange and surrounding area, including projects for pedestrian and bicycle travel, as well as for motor vehicle needs.
- An access management plan is included to facilitate the ongoing maintenance of the interchange crossroads in a manner that is consistent with their intended function.
- Roles and responsibilities related to the adoption and implementation of the IAMP are outlined for the Oregon Department of Transportation, the City of Hood River, and Hood River County. Recommended amendments to City and County plans and development codes necessary to successfully adopt and implement the IAMP are also included as appendices.
- Planning-level cost estimates for recommended improvement projects are included to guide future financing strategies.

Monitoring and Updates

- A process for tracking future traffic growth and impacts in the interchange area and comparison against forecasted conditions is provided.
- A list of potential actions or conditions that could result in a need to update the IAMP is provided and should be continuously reviewed as part of the ongoing monitoring process.

¹ Appendices for Interstate 84 Exit 62 Interchange Area Management Plan and Interstate 84 Exit 63 & Exit 64 Interchange Area



**I-84 Exit 62
Interchange Area Management Plan**

Figure 1 IAMP Development Process

DKS Associates

CHAPTER 2: INTRODUCTION

This chapter discusses the purpose of the Interchange Area Management Plan, introduces the management area, describes the function of the interchange, and outlines the goals and objectives.

IAMP Purpose and Intent

The I-84 Exit 62 interchange and surrounding transportation system has not been significantly improved since it was constructed to serve the underdeveloped west end of the City of Hood River. Today, much of this infrastructure is substandard and unable to adequately serve the growing demand from new development. In fact, development of surrounding properties has been difficult because of the inability of the transportation system to safely and efficiently accommodate added traffic.

While no improvements are currently planned for the I-84 Exit 62 interchange, a comprehensive plan is needed to guide future investments in transportation improvements that allow for safe and efficient travel through the interchange area as the City continues to grow. Therefore, the City of Hood River, Hood River County, and the Oregon Department of Transportation (ODOT) have worked together to develop this IAMP.

IAMPs are required by OAR 734-051-0155(7) for any new or significantly reconstructed interchange. The Oregon Highway Plan policies further direct ODOT to plan and manage interchange areas for safe and efficient operation. The purpose of an IAMP is to protect the function of the interchange and, consequently, the state's and local agency's investment in the facility. New interchanges and improvements to existing interchanges are very costly. State and local government and their citizens have an interest in ensuring that their interchanges function efficiently. The IAMP will define how the land use and transportation systems within the interchange study area will function over the planning horizon (year 2031).

Interchange Function

Generally, an interchange is defined as a system of interconnecting roadways in conjunction with one or more grade separations that provides for the movement of traffic between two or more roadways or highways on different levels.² The function of an interchange is established by the characteristics of the connecting highway. The I-84 Exit 62 interchange is a component of I-84, an Interstate Highway and Freight Route. The interchange's primary function is to serve the residential areas of the City of Hood River and Hood River County through key surface streets such as Cascade Avenue, Westcliff Drive, Country Club Road, and Rand Road. The interchange is also an important access point for freight movement from Hood River County to the interstate system and markets outside of the County. In addition, it provides access to the Heights residential area, as well as large undeveloped commercial, industrial, and future residential lands at the west end of the City of Hood River. As the west end of the City continues to develop, Exit 62 will become an important gateway into the urban area.

The Oregon Highway Plan (OHP)³ classifies I-84 as an Interstate Highway. According to the OHP, the primary function of an Interstate Highway is to "provide connections to major cities, regions of the state,

² *A Policy on Geometric Design of Highways and Streets*, American Association of State Highway and Transportation Officials, Washington D.C., 5th Edition, 2004, p. 743.

³ *1999 Oregon Highway Plan*, Oregon Department of Transportation, Amended July 2006.

and other states. A secondary function in urban areas is to provide connections for regional trips within the metropolitan area. Interstate Highways are major freight routes and their objective is to provide mobility.”

Cascade Avenue (also known as US 30 or the Historic Columbia River Highway) is owned by ODOT and is the crossroad within the I-84 Exit 62 interchange. ODOT classifies Cascade Avenue as a District Highway, which are facilities of county-wide significance and function largely as county and city arterials or collectors. Cascade Avenue provides both a connection to the interstate freeway system and access to local businesses and residences in the City. The City has designated Cascade Avenue as a minor arterial in their Transportation System Plan.

Approximately 100 feet north of the I-84 Exit 62 interchange, Cascade Avenue ends at Westcliff Drive, which parallels I-84 and provides access to properties bordering the Columbia River. To the west of Cascade Avenue, Westcliff Drive is under Hood River County jurisdiction. However, the intersection with Cascade Avenue and the remaining segment of Westcliff Drive to the east are under ODOT jurisdiction. The City has designated Westcliff Drive as a local street.

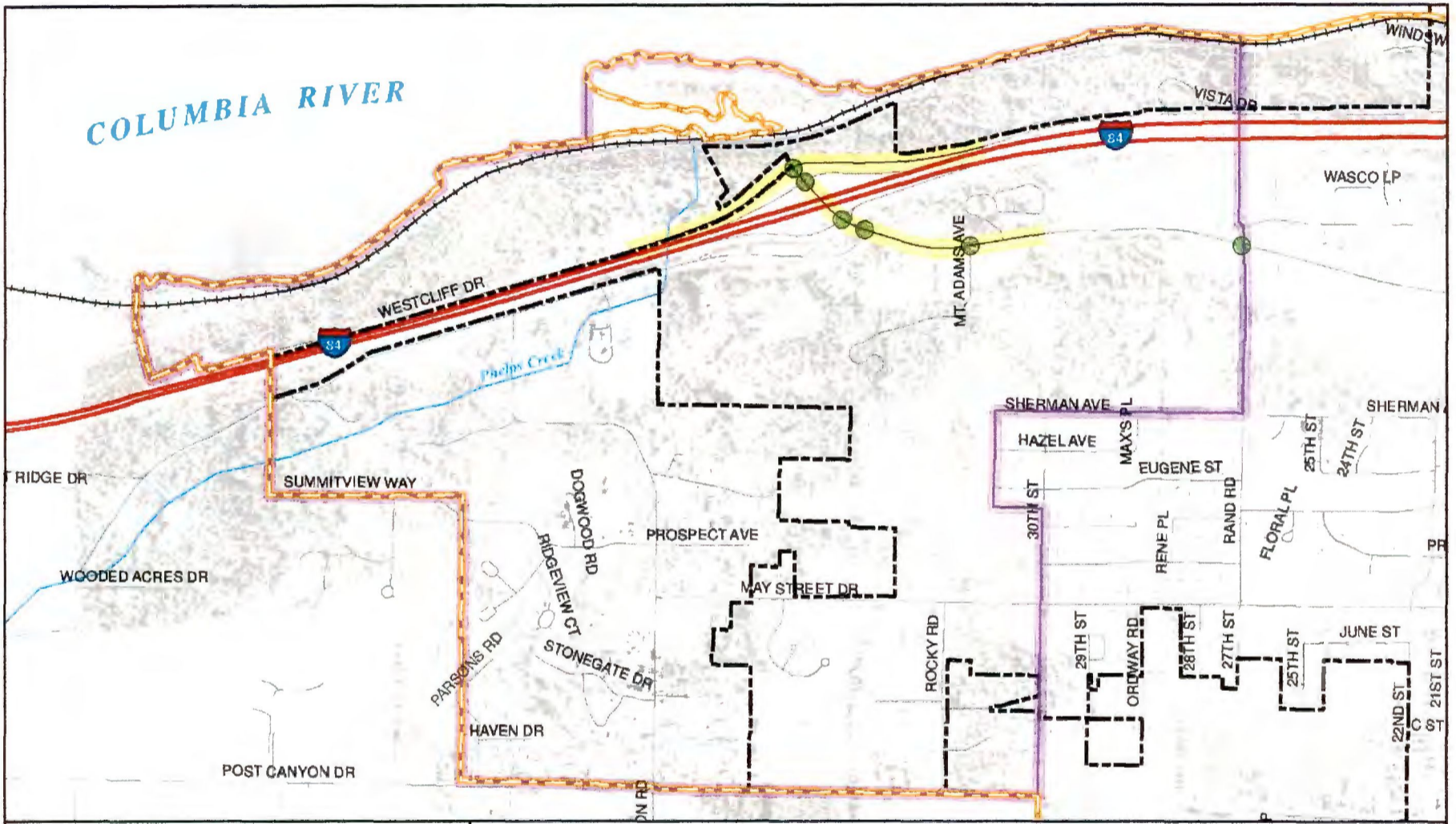
Study Area

Figure 2 illustrates the Study Area for the I-84 Exit 62 IAMP. The Exit 62 study area boundaries include a combination of the urban growth boundary (UGB) and Sherman Avenue to the south, 30th Street and Rand Road to the east, and the UGB to the north and west.

The IAMP study area was chosen to reflect the general area where the interchange would potentially influence land use and traffic patterns. As a general rule of thumb, lands located within approximately ½-mile from the interchange are considered. However, the boundary was further refined through consideration of existing and planned land uses in the vicinity that will impact the interchange, transportation facilities and traffic operations, and natural and cultural resources.

While Rand Road is slightly beyond the ½-mile radius from the interchange, it was included as a study boundary because it represents a significant link in the transportation system. In addition, the area between May Street, Frankton Road, 30th Street, and the UGB was included because of its high development potential over the next 20 years and its anticipated reliance on the I-84 Exit 62 interchange for access to areas beyond Hood River. It should also be noted that a small pocket of existing residential development in the southwest and southeast corners of the study area were excluded, as their potential for redevelopment within the planning horizon was considered to be negligible.

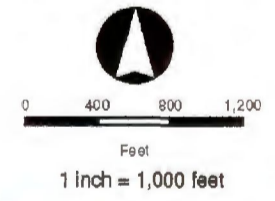
In addition to mapping study area boundaries, Figure 2 also identifies study intersections and access management areas. Study intersections are key locations where safe and efficient operation is essential for adequate operation of the interchange. These intersections were analyzed as part of the study to identify any safety or operational deficiencies through the planning horizon. Needed improvements to address deficiencies were developed and recommended for inclusion in State and local capital improvement plans. Within the Study Area, ODOT, Hood River County, and the City of Hood River all maintain jurisdiction over one or more key roadways, as shown in Table 1.



**I-84 Exit 62
Interchange Area Management Plan**

Figure 2 Study Area

- | | |
|------------------------|-----------------|
| Study Area | Railroad |
| Study Intersection | City Limit |
| Access Management Area | UGB |
| Interstate | Stream |
| Roadway | Parcel Boundary |



Parametrix

Table 1: Roadway Jurisdiction

Key Interchange Area Roadway	Agency of Jurisdiction
I-84	ODOT
Cascade Avenue	ODOT
Westcliff Drive	ODOT (Cascade Avenue to Jaymar Road)
	Hood River County (west of Cascade Avenue)
Country Club Road	City of Hood River (within City Limits)
	Hood River County (outside of City Limits)
Rand Road	City of Hood River

Access management areas are corridors along the interchange crossroad where turning movements related to driveways and public street intersections can influence interchange operations. As a general practice, this corridor includes the length of the interchange crossroad within ¼-mile of the interchange ramp terminals, which would be consistent with ODOT's access management spacing standards for interchange areas. As part of the IAMP, an access management plan was developed that provides short, medium, and long-range actions to modify access to the crossroad within the access management area to provide conformance with ODOT's access management spacing standards where feasible.

Goals and Objectives

The goals and objectives of this IAMP reflect the intentions and interests of ODOT, the City of Hood River, Hood River County, and other key stakeholders for the interchange and transportation operations in the area. The goals and objectives are guided by, but not re-statements of, Oregon Highway Plan policies and OAR language. The objectives relate what the plan is trying to accomplish and are intended to be achievable and measurable. The objectives served as the basis for data collection and research, as alternative evaluation criteria to guide alternatives analysis and selection of the preferred alternative, and to guide management decisions.

Goal 1: Protect the function and operation of the interchange and the state highways as follows:

- I-84 is classified as an Interstate Highway. It is part of the National Highway System and is a designated freight route between Portland and points east. The operational objective for Interstate Highways is to provide safe and efficient high-speed travel in urban and rural areas.
- The Historic Columbia River Highway (HCRH) is classified as a District Highway. The operational objective for District Highways is to allow safe and efficient moderate to low-speed travel in urban and urbanizing areas for traffic flow, as well as bicycle and pedestrian movements. In addition, the HCRH has design and operational requirements not applicable to other highways in the state.

Objective 1a: The project alternatives meet the requirements of the Federal Interchange Policy and will accommodate design-year (2031) traffic demands as a threshold.

Objective 1b: The project alternatives are consistent with the OHP requirement that the maximum volume to capacity ratio for the ramp terminals of interchange ramps be the smaller of the values of the volume to capacity ratio for the crossroad or 0.85.

Objective 1c: Meet or move in the direction of ODOT access management spacing standards for access along interchange crossroads.

Objective 1d: The project alternatives are consistent with the intent of the Programmatic Agreement for the HCRH.

Objective 1e: The project alternatives are consistent with the intent of the I-84 Corridor Strategy.

Goal 2: Provide for an adequate system of local roads and streets for access and circulation within the interchange area that minimizes local traffic through the interchange and on the interchange crossroad.

Objective 2a: Any necessary supporting improvements to the surface street system have been (or will be) identified in the local comprehensive plan and funding or a funding source for these improvements has been identified.

Objective 2b: While recognizing the urban fabric of Hood River, the project alternatives propose surface street improvements that either meet the ODOT established access management standards or improve on the current conditions.

Objective 2c: *The project alternatives propose surface street improvements that will operate adequately over the 20-year planning horizon.*

Goal 3: Provide safe and efficient multimodal travel between the connecting roadways.

Objective 3a: While recognizing existing capacity constraints and consistent with the Programmatic Agreement for the HCRH, the project alternatives will improve safety by adding capacity to reduce congestion and/or correcting geometric conditions that do not meet current standards.

Objective 3b: The project alternatives will improve bicycle and pedestrian safety by providing upgraded bikeways and walkways that meet current standards and include facility infill and extensions where needed to provide a continuous network while respecting the historic streetscape.

Goal 4: Ensure future changes to the planned land use system are consistent with protecting the long-term function of the interchange and the surface street system and the integration of future transportation projects and land use changes.

Objective 4a: The project alternatives were developed in partnership with affected property owners in the interchange area, the City of Hood River, Hood River County, the Oregon Department of Transportation, and other stakeholders, including interchange users.

Objective 4b: The City and County Comprehensive Plans and/or Transportation System Plans are consistent, or will be made consistent, with the project alternatives.

Objective 4c: The project alternatives are consistent with the County's Bike Plan.

Goal 5: Recognize the importance of the interchange function to support local and regional economic development goals and plans.

Objective 5a: The project alternatives are expected to reduce delay for vehicles, including commercial vehicles, accessing the freeway and increase safety.

Objective 5b: The project alternatives would facilitate access to, through, and from businesses in Hood River.

Objective 5c: The project alternatives recognize the importance of recreation and tourism to the regional economy.

Goal 6: Ensure that the needs of regional through trips and the timeliness of freight movements are considered when developing and implementing plans and projects on freight routes.

Objective 6a: The project alternatives would facilitate freight access to and from the many industrial, agricultural, and forest products freight destinations in the interchange area.

CHAPTER 3: MANAGEMENT PLAN

This chapter describes plan actions for improving and managing the transportation system in the interchange area through the year 2031 to maximize the operational life of the I-84 Exit 62 interchange, while ensuring that planned growth can be supported. It describes future operations within the Exit 62 interchange area, identifies transportation improvements for the interchange and surrounding street network, and includes an access management plan to guide the planning of approach locations along the interchange crossroad (Cascade Avenue). Guidance for agency implementation of the plan is also provided, including recommended amendments to City and County plans and development codes.

Transportation System Improvements

Transportation system improvements are categorized by mode of travel, including improvements for the pedestrian, bicycle, and motor vehicle networks.

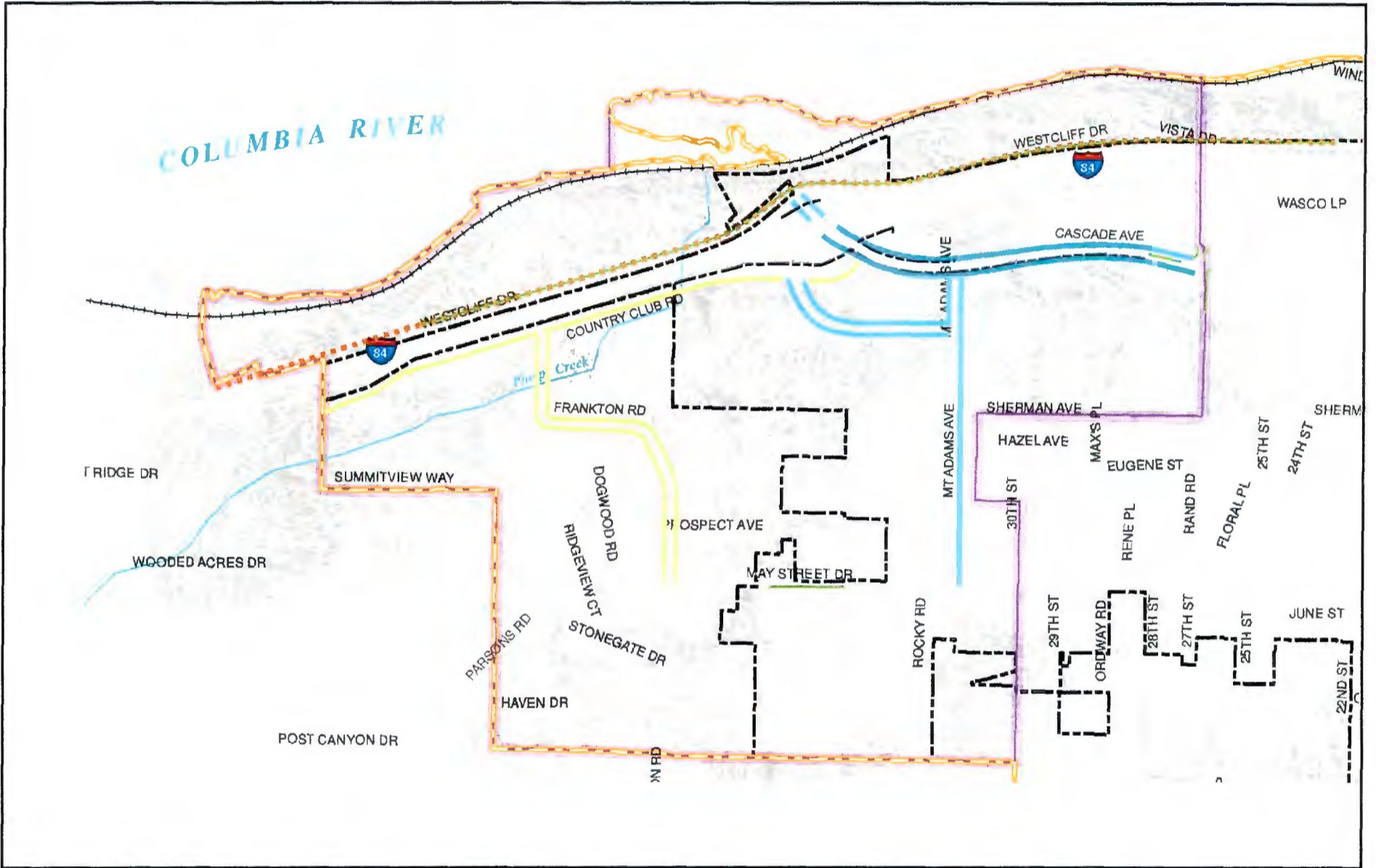
Pedestrian Network Improvements

This category of improvement projects includes those exclusively targeted at improving connectivity for pedestrians within the interchange area. In addition to these, the motor vehicle improvement projects identified along Cascade Avenue, Mt. Adams Avenue, and Country Club Road (including the future realigned section) would include sidewalks as part of a complete street project. Exclusive pedestrian network projects are listed below and illustrated in Figure 3.

- A. Construct sidewalk along the south side of Country Club Road between Cascade Avenue and the urban growth boundary to the west.
- B. When Country Club Road is realigned and the intersection at Cascade Avenue is closed, construct a bicycle/pedestrian accessway between the new cul-de-sac and Cascade Avenue (also listed under Bicycle Network Improvements).
- C. Construct sidewalk along Frankton Road between Country Club Road and May Street.

It is also recognized that an extension of the Historic Columbia River Highway State Trail is planned to occur along the north side of Westcliff Drive, approaching from the west and ending at Ruthton Park. The design and alignment of this trail have not yet been determined, but they may be planned to replace the need for standard pedestrian and bicycle amenities along the property frontages. Furthermore, an extension of the trail design beyond Ruthton Park has been considered, reaching to Cascade Avenue or even to the eastern terminus of Westcliff Drive at Jaymar Road.

The design and location of this trail extension will be a coordinated effort between ODOT, Hood River County, and the City of Hood River. This may effect pedestrian and bicycle facility design through much of the interchange area and along the I-84 Exit 62 interchange itself. As plans are refined, they must compliment adjacent facilities to provide a comprehensive network for walking and biking through the interchange area. Furthermore, it should be acknowledged that future improvements to Westcliff Drive that are outside of the Hood River urban area may require review for consistency with National Scenic Area provisions.



**I-84 Exit 62
Interchange Area Management Plan**

Figure 3 Pedestrian Network Improvements

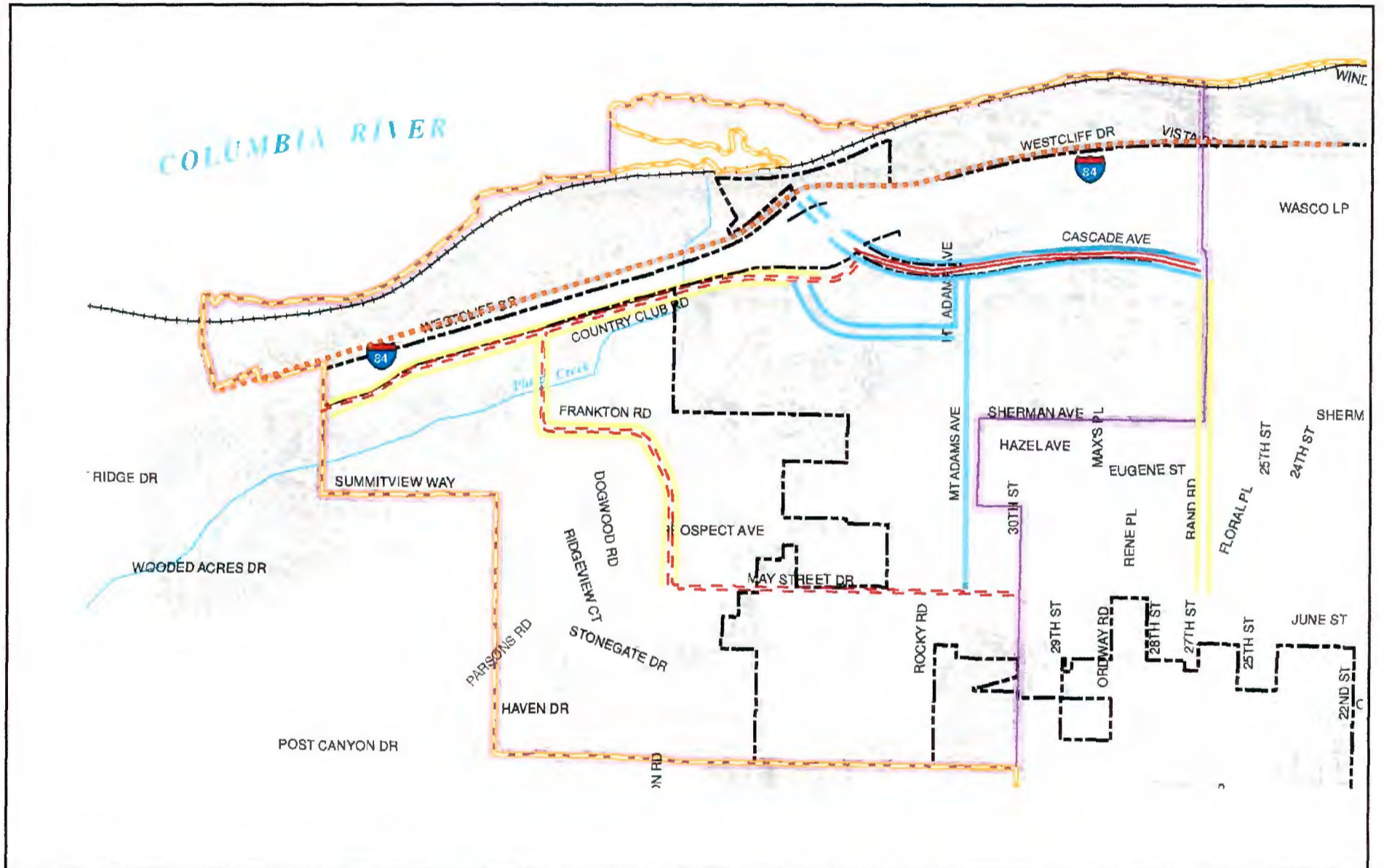
LEGEND		Existing	Future
- Study Area	- Parcel Boundary	- Sidewalk	- Sidewalk Part of Road Project
- City Limit	- Railroad	- Infill/New Sidewalk	- Multi-Use Path
- UGB	- Stream	- Sidewalk or Multi-Use Path	

0 400 800 1,200
1 inch equals 1,000 feet
DKS Associates

Bicycle Network Improvements

This category of improvement projects includes those exclusively targeted at improving connectivity for bicyclists within the interchange area. In addition to these, the motor vehicle improvement projects identified along Cascade Avenue, Mt. Adams Avenue, and Country Club Road (including the future realigned section) would include bike lanes as part of a complete street project. Exclusive bicycle network projects are listed below and illustrated in Figure 4.

- A. Infill bicycle lanes along Frankton Road between Country Club Road and May Street.
- B. Infill bicycle lanes along Rand Road between Cascade Avenue and May Street.
- C. When Country Club Road is realigned and the intersection at Cascade Avenue is closed, construct a bicycle/pedestrian accessway between the new cul-de-sac and Cascade Avenue (also listed under Pedestrian Network Improvements).
- D. Construct bicycle lanes along Country Club Road between the eastern terminus (Cascade Avenue under existing alignment or to the newly constructed segment connecting to Mt. Adams Avenue if realigned) and the urban growth boundary to the west. When Country Club Road is realigned to Mt. Adams Avenue, bicycle lane construction for that segment will occur as part of that project. If realignment of Country Club Road occurs before bicycle lanes are constructed along the section of Country Club Road to the west, construction of bicycle lanes on the segment between Cascade Avenue and the point of realignment will not be necessary.



**I-84 Exit 62
Interchange Area Management Plan**
Figure 4 Bicycle Network Improvements

LEGEND		Existing	Future
- Study Area	- Parcel Boundary	- Partial Shoulder Bikeway	- Bike Lane Part of Road Project
- City Limit	- Railroad	- Dedicated Bikeway	- Infill/New Bike Lane
- UGB	- Stream		- Multi-Use Path
			- Multi-Use Path or Shared Roadway

1 inch equals 1,000 feet

DKS Associates

Motor Vehicle Network Improvements

Land Use Assumptions

Traffic volume forecasts for the year 2031 were developed through estimation of continued regional growth in through traffic and city-wide growth in housing and employment within the urban growth boundary in a manner that would be consistent with the City of Hood River Comprehensive Plan and Map as of July 2009. The growth in local development would be consistent with full buildout of lands within the Exit 62 interchange area. A detailed description of land use assumptions for the year 2031 is included in the appendix.

Future Traffic Volumes

Traffic volume forecasts were developed for two time periods of interest for the I-84 Exit 62 interchange area: the summer Sunday p.m. peak hour and the summer weekday p.m. peak hour. The summer Sunday p.m. peak hour represents the 30th highest annual hour of traffic for I-84, which is the time period used by ODOT for design purposes. The summer weekday p.m. peak hour represents the time period where local commuting traffic combines with recreational traffic and often reflects a more appropriate design hour for the local transportation system.

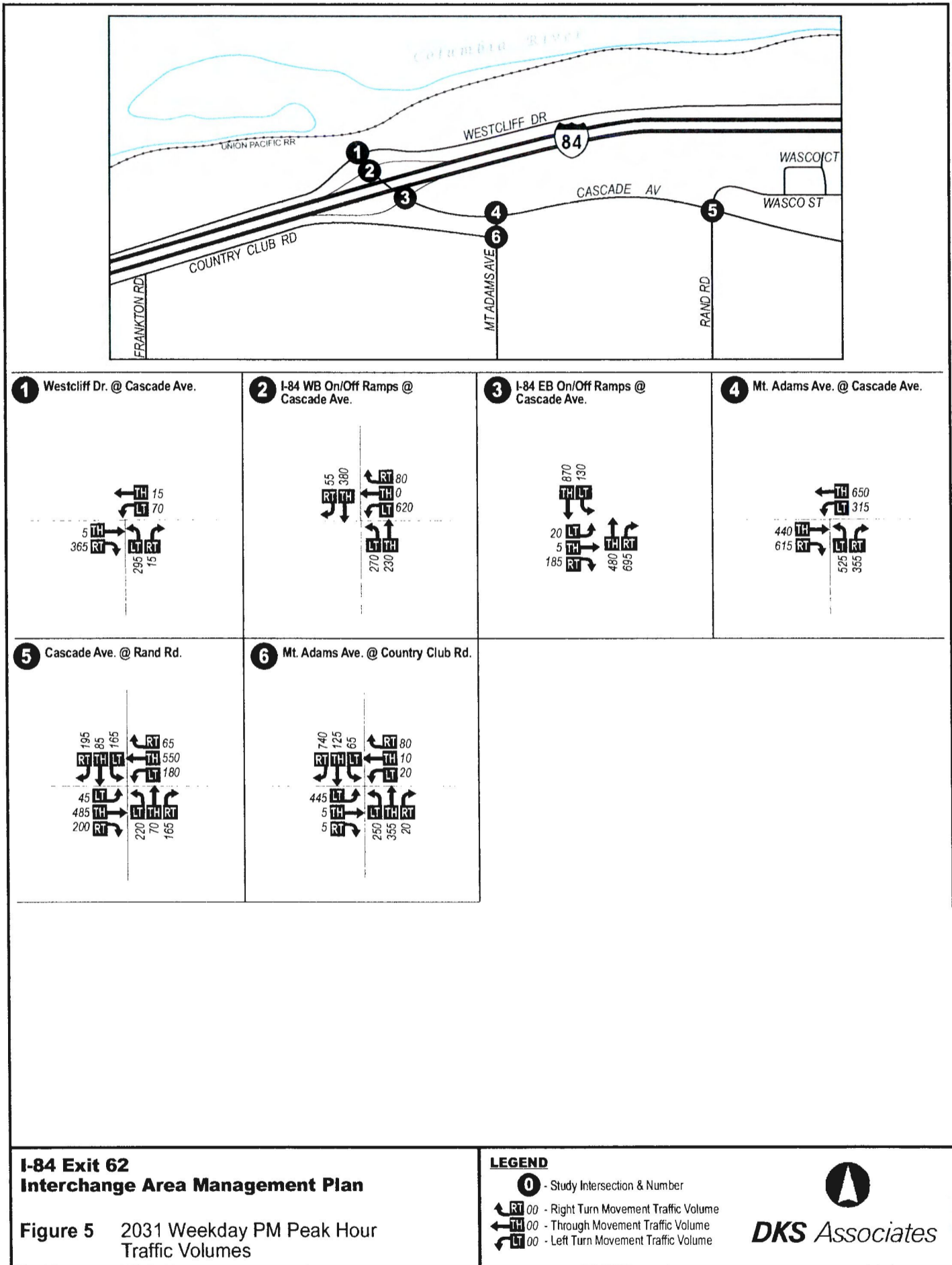
Figures 5 and 6 display the forecasted turning movement volumes at study intersections for the year 2031 during the weekday and Sunday p.m. peak hour scenarios, respectively. Much of the growth in traffic to 2031 in the Exit 62 interchange area is attributed to commercial growth surrounding the interchange and residential growth to the south. However, the Exit 62 interchange is also part of an important travel route for trucks traveling to and from the agricultural lands in the County south of Hood River and for many vehicles traveling to the south area of the city and to the Heights area along 13th Street.

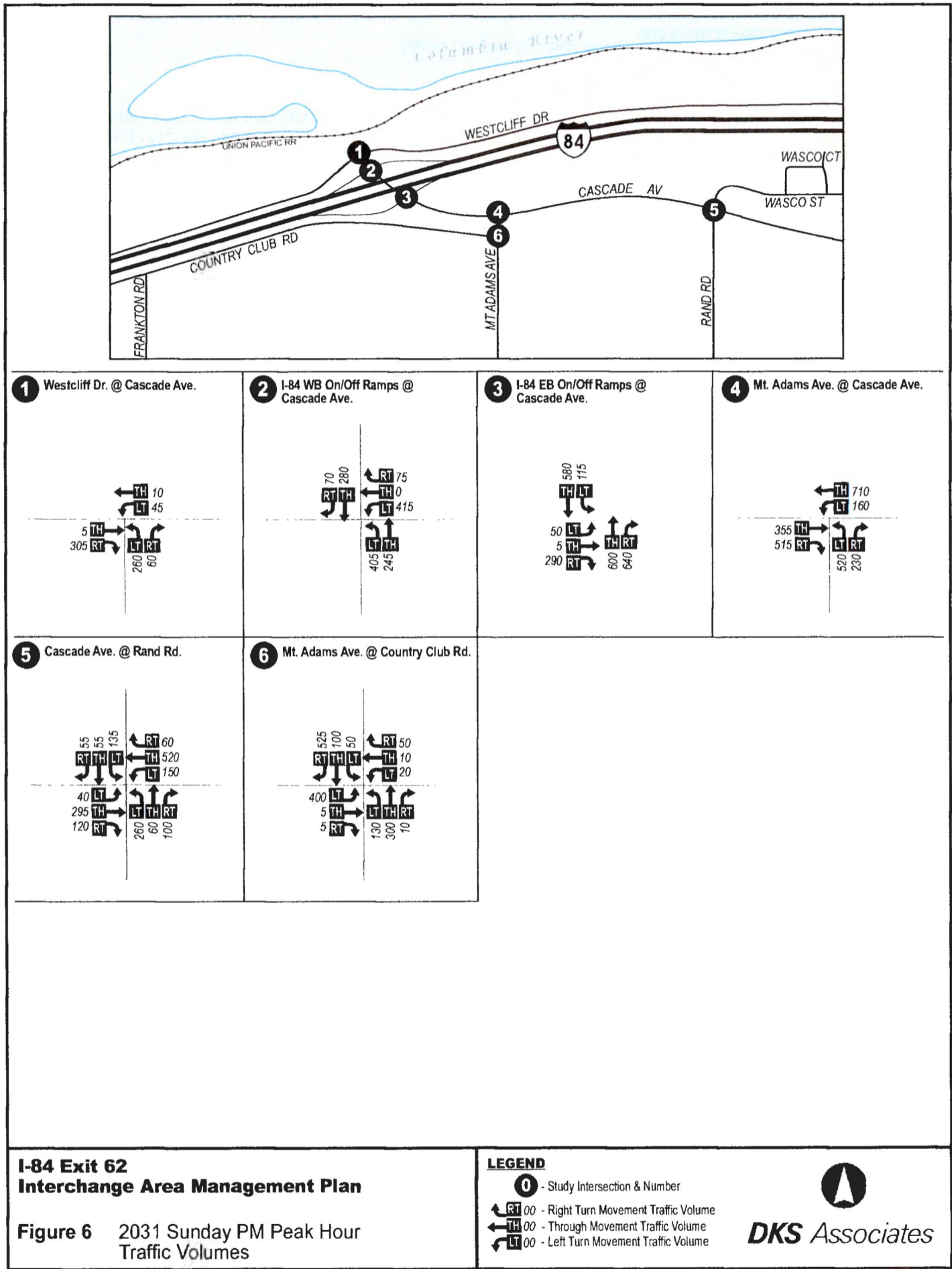
Mobility Standards

ODOT, the City of Hood River, and Hood River County have adopted mobility standards for transportation facilities under their jurisdiction that require a minimum level of acceptable performance. While ODOT maintains jurisdiction of all study intersections within the Exit 62 interchange area, the City of Hood River applies the most restrictive standard where a transportation facility within the City Limits is maintained by ODOT or the County. For non-ODOT facilities that are outside of the City Limits, the County mobility standards apply.

Through the recent 2011 update of the City of Hood River's Transportation System Plan, the City's mobility standard changed from requiring a level of service C to only requiring a level of service D on City roadways. This change was primarily in response to the increasing difficulty of funding transportation improvement projects in a timely manner to support new development. The City of Hood River's mobility standards are included in the 2011 City of Hood River Transportation System Plan. Under Goal 4, Policy 4 states, "A minimum level of service (LOS) D on transportation systems serving new developments is desired on streets and signalized and unsignalized intersections. Level of service shall be based on the most recent edition of the Highway Capacity Manual. Where a facility is maintained by the County or ODOT, the more restrictive of the standards should apply."⁴

⁴ City of Hood River Transportation System Plan, DKS Associates, June 2011.





To maintain consistency with City mobility standards, it is recommended that Hood River County amend their mobility standards to allow LOS D operations (a LOS C is currently required) within the City of Hood River urban growth area.

ODOT mobility standards are given as volume to capacity (V/C) ratios and are based on roadway classification, designations, and posted speed limits. There are two types of mobility standards for state facilities that are used for different purposes. Those contained in ODOT's 1999 Oregon Highway Plan (OHP) are applied to the review of development proposals and for the determination of needed infrastructure improvements (i.e., No Build conditions). However, the mobility standards from ODOT's Highway Design Manual (HDM)⁵ are to be applied to the evaluation of all alternatives considered for roadway improvements through public investments.

Table 2 lists the mobility standards from the OHP and HDM that are applicable to Exit 62 interchange area facilities (I-84 is classified as an Interstate Highway and Cascade Avenue is classified as a District Highway). While the recommended improvements included in this plan were designed to comply with the HDM standards, the mobility standards from the OHP will be used for all future interchange area operations monitoring, including the review of development proposals.

Table 2: Applicable ODOT Mobility Standards (V/C ratios)

Highway Category	Inside Urban Growth Boundary	
	Non-MPO outside of STA's where non-freeway speed < 35 mph	Non-MPO where non-freeway speed limit ≥ 45mph
Oregon Highway Plan		
▪ Applied to the review of development proposals and for the determination of needed infrastructure improvements (i.e., No Build conditions)		
Interstate Highways	-	0.70*
District Highways/ Local Interest Roads	0.90*	-
Highway Design Manual		
▪ Applied to the evaluation of all alternatives considered for roadway improvements through public investments		
Interstate Highways	-	0.65
District Highways/ Local Interest Roads	0.80	-

* The maximum volume to capacity ratio for ramp terminals of interchange ramps shall be the smaller of the values of the volume to capacity ratio for the crossroad or 0.85.

⁵ Highway Design Manual, Oregon Department of Transportation, 2003, p. 10-38.

In addition to the mobility standards shown in Table 2, special conditions apply at some locations. At unsignalized intersections and road approaches, the volume to capacity ratios shall not be exceeded for either of the state highway approaches that are not stopped. Approaches at which traffic must stop, or otherwise yield the right of way, shall be operated to maintain safe operation of the intersection and all of its approaches and shall not exceed the volume to capacity ratios for District/Local Interest Roads within the urban growth boundary.

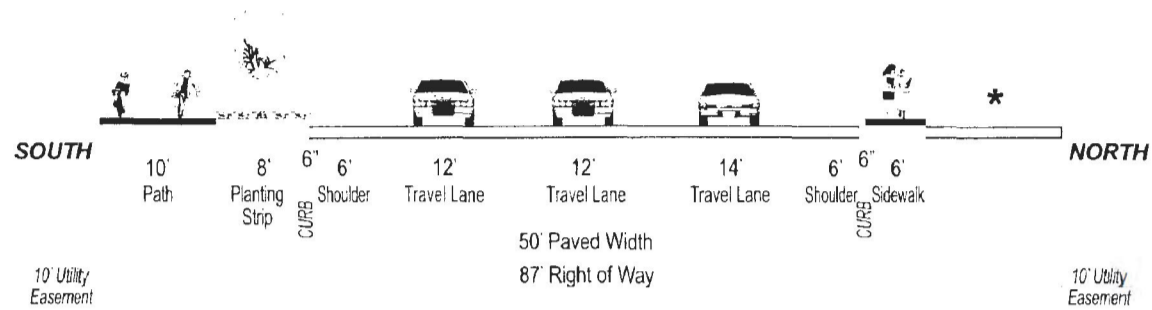
Roadway Improvements

All study intersections within the I-84 Exit 62 IAMP study area will fail to comply with mobility standards during the weekday p.m. peak hour with the exception of the intersection of Westcliff Drive at Cascade Avenue (see future intersection operations included on following pages). However, during the Sunday p.m. peak hour, only the I-84 ramp terminals with Cascade Avenue fail to comply with mobility standards. Critical improvements to maintain safe and efficient operation of the transportation system in the interchange area described below.

- The I-84 Exit 62 interchange will require significant modernization to provide needed turning lanes, bicycle and pedestrian accommodations, and traffic signals. While the design of this interchange may be explored further, a diamond configuration using the existing footprint as much as feasible was assumed for the purpose of this plan.
- The realignment of Country Club Road from Cascade Avenue to a future Mt. Adams Avenue extension is a critical improvement for the Exit 62 interchange area. This project significantly improves intersection spacing in the vicinity of the I-84 interchange ramp terminals, which allows all other elements of the transportation system to function adequately. While sidewalk should be provided on both sides of Country Club Road in the realigned section, topography may make this infeasible. At a minimum, sidewalk should be constructed along the north side of this section, which is adjacent to existing and future development.
- With Country Club Road realigned to intersect with Mt. Adams Avenue, there will be increased traffic demand on the segment of Cascade Avenue between I-84 and the intersection with Mt. Adams Avenue. To adequately accommodate this demand, Cascade Avenue will ultimately need to be widened to include two travel lanes in each direction within the segment. It is imperative that the intersections be designed to accommodate large trucks. Once east of Mt. Adams Avenue, the cross-section of Cascade Avenue can return to only one travel lane in each direction as planned in the City of Hood River TSP.

On March 3, 2011, the Historic Columbia River Highway Advisory Committee passed a motion to support an amendment of the Programmatic Agreement #19942 to accommodate the wider cross-section on Cascade Avenue in this segment. The approved roadway design is shown in Figure 7.

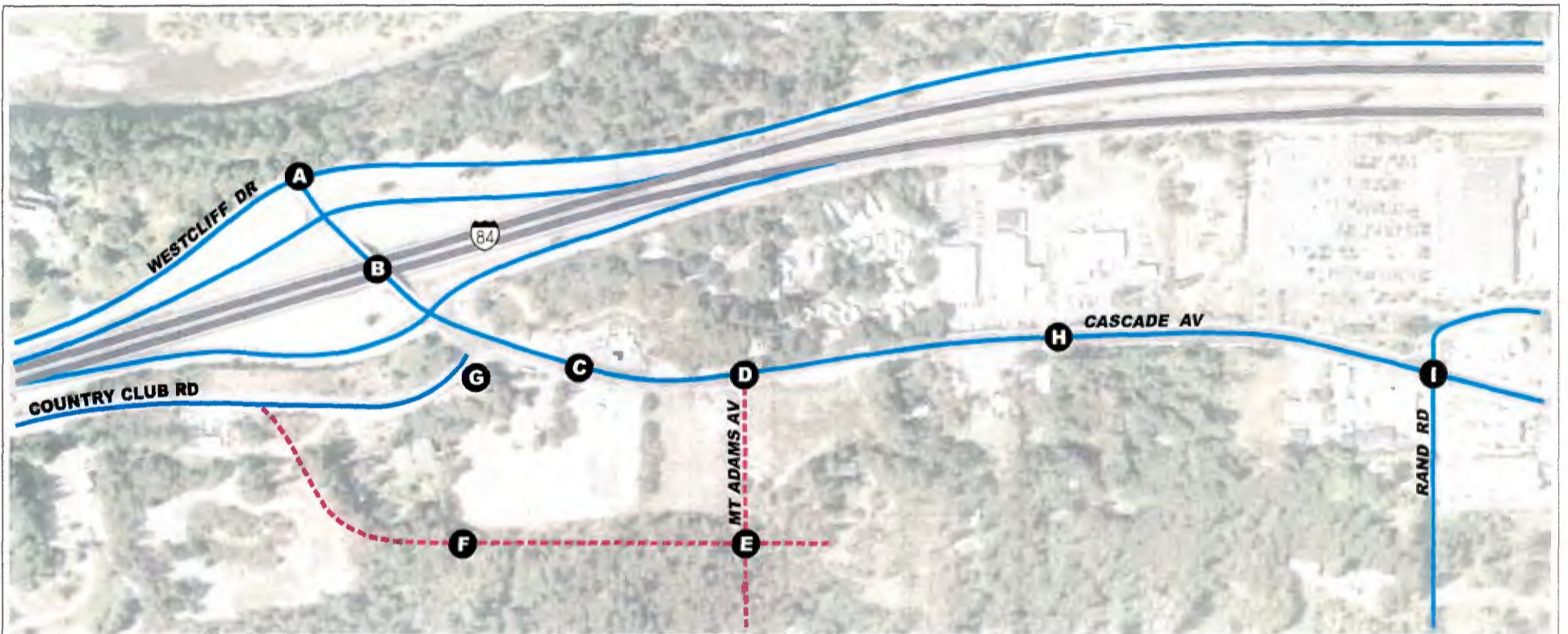
Figure 7: Cascade Avenue Design from I-84 Eastbound to Mt. Adams Avenue



* Prior to construction of the outer westbound travel lane, the City of Hood River and ODOT will demonstrate the need for the lane based on updated traffic projections and will present the findings to the Historic Columbia River Highway Advisory Committee.

- East of Mt. Adams Avenue, Cascade Avenue will be widened to 3 lanes (one travel lane in each direction plus a center turn lane). This design is consistent with that identified in the City of Hood River TSP and will match the existing roadway east of Rand Road.

A comprehensive map of Exit 62 interchange area motor vehicle network improvements is provided in Figure 8, with more detailed descriptions of these improvements as they relate to study intersections included in the following pages. All roadway improvement projects shown along Cascade Avenue, Mt. Adams Avenue, and Country Club Road are assumed to include bicycle lanes and sidewalks.



- A** Improve intersection with traffic signal and turning lanes (see page 20).
- B** Modernize interchange to accommodate turning lanes and traffic signals (see page 21).
- C** Widen Cascade Ave. to an ultimate 4-lane roadway from I-84 eastbound ramps to Mt. Adams Ave. (see Figure 7).
- D** Improve intersection with traffic signal and turning lanes (see page 22).
- E** Improve intersection with traffic signal and turning lanes (see page 23).
- F** Construct new alignment of Country Club Rd. as a 2-lane roadway.
- G** Cul-de-sac Country Club Rd. and provide pedestrian/bicycle accessway.
- H** Widen Cascade Ave. to a 3-lane roadway from Mt. Adams Ave. to Rand Rd.
- I** Improve intersection with traffic signal and turning lanes (see page 24).

LEGEND

- - Existing Roadway
- - - - Proposed Roadway

DKS Associates



Figure 8

**I-84 Exit 62
Interchange Area Management Plan
Motor Vehicle Network Improvements**

Cascade Avenue/ Westcliff Drive Improvements						
Improvements: <ul style="list-style-type: none"> ▪ Construct traffic signal ▪ Eastbound: construct right turn lane (175' storage) 						
Operations (Year 2031):						
Scenario	Level of Service	Delay (sec)	V/C Ratio	ODOT Mobility Standards (V/C Ratio)		City Mobility Standard (Level of Service)
				OHP	HDM	
No Build Sunday PM Peak Hour	B	14.5	0.15	0.90	0.80	D
No Build Weekday PM Peak Hour	C	18.2	0.27	0.90	0.80	D
With Improvements Sunday PM Peak Hour	C	23.6	0.36	0.90	0.80	D
With Improvements Weekday PM Peak Hour	C	29.9	0.36	0.90	0.80	D
Notes: While the proposed improvements are shown to degrade intersection operations compared to the No Build condition, it should be recognized that the above improvements are intended to provide for compatibility with the nearby traffic signal at the I-84 westbound off-ramp. The priority at this intersection is to avoid queue spillback into the I-84 westbound ramp terminal. Prior to construction of a traffic signal, an engineering investigation must be completed showing that signal warrants will be met and ODOT Region and State Traffic Engineer approval must be obtained.						

Cascade Avenue/ I-84 EB and WB Ramps Improvements

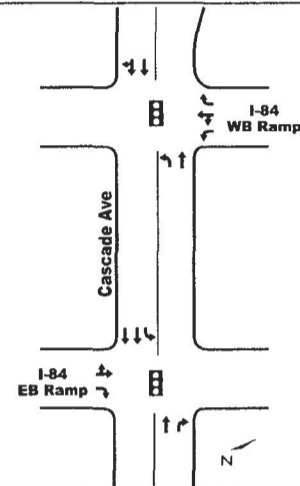
Improvements:

Cascade Avenue at I-84 WB Ramps

- Construct traffic signal
- Northbound: construct left turn lane (full length of bridge)
- Southbound: construct second southbound through lane
- Westbound: construct left turn lane (275' storage) shared through/left turn lane, right turn lane (150' storage)

Cascade Avenue at I-84 EB Ramps

- Construct traffic signal
- Northbound: construct right turn lane (drop lane from Cascade Ave.)
- Southbound: construct second southbound through lane, left turn lane (200' storage or full length of bridge)
- Eastbound: construct right turn lane (125' storage)



Operations (Year 2031):

Scenario	Level of Service	Delay (sec)	V/C Ratio	ODOT Mobility Standards (V/C Ratio)		City Mobility Standard (Level of Service)
				OHP	HDM	
Westbound Ramp Terminal						
No Build Sunday PM Peak Hour	A/F	>60.0	>1.00	0.85	0.65	D
No Build Weekday PM Peak Hour	A/F	>60.0	>1.00	0.85	0.65	D
With Improvements Sunday PM Peak Hour	C	31.5	0.60	0.85	0.65	D
With Improvements Weekday PM Peak Hour	D	39.0	0.65	0.85	0.65	D
Eastbound Ramp Terminal						
No Build Sunday PM Peak Hour	A/F	>60.0	>1.00	0.85	0.65	D
No Build Weekday PM Peak Hour	A/F	>60.0	>1.00	0.85	0.65	D
With Improvements Sunday PM Peak Hour	B	18.8	0.55	0.85	0.65	D
With Improvements Weekday PM Peak Hour	B	14.9	0.50	0.85	0.65	D

Notes: Bold Text indicates mobility standard is not met

While the design of this interchange may be explored further, a diamond configuration using the existing footprint as much as feasible was assumed for the purpose of this plan. The recommended improvements include signalization of both ramp terminals and widening and lengthening of the eastbound and westbound off-ramps. To accommodate the turn lane requirements at these intersections, the I-84 overcrossing structure would need to be replaced with a wider five-lane bridge, plus bike lanes and sidewalks.

Cascade Avenue/ Mt. Adams Avenue Improvements						
<p>Improvements:</p> <ul style="list-style-type: none"> ▪ Construct traffic signal ▪ Northbound: construct two left turn lanes (200' storage on inside, full length to Country Club Rd. on outside), right turn lane (200' storage) ▪ Westbound: construct left turn lane (200' storage) ▪ Eastbound: construct channelized right turn lane under yield control (drop lane from Cascade Ave.) 						
				<p>The diagram shows the intersection of Cascade Ave and Mt. Adams Ave. Cascade Ave runs north-south, and Mt. Adams Ave runs east-west. A traffic signal is located at the intersection. Arrows indicate traffic flow: northbound on Cascade Ave, southbound on Cascade Ave, westbound on Mt. Adams Ave, and eastbound on Mt. Adams Ave. A north arrow is also present.</p>		
Operations (Year 2031):						
Scenario	Level of Service	Delay (sec)	V/C Ratio	ODOT Mobility Standards (V/C Ratio)		City Mobility Standard (Level of Service)
				OHP	HDM	
No Build Sunday PM Peak Hour	C	25.6	0.90	0.90	0.80	D
No Build Weekday PM Peak Hour	C	35.0	0.96	0.90	0.80	D
With Improvements Sunday PM Peak Hour	C	33.9	0.64	0.90	0.80	D
With Improvements Weekday PM Peak Hour	B	18.1	0.62	0.90	0.80	D
<p>Notes: Bold Text indicates mobility standard is not met</p> <p>A key element of the above improvements includes the construction of a separate eastbound right turn lane that is channelized and operates with yield control. Channelizing the separate eastbound right turn lane provides an opportunity to construct this lane with a larger radius, facilitating the movement of large trucks. The use of yield control maximizes the capacity of this movement, but as an alternative, it could also function adequately if signalized with right turn overlap phasing (i.e., eastbound right turn would have a green light at the same time as the northbound left turn). In addition, while only 200 feet of vehicle storage is required for the northbound right turn lane, it could be extended back to Country Club Road to provide additional width for large trucks turning from Country Club Road (eastbound to northbound onto Mt. Adams Avenue).</p>						

Country Club Road/ Mt. Adams Avenue Improvements

Improvements:

- Construct traffic signal
- Northbound: construct left turn lane (175' storage), shared through/right turn lane
- Southbound: construct left turn lane (100' storage), through lane, channelized right turn lane under yield control (drop lane from Mt. Adams Ave.)
- Westbound: construct left turn lane (50' storage), shared through/right turn lane
- Eastbound: construct left turn lane (275' storage), shared through/right turn lane

Operations (Year 2031):

Scenario	Level of Service	Delay (sec)	V/C Ratio	ODOT Mobility Standards (V/C Ratio)		City Mobility Standard (Level of Service)
				OHP	HDM	
No Build Sunday PM Peak Hour	-	-	-	-	-	D
No Build Weekday PM Peak Hour	-	-	-	-	-	D
With Improvements Sunday PM Peak Hour	B	17.0	0.53	-	-	D
With Improvements Weekday PM Peak Hour	B	19.1	0.66	-	-	D

Notes:

The proposed realignment of Country Club Road will create a new intersection with the future Mt. Adams Avenue extension. A key element of this improvement is the channelized southbound right turn lane that operates under yield control. Channelizing the separate southbound right turn lane provides an opportunity to construct this lane with a larger radius, facilitating the movement of large trucks. The use of yield control was implemented to maximize capacity for the high demand movement and is critical for avoiding queue spillback into Cascade Avenue. Also, the second southbound lane extending from Cascade Avenue and dropping as a right turn lane at Country Club Road will provide additional maneuvering width for large trucks.

Cascade Avenue/ Rand Road Improvements						
Improvements: <ul style="list-style-type: none"> ▪ Construct traffic signal ▪ Northbound: modify to include left turn lane (200' storage), shared through/right turn lane ▪ Westbound: none ▪ Southbound: modify to include left turn lane (175' storage), shared through/right turn lane ▪ Eastbound: construct right turn lane (150' storage) 						
Operations (Year 2031):						
Scenario	Level of Service	Delay (sec)	V/C Ratio	ODOT Mobility Standards (V/C Ratio)		City Mobility Standard (Level of Service)
				OHP	HDM	
No Build Sunday PM Peak Hour	B	20.9	0.78	0.90	0.80	D
No Build Weekday PM Peak Hour	D	37.5	1.05	0.90	0.80	D
With Improvements Sunday PM Peak Hour	B	17.3	0.70	0.90	0.80	D
With Improvements Weekday PM Peak Hour	C	22.6	0.79	0.90	0.80	D
Notes: Bold Text indicates mobility standard is not met						
Key elements of the proposed improvements include the construction of a separate eastbound right turn lane to serve high volumes of traffic destined to the south and modification of the north and south approaches to include separate left turn lanes, which would allow for greater flexibility in signal phasing. However, the modifications to the north and south approaches will require some road realignment to ensure the opposing through lanes are appropriately aligned. Furthermore, prior to construction of the eastbound right turn lane, ODOT and the City will demonstrate the need for the lane based on updated traffic projections and will present the findings to the Historic Columbia River Highway Advisory Committee. This improvement is not only required meet mobility standards, but will help mitigate the potential for rear-end collisions associated with high volumes of eastbound through and right turn traffic using the same travel lane.						

Access Management Plan

The purpose of the Access Management Plan is to provide a long-range, comprehensive and coordinated strategy for accommodating access as property develops or as public improvement projects are constructed. It is anticipated that most improvements will occur incrementally over time. The goal of the plan is to provide clear direction and ensure progress is made toward improving the management of access in the interchange area, while allowing sufficient flexibility to accommodate future development plans. Successful implementation will require continued collaboration between neighboring property owners, the City of Hood River, Hood River County, and ODOT staff.

Access Objectives

To provide a basis for decision-making during the development of the access management plan and to guide future policy decisions for the I-84 Exit 62 interchange area, a set of access management objectives was established. Given the constraints in the interchange area, the objectives were used as guidelines and may not be applicable in all instances.

These objectives were intended to reflect current practices, policies, and regulations pertaining to the management of access within the interchange area and include the following:

1. Create shared access points to reduce the overall number of accesses on the interchange crossroad.
2. Provide inter-parcel circulation through cross-over easements, shared parking lots, or connecting driveways where feasible.
3. Seek opportunities to avoid turning conflicts when positioning approaches on opposite sides of roadways.
4. Utilize easements, frontage/backage roads, and other City streets to allow for secondary access to facilitate large truck and emergency service vehicle circulation.
5. Prohibit or restrict movements to accesses adjacent to turning pockets at signalized intersections.
6. Ensure that all properties are provided reasonable access to the public street network.
7. Meet, or move in the direction of meeting, ODOT's adopted access management spacing standards for Interchange Areas, as documented in the *1999 Oregon Highway Plan (as amended 2006)*. Applicable spacing standards for the I-84 Exit 62 interchange area are shown in Table 3.

Table 3: I-84 Exit 62 Interchange Area Access Spacing Standards

Type of Access Point	Minimum Spacing Dimension*
Distance between ramp terminal and first major intersection on Cascade Ave. / Westcliff Dr.	1,320 feet
Distance between ramp terminal and first directional median opening on Cascade Ave. / Westcliff Dr.	1,320 feet
Distance between ramp terminal and last right-in/right-out approach on the right side of Cascade Ave. / Westcliff Dr. (when moving toward I-84)	990 feet**
Distance between ramp terminal and first right-in/right-out approach on the right side of Cascade Ave. / Westcliff Dr. (when moving away from I-84)	750 feet

* Spacing standards for Freeway Interchanges with Multi-lane Crossroads

** 990-foot spacing applies to the future improved corridor. Until the corridor is widened, the 2-lane crossroad spacing of 750 feet will apply.

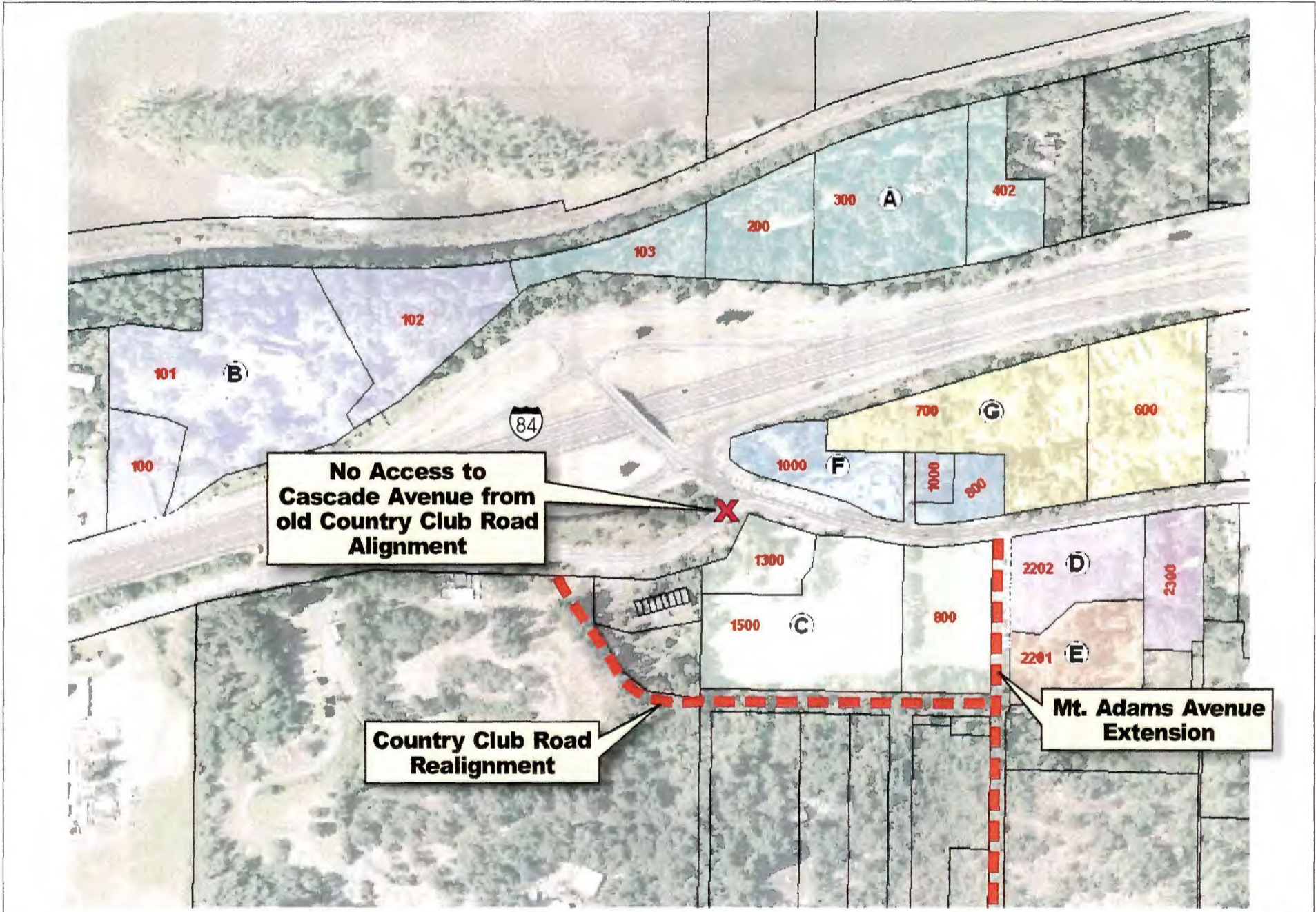
Access Recommendations

The implementation of the access management plan is anticipated to occur incrementally over a long period of time through property development/redevelopment or public construction projects. The framework for the plan provides a structure of existing and planned public streets to work within and guidance for improvements on area properties to work toward the ultimate goal.

A key outcome of this plan is a reduction in direct access to the interchange crossroad (i.e., Cascade Avenue), while maintaining the accessibility of abutting properties. Accomplishing this will require a combination of improvements to the public street infrastructure as well as cooperation among neighboring properties to establish effective accessways between businesses. This could include creating agreements to establish shared driveways or parking lots to establish inter-parcel circulation.

To help identify groups of properties where collaborative access planning and coordination are recommended, "Access Management Blocks" have been outlined in Figure 9. For each block shown, the recommended plan for establishing property access will be documented for future reference. In planning for future access, property owners may elect to work around existing development or assume the site would be redeveloped in the future. Cooperation between property owners within access management blocks, as well as between access management blocks, will be essential for maximizing business accessibility throughout the interchange area.

The access management block planning approach is intended to provide enough certainty and structure to guide future development and ensure progress is made toward the ultimate goal, but to also allow for enough flexibility to accommodate a variety of future development plans and site designs. However, the provision of this flexibility will require continued collaboration between property owners, City of Hood River, Hood River County, and ODOT staff as future developments are proposed or as public improvement projects are planned to ensure each action is consistent with the intent of the plan and is compatible with the access needs of other properties.



LEGEND
 [Shaded Box] - Access Management Block
 [Red Dashed Line] - Proposed Road
 [White Box] - Tax Lot



DKS Associates
 TRAFFIC ENGINEERS

Figure 9

**I-84 Exit 62 Interchange Area
 Access Management Blocks**

The I-84 Exit 62 interchange area has been divided into seven access management blocks, with many consisting of several adjacent parcels that have similar access constraints. Access recommendations have been provided for each access management block below, corresponding with Figure 9. It is anticipated that the following recommendations will be modified following coordination with area property owners, the City of Hood River, Hood River County, and ODOT. However, site plan review will be required pursuant HRMC 17.20 Street and interchange improvements (defined as parking removal, access modifications, new lanes, new streets). The site plan review shall include findings and solutions addressing safety, mobility, and how the grid system, pedestrian system, bike system, parking and economic enterprise will be protected and/or enhanced by the proposed.

Block A	
<p>Existing Constraints:</p> <p>Block A is constrained by topography and limited connectivity, with only Westcliff Drive available for access.</p>	<p>Future Recommendations:</p> <p>With no future plans for the construction of additional streets in the vicinity, access would continue to be taken from Westcliff Drive. However, to minimize congestion and potential conflicts within the Exit 62 interchange area, the number of access points within 1,320 feet of the I-84 westbound ramp terminal should be minimized. Any access points allowed to Westcliff Drive within 1,320 feet of the I-84 westbound ramp terminal should be located as far east as feasible.</p>
Block B	
<p>Existing Constraints:</p> <p>Block B is constrained by topography and limited connectivity, with only Westcliff Drive available for access.</p>	<p>Future Recommendations:</p> <p>With no future plans for the construction of additional streets in the vicinity, access would continue to be taken from Westcliff Drive. However, to minimize congestion and potential conflicts within the Exit 62 interchange area, the number of access points within 1,320 feet of the I-84 westbound ramp terminal should be minimized. Any access points allowed to Westcliff Drive within 1,320 feet of the I-84 westbound ramp terminal should be located as far west as feasible.</p>

Block C	
<p>Existing Constraints:</p> <p>Block C is currently only accessible from Cascade Avenue, with rocks and steep topography blocking access to Country Club Road. While future projects have been recommended to construct new roadways adjacent to this block (Mt. Adams Avenue and Country Club Road realignment), topography to the south and proximity to street intersections may limit accessibility.</p>	<p>Future Recommendations:</p> <p>Because Cascade Avenue is the crossroad through the I-84 interchange and Block C is within the interchange influence area (1,320 feet from the ramp terminals), direct access to Cascade Avenue should be minimized and turn restrictions on Cascade Avenue may be required. To help minimize direct access to Cascade Avenue, shared access points should be supported through cross-over easements and parking lot designs including inter-parcel roadways. In addition, access points should not create conflicts with the planned Cascade Avenue/Mt. Adams Avenue signalized intersection. Where access points to Cascade Avenue remain, turning conflicts with access points on the opposite side of Cascade Avenue should be avoided.</p> <p>Options to establish access to the future Mt. Adams Avenue and Country Club Road realignment should be explored to reduce the reliance on Cascade Avenue. Access points to Mt. Adams Avenue should be limited to avoid turning conflicts between the two intersections with Cascade Avenue and Country Club Road.</p>
Block D	
<p>Existing Constraints:</p> <p>Block D is currently only accessible from Cascade Avenue, but could also be accessible from the future Mt. Adams Avenue extension. No opportunities for access exist to the east or south and the construction of the future intersection on Cascade Avenue at Mt. Adams Avenue will create an additional constraint in that vicinity.</p>	<p>Future Recommendations:</p> <p>Access should be taken from Mt. Adams Avenue as much as feasible to reduce reliance on Cascade Avenue. However, options for access to Mt. Adams Avenue may be limited due to potential turning conflicts between the two intersections with Cascade Avenue and Country Club Road. Easements through Block E to the south should be considered to provide access to a potential Block E approach to Mt. Adams Avenue opposite the future Country Club Road extension.</p> <p>Because Cascade Avenue is the crossroad through the I-84 interchange and Block D is partially within the interchange influence area (1,320 feet from the ramp terminals), direct access to Cascade Avenue should be minimized and located as far east as feasible where allowed. Also, turning conflicts with access points on the opposite side of Cascade Avenue should be avoided and access points should be restricted as necessary to avoid conflicts in the vicinity of the planned Cascade Avenue/Mt. Adams Avenue signalized intersection.</p>

Block E	
<p>Existing Constraints:</p> <p>Topography and lack of access to public roadways limit access options to Block E.</p>	<p>Future Recommendations:</p> <p>The primary means of access to Block E should be through the east leg of the planned Country Club Road/Mt. Adams Avenue signalized intersection.</p>
Block F	
<p>Existing Constraints:</p> <p>Block F is currently only accessible from Cascade Avenue, with I-84 and steep topography limiting other opportunities. Block F is also bounded by the I-84 eastbound intersection to the west and the future Mt. Adams Avenue intersection to the east, which will create areas of potential conflicts that will further limit access options.</p>	<p>Future Recommendations:</p> <p>Because Cascade Avenue is the crossroad through the I-84 interchange and Block F is within the interchange influence area (1,320 feet from the ramp terminals), direct access to Cascade Avenue should be minimized and turn restrictions on Cascade Avenue may be required. However, site plan review will be required pursuant HRMC 17.20 Street and interchange improvements (defined as parking modifications, access removal, new lanes, new streets). The site plan review shall include findings and solutions addressing safety, mobility, and how the grid system, pedestrian system, bike system, parking and economic enterprise will be protected and/or enhanced by the proposed. Site plan review will consider requests to include a deviation to allow for continued left turn movements into the site.</p>
Block G	
<p>Existing Constraints:</p> <p>Access to Block G is currently only available from Cascade Avenue and is constrained by I-84 to the north and steep topography to the west.</p>	<p>Future Recommendations:</p> <p>Because Cascade Avenue is the crossroad through the I-84 interchange and Block G is partially within the interchange influence area (1,320 feet from the ramp terminals), direct access to Cascade Avenue should be minimized. To help minimize direct access to Cascade Avenue, shared access points should be supported through cross-over easements and parking lot designs including inter-parcel roadways.</p> <p>Where access points to Cascade Avenue remain, turning conflicts with access points on the opposite side of Cascade Avenue should be avoided. In addition, access points should be restricted to avoid conflicts with the planned Cascade Avenue/Mt. Adams Avenue signalized intersection.</p>

Access Management Plan Phasing

Without a known source of funding or public improvement project planned to follow adoption of the access management plan, the timing of any actions will be uncertain. This section provides a general phasing structure for recommended access management plan actions, broken into short, medium, and long range time periods. This is provided to guide plan implementation and is not intended to be strictly adhered to (i.e., a long range action may precede a short range action if the opportunity arises).

Short Range Actions

- Adopt amendments to the City of Hood River Municipal Code and Hood River County Zoning Ordinance needed to implement the access management plan objectives and recommended actions.

Medium Range Actions

- Establish cross-over easements and inter-parcel roadways as part of property development to consolidate and create shared access points.

Long Range Actions

- Construct the Mt. Adams Avenue extension to the south of Cascade Avenue.
- Realign Country Club Road to connect with Mt. Adams Avenue approximately 450 feet to south of Cascade Avenue and remove the existing intersection of Country Club Road with Cascade Avenue (with continued accessibility for non-motorized travel).

Adoption and Implementation

As land continues to develop within the interchange area, compliance will be required with the access management and circulation plans developed through the IAMP process. As part of the adoption of the IAMP, a number of amendments will be made to state and local documents, plans, and regulations that will implement the IAMP. These include amendments to the City of Hood River and Hood River County Comprehensive Plan, Transportation System Plan, and development codes to reflect amendments contained in the appendix.

ODOT, the City of Hood River, and Hood River County, along with other stakeholders that include the Port of Hood River, have jointly prepared the I-84 Exit 62 IAMP in recognition of the importance of Interstate 84 and this interchange for the movement of people and goods to and from the Hood River region. It is anticipated that ODOT, the City, and the County will adopt the IAMP, thereby codifying a joint commitment to protect the function of the interchange for current and future users. The purpose of the IAMP and function of the interchange are defined in this document. Separate adoption processes for the plans and implementing measures are envisioned for each agency. This section summarizes the implementation roles and responsibilities for the respective jurisdictions.

ODOT/State of Oregon Implementing Actions

Project Construction

- Develop needed transportation system improvements. ODOT improvements, which are described in the plan, are proposed at the Exit 62 interchange and to Cascade Avenue (Historic Columbia River Highway) between Westcliff Drive and Rand Road.

Agency Coordination

- ODOT will continue to coordinate with the City of Hood River, Hood River County, the Port of Hood River, and with applicable state agencies through the development review process to keep interchange area protections in place. ODOT will also monitor and comment on any future actions that would alter land uses in the vicinity of the interchange to ensure the IAMP remains consistent with land use plans for the interchange area.
- In the future when circumstances in the IAMP study area result in the need for changes to the IAMP, the City of Hood River, Hood River County, and ODOT shall prepare amendments to the IAMP management actions and to accompanying funding plans to implement those actions.

Policy Actions

- The Oregon Transportation Commission will adopt the IAMP.

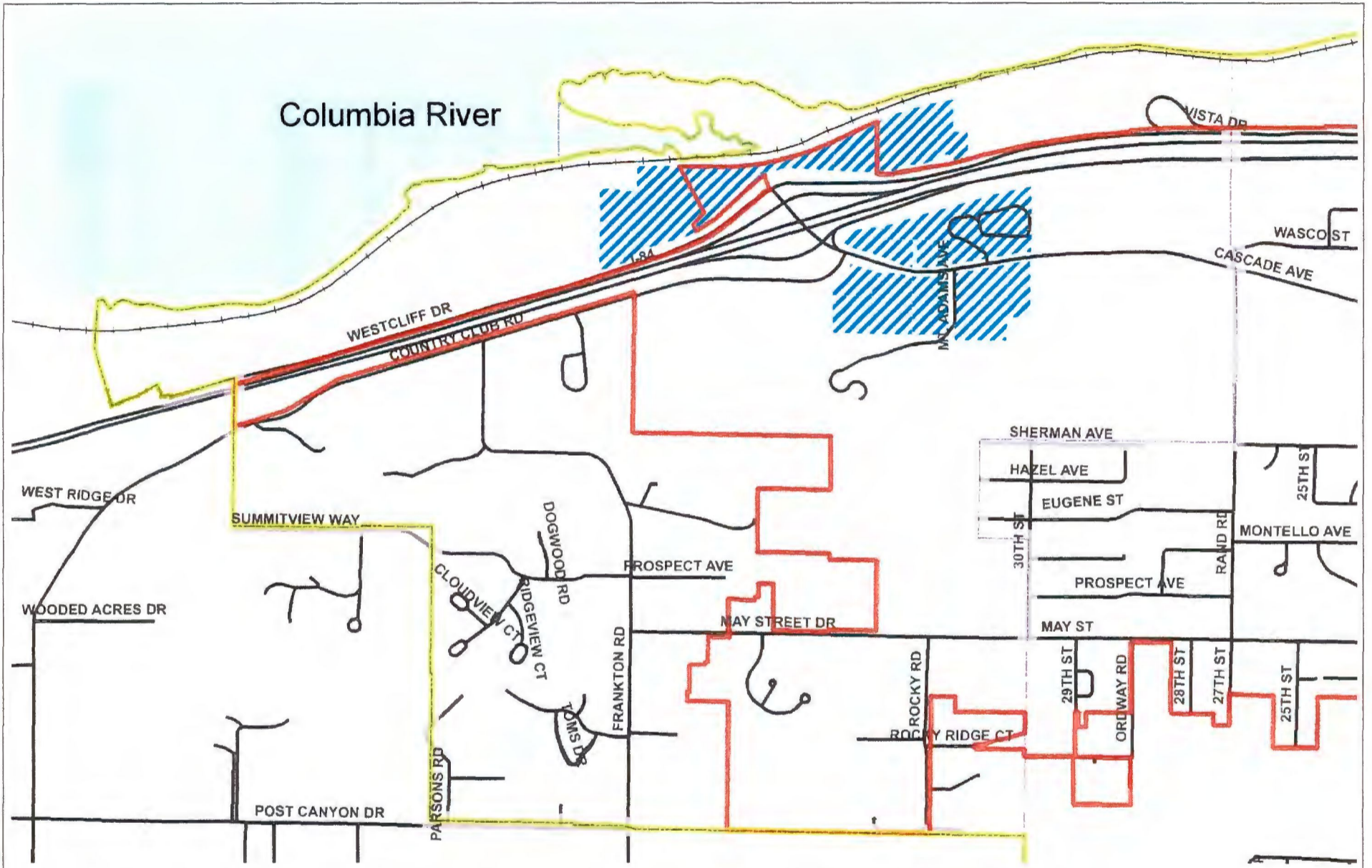
City of Hood River Implementing Actions

Project Construction, Land Use, and Access Management









- The City will modify regulations pertaining to access to local roads in the vicinity of the I-84 Exit 62 interchange, consistent with the Access Management Plan included in this IAMP.
- The City will modify regulations pertaining to Traffic Impact Analyses in the vicinity of the I-84 Exit 62 interchange to require these studies to consider development impacts on the interchange and on IAMP study area intersections.
- The City will amend their Transportation System Plan to incorporate local system improvements and will seek funding to facilitate implementation (primarily for the Country Club Road realignment and Mt. Adams Avenue extension).

Policy Actions

- The City will amend its zoning plan map to include an IAMP Overlay Zone (shown in Figure 10).
- The City will adopt Comprehensive Plan policies that are consistent with the stated function and planned design of the interchange facility and the surrounding transportation system, as identified in the IAMP.
- Requirements for regulating access management consistent with the IAMP will be codified in a new IAMP Overlay Zone (HRMC 17.03.120) and in the City's site development regulations (HRMC 17.20).



LEGEND

 City Limits	 Roadway
 Urban Growth Boundary	 Railroad
 Interchange Area Management Plan Overlay Zone	 Taxlots
 Access Management Blocks	 NO SCALE

DKS Associates **Figure 10**
I-84 Exit 62 Interchange Area Management Plan Overlay Zone

Hood River County Implementing Actions

Project Construction, Land Use, and Access Management

- The County will modify regulations pertaining to access to local roads in the vicinity of the I-84 Exit 62 interchange, consistent with the Access Management Plan included in this IAMP.
- The County will modify regulations pertaining to Traffic Impact Analyses in the vicinity of the I-84 Exit 62 interchange to require these studies to consider development impacts on the interchange and on IAMP study area intersections.
- The County will amend their Transportation System Plan to incorporate local system improvements.

Policy Actions

- The County will amend its zoning plan map to include an IAMP Overlay Zone (shown in Figure 10).
- The County will adopt Comprehensive Plan policies that are consistent with the stated function and planned design of the interchange facility and the surrounding transportation system, as identified in the IAMP.
- Requirements for regulating access management consistent with the IAMP will be codified in a new IAMP Overlay Zone (Chapter 17.03.090) and in the County's site development regulations for the Hood River Urban Growth Area, pursuant to Article 17 (Urban Growth Area Zoning Ordinance), Chapter 17.10 (Site Plan Review), Chapter 17.20 (Transportation Circulation and Access Management), and Chapter 16 (Land Division), Section 16.12.020 (General Design and Improvement Standards).

IAMP Adoption

It is anticipated that the adoption sequence will be as follows:

1. 45-day notice of adoption intent sent to state agencies by City and County
2. City planning commission advisory hearing to hear public testimony; deliberative hearings may be conducted at the discretion of the planning commission
3. City council legislative adoption hearings with coordinated staff report, public testimony, and deliberation
4. County planning commission advisory hearing to hear public testimony; deliberative hearings may be conducted at the discretion of the planning commission
5. County commission legislative adoption hearing with coordinated staff report, public testimony, and deliberation
6. Oregon Transportation Commission adoption hearing would take place at the first available meeting date after local adoption to consider amending the Oregon Highway Plan to include the I-84 Exit 62 IAMP

Improvement Costs

Advanced planning for project funding will help implement needed improvements in a timely manner that supports development opportunities. Understanding the magnitude of costs associated with future projects can guide updates to System Development Charge rates, underscore the need for supplemental financing programs such as urban renewal districts or local improvement districts, and provides a basis for grant applications and potential public and/or private partnerships.

Planning-level cost estimates are provided in Table 4 to guide project budgeting. These estimates are intended to support long-range project programming and are based on available data sets and field observations, without the benefit of detailed surveys to accurately define potential environmental impacts, geological constraints, drainage needs, right of way impacts, and other factors that could affect construction costs. Therefore, as projects are developed in more detail in the future, the estimated costs should be updated.

Table 4: I-84 Exit 62 Area Planning-Level Project Cost Estimates (2009 Dollars)

Improvement Project	Estimated Cost
Pedestrian Projects	
Construct sidewalk along the south side of Country Club Rd.	\$700,000
Construct sidewalk along Frankton Rd.	\$1,240,000
TOTAL	\$1,940,000
Bicycle Projects	
Construct bicycle lanes along Country Club Rd.	\$365,000
Construct bicycle lanes along Frankton Rd.	\$235,000
Construct bicycle lanes along Rand Rd.	\$210,000
TOTAL	\$810,000
Motor Vehicle Projects	
Cascade Avenue / Westcliff Drive Improvements	\$950,000
I-84 Exit 62 Interchange Improvements	\$20,900,000
Widen Cascade Avenue between I-84 and Rand Road	\$2,700,000
Country Club Road Realignment (includes Mt. Adams Avenue connection to Cascade Avenue and two traffic signals)	\$4,900,000
Cascade Avenue / Rand Road Improvements	\$1,000,000
TOTAL	\$30,450,000

Potential New Funding Sources

While some funds have been dedicated towards improvement projects in this plan, none of these projects are completely funded at this time. The City of Hood River, Hood River County, and ODOT will need to cooperatively explore funding opportunities if improvements are to be made in a timely manner for supporting future growth. It is recommended that a wide variety of potential funding sources be considered, which may include strategies that have not been previously applied in Hood River.

This section describes several potential transportation funding sources, including State and County contributions, City sources (i.e., residents, businesses, and/or developers), grants, and debt financing. Many of these sources have been used in the past by other agencies in Oregon, and in most cases, when used collectively, are sufficient to fund transportation improvements for a local community.

State and County Contributions

Within the Exit 62 IAMP area, most of the key roadways are not under City jurisdiction but instead are the responsibility of either ODOT (I-84, Cascade Avenue, Westcliff Drive) or Hood River County (Westcliff Drive, part of Country Club Road). The City should seek contributions (i.e., funding partnerships) from ODOT and Hood River County for projects located on their respective roadways.

ODOT Contributions

ODOT funds projects on state highways under three primary programs: modernization, preservation and maintenance, and grants (see Grant Programs below). Programmed projects are included in the four-year Statewide Transportation Improvement Program (STIP), which is updated every two years. ODOT maintenance districts (District 2C for Hood River) also have available funds that may be used for small-scale projects such as infill of sidewalks on a state highway.

ODOT has already conditionally contributed STIP funds for the immediate relocation of Country Club Road as recommended in this plan. While significant, the funds contributed are insufficient to complete the project on their own. Therefore, securing the remainder of the needed funds while the STIP funds are available should be a priority for the City.

Direct Appropriations

The City can also seek direct appropriations from the State Legislature and/or the United States Congress for transportation capital improvements. There may be projects identified in the plan for which the City may want to pursue these special, one-time appropriations. In particular, projects that support economic development, such as the I-84 Exit 62 interchange reconstruction or the Country Club Road realignment, may gain support for direct appropriations.

Developer Exactions

Exactions are roadway and/or intersection improvements that are partially or fully funded by developers as conditions of development approval. Typically, all developers are required to improve the roadways along their frontage upon site redevelopment. This may be an important funding source for the construction of sidewalk and bicycle lane projects along Country Club Road, Cascade Avenue, Frankton Road, and Rand Road.

In addition, when a site develops or redevelops, the developer may be required to provide off-site improvements depending upon the expected level of traffic generation and the resulting impacts on the transportation system. While such improvements could be applied to most projects within the IAMP area, they may be most applicable to the widening of Cascade Avenue, portions of the Country Club Road realignment, and intersection improvements on Cascade Avenue at Westcliff Drive and Rand Road.

Urban Renewal District (URD)

A URD is a tax-funded district within the City. The URD is funded with the incremental increases in property taxes that result from the construction of applicable improvements. As desired, the funds raised by a URD can be used for, but are not limited to, transportation projects located within the URD boundaries.

While the Exit 62 IAMP area has a significant amount of redevelopment potential, the City has already established URDs for the Waterfront and downtown core and has proposed a new URD for the Heights area. Therefore, the City may desire to pay off the debt on these URDs before creating an additional one.

Transportation System Development Charges (SDCs)

SDCs are a funding source collected from new development that can be used to fund projects that increase the transportation system's capacity, but not for projects that target maintenance or operations. While the methodologies for determining the SDC rate may vary, a commonly used method is to base the rate on the estimated p.m. peak hour vehicle trips generated by a proposed development. Because a single-family home generates approximately 1.0 p.m. peak hour vehicle trip, it is often considered the base unit.

The City of Hood River has a current SDC rate of approximately \$666 per single-family residence and \$69.60 per daily trip for all other uses. To help fund transportation improvements to support future growth, the City could consider increasing the SDC rate. For every increase in SDC rates of \$100 for single-family households and \$10 per daily trip for all other trip types, there would be an additional \$514,000 available for transportation improvements over a 21-year period.

Any of the motor vehicle projects in the IAMP area would be eligible for SDC funding through the City. The pedestrian and bicycle projects would not be eligible for City SDC funds under the current ordinance, however, the City is considering an amendment to their SDC ordinance that would allow for such use. The City's SDCs are a critical source of transportation funding and are likely to be spent on projects that directly support new growth. Therefore, it is uncertain how much could be dedicated to projects in the IAMP area. However, increasing the SDC rate would make more funds available citywide.

Hood River County has a current transportation SDC rate of approximately \$1,311 per single-family residence and \$137 per daily trip for other uses. The County's transportation SDC is a "reimbursement fee" for excess capacity in the existing county road system that is available to accommodate growth. New developments outside of incorporated areas are charged the County's transportation SDC, which may be used for any capital improvement project identified in the County's Transportation System Plan (including pedestrian and bicycle projects).

Local Improvement District (LID)

The City may set up Local Improvement Districts (LIDs) to fund specific capital improvement projects within defined geographic areas, or districts. LIDs impose assessments on properties within its boundaries and may only be spent on capital projects within the district. Because citizens representing 33 percent of the assessment can terminate a LID and overturn the planned projects, LID projects and costs must obtain broad approval of those within the LID boundaries.

Proportionate Share Cost Allocations

Proportionate Share Cost Allocations distribute the cost of improvement projects over new developments by charging a fee per trip added to the location in need of improvement. The rate charged is commonly the total cost of the improvement divided by the anticipated growth in trips at that location over a specified period of time. The City has already established a proportionate share rate for the projects to improve the intersections on Cascade Avenue at Mt. Adams Avenue and Rand Road.

Street Utility Fee

A number of Oregon cities supplement their street funds with street utility fees. Establishing user fees to fund designated transportation activities, maintenance, operations, and/or capital construction ensures that those who create the demand for service pay for it proportionate to their use. The street utility fees are recurring monthly or bi-monthly charges that are paid by all residential, commercial, industrial, and institutional users. The fees are charged proportionate with the amount of traffic generated, so a retail

commercial user pays a higher rate than a residential user. Typically, there are provisions for reduced fees for those that can demonstrate they use less than the average rate implies, for example, a resident that does not own an automobile or truck.

From a system health perspective, forming a utility fee also helps to support the ongoing viability of the program by establishing a source of reliable, dedicated funding for that specific function. Fee revenues can be used to secure revenue bond debt for financing capital construction. A transportation utility fee can be formed by Council action.

The General Fund Revenues

At the discretion of the City Council, the City can allocate General Fund revenues to pay for its transportation program. General Fund revenues primarily include property taxes, use taxes, and any other miscellaneous taxes and fees imposed by the City. This allocation is completed as a part of the City's annual budget process, but the funding potential of this approach is constrained by competing community priorities set by the City Council.

Special Assessments

A variety of special assessments are available in Oregon to defray costs of sidewalks, curbs, gutters, street lighting, parking, and central business district (CBD) or commercial zone transportation improvements. These assessments would likely fall within the Measure 50 limitations. One example is the 50/50 program. This is a match program for sidewalk infill projects where property owners pay half the cost of a sidewalk improvement and the City matches the investment to complete the project.

Grants

The City of Hood River should actively pursue State and Federal grants, in particular to complete the identified pedestrian and bicycle projects. Current grant programs include:

Federal Funding Sources

- Highway Safety Improvement Program
- Transportation Enhancements
- Recreational Trails Program
- Safe Routes to School (SRTS)
- New Freedom Initiative
- Community Development Block Grants
- Land and Water Conservation Fund
- Transportation, Community and System Preservation Program

State Funding Sources

- Oregon Immediate Opportunity Fund
- Oregon Transportation Infrastructure Bank
- Oregon Special Transportation Fund
- Oregon Bicycle and Pedestrian Program Grants

- Oregon Pedestrian Safety Mini-Grant Program
- Oregon Business Energy Tax Credits (BETC)
- Oregon Safe Routes to School (OSRTS)

Other Funding Sources

- American Greenways Program
- Bikes Belong Grant Program

Debt Financing

While not a direct funding source, debt financing is another funding method. Through debt financing, available funds can be leveraged and project costs can be spread over the projects' useful lives. Though interest costs are incurred, the use of debt financing can serve not only as a practical means of funding major improvements, but it is also viewed as an equitable funding source for larger projects because it spreads the burden of repayment over existing and future customers who will benefit from the projects. One caution in relying on debt service is that a funding source must still be identified to fulfill annual repayment obligations. Two methods of debt financing are voter-approved general obligation bonds and revenue bonds.

Voter-Approved General Obligation Bonds

Subject to voter approval, the City can issue General Obligation (GO) bonds to debt finance capital improvement projects. GO bonds are backed by the increased taxing authority of the City, and the annual principal and interest repayment is funded through a new, voter-approved assessment on property throughout the City (i.e., a property tax increase). Depending on the critical nature of projects and the willingness of the electorate to accept increased taxation for transportation improvements, voter-approved GO bonds may be a feasible funding option for specific projects. Proceeds may not be used for ongoing maintenance.

Revenue Bonds

Revenue bonds are debt instruments secured by rate revenue. For the City to issue revenue bonds for transportation projects, it would need to identify a stable source of ongoing rate funding. Interest costs for revenue bonds are slightly higher than for general obligation bonds due to the perceived stability offered by the "full faith and credit" of a jurisdiction.

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CHAPTER 4: MONITORING AND UPDATES

Following adoption of the IAMP, regular maintenance is recommended to ensure it continues to meet the needs of area stakeholders.

Interchange Performance Monitoring

This plan identifies improvements to the transportation system surrounding the I-84 Exit 62 interchange that will provide for safe and efficient travel through the year 2031. However, it will be most effective if a proactive approach is taken. When needs are anticipated in advance, there is more time to develop funding and implementation strategies, which could include public and/or private partnerships, so incremental improvements are made in a timely manner and continue to support growth opportunities.

Recommended Process and Responsibilities

As the owner of most transportation facilities in the area, the primary responsibility for interchange area performance monitoring will be assigned to the Oregon Department of Transportation. However, the City of Hood River is encouraged to take an active role in this effort as well.

Performance monitoring will be carried out through regular tracking of traffic volumes through key intersections and roadways, as well as through findings included in Traffic Impact Analyses completed as part of proposed development applications.

Traffic Impact Analyses will be required by ODOT as part of approach applications pursuant to OAR 734-051, and will be required as part of land use applications filed with the City of Hood River pursuant to Hood River Municipal Code 17.20.060 and by Hood River County pursuant to Article 17, Chapter 17.20 (Transportation Circulation and Access Management). Any Traffic Impact Analysis being conducted relative to development partially or entirely within the IAMP overlay zone for the Exit 62 interchange (Figure 10) must include an account of weekday p.m. peak hour site generated trips through IAMP study intersections. Intersections impacted by 25 or more weekday p.m. peak hour site generated trips shall be analyzed for level of service and volume to capacity ratio during day of opening conditions. This requirement will not preclude Oregon Department of Transportation, City of Hood River, or Hood River County from requiring analysis of IAMP study intersections under other conditions.

The Oregon Department of Transportation shall obtain traffic volume counts at IAMP study intersections. Traffic volume counts shall minimally include two-hour weekday p.m. peak hour turn movement counts. New count data for each intersection should be obtained at least every two years. However, count data should be obtained more frequently where significant land development has occurred. ODOT should leverage the use of embedded traffic monitoring technologies to monitor traffic in the interchange areas (i.e., cameras, inductive loops).

Table 5 is provided to help forecast approaching needs for transportation improvements in the interchange area. Within this table, an approximated phasing plan for transportation improvements identified for this area has been laid out assuming growth will occur on an even and linear basis over the next 20 years. Because land development is generally not that regular or predictable, the estimated year of need should be used with caution. Rather, the weekday p.m. peak hour volume targets for critical movements at key intersections should be reviewed as part of the regular monitoring process. Traffic volume data obtained from Traffic Impact Analyses and other sources should be regularly reviewed with consideration to the phasing guide in Table 5 to identify intersection and roadway improvements that will be needed soon.

Table 5: I-84 Exit 62 Interchange Area Transportation Improvement Project Phasing Guide

Estimated Year of Need	Location	Project Needed	Critical Movement	Weekday PM Peak Hour Volume	OHP Mobility Standard
Near-Term	I-84 WB Ramps/ Cascade Ave	Signalize intersection. No additional turn lanes required at this time.	Westbound Left	225	0.85
	Country Club Rd/ Cascade Ave	Close intersection and realign Country Club Rd to connect to new Mt. Adams Ave (also to be constructed as part of this project if not in place). Retain old Country Club Rd section to use for access to adjacent properties and construct a non-motorized access way in the cul-de-sac to allow bicycle and pedestrian passage between Cascade Ave and Country Club Rd. The section of Mt. Adams Ave from Country Club Rd to Cascade Ave can be constructed with only one lane northbound and one lane southbound, with additional lanes constructed at a later time. Signalize intersection of Mt. Adams Ave at Cascade Ave and construct separate northbound left and right turn lanes on the Mt. Adams Ave approach.	Northbound Left	150	0.90
2020	I-84 WB Ramps/ Cascade Ave	Construct separate right and left turn lanes on the westbound I-84 approach. Only single westbound left needed at this time. Improvements to the ramp should be compatible with the future interchange design.	Westbound Left/ Right	425	0.85
		Construct separate northbound left turn lane. Will require bridge widening and should be designed as part of the ultimate interchange reconstruction.	Northbound Left	225	
	Mt Adams Ave/ Cascade Ave	Construct separate eastbound right turn lane that is channelized into an added southbound lane on Mt. Adams Ave, ending as a right turn lane at Country Club Rd. If Mt. Adams Ave has not yet been extended to the south, merge the added southbound lane into the existing southbound lane prior to reaching Country Club Rd.	Eastbound Through/ Right	600	0.90
		Construct separate westbound left turn lane.	Westbound Through/ Left	600	
2025	I-84 EB Ramps/ Cascade Ave	Signalize intersection and construct separate eastbound right and left turn lanes and southbound left turn lane. Improvements should be compatible with the future interchange design.	Southbound Through/Left	750	0.85
	I-84 WB Ramps/ Cascade Ave	Construct separate southbound right turn lane. May construct westbound right turn lane on Westcliff Dr to better manage queuing if needed.	Southbound Through/Right	300	
		Construct second westbound left turn lane. Construct second southbound lane on Cascade Ave from I-84 westbound ramp terminal to Mt. Adams Ave, ending in a right turn lane.	Westbound Left Turn	550	
2030	Cascade Ave	Construct second westbound through lane beginning immediately west of Mt. Adams Ave and dropping as a right turn lane at the I-84 Eastbound Ramps.	Westbound Through	425	0.90
	Mt Adams Ave/ Cascade Ave	Construct second northbound left turn lane.	Northbound Left	700	
	Rand Rd/ Cascade Ave	Construct separate eastbound right turn lane.	Eastbound Through	400	

Improvements to the intersection on Cascade Avenue at Westcliff Drive are not shown in Table 5. Because these improvements are recommended to mitigate potential conflicts with the future signal at the nearby I-84 westbound ramp terminal rather than mitigating failing operations at the intersection itself, the timing of need is uncertain. Therefore, the need for improvements at this intersection should be assessed by monitoring queuing conflicts with the I-84 westbound ramp terminal and overall safety in addition to compliance with mobility standards.

IAMP Updates

As area conditions change, the I-84 Exit 62 IAMP should be reviewed to ensure it continues to address needs through the planning horizon and should be updated accordingly. Actions that should trigger an IAMP review include:

- A change to the Hood River Comprehensive Plan, Plan Map, or implementing zoning ordinances that will have a “significant effect” on the transportation system within the IAMP overlay zone. The determination of a “significant effect” shall be pursuant to OAR 660-012-0060.
- The construction of transportation improvement projects within the IAMP overlay zone that are inconsistent with planned and assumed projects in the City of Hood River Transportation System Plan or the I-84 Exit 62 IAMP.
- An amendment or update to the City of Hood River Transportation System Plan.
- Significant modifications to the I-84 Exit 63 interchange that are inconsistent with the I-84 Exit 63/64 IAMP.
- Approval of a development of substantial size within the IAMP overlay zone that is consistent with the underlying zoning, but represents a worst-case trip generation scenario when considering the range of uses allowed in that zoning district. As a general guide, a development of substantial size from a trip generation perspective would generate 500 or more peak hour trips.

In addition to the above actions, consideration should be given to reviewing the IAMP for needed updates every five years. This could be done as part of the monitoring process and could be as simple as reviewing the above list for any actions that may have occurred since the last review.



Interstate 84 Exit 63 & 64 Interchange Area Management Plan

Interstate 84/2nd Street & Interstate 84/Button Bridge Road

Prepared for
City of Hood River
Hood River County



Prepared by
DKS Associates
TRANSPORTATION CONSULTANTS

Angelo
planning group
Parametrix

October 2011



Interstate 84 Exit 63 & 64 Interchange Area Management Plan
Interstate 84/ 2nd Street & Interstate 84/ Button Bridge Road

Hood River, Oregon

Prepared for

City of Hood River

Hood River County

Oregon Department of Transportation

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** Appendices are provided as a separate document. See Appendices for Interstate 84 Exit 62 Interchange Area Management Plan and Interstate 84 Exit 63 & Exit 64 Interchange Area Management Plan, Hood River Oregon, October 2011.*

ACRONYMS

HCRH	Historic Columbia River Highway
HDM	Highway Design Manual
IAMP	Interchange Area Management Plan
LOS	Level of Service
OAR	Oregon Administrative Rule
ODOT	Oregon Department of Transportation
OHP	Oregon Highway Plan
STIP	Statewide Transportation Improvement Program
TSP	Transportation System Plan
UGB	Urban Growth Boundary
V/C	Volume to Capacity

CHAPTER 1: EXECUTIVE SUMMARY

This Interchange Area Management Plan (IAMP) for the I-84 Exit 63 & Exit 64 interchanges in Hood River, Oregon acts as refinement areas of the City of Hood River and Hood River County Transportation System Plans (TSPs) and as a facility plan for the Oregon Department of Transportation. It establishes the desired function of these interchanges and provides a long-range plan for infrastructure improvements and operations to achieve agency and community goals as the City continues to grow.

The IAMP was developed as a cooperative effort between the Oregon Department of Transportation, the City of Hood River, Hood River County, and the Port of Hood River. Further input from the community and local stakeholder groups was obtained through meetings with a Stakeholder Working Group and through public open house meetings. The process followed in the development of this plan is illustrated in Figure 1.

This plan has been organized to facilitate implementation, including only content needed to understand the direction for managing the transportation system within the area surrounding these interchanges and to guide future decision-making in a manner consistent with that direction. Documents containing detailed background information developed through the planning process that created the basis for findings and recommendations are included in a separate appendix.¹ Elements in this report include:

Introduction

- This chapter discusses the purpose of the I-84 Exit 63 & Exit 64 IAMP, the intended function of these interchanges, identification of the study area, and the goals and objectives for this plan developed by participating agencies and local stakeholders.

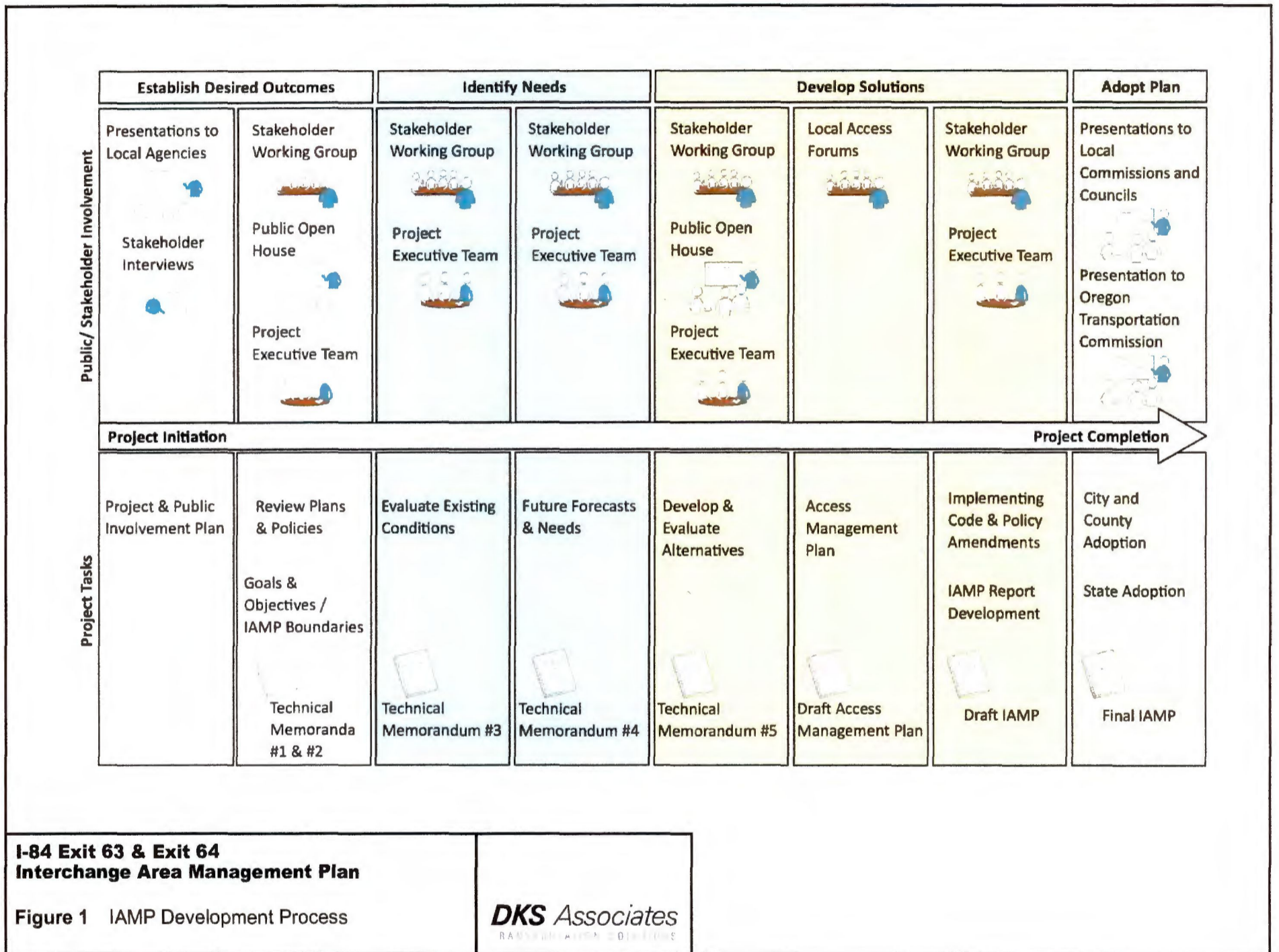
Management Plan

- A multimodal plan for transportation system improvements is provided for the I-84 Exit 63 and Exit 64 interchanges and surrounding areas, including projects for pedestrian and bicycle travel, as well as for motor vehicle needs.
- A supplementary planning study to evaluate changes in transportation system needs required to support a higher level of development intensity in the Hood River Waterfront is acknowledged. The findings from this study must be updated at the time the land use action is submitted.
- Access management plans are included to facilitate the ongoing maintenance of the interchange crossroads in a manner that is consistent with their intended function.
- Roles and responsibilities related to the adoption and implementation of the IAMP are outlined for the Oregon Department of Transportation, the City of Hood River, and Hood River County. Recommended amendments to City and County plans and development codes necessary to successfully adopt and implement the IAMP are also included as appendices.
- Planning-level cost estimates for recommended improvement projects are included to guide future financing strategies.

¹ *Appendices for Interstate 84 Exit 62 Interchange Area Management Plan and Interstate 84 Exit 63 & Exit 64 Interchange Area Management Plan*, Hood River Oregon, May 2011.

Monitoring and Updates

- A process for tracking future traffic growth and impacts in the interchange areas and comparison against forecasted conditions is provided.
- A list of potential actions or conditions that could result in a need to update the IAMP is provided and should be continuously reviewed as part of the ongoing monitoring process.



I-84 Exit 63 & Exit 64 Interchange Area Management Plan

Figure 1 IAMP Development Process

CHAPTER 2: INTRODUCTION

This chapter discusses the purpose of the Interchange Area Management Plan, introduces the management areas, describes the function of the interchanges, and outlines the goals and objectives.

IAMP Purpose and Intent

The I-84 Exit 64 - East Hood River Interchange project was identified as a high priority construction project by Hood River County, the City of Hood River, and the Port of Hood River. It is listed in the Approved 2008-2011 Statewide Transportation Improvement Program (STIP) and is being funded through OTIA III, with construction anticipated to be completed in 2011.

In accordance with Agency policies and State Administrative Rules, the reconstruction of the Exit 64 interchange requires that the Oregon Department of Transportation (ODOT) prepare an IAMP for the proposed Exit 64 - East Hood River Interchange project. Because of the proximity and nature of use of the Exit 63 interchange immediately to the west, both the Exit 63 and Exit 64 interchange areas are being included in the same IAMP.

IAMPs are required by OAR 734-051-0155(7) for any new or significantly reconstructed interchange. The Oregon Highway Plan policies further direct ODOT to plan and manage interchange areas for safe and efficient operation. The purpose of an IAMP is to protect the function of the interchange and, consequently, the state's and local agency's investment in the facility. New interchanges and improvements to existing interchanges are very costly. State and local government and their citizens have an interest in ensuring that their interchanges function efficiently. The IAMP will define how the land use and transportation systems within the interchange study area will function over the planning horizon (year 2031).

Interchange Function

Generally, an interchange is defined as a system of interconnecting roadways in conjunction with one or more grade separations that provides for the movement of traffic between two or more roadways or highways on different levels.² The function of an interchange is established by the characteristics of the connecting highway.

The I-84 Exit 63 and Exit 64 interchanges are components of I-84, an Interstate Highway and Freight Route. The Exit 63 interchange serves as the primary entrance into the commercial heart of the City of Hood River. It also serves as the primary entrance into the Port of Hood River property north of the interstate, which is currently underdeveloped, but is planned to support light industrial, recreational, and commercial uses in the future. Furthermore, the Exit 63 interchange serves as a link between downtown and the Hood River-White Salmon Bridge across the Columbia River and is the primary pedestrian connection between downtown and the Hood River Waterfront (Waterfront).

The Exit 64 interchange serves as a vital connection between the states of Washington and Oregon, connecting the central Gorge area and facilitating the local and interstate movement of freight. The

² *A Policy on Geometric Design of Highways and Streets*, American Association of State Highway and Transportation Officials, Washington D.C., 5th Edition, 2004, p. 743.

interchange also serves to facilitate the movement of recreational traffic from the interstate system to the numerous recreational areas in both Oregon and Washington states. A third function of the interchange is to facilitate the movement of commuters/ local residents and consumers between Washington and Oregon. Highway commercial development at the interchange provides interstate travelers with convenient gas, food, and lodging.

The Oregon Highway Plan (OHP)³ classifies I-84 as an Interstate Highway. According to the OHP, the primary function of an Interstate Highway is to “provide connections to major cities, regions of the state, and other states. A secondary function in urban areas is to provide connections for regional trips within the metropolitan area. Interstate Highways are major freight routes and their objective is to provide mobility.”

2nd Street (Exit 63) is owned by the City of Hood River south of I-84, by the Port of Hood River north of Riverside Drive, and by ODOT between these points. It is classified as a collector street for its entire length between Portway Avenue and State Street.

Button Bridge Road (Exit 64) is owned by ODOT through the interchange area. It leads to the Hood River-White Salmon Bridge across the Columbia River to the north, which is owned by the Port of Hood River, and to OR 35 to the south, which is classified as a Statewide Highway and is owned by ODOT.

Study Area

Figure 2 illustrates the Study Area for the I-84 Exit 63 & Exit 64 IAMP. The study area boundaries are State Street and the urban growth boundary (UGB) to the south, the UGB to the east and north, and 13th Street to the west.

The IAMP study area was chosen to reflect the general area where the interchanges would potentially influence land use and traffic patterns. As a general rule of thumb, lands located within approximately ½-mile from the interchanges are considered. However, the boundary was further refined through consideration of existing and planned land uses in the vicinity that will impact the interchanges, transportation facilities and traffic operations, and natural and cultural resources.

While the southern boundary at State Street is significantly closer to the interchanges than ½-mile, this limit was deemed appropriate for this area given the changes in topography and existing residential neighborhoods to the south that are unlikely to be redeveloped within the planning horizon.

In addition to mapping study area boundaries, Figure 2 also identifies study intersections and access management areas. Study intersections are key locations where safe and efficient operation is essential for adequate operation of the interchanges. These intersections were analyzed as part of the study to identify any safety or operational deficiencies through the planning horizon. Needed improvements to address deficiencies were developed and recommended for inclusion in State and local capital improvement plans. Within the Study Area, ODOT, the City of Hood River, and the Port of Hood River all maintain jurisdiction over one or more key roadways, as shown in Table 1.

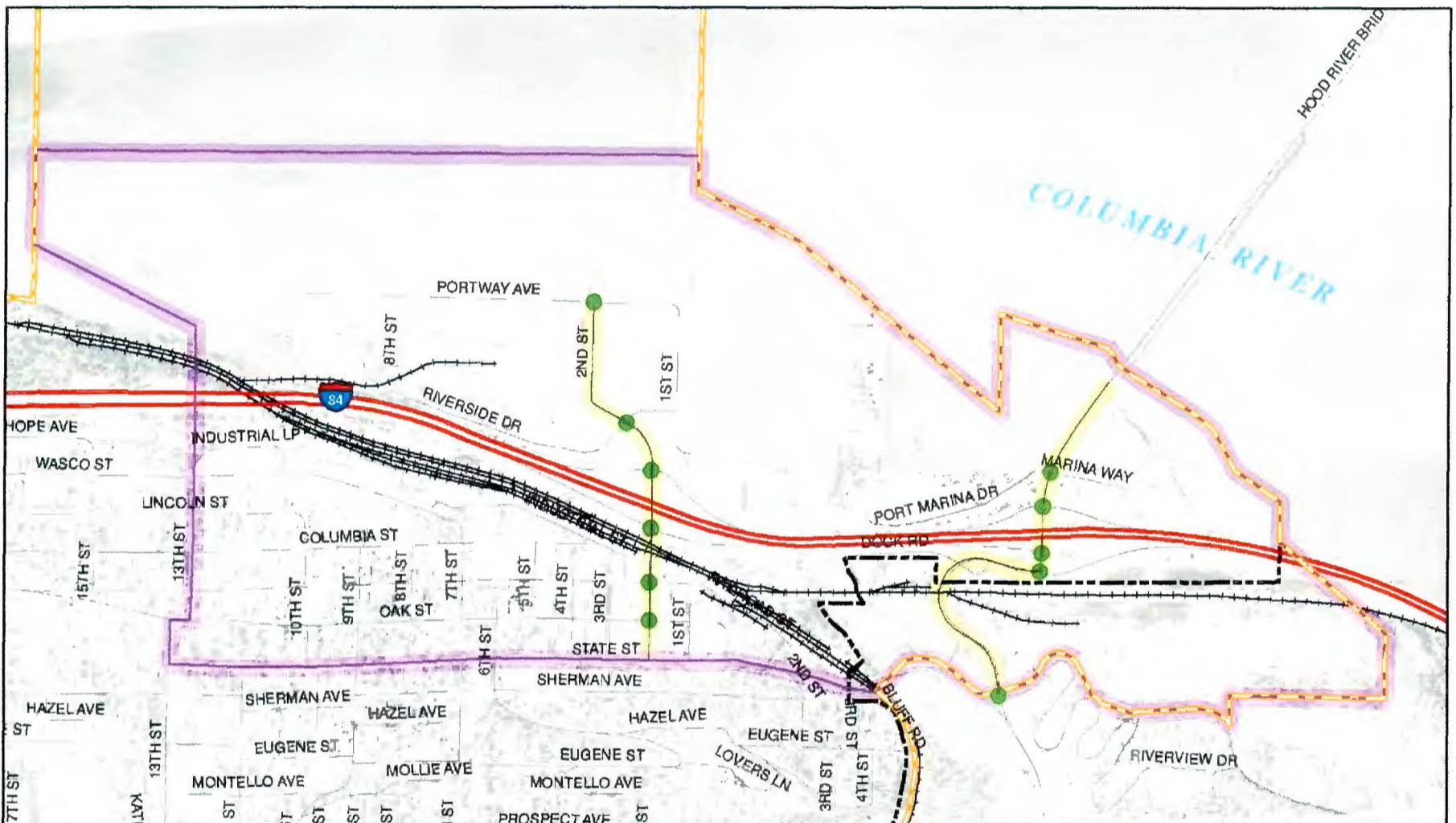
³ 1999 Oregon Highway Plan, Oregon Department of Transportation, Amended July 2006.

Table 1: Roadway Jurisdiction

Key Interchange Area Roadway	Agency of Jurisdiction
I-84	ODOT
2 nd Street	City of Hood River
	ODOT (Riverside Drive to north of Cascade Avenue)
Riverside Drive	ODOT (in 2 nd Street intersection area)
	City of Hood River (outside of 2 nd Street intersection area)
Cascade Avenue (from Oak Street to 1 st Street)	City of Hood River
Oak Street	ODOT
State Street	City of Hood River (West of Front Street)
	ODOT (East of Front Street)
Historic Columbia River Highway*	ODOT
Button Bridge Road	ODOT
OR 35	ODOT










* The Historic Columbia River Highway (US 30) runs over Oak Street, Front Street, and State Street (from Front Street to OR 35) and continues east of OR 35.

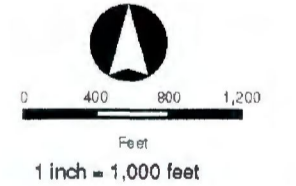
Access management areas are corridors along the interchange crossroads where turning movements related to driveways and public street intersections can influence interchange operations. As a general practice, these corridors include the length of the interchange crossroads within ¼-mile of the interchange ramp terminals, which would be consistent with ODOT's access management spacing standards for interchange areas. As part of the IAMP, access management plans were developed that provide short, medium, and long-range actions to modify access to the crossroads within the access management areas to provide conformance with ODOT's access management spacing standards where feasible.



**I-84 Exit 63 & Exit 64
Interchange Area Management Plan**

Figure 2 Study Area

- | | |
|--|---|
|  Study Area |  Railroad |
|  Study Intersection |  City Limit |
|  Interstate |  UGB |
|  Roadway |  Stream |
| |  Parcel Boundary |



Parametrix

Goals and Objectives

The goals and objectives of this IAMP reflect the intentions and interests of ODOT, the City of Hood River, Hood River County, and other key stakeholders for the interchanges and transportation operations in the area. The goals and objectives are guided by, but not re-statements of, Oregon Highway Plan policies and OAR language. The objectives relate what the plan is trying to accomplish and are intended to be achievable and measurable. The objectives served as the basis for data collection and research, as alternative evaluation criteria to guide alternatives analysis and selection of the preferred alternative, and to guide management decisions.

Goal 1: Protect the function and operation of the interchanges and the state highways as follows:

- I-84 is classified as an Interstate Highway. It is part of the National Highway System and is a designated freight route between Portland and points east. The operational objective for Interstate Highways is to provide safe and efficient high-speed travel in urban and rural areas.
- Oregon 35 is classified as a Statewide Highway, which provides inter-urban and inter-regional mobility and provides connections to larger urban areas, ports, and major recreational areas not directly served by Interstate Highways.
- The Historic Columbia River Highway (HCRH) is classified as a District Highway. The operational objective for District Highways is to allow safe and efficient moderate to low-speed travel in urban and urbanizing areas for traffic flow, as well as bicycle and pedestrian movements. In addition, the HCRH has design and operational requirements not applicable to other highways in the state.
- The Hood River-White Salmon Bridge over the Columbia River is a privately owned facility, but is part of the National Highway System and provides an important link between Oregon and Washington. The area around the Exit 64 interchange should be managed to facilitate safe and efficient travel through the interchange and Hood River-White Salmon Bridge.

Objective 1a: The project alternatives meet the requirements of the Federal Interchange Policy and will accommodate design-year (2031) traffic demands as a threshold.

Objective 1b: The project alternatives are consistent with the OHP requirement that the maximum volume to capacity ratio for the ramp terminals of interchange ramps be the smaller of the values of the volume to capacity ratio for the crossroad or 0.85.

Objective 1c: Meet or move in the direction of ODOT access management spacing standards for access along interchange crossroads.

Objective 1d: The project alternatives are consistent with the intent of the Programmatic Agreement for the HCRH.

Objective 1e: The project alternatives are consistent with the intent of the I-84 Corridor Strategy.

Goal 2: Provide for an adequate system of local roads and streets for access and circulation within the interchange areas that reduces the reliance on the interchanges and on the interchange ramps.

Objective 2a: Any necessary supporting improvements to the surface street system have been (or will be) identified in the local comprehensive plan and funding or a funding source for these improvements has been identified.

Objective 2b: While recognizing the urban fabric of Hood River, the project alternatives propose surface street improvements that either meet the ODOT established access management standards or improve on the current conditions.

Objective 2c: The project alternatives propose surface street improvements that will operate adequately over the 20-year planning horizon.

Goal 3: Provide safe and efficient multi-modal travel between the connecting roadways.

Objective 3a: While recognizing existing capacity constraints and consistent with the Programmatic Agreement for the HCRH, the project alternatives will improve safety by adding capacity to reduce congestion and/or correcting geometric conditions that do not meet current standards.

Objective 3b: The project alternatives will improve bicycle and pedestrian safety by providing upgraded bikeways and walkways that meet current standards and include facility infill and extensions where needed to provide a continuous network while respecting the historic streetscape.

Goal 4: Ensure future changes to the planned land use system are consistent with protecting the long-term function of the interchange and the surface street system and the integration of future transportation projects and land use changes.

Objective 4a: The project alternatives were developed in partnership with affected property owners in the interchange area, the City of Hood River, Hood River County, the Oregon Department of Transportation, and other stakeholders, including interchange users.

Objective 4b: The City and County Comprehensive Plans and/or Transportation System Plans are consistent, or will be made consistent, with the project alternatives.

Objective 4c: The project alternatives are consistent with the County's Bike Plan.

Goal 5: Recognize the importance of the interchange function to support local and regional economic development goals and plans.

Objective 5a: The project alternatives are expected to reduce delay for vehicles, including commercial vehicles, accessing the freeway and increase safety.

Objective 5b: The project alternatives would facilitate access to, through, and from businesses in Hood River, while protecting the function and livability of downtown Hood River.

Objective 5c: The project alternatives recognize the importance of recreation and tourism to the regional economy.

Objective 5d: The project alternatives will recognize the local interest in supporting employment growth on the Port Waterfront property north of the Exit 63 interchange.

Goal 6: Ensure that the needs of regional through trips and the timeliness of freight movements are considered when developing and implementing plans and projects on freight routes.

Objective 6a: The project alternatives would facilitate freight access to and from the many industrial, agricultural, and forest products freight destinations in the interchange areas.

Objective 6b: The project alternatives recognize the importance of interstate travel and freight mobility within the corridor by improving mobility and access to the Hood River-White Salmon Bridge.

CHAPTER 3: MANAGEMENT PLAN

This chapter describes plan actions for improving and managing the transportation system in the interchange areas through the year 2031 to maximize the operational life of the I-84 Exit 63 and Exit 64 interchanges, while ensuring that planned growth can be supported. It describes future operations within the interchange areas, identifies transportation improvements for the interchanges and surrounding street network, and includes access management plans to guide the planning of approach locations along the interchange crossroads (2nd Street and Button Bridge Road). Guidance for agency implementation of the IAMP is also provided, including recommended amendments to City and County plans and development codes.

Transportation System Improvements

Transportation system improvements are categorized by mode of travel, including improvements for the pedestrian, bicycle, and motor vehicle networks.

Pedestrian Network Improvements

This category of improvement projects includes those exclusively targeted at improving connectivity for pedestrians within the interchange areas. In addition to these, the Exit 64 Interchange reconstruction project will include sidewalk along the east side of Button Bridge Road from Marina Way through the interchange ramps to the south. Exclusive pedestrian network projects are listed below and illustrated in Figure 3.

- A. Construct sidewalk along both sides of OR 35/Button Bridge Road between State Street (Historic Columbia River Highway) and Button Bridge, as well as on the south side of OR 35/Button Bridge Road between Button Bridge and the Exit 64 interchange. The construction of sidewalk between State Street and Button Bridge could be included as part of the proposed OR 35/ State Street intersection improvement project.
- B. Explore the feasibility of constructing a multi-use trail under the I-84/Hood River Bridge and along the east side of the Hood River to connect Port Marina Park with State Street (Historic Columbia River Highway) without requiring travel through the Exit 64 interchange. At the north end, this trail would connect to a planned multi-use path that will connect to the Exit 64 interchange area, cross over the Hood River, pass around the shoreline of the Waterfront, and eventually connect to Jaymar Road. There are two separate segments of the trail proposed in this plan:

Segment 1: Connection between the existing bicycle/pedestrian bridge over the Hood River and the public frontage road (Dock Road) along the south side of I-84 that connects to OR 35 near the north end of Button Bridge. This trail would pass under the I-84/Hood River Bridge. All land required to accommodate this corridor is under public ownership. To complete this route, additional sidewalk should be constructed along at least one side of Dock Road. Bicycles could share the low-volume, low-speed travel lanes with motor vehicles on Dock Road.

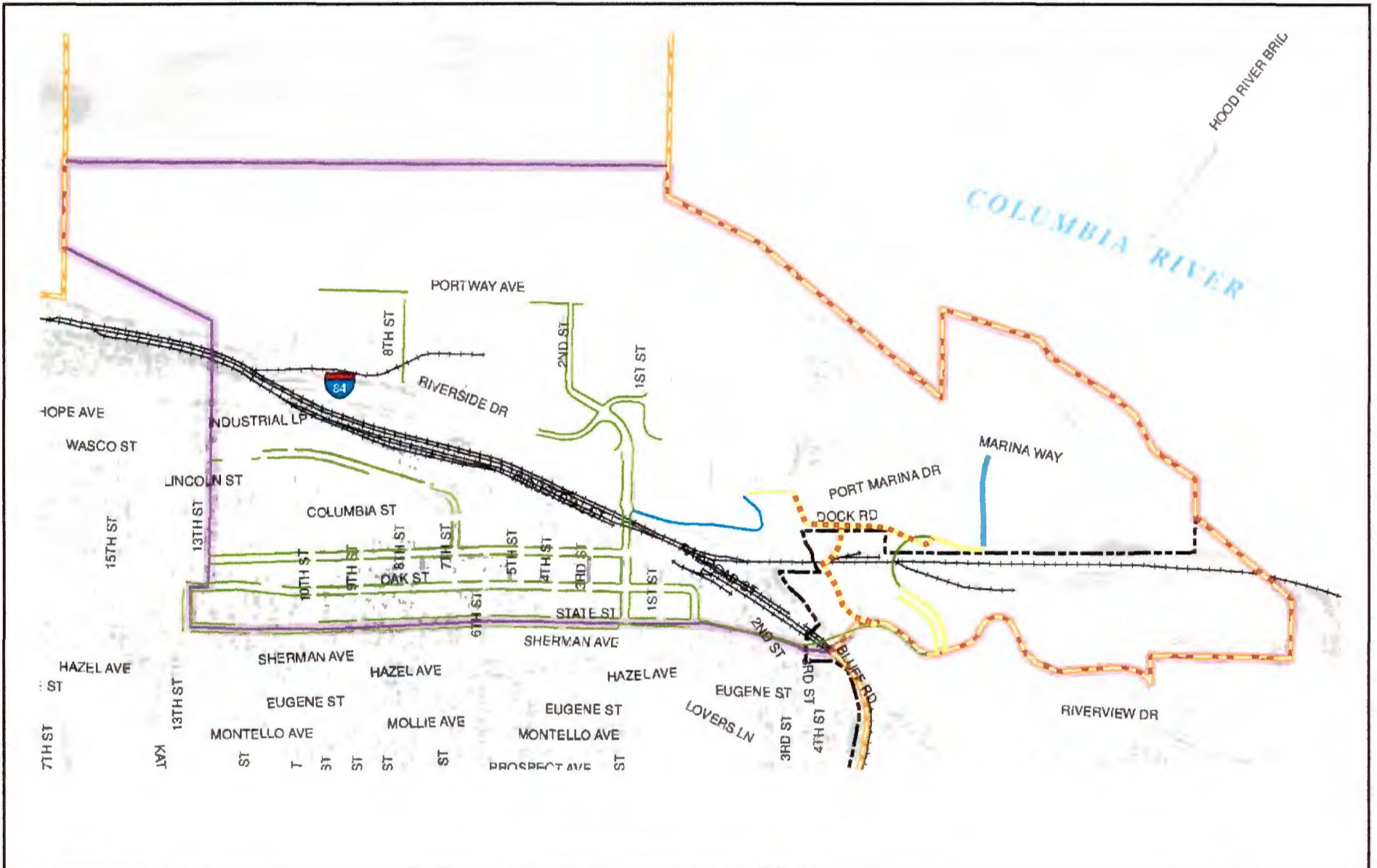
Segment 2: Provide a connection between Dock Road and State Street following the existing informal dirt walking path along the eastern bank of the Hood River. This trail would pass under the Union Pacific Railroad Bridge and connect to Dock Road using publicly owned land between tax lots 300 and 400.

For both trail segments, key design issues such as vertical clearance (10-foot minimum) under the bridges and location of the flood plain must be addressed.

Bicycle Network Improvements

This category of improvement projects includes those exclusively targeted at improving connectivity for bicyclists within the interchange areas. In addition to these, the Exit 64 Interchange reconstruction project will include bike lanes along both sides of Button Bridge Road from Marina Way through the interchange ramps to the south. Exclusive bicycle network projects are listed below and illustrated in Figure 4.

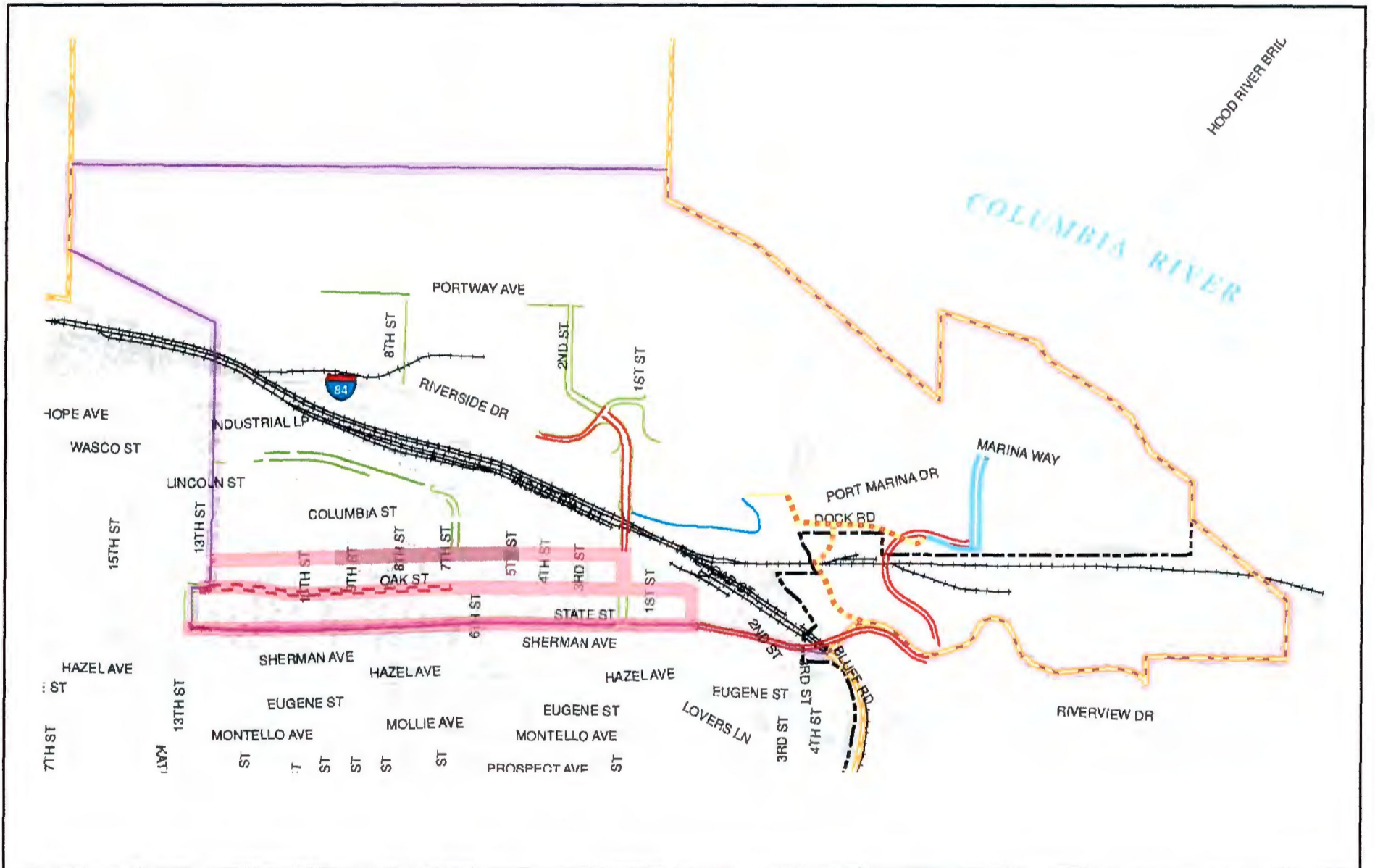
- A. Provisions for safe bicycle travel are needed through the downtown. Shared lane markings on Cascade Avenue, Oak Street, and State Street have been proposed as part of an update to the City of Hood River Transportation System Plan.
- B. Bicycle travel would also benefit from the proposed multi-use trail recommended for pedestrians between Port Marina Park and State Street along the eastern bank of the Hood River.
- C. At the time improvements are being developed for the intersection of OR 35 with State Street, bicycle safety and accessibility of the Historic Columbia River Highway shall be addressed, with opportunities for public input provided.



I-84 Exit 63 & Exit 64 Interchange Area Management Plan
Figure 3 Pedestrian Network Improvements

LEGEND		Existing	Future
	- Study Area		- Sidewalk Part of Road Project
	- City Limit		- Multi-Use Path
	- UGB		- Infill/New Sidewalk
	- Parcel Boundary		- Potential Trail Alignment
	- Railroad		- Pedestrian Bridge

0 400 800 1,200
 1 inch equals 1,000 feet
DKS Associates
 TRANSPORTATION SOLUTIONS



I-84 Exit 63 & Exit 64 Interchange Area Management Plan

Figure 4 Bicycle Network Improvements

LEGEND

- Study Area
- City Limit
- UGB

- Parcel Boundary
- Railroad

Existing

- Shoulder Bikeway
- Partial Shoulder Bikeway
- Sidewalk
- Multi-Use Path
- Pedestrian Bridge

Future

- Bike Lane Part of Road Project
- Shared Lane Markings
- Potential Trail Alignment

0 400 800 1,200

 1 inch equals 1,000 feet

DKS Associates

Motor Vehicle Network Improvements

Land Use Assumptions

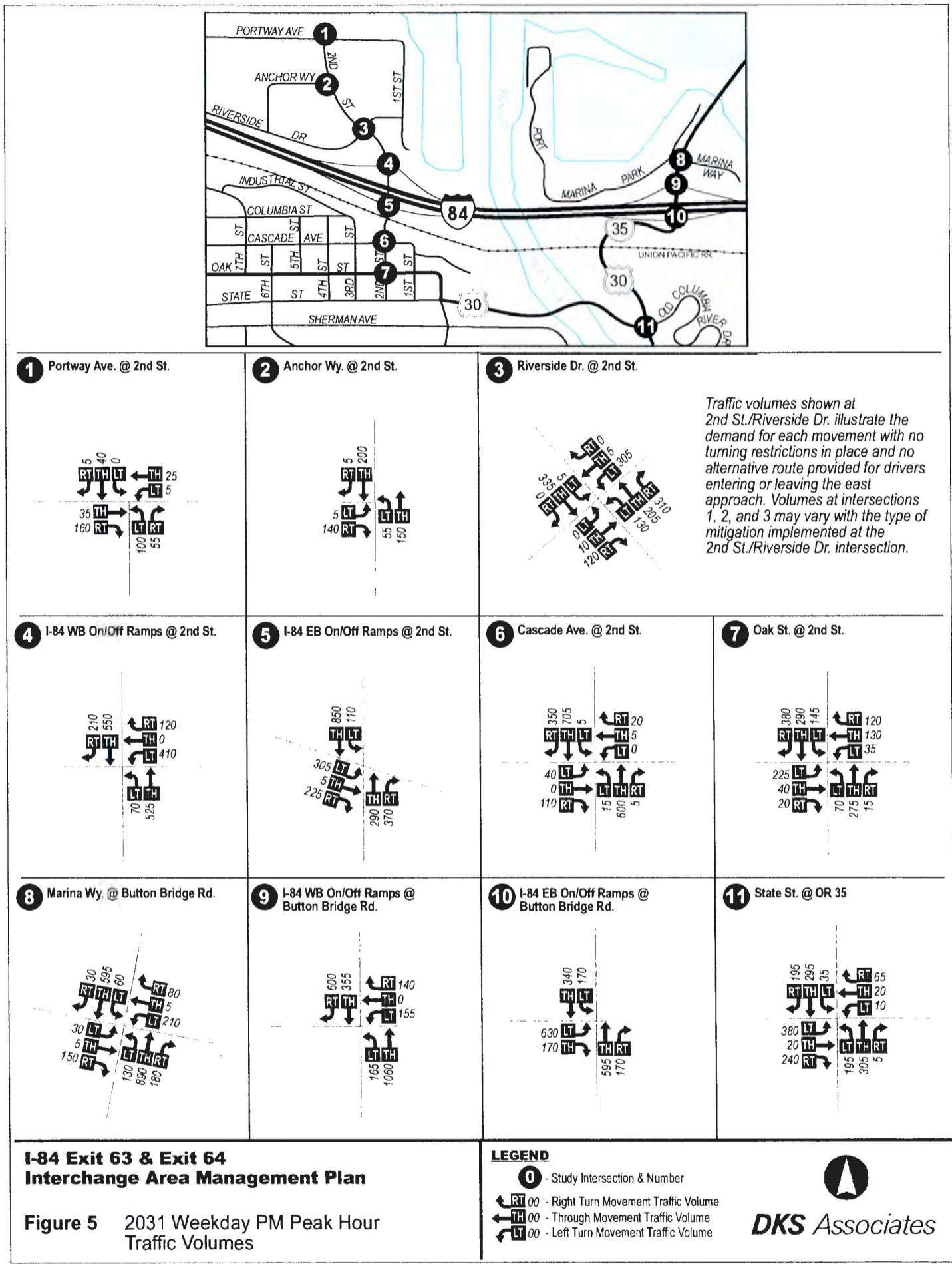
Traffic volume forecasts for the year 2031 were developed through estimation of continued regional growth in through traffic and city-wide growth in housing and employment within the urban growth boundary in a manner that would be consistent with the City of Hood River Comprehensive Plan and Map as of July 2009. The growth in local development would be consistent with full buildout of lands within the Exit 63 and Exit 64 interchange areas, including the Waterfront north of Exit 63. When forecasting future growth within the Waterfront area, land use assumptions were refined by modeling growth according to master planning completed by the Port of Hood River for the area bounded by Portway Avenue, 8th Street, Riverside Drive, and 2nd Street.⁴ A detailed description of land use assumptions for the year 2031 is included in the appendix.

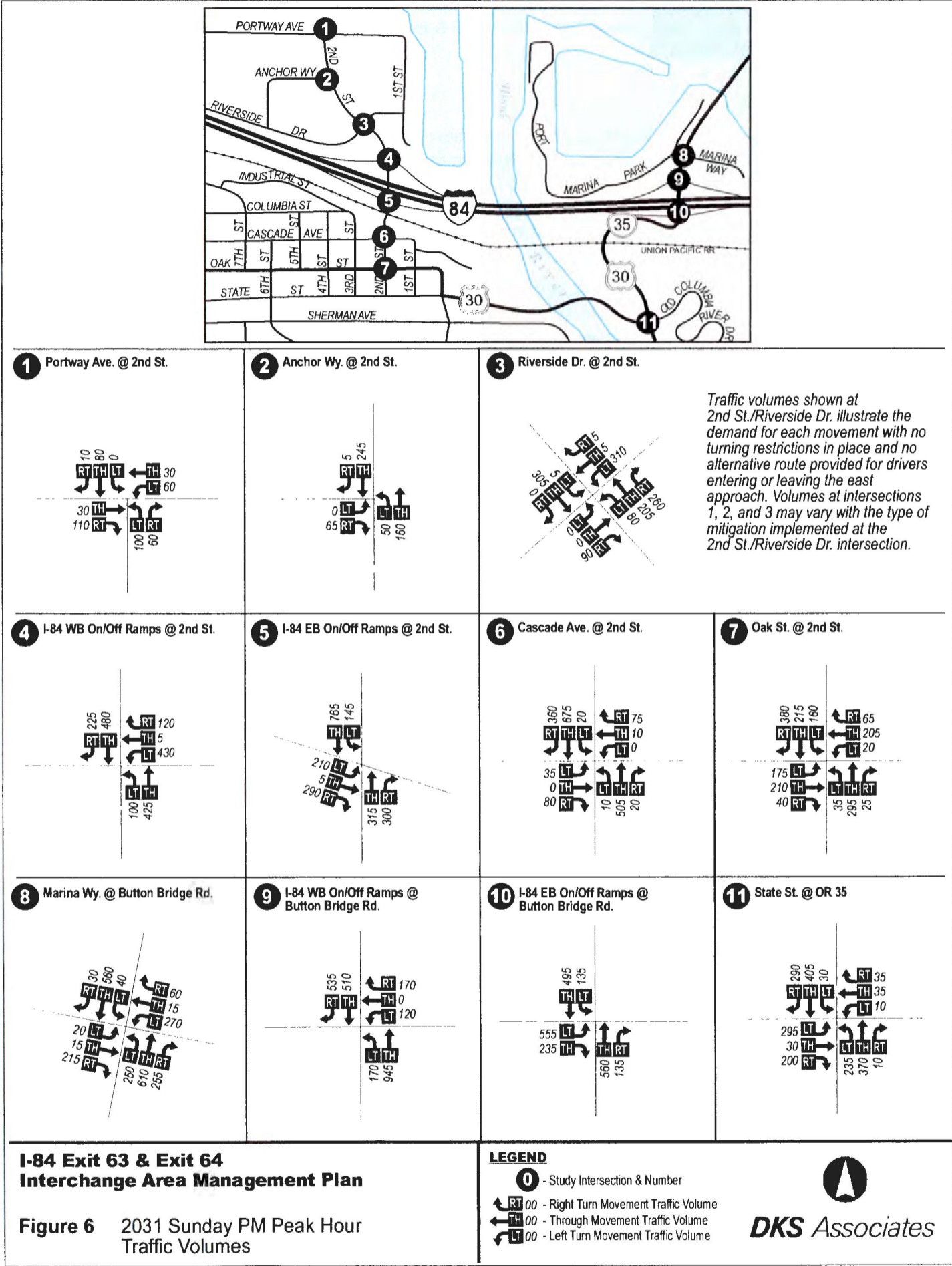
Future Traffic Volumes

Traffic volume forecasts were developed for two time periods of interest for the I-84 Exit 63 and Exit 64 interchange areas: the summer Sunday p.m. peak hour and the summer weekday p.m. peak hour. The summer Sunday p.m. peak hour represents the 30th highest annual hour of traffic for I-84, which is the time period used by ODOT for design purposes. The summer weekday p.m. peak hour represents the time period where local commuting traffic combines with recreational traffic and often reflects a more appropriate design hour for the local transportation system.

Figures 5 and 6 display the forecasted turning movement volumes at study intersections for the year 2031 during the weekday and Sunday p.m. peak hour scenarios, respectively. Much of the growth in traffic to 2031 in the Exit 63 and Exit 64 interchange areas is attributed to growth at the Waterfront north of the Exit 63 interchange, employment growth in downtown Hood River, and continued growth in traffic across the Hood River-White Salmon Bridge. However, Exit 63 is also an important travel route for vehicles traveling to the south area of the city and to the Heights area along 13th Street.

⁴ *Port of Hood River Central Area Build-Out Scenario*, Group Mackenzie, May 19, 2008.





Mobility Standards

ODOT, the City of Hood River, and Hood River County have adopted mobility standards for transportation facilities under their jurisdiction that require a minimum level of acceptable performance. While ODOT maintains jurisdiction of most study intersections within the Exit 63 and Exit 64 interchange areas, the City of Hood River applies the most restrictive standard where a transportation facility within the City Limits is maintained by ODOT or the County. For non-ODOT facilities that are outside of the City Limits, the County mobility standards apply.

Through the recent 2011 update of the City of Hood River's Transportation System Plan, the City's mobility standard changed from requiring a level of service C to only requiring a level of service D on City roadways. This change was primarily in response to the increasing difficulty of funding transportation improvement projects in a timely manner to support new development. The City of Hood River's mobility standards are included in the 2011 City of Hood River Transportation System Plan. Under Goal 4, Policy 4 states, "A minimum level of service (LOS) D on transportation systems serving new developments is desired on streets and signalized and unsignalized intersections. Level of service shall be based on the most recent edition of the Highway Capacity Manual. Where a facility is maintained by the County or ODOT, the more restrictive of the standards should apply."⁵

To maintain consistency with City mobility standards, it is recommended that Hood River County amend their mobility standards to allow LOS D operations (a LOS C is currently required) within the City of Hood River urban growth area.

ODOT mobility standards are given as volume to capacity (V/C) ratios and are based on roadway classification, designations, and posted speed limits. There are two types of mobility standards for state facilities that are used for different purposes. Those contained in ODOT's 1999 Oregon Highway Plan (OHP) are applied to the review of development proposals and for the determination of needed infrastructure improvements (i.e., No Build conditions). However, the mobility standards from ODOT's Highway Design Manual (HDM)⁶ are to be applied to the evaluation of all alternatives considered for roadway improvements through public investments.

Table 2 lists the mobility standards from the OHP and HDM that are applicable to Exit 63 and Exit 64 interchange area facilities (I-84 is classified as an Interstate Highway, 2nd Street and Button Bridge Road are classified as Local Interest Roads, Oak Street and the Historic Columbia River Highway are classified as District Highways, and OR 35 is classified as a Statewide Highway and Freight Route). While the recommended improvements included in this plan were designed to comply with the HDM standards, the mobility standards from the OHP will be used for all future interchange area operations monitoring, including the review of development proposals.

In addition to the mobility standards shown in Table 2, special conditions apply at some locations. At unsignalized intersections and road approaches, the volume to capacity ratios shall not be exceeded for either of the state highway approaches that are not stopped. Approaches at which traffic must stop, or otherwise yield the right of way, shall be operated to maintain safe operation of the intersection and all of its approaches and shall not exceed the volume to capacity ratios for District/Local Interest Roads within the urban growth boundary.

⁵ *City of Hood River Transportation System Plan*, DKS Associates, June 2011.

⁶ *Highway Design Manual*, Oregon Department of Transportation, 2003, p. 10-38.

Table 2: Applicable ODOT Mobility Standards (V/C ratios)

Highway Category	Inside Urban Growth Boundary	
	Non-MPO outside of STA's where non-freeway speed ≤ 35 mph	Non-MPO where non-freeway speed limit ≥ 45 mph
Oregon Highway Plan		
▪ Applied to the review of development proposals and for the determination of needed infrastructure improvements (i.e., No Build conditions)		
Interstate Highways	-	0.70*
Statewide (NHS) Freight Routes	0.80*	-
District Highways/ Local Interest Roads	0.90*	-
Highway Design Manual		
▪ Applied to the evaluation of all alternatives considered for roadway improvements through public investments		
Interstate Highways	-	0.65
Statewide (NHS) Freight Routes	0.70	-
District Highways/ Local Interest Roads	0.80	-

* The maximum volume to capacity ratio for ramp terminals of interchange ramps shall be the smaller of the values of the volume to capacity ratio for the crossroad or 0.85.

Roadway Improvements

Roadway improvements will require site plan review pursuant HRMC 17.20 Street and interchange improvements (defined as parking modifications, access removal, new lanes, new streets). The site plan review shall include findings and solutions addressing safety, mobility, and how the grid system, pedestrian system, bike system, parking and economic enterprise will be protected and/or enhanced by the proposed improvements.

Under No Build conditions in the year 2031, the intersections of 2nd Street at Cascade Avenue and OR 35 at State Street were found failing to comply with mobility standards during both the weekday and Sunday peak hours. In addition, the intersection of 2nd Street at Riverside Drive fails during the weekday peak hour. It should be noted that the construction of a traffic signal at the intersection of 2nd Street at Oak Street was assumed to have been completed under the No Build condition since this improvement has already been made a condition of approval on a past land use action.

While the intersection of 2nd Street at Oak Street complies with mobility standards, the queues extending to the north from the future traffic signal interfere with upstream intersections during both the weekday and Sunday peak hours. This queue spillback is significant enough to cause long queues on the I-84 Exit 63 interchange ramps that extend back into or beyond the section of the ramp used for deceleration from freeway travel speeds. This creates a similar situation to what has been a common problem at the I-84 Exit 64 eastbound off-ramp (to be mitigated by the interchange reconstruction project), where ramp queues extend to the freeway and create safety and operational problems.

Improvements needed to maintain safe and efficient operations at the study intersections and I-84 Exit 63 freeway off-ramps are described below.

I-84 Exit 63 interchange area motor vehicle improvement projects:

Improvements proposed for the I-84 Exit 63 interchange area are primarily focused on vehicle queue management, especially where those queues could encroach on the freeway mainline. These improvements are illustrated in Figure 7 and described below, including operations at each study intersection in Table 3.

- 2nd Street/ Riverside Drive intersection: Several alternatives were considered for mitigating operations at this intersection in the future when it can no longer comply with mobility standards. These included conversion to two-way stop control, restriction of turning movements, installation of a traffic signal, and construction of a roundabout. Most alternatives could either not provide sufficient capacity to comply with mobility standards, experienced queuing conflicts with the nearby I-84 westbound traffic signal, or required significant right of way acquisition. Only the alternative involving the removal of stop signs on 2nd Street approaches and restriction of turning movements to allow only right-in and right-out turn movements on the Riverside Drive approaches, in addition to allowing southbound lefts from 2nd Street to Riverside Drive was found to provide acceptable operations.

In response to these findings, the following improvements are recommended in this IAMP as one option for mitigating the 2nd Street/ Riverside Drive intersection in the future:

Remove stop signs on 2nd Street approaches and restrict turning movements to allow only right-in and right-out turn movements on the Riverside Drive approaches, in addition to allowing southbound lefts from 2nd Street to Riverside Drive. Lane configurations include (see Figure 7):

- Northbound: shared through/right turn lane
- Southbound: left turn lane (50' storage), shared through/right turn lane
- Westbound: right turn lane
- Eastbound: right turn lane

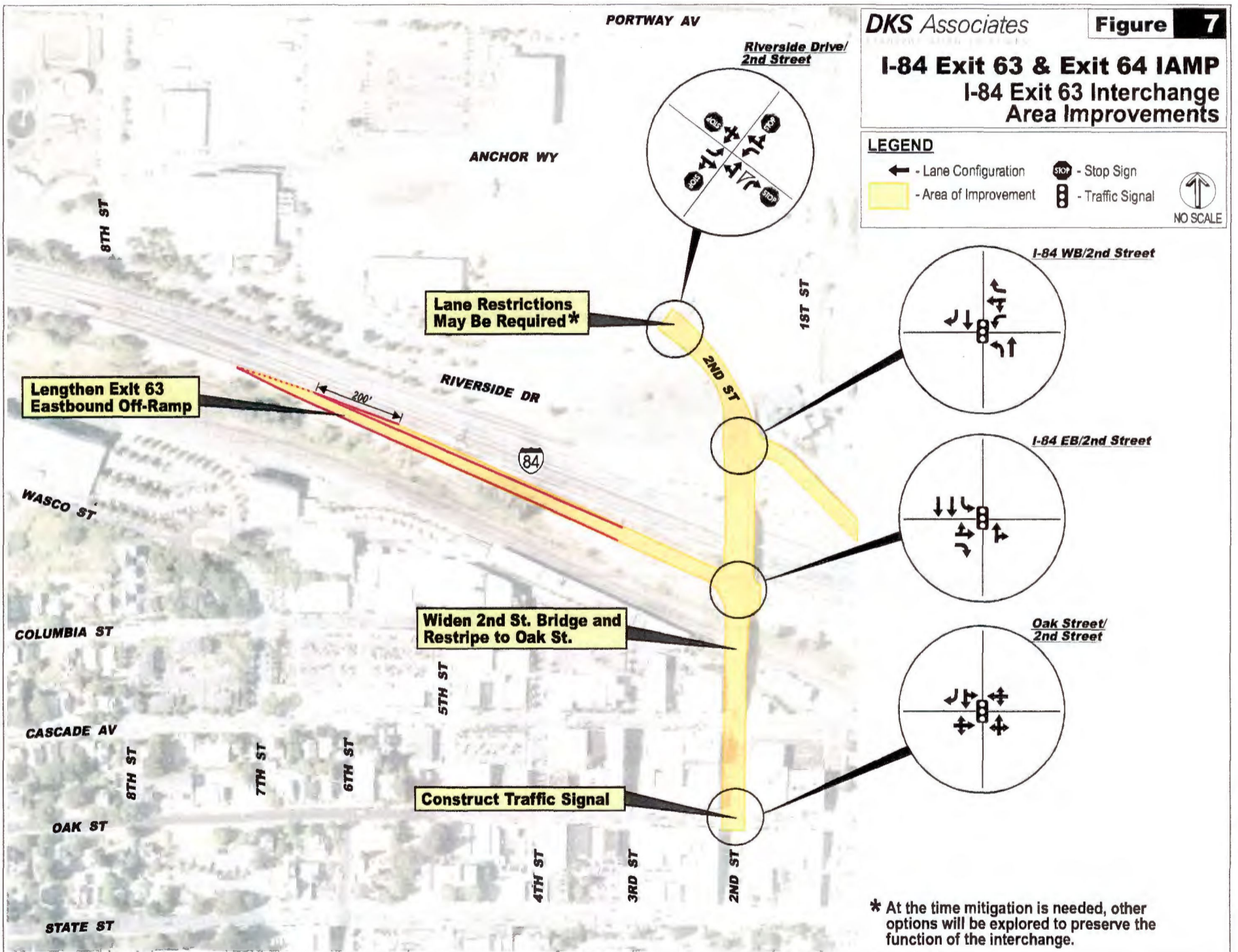
In the future, the 2nd Street/ Riverside Drive intersection may no longer comply with mobility standards and restrictions on turning movements may be required. One identified solution involves the removal of stop signs on 2nd Street approaches and restriction of turning movements to allow only right-in and right-out turn movements. While this solution was found to provide acceptable operations, it could significantly reduce the accessibility of some properties and result in undesirable diversion of traffic through other areas of the Waterfront.

Changes to the 2nd/Riverside intersection should be expected in the future. However, such changes shall occur only when necessary and left turn movement restrictions shall occur only if no other solution is found to be acceptable. Any solution to mitigating the 2nd Street/ Riverside Drive intersection must be compatible with the long-term ability to safely and efficiently accommodate traffic movements through the I-84 Exit 63 interchange. All property owners in the Waterfront area shall be noticed at the time improvements at the 2nd Street/ Riverside Drive intersection are being considered and shall be allowed the opportunity to participate in the process of developing and selecting appropriate improvements.

I-84 Exit 63 & Exit 64 IAMP I-84 Exit 63 Interchange Area Improvements

LEGEND

- ← - Lane Configuration
- Area of Improvement
- STOP - Stop Sign
- Traffic Signal
- NO SCALE



* At the time mitigation is needed, other options will be explored to preserve the function of the interchange.

Table 3: I-84 Exit 63 Interchange Area Intersection Operations (2031)

Intersection	City Mobility Standard (LOS)	ODOT Mobility Standard (V/C ratio) OHP / HDM	Weekday PM Peak Hour						Sunday PM Peak Hour					
			No Build			With Improvements			No Build			With Improvements		
			LOS	Delay (sec)	V/C	LOS	Delay (sec)	V/C	LOS	Delay (sec)	V/C	LOS	Delay (sec)	V/C
2 nd St/ Portway Ave	D	-	B	10.9	0.22	B	14.0	0.59	B	12.7	0.28	C	15.5	0.69
2 nd St/ Anchor Wy	D	-	B	10.5	0.19	B	14.7	0.29	B	10.4	0.10	B	13.8	0.15
2 nd St/ Riverside Dr	D	0.90 / 0.80	E	40.6	0.94	C	15.7	0.26	D	29.0	0.84	B	14.4	0.19
2 nd St/ I-84 WB	D	0.85 / 0.65	C	20.2	0.74	B	15.1	0.60	C	20.0	0.71	B	12.6	0.50
2 nd St/ I-84 EB	D	0.85 / 0.65	B	18.9	0.81	B	16.7	0.74	B	14.8	0.68	B	13.6	0.57
2 nd St/ Cascade Ave	D	-				E	42.4	0.64	F	81.0	0.78	E	49.4	0.62
2 nd St/ Oak St	D	0.90 / 0.80	B	14.1	0.78	B	18.1	0.77	B	16.5	0.80	C	20.1	0.80

Notes: Shaded cells indicate mobility standard is not met.

ODOT OHP mobility standards apply to the evaluation of No Build conditions and development proposals.

ODOT HDM mobility standards apply to the evaluation of improvements through public investments.

Should turning movements be restricted as recommended, the elimination of left turns out of Riverside Drive to return to I-84 and the downtown will reduce the accessibility of some properties and may result in undesirable diversion of traffic through the industrial areas. Alternatives for addressing Waterfront area local circulation are discussed in the Access Management section of this plan. Depending on which alternative for enhancing local circulation is selected, an additional improvement to install all-way stop control at the intersection of 2nd Street at Portway Avenue may be needed.

- 2nd Street/ I-84 Exit 63 westbound intersection: Add a second westbound left turn lane on the off-ramp. The reconfigured westbound approach on the off-ramp would include:
 - Right turn lane (125' storage)
 - Shared through/left lane
 - Left turn lane (200' storage)

These improvements are primarily focused on keeping vehicle queues away from the freeway mainline and out of the portion of the off-ramp needed for deceleration from freeway speeds. If recurring congestion and unsafe ramp queues become a problem before these improvements can be funded and constructed, an interim solution includes:

- Install queue detection devices on the I-84 Exit 63 westbound off-ramp, communications with ODOT's Traffic Management Operations Center, and surveillance cameras for viewing the off-ramp. This will allow for operators to post warning messages on the variable message sign on I-84 westbound entering Hood River when deemed warranted by conditions on the Exit 63 westbound off-ramp. These cameras and queue detection shall be made available to 911 dispatch which will help provide an acceptable solution to seasonal traffic congestion at critical interchanges.
- 2nd Street/ I-84 Exit 63 eastbound off-ramp: Lengthen the I-84 Exit 63 eastbound off-ramp by 200 feet to provide additional queue storage as follows:
 - Shared through/left lane
 - Right turn lane (250' storage)

This intersection is shown in Table 3 as failing to meet mobility standards with these improvements in place during the weekday p.m. peak hour in 2031. While the City's mobility standards will be met, as well as ODOT's mobility standards from the OHP, ODOT's mobility standards from the HDM will not be. However, a design exception from ODOT will be sought based on the following:

- a. While the weekday p.m. peak hour is a time period of interest for facility design, it is the Sunday p.m. peak hour that represents the 30th highest annual hour of traffic in this area. Because the HDM mobility standards are to be applied to the 30th highest annual hour of traffic, they may not be directly applicable during the weekday.
- b. Operations at this intersection are improved compared to the No Build condition and continue to meet OHP mobility standards, providing more capacity for future growth.
- c. This intersection meets OHP mobility standards under No Build conditions and was not in need of improvement to comply with mobility standards. Rather, improvements were made to address safety needs related to interchange area queue management.

- d. The I-84 Exit 63 interchange improvements recommended in this plan are focused on system management rather than modernization. The interchange ramp terminals will have adequate capacity to serve future demand. However, improvements are needed to address vehicle queuing through the interchange, which is a result of the capacity-constrained downtown area immediately adjacent to the interchange.
- 2nd Street Improvements: Changes to 2nd Street from I-84 to Oak Street should be expected in the future. However such changes should occur only when necessary and alternatives to parking removal and alternate lane configurations shall be considered if no other solution is found to be acceptable. Any solution must be compatible with a long-term ability to safely and efficiently accommodate traffic movements through the I-84 interchange. All property owners in the downtown will be noticed at the time improvements are considered and shall be allowed to participate. Should widening of the I-84 overcrossing occur, it is recommended to occur on the east side to fit available right of way and provide an opportunity to correct the existing sight distance problem for pedestrians on the southeast corner of the 2nd Street/ I-84 eastbound intersection.
- 2nd Street/ Cascade Avenue intersection: Traditionally, interchange crossroads are designed as arterial or collector streets that are able to gradually distribute large volumes of traffic away from the freeway system to many destinations on the surface streets. To do this effectively generally requires that the crossroad be managed such that direct access is limited within several hundred feet of the interchange.

While 2nd Street is designated as a collector street, the close proximity of Hood River's downtown limits the ability of 2nd Street to safely and efficiently move traffic away from the interchange as desired. To facilitate this, the City of Hood River had previously placed a condition of approval on a land use action requiring that the intersection on 2nd Street at Cascade Avenue be restricted such that only right-in and right-out turning movements could be made to and from the Cascade Avenue approaches. However, given the potential impacts to traffic circulation in the surrounding area within the downtown that could create other safety and operational problems, this action is no longer desired.

Through discussions with ODOT regarding the management of the 2nd Street corridor south of I-84, the City of Hood River has determined that the best approach is to leave the 2nd Street at Cascade Avenue intersection in its current condition with no mitigation. As opposed to the previous plan to restrict turning movements, leaving the intersection as-is provides a better balance between facilitating interchange operations and preserving the function of the downtown. Within the downtown, there are a number of important issues that must be considered, such as the preservation of parking, provision of a safe and convenient walking environment, truck access to the industrial area north of Columbia Street, and reasonable motor vehicle circulation and access to businesses.

In leaving 2nd Street at Cascade Avenue intersection in its current configuration, it is acknowledged that it will be unable to comply with the City's mobility standard, which requires operation at a level of service D or better. Therefore, as part of an overall interchange and downtown management strategy, the City will allow for an exception from the mobility standard at this intersection.

2nd Street is a critical pedestrian corridor between downtown and the waterfront. Pedestrian movements must be safe and carefully guarded at this intersection.

- 2nd Street/ Oak Street intersection: Construct traffic signal (already planned as a condition of approval on a past land use action). The built environment in the downtown limits the ability to implement further capacity improvements, such as separate turning lanes, without the elimination of on-street parking. Therefore, no new turning lanes are recommended at this time. The primary operational concerns for this intersection should be focused on managing queues so they don't compromise interchange safety and on pedestrian crossing safety.

I-84 Exit 64 interchange area motor vehicle improvement projects:

The current project to reconstruct the I-84 Exit 64 interchange will address a majority of the motor vehicle needs in this area through the year 2031. However, the intersection of OR 35 at State Street will require improvements as described below. Forecasted intersection operations for key intersections within the Exit 64 interchange area are shown in Table 4.

- OR 35/ State Street intersection: Construct traffic signal and modify lane configurations on intersection approaches to include:
 - Northbound: left turn lane (250' storage), shared through/right turn lane
 - Southbound: left turn lane (125' storage), through lane, right turn lane
 - Westbound: left turn lane (75' storage), shared through/right turn lane
 - Eastbound: left turn lane, through lane (150' storage), right turn lane separated from intersection (as existing)



Figure 8: Recommended Improvements at OR 35 / State St.

The construction of a traffic signal and associated turning lanes as recommended would have right of way impacts, which may require National Scenic Area review for improvements outside of the urban growth area (south of State Street/ Historic Columbia River Highway). However, a traffic signal will allow different timing plans to be implemented in response to changing demands during seasonal and event peak traffic times. The type of traffic control used for the eastbound right turn from State Street to OR 35 (e.g., signalized, yield, free movement) was assumed to be a free right turn movement into the existing second southbound lane on OR 35. However, should motor vehicle conflicts with bicycles and pedestrians become a concern, this movement could be signalized as well. Bicycle safety was raised as a specific concern at this intersection and must be carefully addressed during design because of the unusually high bicycle traffic accessing the Historic Columbia River Highway State Trail.

Table 4: I-84 Exit 64 Interchange Area Intersection Operations (2031)

Intersection	City Mobility Standard (LOS)	ODOT Mobility Standard (V/C ratio) OHP / HDM	Weekday PM Peak Hour						Sunday PM Peak Hour					
			No Build			With Improvements			No Build			With Improvements		
			LOS	Delay (sec)	V/C	LOS	Delay (sec)	V/C	LOS	Delay (sec)	V/C	LOS	Delay (sec)	V/C
Button Bridge Rd/ Marina Wy	D	0.90 / 0.80	B	11.6	0.58	B	12.7	0.58	B	16.8	0.67	B	17.7	0.67
Button Bridge Rd/ I-84 WB	D	0.85 / 0.65	A	8.4	0.49	A	7.9	0.49	A	6.6	0.43	A	7.1	0.43
Button Bridge Rd/ I-84 EB	D	0.85 / 0.65	B	17.0	0.59	B	16.9	0.59	B	14.2	0.57	B	14.4	0.57
OR 35/ State St	D	0.80 / 0.70	F	>60.0	>1.00	C	20.8	0.64	F	>60.0	>1.00	C	22.5	0.59

Notes: Shaded cells indicate mobility standard is not met.

No Build condition includes reconstruction of the Exit 64 interchange - to be completed in 2011.

ODOT OHP mobility standards apply to the evaluation of No Build conditions and development proposals.

ODOT HDM mobility standards apply to the evaluation of improvements through public investments.

Access Management Plan

The purpose of the Access Management Plan is to provide a long-range, comprehensive and coordinated strategy for accommodating access as property develops or as public improvement projects are constructed. It is anticipated that most improvements will occur incrementally over time. The goal of the plan is to provide clear direction and ensure progress is made toward improving the management of access in the interchange areas, while allowing sufficient flexibility to accommodate future development plans. Successful implementation will require continued collaboration between neighboring property owners, the City of Hood River, Hood River County, and ODOT staff.

Access Objectives

To provide a basis for decision-making during the development of the access management plan and to guide future policy decisions for the I-84 Exit 63 and Exit 64 interchange areas, a set of access management objectives was established. Given the constraints in the interchange areas, the objectives were used as guidelines and may not be applicable in all instances.

These objectives were intended to reflect current practices, policies, and regulations pertaining to the management of access within the interchange areas and include the following:

1. Create shared access points to reduce the overall number of accesses on the interchange area crossroads.
2. Provide inter-parcel circulation through cross-over easements, shared parking lots, or connecting driveways where feasible.
3. Seek opportunities to avoid turning conflicts when positioning approaches on opposite sides of roadways.
4. Utilize easements, frontage/backage roads, and other City streets to allow for secondary access to facilitate large truck and emergency service vehicle circulation.
5. Prohibit or restrict movements to accesses adjacent to turning pockets at signalized intersections.
6. Ensure that all properties are provided reasonable access to the public street network.
7. Meet, or move in the direction of meeting, ODOT's adopted access management spacing standards for Interchange Areas, as documented in the *1999 Oregon Highway Plan* (as amended 2006). Applicable spacing standards for the I-84 Exit 63 and Exit 64 interchange areas are shown in Table 5 and Table 6, respectively.

Table 5: I-84 Exit 63 Interchange Area Access Spacing Standards

Type of Access Point	Minimum Spacing Dimension*
Distance between ramp terminal and first major intersection on 2 nd St.	1,320 feet
Distance between ramp terminal and first directional median opening on 2 nd St.	1,320 feet
Distance between ramp terminal and last right-in/right-out approach on the right side of 2 nd St. (when moving toward I-84)	750 feet
Distance between ramp terminal and first right-in/right-out approach on the right side of 2 nd St. (when moving away from I-84)	750 feet

* Spacing standards for Freeway Interchanges with Two-lane Crossroads

Table 6: I-84 Exit 64 Interchange Area Access Spacing Standards

Type of Access Point	Minimum Spacing Dimension*
Distance between ramp terminal and first major intersection on Button Bridge Rd.	1,320 feet
Distance between ramp terminal and first directional median opening on Button Bridge Rd.	1,320 feet
Distance between ramp terminal and last right-in/right-out approach on the right side of Button Bridge Rd. (when moving toward I-84)	990 feet
Distance between ramp terminal and first right-in/right-out approach on the right side of Button Bridge Rd. (when moving away from I-84)	750 feet

* Spacing standards for Freeway Interchanges with Multi-lane Crossroads

Access Recommendations

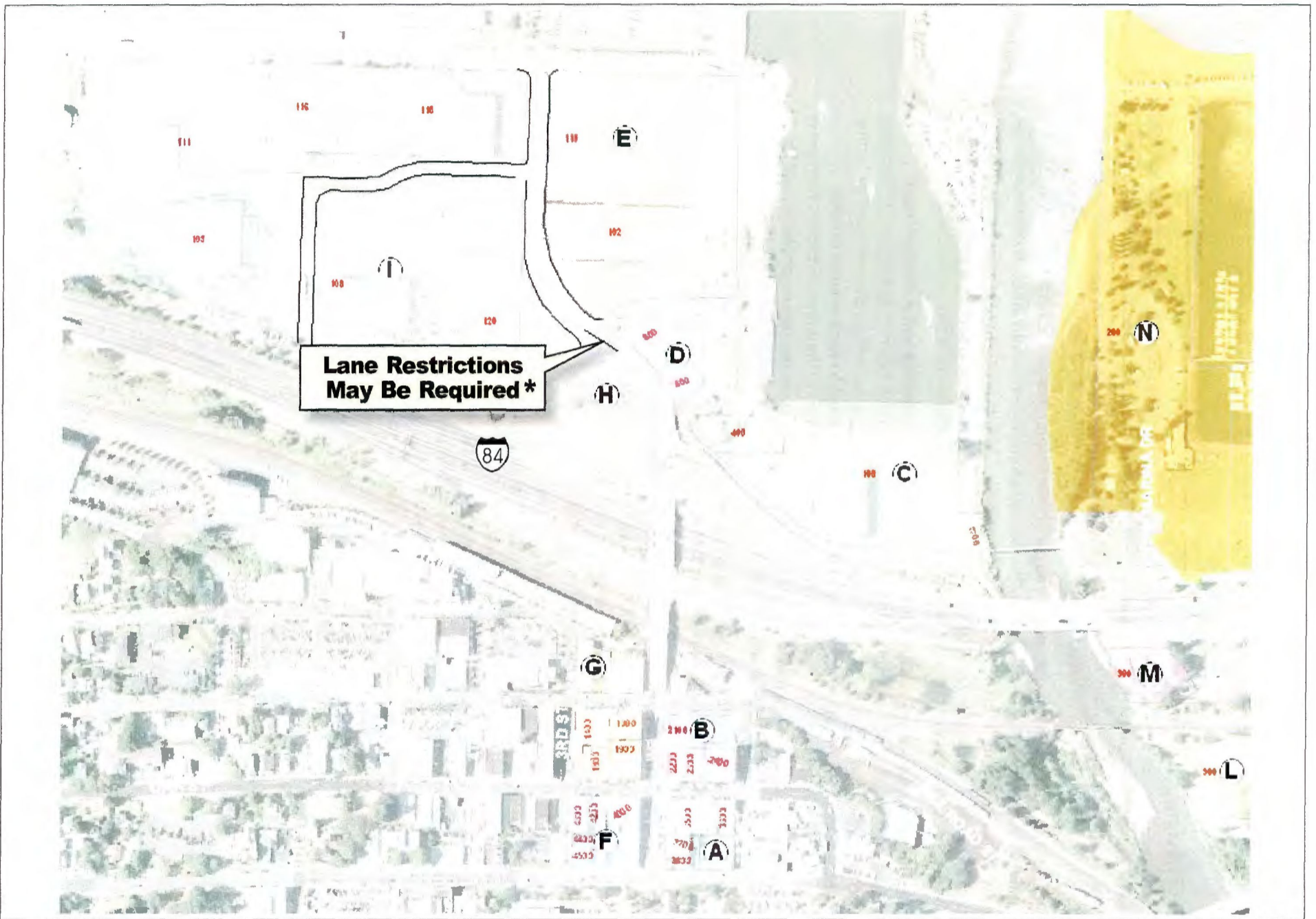
The implementation of the access management plan is anticipated to occur incrementally over a long period of time through property development/redevelopment or public construction projects. The framework for the plan provides a structure of existing and planned public streets to work within and guidance for improvements on area properties to work toward the ultimate goal.

A key outcome of this plan is a reduction in direct access to interchange area crossroads, while maintaining the accessibility of abutting properties. Accomplishing this will require a combination of improvements to the public street infrastructure as well as cooperation among neighboring properties to establish effective access ways between businesses. This could include creating agreements to establish shared driveways or parking lots to establish inter-parcel circulation.

To help identify groups of properties where collaborate access planning and coordination are recommended, "Access Management Blocks" have been outlined in Figure 9 and Figure 10. For each block shown, the recommended plan for establishing property access will be documented for future reference. In planning for future access, property owners may elect to work around existing development or assume the site would be redeveloped in the future. Cooperation between property owners within access management blocks, as well as between access management blocks, will be essential for maximizing business accessibility throughout the interchange areas.

The access management block planning approach is intended to provide enough certainty and structure to guide future development and ensure progress is made toward the ultimate goal, but to also allow for enough flexibility to accommodate a variety of future development plans and site designs. However, the provision of this flexibility will require continued collaboration between property owners, City of Hood River, Hood River County, and ODOT staff as future development is proposed or as public improvement projects are planned to ensure each action is consistent with the intent of the plan and is compatible with the access needs of other properties.

The I-84 Exit 63 and Exit 64 interchange areas have been divided into 14 access management blocks, with many consisting of several adjacent parcels that have similar access constraints. Access recommendations have been provided for each access management block below, corresponding with Figures 9 and 10. It is anticipated that the following recommendations will be modified following coordination with area property owners, the City of Hood River, Hood River County, and ODOT. However, site plan review will be required pursuant HRMC 17.20 Street and interchange improvements (defined as parking removal, access modifications in IAMP blocks, new lanes, new streets, signalization modifications). The site plan review shall include findings and solutions addressing safety, mobility, and the effect of traffic beyond the immediate vicinity, pedestrian system, bike system, parking and economic enterprise will be protected and/or enhanced by the proposed.



**Lane Restrictions
May Be Required ***

LEGEND
 [Outline] - Access Management Block
 [Solid] - Tax Lot

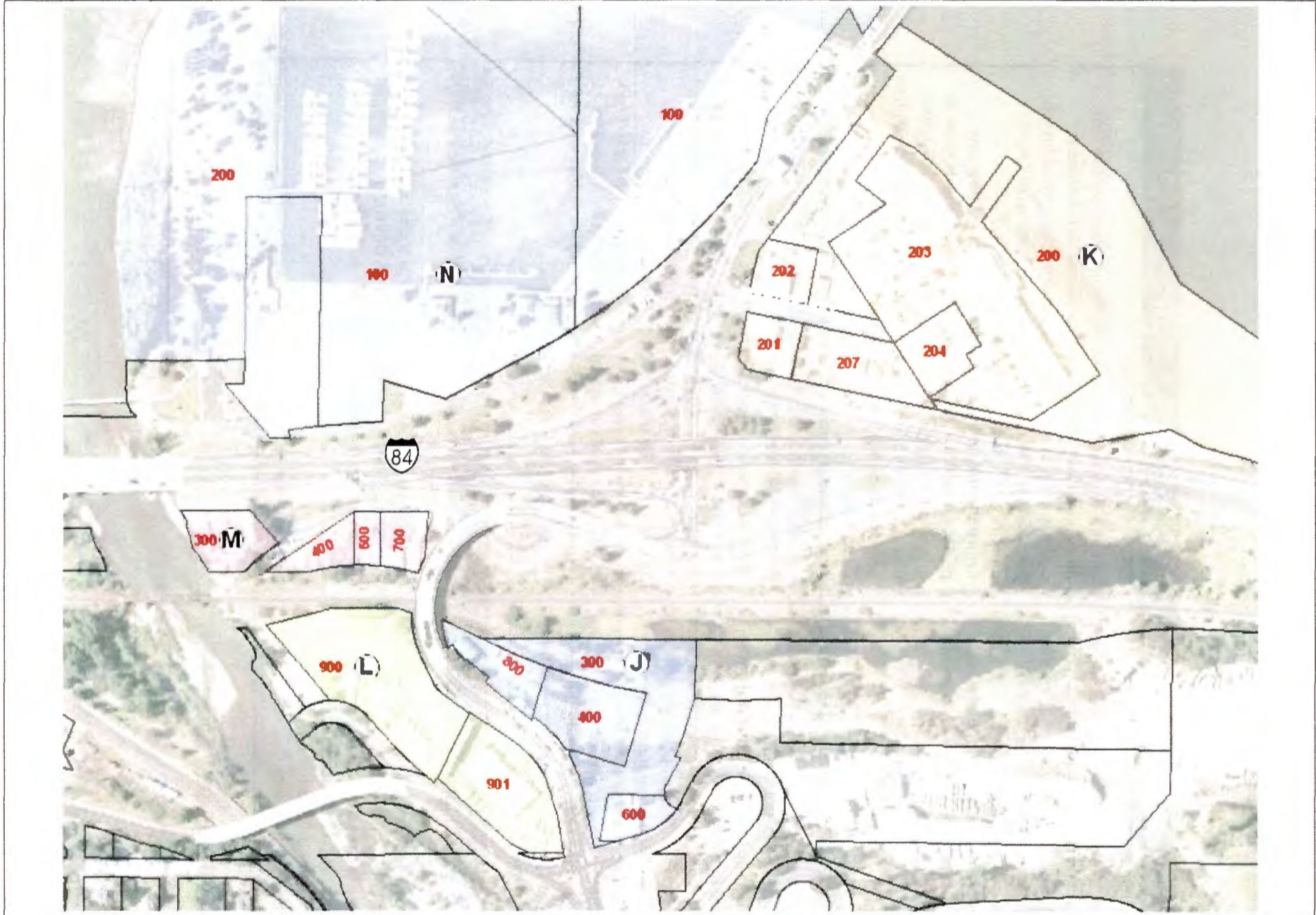
* At the time mitigation is needed, other options will be explored to preserve the function of the interchange.



DKS Associates

Figure 9

**I-84 Exit 63 Interchange Area
Access Management Blocks**



LEGEND
 [Black outline] - Access Management Block
 [Thin black outline] - Tax Lot



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Figure 10
I-84 Exit 64 Interchange Area
Access Management Blocks

Block A	
<p>Existing Constraints:</p> <p>Block A includes one city block within Hood River's downtown. Access needs and opportunities are limited by the character of development in the downtown where properties are largely covered by buildings and on-street parking replaces the need for on-site parking.</p>	<p>Future Recommendations:</p> <p>Minimizing access points within the downtown allows for more on-street parking and reduces conflicts between pedestrians and motor vehicles where drivers would cross the sidewalk. There is currently one private access point directly to 2nd Street serving the City Hall and Police. As future site redevelopment occurs (including a new use replacing the City Hall and Police functions), the number of access points to Block A should be minimized with a priority placed on the elimination of access directly to 2nd Street (the primary route for traveling to and from the I-84 interchange).</p>
Block B	
<p>Existing Constraints:</p> <p>Block B includes one city block within Hood River's downtown and a small parcel adjacent to the east side of the 2nd Street bridge over the railroad tracks. Access needs and opportunities are limited by the character of development in the downtown where properties are largely covered by buildings and on-street parking replaces the need for on-site parking.</p>	<p>Future Recommendations:</p> <p>Minimizing access points within the downtown allows for more on-street parking and reduces conflicts between pedestrians and motor vehicles where drivers would cross the sidewalk. There are currently no private access points directly to 2nd Street from Block B. As future site redevelopment occurs, the number of access points to Block B should be minimized with a priority placed on avoiding access directly to 2nd Street (the primary route for traveling to and from the I-84 interchange).</p>
Block C	
<p>Existing Constraints:</p> <p>Access to Block C is constrained by the Columbia River to the north, the Hood River to the east, and I-84 to the south. Currently, a frontage road leading to Riverside Drive is the only means of access for this block.</p>	<p>Future Recommendations:</p> <p>With no future plans to construct new roadways in this area, the frontage road leading to Riverside Drive should continue to be used as the primary means of access to Block C.</p>

Block D	
<p>Existing Constraints:</p> <p>Access to Block D is constrained by the proximity to the westbound I-84 ramp terminals on 2nd Street to the west.</p>	<p>Future Recommendations:</p> <p>The primary means of access to Block D should be through Riverside Drive and a future Street. The number of direct access points to Block D should be minimized to avoid additional conflicts in the vicinity of the street intersections surrounding the property. Access points shall not be established directly to 2nd Street to avoid introducing turning conflicts within the interchange influence area.</p>
Block E	
<p>Existing Constraints:</p> <p>Block E is bound by roadways on all sides, including a private roadway (1st Street) that is part of the east end of the block. All of these roadways are physically accessible, but various street intersections create locations where turning conflicts could occur.</p>	<p>Future Recommendations:</p> <p>Because 2nd Street is the crossroad of the I-84 interchange, direct access should be minimized and located no further south than Anchor Way. Access points to Riverside Drive and Portway Avenue should be located far enough from nearby intersections to avoid turning conflicts.</p>
Block F	
<p>Existing Constraints:</p> <p>Block F includes one city block within Hood River's downtown. Access needs and opportunities are limited by the character of development in the downtown where properties are largely covered by buildings and on-street parking replaces the need for on-site parking.</p>	<p>Future Recommendations:</p> <p>Minimizing access points within the downtown allows for more on-street parking and reduces conflicts between pedestrians and motor vehicles where drivers would cross the sidewalk. There are currently no private access points directly to 2nd Street from Block F. As future site redevelopment occurs, the number of access points to Block F should be minimized with a priority placed on avoiding access directly to 2nd Street (the primary route for traveling to and from the I-84 interchange).</p>
Block G	
<p>Existing Constraints:</p> <p>Block G includes two city blocks within Hood River's downtown. Access needs and opportunities are limited by the character of development in the downtown where properties are largely covered by buildings and on-street parking replaces the need for on-site parking.</p>	<p>Future Recommendations:</p> <p>Minimizing access points within the downtown allows for more on-street parking and reduces conflicts between pedestrians and motor vehicles where drivers would cross the sidewalk. There are currently no private access points directly to 2nd Street from Block G. As future site redevelopment occurs, the number of access points to Block G should be minimized with a priority placed on avoiding access directly to 2nd Street (the primary route for traveling to and from the I-84 interchange).</p>

Block H	
<p>Existing Constraints:</p> <p>Access to Block H is constrained by the presence of I-84 to the south and a combination of the topography and the proximity of the I-84 westbound ramp terminal to the east.</p>	<p>Future Recommendations:</p> <p>Access to Block H shall be established from Riverside Drive. The location of access to Riverside Drive should provide adequate separation from the intersection with 2nd Street to avoid potential conflicts.</p>
Block I	
<p>Existing Constraints:</p> <p>Block I is bound by roadways on all sides and has the newly constructed Anchor Way running through it connecting Riverside Drive on the south to 2nd Street on the east. All of these roadways are physically accessible, but various street intersections create locations where turning conflicts could occur.</p>	<p>Future Recommendations:</p> <p>Because 2nd Street is the crossroad of the I-84 interchange, any direct access to 2nd Street north of Anchor Way should be consolidated through the existing Anchor Way intersection. Access points to Riverside Drive, Portway Avenue, and 8th Street should be located far enough from nearby intersections to avoid turning conflicts.</p>
Block J	
<p>Existing Constraints:</p> <p>Access to Block J is constrained by the railroad tracks and topography to the north and east, while the proximity to the OR 35/ State Street/ Historic Columbia River Highway intersection and Button Bridge limit access opportunities to the west and south.</p>	<p>Future Recommendations:</p> <p>Given the limited amount of property frontage on OR 35 and the Historic Columbia River Highway, access points should be minimized through the establishment of shared accesses between properties/businesses where feasible. Shared access points should be supported by the provision of cross-over easements between properties and internal connecting roadways or parking lots allowing for inter-parcel circulation.</p> <p>When establishing future access points, the distance from the OR 35/ State Street/ Historic Columbia River Highway intersection should be maximized to avoid conflicts within the intersection influence area. However, careful consideration must also be given to ensure adequate sight distance will remain to the north (curve and Button Bridge railing) and east (horizontal curve in highway).</p>

Block K	
<p>Existing Constraints:</p> <p>Access to Block K is constrained by the proximity to the I-84 westbound ramp terminals, the Hood River-White Salmon Bridge tollbooth, and the Columbia River.</p>	<p>Future Recommendations:</p> <p>Given the constraints noted above, access opportunities are limited. The number of access points to Button Bridge Road should be minimized and located to avoid conflicts with the closely spaced intersections and tollbooth operations. The access through the signalized intersection of Marina Way should be maintained as the primary access point to all properties within Block K.</p>
Block L	
<p>Existing Constraints:</p> <p>Opportunities for access are limited by the railroad tracks, the Hood River, steep topography, and the proximity to the OR 35/ State Street/ Historic Columbia River Highway intersection.</p>	<p>Future Recommendations:</p> <p>Given the steep slopes and proximity to the intersection with OR 35, establishment of direct access to State Street may be difficult. The number of access points to OR 35 should be minimized through the establishment of shared accesses between properties/businesses where feasible. Shared access points should be supported by the provision of cross-over easements between properties and internal connecting roadways or parking lots allowing for inter-parcel circulation. Where existing buildings/infrastructure and site circulation limit the ability to establish shared access points, prior site redevelopment may be required.</p> <p>When establishing future access points to OR 35, the distance from the OR 35/ State Street/ Historic Columbia River Highway intersection should be maximized to avoid conflicts within the intersection influence area. However, careful consideration must also be given to ensure adequate sight distance will remain to the north (curve and Button Bridge railing).</p>
Block M	
<p>Existing Constraints:</p> <p>Access to Block M is constrained by I-84, the Hood River, and the railroad tracks, leaving Dock Road as the only feasible means of access.</p>	<p>Future Recommendations:</p> <p>Dock Road should continue to be used for access to Block M.</p>

Block N

Existing Constraints:

Access to Block N is constrained by the Hood River to the west, the Columbia River to the north, I-84 to the south, and the proximity to the I-84 westbound ramp terminals and the Hood River-White Salmon Bridge tollbooth to the east.

Future Recommendations:

Given the constraints noted above, access opportunities are limited. The number of access points to Button Bridge Road should be minimized and located to avoid conflicts with the closely spaced intersections and tollbooth operations. The access through the signalized intersection of Port Marina Drive should be maintained as the primary access point to all properties within Block N.

Waterfront Area Local Circulation

In the future, the 2nd Street/ Riverside Drive intersection may no longer comply with mobility standards and restrictions on turning movements may be required. One identified solution involves the removal of stop signs on 2nd Street approaches and restriction of turning movements to allow only right-in and right-out turn movements. While this solution was found to provide acceptable operations, it could significantly reduce the accessibility of some properties and result in undesirable diversion of traffic through other areas of the Waterfront.

Changes to the 2nd/Riverside intersection should be expected in the future. However, such changes shall occur only when necessary and left turn movement restrictions shall occur only if no other solution is found to be acceptable. Any solution to mitigating the 2nd Street/ Riverside Drive intersection must be compatible with the long-term ability to safely and efficiently accommodate traffic movements through the I-84 Exit 63 interchange. All property owners in the Waterfront area shall be noticed at the time improvements at the 2nd Street/ Riverside Drive intersection are being considered and shall be allowed the opportunity to participate in the process of developing and selecting appropriate improvements.

Access Management Plan Phasing

Without a known source of funding or public improvement project planned to follow adoption of the access management plan (beyond the I-84 Exit 64 interchange reconstruction), the timing of any actions will be uncertain. This section provides a general phasing structure for recommended access management plan actions, broken into short, medium, and long range time periods. This is provided to guide plan implementation and is not intended to be strictly adhered to (i.e., a long range action may precede a short range action if the opportunity arises).

Short Range Actions

- Adopt amendments to the City of Hood River Municipal Code needed to implement the access management plan objectives and recommended actions.

Medium Range Actions

- Establish cross-over easements and inter-parcel roadways as part of property development to consolidate and create shared access points.

Long Range Actions

- In the future, the 2nd Street/ Riverside Drive intersection may no longer comply with mobility standards and restrictions on turning movements may be required. One identified solution involves the removal of stop signs on 2nd Street approaches and restriction of turning movements to allow only right-in and right-out turn movements. While this solution was found to provide acceptable operations, it could significantly reduce the accessibility of some properties and result in undesirable diversion of traffic through other areas of the Waterfront.
- Changes to the 2nd/Riverside intersection should be expected in the future. However, such changes shall occur only when necessary and left turn movement restrictions shall occur only if no other solution is found to be acceptable. Any solution to mitigating the 2nd Street/ Riverside Drive intersection must be compatible with the long-term ability to safely and efficiently accommodate traffic movements through the I-84 Exit 63 interchange. All property owners in the Waterfront area shall be noticed at the time improvements at the 2nd Street/ Riverside Drive intersection are being considered and shall be allowed the opportunity to participate in the process of developing and selecting appropriate improvements.

Accommodating Increased Development Intensity on the Waterfront

The Hood River Waterfront (Waterfront) is a key area for local job creation and economic development and the City of Hood River, Port of Hood River, and ODOT recognize that higher density development may be desirable. In April 2011, in a collaborative effort between several IAMP stakeholders, a Transportation Impact Analysis (TIA) was prepared for the Port by Group Mackenzie⁷ that evaluated transportation impacts likely to result from a magnitude of development that is not presently reflected in State plans. According to the TIA, the existing zoning (Light Industrial and Commercial) could accommodate this potential level of Waterfront Development and the transportation impacts could be mitigated to accommodate adequate operations through the year 2031.

These findings and mitigation steps would need to be verified with an updated TIA at the time a future land use action is submitted. If the trip generation assumptions in the updated TIA exceed the IAMP assumptions, ODOT, the City of Hood River, Hood River County, and the Port of Hood River will work together to identify appropriate measures to accommodate increased densities in the Waterfront area and update the IAMP if necessary.

Adoption and Implementation

As land continues to develop within the interchange areas, compliance will be required with the access management and circulation plans developed through the IAMP process. As part of the adoption of the IAMP, a number of amendments will be made to state and local documents, plans, and regulations that will implement the IAMP. These include amendments to the City of Hood River and Hood River County Comprehensive Plan, Transportation System Plan, and development codes to reflect amendments contained in the appendix.

ODOT, the City of Hood River, and Hood River County, along with other stakeholders that include the Port of Hood River, have jointly prepared the I-84 Exit 63 & Exit 64 IAMP in recognition of the importance of Interstate 84 and these interchanges for the movement of people and goods to and from the Hood River region. It is anticipated that ODOT, the City, and the County will adopt the IAMP, thereby codifying a joint commitment to protect the function of the interchanges for current and future users, while protecting the function of the surface streets at the same time. The purpose of the IAMP and function of the interchanges are defined in this document. Separate adoption processes for the plans and implementing measures are envisioned for each agency. This section summarizes the implementation roles and responsibilities for the respective jurisdictions.

ODOT/State of Oregon Implementing Actions

Project Construction

- Develop needed transportation system improvements. Some of this work is underway as part of the I-84 Exit 64 interchange reconstruction project, with completion expected in 2011. Additional ODOT improvements, which are described in the plan, are proposed at the Exit 63 interchange and to the OR 35 at State Street intersection. Additional improvements to install queue detection devices on

⁷ *Port of Hood River Waterfront Area Transportation Impact Analysis*, Group Mackenzie, April 2011 (included in Appendix K for reference).

off-ramps and surveillance cameras within the Exit 63 and Exit 64 interchange areas should be advanced as a near-term project.

Agency Coordination

- ODOT will continue to coordinate with the City of Hood River, Hood River County, the Port of Hood River, and with applicable state agencies through the development review process to keep interchange area protections in place. ODOT will also monitor and comment on any future actions that would alter land uses in the vicinity of the interchanges to ensure the IAMP remains consistent with land use plans for the interchange areas.
- In the future when circumstances in the IAMP study area result in the need for changes to the IAMP, the City of Hood River, Hood River County, and ODOT shall prepare amendments to the IAMP management actions and to accompanying funding plans to implement those actions.

Policy Actions

- The Oregon Transportation Commission will adopt the IAMP.

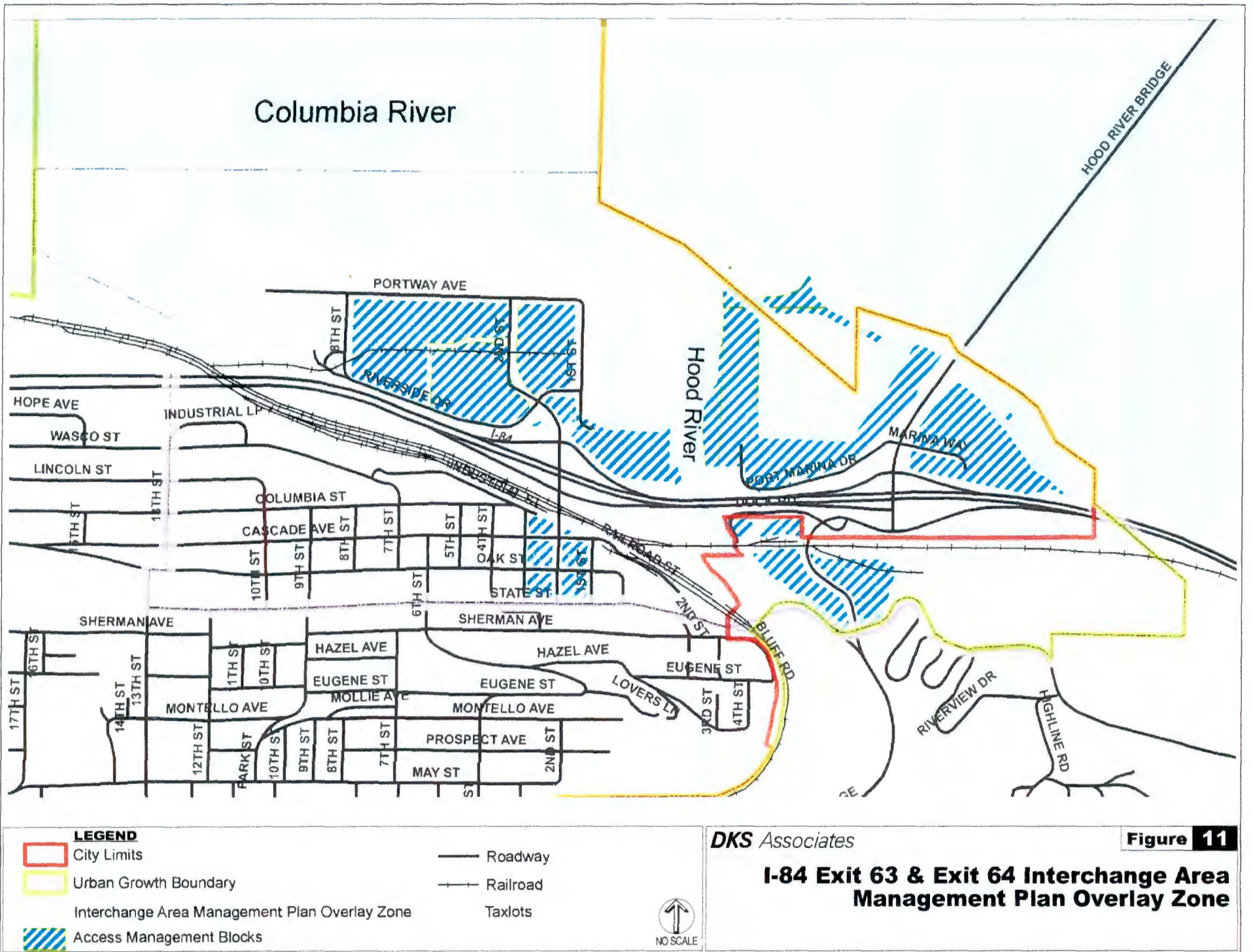
City of Hood River Implementing Actions

Project Construction, Land Use, and Access Management

- The City of Hood River will participate in the design and construction of the I-84 Exit 64 interchange reconstruction that is currently underway.
- The City will modify regulations pertaining to access to local roads in the vicinity of the I-84 Exit 63 and Exit 64 interchanges, consistent with the Access Management Plan included in this IAMP.
- The City will modify regulations pertaining to Traffic Impact Analyses in the vicinity of the I-84 Exit 63 and Exit 64 interchanges to require these studies to consider development impacts on the interchanges and on IAMP study area intersections.
- The City will amend their Transportation System Plan to incorporate local system improvements and will seek funding to facilitate implementation.

Policy Actions

- The City will amend its zoning plan map to include an IAMP Overlay Zone (shown in Figure 11).
- The City will adopt Comprehensive Plan policies that are consistent with the stated function and planned design of the interchange facility and the surrounding transportation system, as identified in the IAMP.
- Requirements for regulating access management consistent with the IAMP will be codified in a new IAMP Overlay Zone (HRMC 17.03.120) and in the City's site development regulations (HRMC 17.20).



Hood River County Implementing Actions

Project Construction, Land Use, and Access Management

- The County will participate in the design and construction of the I-84 Exit 64 interchange reconstruction that is currently underway.
- The County will modify regulations pertaining to access to local roads in the vicinity of the I-84 Exit 63 and Exit 64 interchanges, consistent with the Access Management Plan included in this IAMP.
- The County will modify regulations pertaining to Traffic Impact Analyses in the vicinity of the I-84 Exit 63 and Exit 64 interchanges to require these studies to consider development impacts on the interchanges and on IAMP study area intersections.
- The County will amend their Transportation System Plan to incorporate local system improvements.

Policy Actions

- The County will amend its zoning plan map to include an IAMP Overlay Zone (shown in Figure 11).
- The County will adopt Comprehensive Plan policies that are consistent with the stated function and planned design of the interchange facilities and the surrounding transportation system, as identified in the IAMP.
- Requirements for regulating access management consistent with the IAMP will be codified in a new IAMP Overlay Zone (Chapter 17.03.090) and in the County's site development regulations for the Hood River Urban Growth Area, pursuant to Article 17 (Urban Growth Area Zoning Ordinance), Chapter 17.10 (Site Plan Review), Chapter 17.20 (Transportation Circulation and Access Management), and Chapter 16 (Land Division), Section 16.12.020 (General Design and Improvement Standards).

IAMP Adoption

It is anticipated that the adoption sequence will be as follows:

1. 45-day notice of adoption intent sent to state agencies by City and County
2. City planning commission advisory hearing to hear public testimony; deliberative hearings may be conducted at the discretion of the planning commission
3. City council legislative adoption hearings with coordinated staff report, public testimony, and deliberation
4. County planning commission advisory hearing to hear public testimony; deliberative hearings may be conducted at the discretion of the planning commission
5. County commission legislative adoption hearing with coordinated staff report, public testimony, and deliberation
6. Oregon Transportation Commission adoption hearing would take place at the first available meeting date after local adoption to consider amending the Oregon Highway Plan to include the I-84 Exit 63 & Exit 64 IAMP

Improvement Costs

Advanced planning for project funding will help implement needed improvements in a timely manner that supports development opportunities. Understanding the magnitude of costs associated with future projects can guide updates to System Development Charge rates, underscore the need for supplemental financing programs such as urban renewal districts or local improvement districts, and provides a basis for grant applications and potential public and/or private partnerships.

Planning-level cost estimates are provided in Table 7 to guide project budgeting. These estimates are intended to support long-range project programming and are based on available data sets and field observations, without the benefit of detailed surveys to accurately define potential environmental impacts, geological constraints, drainage needs, right of way impacts, and other factors that could affect construction costs. Therefore, as projects are developed in more detail in the future, the estimated costs should be updated.

Table 7: I-84 Exit 63 and Exit 64 Area Planning-Level Project Cost Estimates (2009 Dollars)

Improvement Project	Estimated Cost
Pedestrian Projects	
Construct sidewalk on both sides of OR 35/ Button Bridge Rd. between State St. (HCRH) and Button Bridge	<i>Cost included in OR 35/ State Street Traffic Signal motor vehicle project</i>
Construct sidewalk on south side of OR 35 from Button Bridge to Exit 64	\$60,000
Construct multi-use trail from State St. to Port Marina Dr. (includes sidewalk to OR 35 on Dock Rd.)	\$500,000
TOTAL	\$560,000
Bicycle Projects	
Implement shared roadway treatments on State St., Oak St., Front St., and Cascade Ave. through the downtown	\$60,000
TOTAL	\$60,000
Motor Vehicle Projects	
Mitigation for 2 nd St./Riverside Dr.*	\$310,000
Extended I-84 EB off-ramp and widened I-84 WB off-ramp with added 2 nd St. SB lane from I-84 WB to Oak St.	\$8,600,000
Construct traffic signal at 2 nd St./ Oak St. intersection	\$350,000
I-84 Exit 63/64 ramp queue detection and surveillance	\$230,000
OR 35/ State St. traffic signal and geometric improvements	\$1,100,000
TOTAL	\$10,590,000

* While appropriate mitigation is to be determined later, for budgeting purposes, a project including turning restrictions through construction of concrete islands was assumed.

Potential New Funding Sources

The projects listed in this plan are currently unfunded. The City of Hood River, Hood River County, Port of Hood River, and ODOT will need to cooperatively explore funding opportunities if improvements are to be made in a timely manner for supporting future growth. It is recommended that a wide variety of potential funding sources be considered, which may include strategies that have not been previously applied in Hood River.

This section describes several potential transportation funding sources, including State and County contributions, City sources (i.e., residents, businesses, and/or developers), grants, and debt financing. Many of these sources have been used in the past by other agencies in Oregon, and in most cases, when used collectively, are sufficient to fund transportation improvements for a local community.

State Contributions

Within the Exit 63 and Exit 64 IAMP area, many of the key roadways are not under City jurisdiction but instead are the responsibility of ODOT. The City should seek contributions (i.e., funding partnerships) from ODOT for projects located on state highways.

ODOT Contributions

ODOT funds projects on state highways under three primary programs: modernization, preservation and maintenance, and grants (see Grant Programs below). Programmed projects are included in the four-year Statewide Transportation Improvement Program (STIP), which is updated every two years. ODOT maintenance districts (District 2C for Hood River) also have available funds that may be used for small-scale projects such as infill of sidewalks on a state highway.

There are no STIP funds dedicated towards projects in the Exit 63 and Exit 64 IAMP area at this time. The City should work with ODOT to prioritize key projects for inclusion on the STIP that benefit both the City and State. Key projects could include the improvements to the Exit 63 interchange ramps, widening of the 2nd Street overcrossing bridges, Exit 63 and Exit 64 queue detection and surveillance, and improvements to the OR 35/ State Street intersection.

Direct Appropriations

The City can also seek direct appropriations from the State Legislature and/or the United States Congress for transportation capital improvements. There may be projects identified in the plan for which the City may want to pursue these special, one-time appropriations. In particular, projects that support economic development, such as the I-84 Exit 63 interchange improvements, may gain support for direct appropriations.

Developer Exactions

Exactions are roadway and/or intersection improvements that are partially or fully funded by developers as conditions of development approval. Typically, all developers are required to improve the roadways along their frontage upon site redevelopment. In addition, when a site develops or redevelops, the developer may be required to provide off-site improvements depending upon the expected level of traffic generation and the resulting impacts on the transportation system. While such improvements could be applied to many projects within the IAMP area, they may be most applicable to the intersection improvements on 2nd Street at Riverside Drive and Oak Street.

Urban Renewal District (URD)

A URD is a tax-funded district within the City. The URD is funded with the incremental increases in property taxes that result from the construction of applicable improvements. As desired, the funds raised by a URD can be used for, but are not limited to, transportation projects located within the URD boundaries. The City has already established URDs for the Waterfront and downtown core. Improvements within these districts could be considered for URD funding.

Transportation System Development Charges (SDCs)

SDCs are a funding source collected from new development that can be used to fund projects that increase the transportation system's capacity, but not for projects that target maintenance or operations. While the methodologies for determining the SDC rate may vary, a commonly used method is to base the rate on the estimated p.m. peak hour vehicle trips generated by a proposed development. Because a single-family home generates approximately 1.0 p.m. peak hour vehicle trip, it is often considered the base unit.

The City of Hood River has a current transportation SDC rate of approximately \$666 per single-family residence and \$69.60 per daily trip for all other uses. To help fund transportation improvements to support future growth, the City could consider increasing the SDC rate. For every increase in SDC rates of \$100 for single-family households and \$10 per daily trip for all other trip types, there would be an additional \$514,000 available for transportation improvements over a 21-year period.

Any of the motor vehicle projects in the IAMP area would be eligible for SDC funding through the City. The pedestrian and bicycle projects would not be eligible for City SDC funds under the current ordinance, however, the City is considering an amendment to their SDC ordinance that would allow for such use. The City's SDCs are a critical source of transportation funding and are likely to be spent on projects that directly support new growth. Therefore, it is uncertain how much could be dedicated to projects in the IAMP area. However, increasing the SDC rate would make more funds available citywide.

Hood River County has a current transportation SDC rate of approximately \$1,311 per single-family residence and \$137 per daily trip for other uses. The County's transportation SDC is a "reimbursement fee" for excess capacity in the existing county road system that is available to accommodate growth. New developments outside of incorporated areas are charged the County's transportation SDC, which may be used for any capital improvement project identified in the County's Transportation System Plan (including pedestrian and bicycle projects).

Local Improvement District (LID)

The City may set up Local Improvement Districts (LIDs) to fund specific capital improvement projects within defined geographic areas, or districts. LIDs impose assessments on properties within its boundaries and may only be spent on capital projects within the district. Because citizens representing 33 percent of the assessment can terminate a LID and overturn the planned projects, LID projects and costs must obtain broad approval of those within the LID boundaries.

Proportionate Share Cost Allocations

Proportionate Share Cost Allocations distribute the cost of improvement projects over new developments by charging a fee per trip added to the location in need of improvement. The rate charged is commonly the total cost of the improvement divided by the anticipated growth in trips at that location over a specified period of time. The City is currently exploring opportunities to establish a proportionate share rate for the improvements to the intersection on 2nd Street at Oak Street.

Street Utility Fee

A number of Oregon cities supplement their street funds with street utility fees. Establishing user fees to fund designated transportation activities, maintenance, operations, and/or capital construction ensures that those who create the demand for service pay for it proportionate to their use. The street utility fees are recurring monthly or bi-monthly charges that are paid by all residential, commercial, industrial, and institutional users. The fees are charged proportionate with the amount of traffic generated, so a retail commercial user pays a higher rate than a residential user. Typically, there are provisions for reduced fees for those that can demonstrate they use less than the average rate implies, for example, a resident that does not own an automobile or truck.

From a system health perspective, forming a utility fee also helps to support the ongoing viability of the program by establishing a source of reliable, dedicated funding for that specific function. Fee revenues can be used to secure revenue bond debt for financing capital construction. A transportation utility fee can be formed by Council action.

The General Fund Revenues

At the discretion of the City Council, the City can allocate General Fund revenues to pay for its transportation program. General Fund revenues primarily include property taxes, use taxes, and any other miscellaneous taxes and fees imposed by the City. This allocation is completed as a part of the City's annual budget process, but the funding potential of this approach is constrained by competing community priorities set by the City Council.

Special Assessments

A variety of special assessments are available in Oregon to defray costs of sidewalks, curbs, gutters, street lighting, parking, and central business district (CBD) or commercial zone transportation improvements. These assessments would likely fall within the Measure 50 limitations. One example is the 50/50 program. This is a match program for sidewalk infill projects where property owners pay half the cost of a sidewalk improvement and the City matches the investment to complete the project.

Grants

The City of Hood River should actively pursue State and Federal grants, in particular to complete the identified pedestrian and bicycle projects. Current grant programs include:

Federal Funding Sources

- Highway Safety Improvement Program
- Transportation Enhancements
- Recreational Trails Program
- Safe Routes to School (SRTS)
- New Freedom Initiative
- Community Development Block Grants
- Land and Water Conservation Fund
- Transportation, Community and System Preservation Program

State Funding Sources

- Oregon Immediate Opportunity Fund
- Oregon Transportation Infrastructure Bank
- Oregon Special Transportation Fund
- Oregon Bicycle and Pedestrian Program Grants
- Oregon Pedestrian Safety Mini-Grant Program
- Oregon Business Energy Tax Credits (BETC)
- Oregon Safe Routes to School (OSRTS)

Other Funding Sources

- American Greenways Program
- Bikes Belong Grant Program

Debt Financing

While not a direct funding source, debt financing is another funding method. Through debt financing, available funds can be leveraged and project costs can be spread over the projects' useful lives. Though interest costs are incurred, the use of debt financing can serve not only as a practical means of funding major improvements, but it is also viewed as an equitable funding source for larger projects because it spreads the burden of repayment over existing and future customers who will benefit from the projects. One caution in relying on debt service is that a funding source must still be identified to fulfill annual repayment obligations. Two methods of debt financing are voter-approved general obligation bonds and revenue bonds.

Voter-Approved General Obligation Bonds

Subject to voter approval, the City can issue General Obligation (GO) bonds to debt finance capital improvement projects. GO bonds are backed by the increased taxing authority of the City, and the annual principal and interest repayment is funded through a new, voter-approved assessment on property throughout the City (i.e., a property tax increase). Depending on the critical nature of projects and the willingness of the electorate to accept increased taxation for transportation improvements, voter-approved GO bonds may be a feasible funding option for specific projects. Proceeds may not be used for ongoing maintenance.

Revenue Bonds

Revenue bonds are municipal bonds that are secured by the revenue received by financing income-producing projects. In contrast to GO bonds, revenue bonds fund projects that generally only serve those in the community who pay for their services. Given the nature of revenue bonds, they may not be as applicable to transportation projects as are GO bonds and are most commonly used for other municipal projects such as sewer and water system upgrades where users pay a monthly fee for service. Interest costs for revenue bonds are slightly higher than for GO bonds due to the perceived stability offered by the "full faith and credit" of a jurisdiction.

CHAPTER 4: MONITORING AND UPDATES

Following adoption of the IAMP, regular maintenance is recommended to ensure it continues to meet the needs of area stakeholders.

Interchange Performance Monitoring

This plan identifies improvements to the transportation system surrounding the I-84 Exit 63 and Exit 64 interchanges that will provide for safe and efficient travel through the year 2031. However, it will be most effective if a proactive approach is taken. When needs are anticipated in advance, there is more time to develop funding and implementation strategies, which could include public and/or private partnerships, so incremental improvements are made in a timely manner and continue to support growth opportunities.

Recommended Process and Responsibilities

As the owner of most transportation facilities in the area, the primary responsibility for interchange area performance monitoring will be assigned to the Oregon Department of Transportation. However, the City of Hood River is encouraged to take an active role in this effort as well.

Performance monitoring will be carried out through regular tracking of traffic volumes through key intersections and roadways, as well as through findings included in Traffic Impact Analyses completed as part of proposed development applications.

Traffic Impact Analyses will be required by ODOT as part of approach applications pursuant to OAR 734-051, and will be required as part of land use applications filed with the City of Hood River pursuant to Hood River Municipal Code 17.20.060 and by Hood River County pursuant to Article 17, Chapter 17.20 (Transportation Circulation and Access Management). Any Traffic Impact Analysis being conducted relative to development partially or entirely within the IAMP overlay zone for the Exit 63 and Exit 64 interchanges (Figure 11) must include an account of weekday p.m. peak hour site generated trips through IAMP study intersections. Intersections impacted by 25 or more weekday p.m. peak hour site generated trips shall be analyzed for level of service and volume to capacity ratio during day of opening conditions. This requirement will not preclude Oregon Department of Transportation, City of Hood River, or Hood River County from requiring analysis of IAMP study intersections under other conditions.

The Oregon Department of Transportation shall obtain traffic volume counts at IAMP study intersections. Traffic volume counts shall minimally include two-hour weekday p.m. peak hour turn movement counts. New count data for each intersection should be obtained at least every two years. However, count data should be obtained more frequently where significant land development has occurred. ODOT should leverage the use of embedded traffic monitoring technologies to monitor traffic in the interchange areas (i.e., cameras, inductive loops).

Table 8 is provided to help forecast approaching needs for transportation improvements in the interchange areas. Within this table, an approximated phasing plan for transportation improvements identified for this area has been laid out assuming growth will occur on an even and linear basis over the next 20 years. Because land development is generally not that regular or predictable, the estimated year of need should be used with caution. Rather, the weekday p.m. peak hour volume targets for critical

Table 8: I-84 Exit 63 and Exit 64 Interchange Area Transportation Improvement Project Phasing Guide

Estimated Year of Need	Location	Project Needed	Critical Movement	Weekday PM Peak Hour Volume	OHP Mobility Standard
Near-Term	2 nd Street/ Oak Street	Signalize intersection with no geometric improvements.	Southbound Approach	600	0.90
2020	2 nd Street/ I-84 WB Ramps*	Construct second westbound left turn lane (200' storage) and extend right turn storage lane down ramp (125' storage). This will include bridge widening that will add an additional southbound through lane from this intersection to the 2 nd Street/ Oak Street intersection where the additional southbound lane will drop as southbound right turn lane.	Westbound Left Turn	400	0.85
	2 nd Street/ I-84 EB Ramps	Extend off-ramp a minimum of 200 feet and extend right turn lane further down ramp (250' storage).	Eastbound Right Turn	125	0.85
2025	OR 35/ State Street	Signalize intersection and reconfigure geometry to include a through/right shared lane with a separate left turn lane for the northbound and westbound approaches (250' storage for northbound left, 75' storage for westbound left). For the southbound and eastbound approaches, the lane configuration should include a left turn lane, through lane, and a separate right turn lane (125' storage for southbound left, 150' storage for eastbound through). The eastbound right turn lane may continue to be a channelized right that flows into an add lane that merges further south of the intersection.	Northbound Through/Left	400	0.80
2030	2 nd Street/ Riverside Drive	Mitigate failing operations in a manner that supports safe and efficient operation of the I-84 Exit 63 interchange through a project to be approved by ODOT and the City of Hood River. This assumes 1 st Street is still in place between Portway Avenue and Riverside Drive. If 1 st Street is removed, this project will be needed sooner.	Northbound Through/Right	500	0.90

* Recommended interim improvement including queue detection on the I-84 Exit 63 westbound off-ramp and surveillance cameras may be implemented prior to the 2nd Street/ I-84 westbound ramp improvements if needed.

movements at key intersections should be reviewed as part of the regular monitoring process. Traffic volume data obtained from Traffic Impact Analyses and other sources should be regularly reviewed with consideration to the phasing guide in Table 8 to identify intersection and roadway improvements that will be needed soon.

IAMP Updates

As area conditions change, the I-84 Exit 63 & Exit 64 IAMP should be reviewed to ensure it continues to address needs through the planning horizon and should be updated accordingly. Actions that should trigger an IAMP review include:

- A change to the City of Hood River or Hood River County Comprehensive Plan, Plan Map, or implementing zoning ordinances that will have a “significant effect” on the transportation system within the IAMP overlay zone. The determination of a “significant effect” shall be pursuant to OAR 660-012-0060.
- The construction of transportation improvement projects within the IAMP overlay zone that are inconsistent with planned and assumed projects in the City of Hood River or Hood River County Transportation System Plans or the I-84 Exit 63 & Exit 64 IAMP.
- An amendment or update to the City of Hood River or Hood River County Transportation System Plans.
- Significant modifications to the I-84 Exit 62 interchange that are inconsistent with the I-84 Exit 63 & Exit 64 IAMP.
- Approval of a development of substantial size partially or entirely within the IAMP overlay zone that is consistent with the underlying zoning, but represents a worst-case trip generation scenario when considering the range of uses allowed in that zoning district. As a general guide, a development of substantial size from a trip generation perspective would generate 500 or more peak hour trips.

In addition to the above actions, consideration should be given to reviewing the IAMP for needed updates every five years. This could be done as part of the monitoring process and could be as simple as reviewing the above list for any actions that may have occurred since the last review.

EXHIBIT C

(To be inserted in **Goal 12 – Transportation** section of the Hood River County Policy Document.)

GOAL J: Interchange Area Management. To protect the function and operation of the interstate highway interchanges consistent with the planned land uses in the vicinity of the interchanges.

1. Policies

- a. Provide for an adequate system of local roads and streets for access and circulation within the interchange areas that minimizes local traffic through the interchanges and on the interchange cross roads.
- b. Provide safe and efficient operations between the connecting roadways (and the local street network, if applicable) within adopted IAMP management areas in the UGA.
- c. Ensure that changes to the planned land use system are consistent with the preservation of the long-term transportation function of the interchange and the associated local street system.
- d. Recognize the importance of the interchange function to support the County's economic development goals and plans, including providing access to family wage jobs in the downtown, at the waterfront, and in west Hood River.
- e. Partner with ODOT to ensure that system capacity for regional through trips and the timeliness of freight movements are considered when developing and implementing transportation plans and projects on Hood River area freight routes.
- f. Support the design of the Historic Highway that provides a distinctive roadway character that is consistent with the goal to preserve the identity of that transportation corridor.
- g. Working in conjunction with ODOT, help ensure that the functional capacity and safety of I-84 interchanges in Hood River are preserved and that sufficient revenue is generated to finance necessary improvements.

EXHIBIT C

- h. Support the design of the Historic Highway in the vicinity of Exit 62 as a gateway into the City of Hood River.
 - i. Partner with ODOT to ensure that planned improvements to the local roadway system are consistent with the proposed improvements to Exit 62, and also that those local system improvements enhance safety and reduce turning conflicts in the vicinity of the interchange.
 - j. Support safe bicycle and pedestrian facilities in the vicinity of Exit 62 that provide connectivity throughout the area and to destinations along the proposed Historic Columbia River Highway State Trail and the Hood River Valley.
 - k. Recognize the strategic importance of Exit 63 as an essential transportation facility that provides access to two major employment districts, Downtown Hood River and the Waterfront, and plays a critical role in the vitality of these two regional employment areas.
 - l. Support construction of safe and efficient bicycle and pedestrian facilities in the vicinity of Exit 63 that encourage employees to travel to work via alternative modes of transportation and to provide opportunities for residents and visitors alike to access recreational opportunities along the Columbia River.
 - m. Recognize the vital role Exit 64 has in providing regional connectivity between destinations in Hood River County and the rest of the state, via I-84, and in Washington State via OR 35.
 - n. Support safe bicycle and pedestrian facilities in the vicinity of Exit 64 that provide recreational access to the Columbia River and to the Historic Columbia River Highway State Trail.
2. Strategies
- a. As part of the land division and development permit approval process the County will require future development to plan for and develop local roadway connections that are consistent with adopted IAMPs.
 - b. Within the IAMP overlay, the City and County will approve development proposals only after it is demonstrated that proposed access and local circulation are consistent with the Access Management Plan in the applicable IAMP.

EXHIBIT C

- c. Bicycle and pedestrian connections within the IAMP management areas will be required for new development consistent with adopted IAMPs and the County's Transportation System Plan. Connections for non-motorized transportation may be required of development even where street connections are not possible or required.
- d. Support planned improvements to the interchanges that improve efficient and safe truck circulation and that facilitate the movement of goods to and from the City and within the County by managing access on local roads and monitoring trips generated by new development in the vicinity of interchanges.
- e. The County, in coordination with ODOT and the City of Hood River, shall participate in monitoring the cumulative peak hour trip generation impact from new development by enacting rules that require traffic studies for development near interchanges to assess the impact on interchange facilities.
- f. The County and the City of Hood River will review development regulations and funding resources, including system development charges, to ensure that new development is providing its fair share of revenue to finance needed local transportation improvements in interchange areas.
- g. Determine and implement appropriate funding measures to ensure the construction of the realignment of Country Club Road.

Exhibit D

[Amendments to Hood River County Code; additions are shown underlined and deletions in ~~strike through~~.]

Article 4 (Compliance with Ordinance Provisions, Classification of Zones and Zoning Map) of the County Zoning Ordinance

- Section 4.10 (Classification of Zones and Abbreviated Designation) would be modified to include a reference to the Interchange Area Management Plan Overlay Zone (IAMP).

CHAPTER 16.12 GENERAL DESIGN AND IMPROVEMENT STANDARDS

16.12.020 Vehicular Access and Circulation

D. ~~Traffic Study~~Impact Analysis. The County or other agency with access jurisdiction may require a traffic study prepared by a qualified professional to determine access, circulation and other transportation requirements. The County requires either a Transportation Assessment Letter or a Traffic Impact Analysis pursuant to Section 17.20.060 for proposed land use actions. (See also, Section 16.12.060 - Public Facilities Standards.)

CHAPTER 17.03 LAND USE ZONES

SECTIONS:

17.03.010 Urban Low Density Residential Zone (R-1)

17.03.020 ...

17.03.090 Interchange Area Management Plan (IAMP) Overlay Zone

...

17.03.090 Interchange Area Management Plan (IAMP) Overlay Zone

The purpose of the IAMP Overlay Zone is the long-range preservation of operational efficiency and safety of the highway interchanges within the City of Hood River, which provides access from and to Interstate 84 for residents and businesses throughout the City and Hood River County. The interchanges are a vital transportation link for regional travel and freight movement and provide connectivity between the east and west side of the community and to employment and recreational opportunities at the waterfront. Preserving capacity and ensuring the safety of these interchanges and the local transportation systems in their vicinity is essential to visitors, residences, and existing businesses as well as to the continued economic vitality along the Columbia River and to community growth and development in the vicinity of the interchanges.

A. Boundary. The boundary of the IAMP Overlay Zone is shown on the Hood River County Zoning Map. The Overlay Zone is applied in two boundary areas, one centered around Exit 62 and the other encompassing both Exit 63 and Exit 64. These boundary areas apply to land in the city and county.

B. Applicability. The provisions of this section shall apply to any Administrative, Quasi-judicial, or Legislative land use application that is for a parcel wholly or partially within the IAMP Overlay Zone, as defined by Section 17.03.090(A) above. Any conflict between the standards of the

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IAMP Overlay Zone and those contained within other chapters of the Zoning Ordinance shall be resolved in favor of this chapter and the applicable requirements in Chapter 17.20, Transportation Circulation and Access Management.

- C. Permitted Land Uses. Uses allowed in the underlying zoning district are allowed subject to other applicable provisions in the Zoning Ordinance and in Chapter 16, Land Division Ordinance.
- D. Comprehensive Plan and Zoning Map and Text Amendments. This Section applies to all Comprehensive Plan Map and Zoning Map amendments to parcels wholly or partially within the IAMP Overlay Zone and code amendments that affect development within the IAMP Overlay Zone. In addition to meeting the requirements of Article 60 (Administrative Procedures) and Article 62 (Legislative Procedures), applications for Comprehensive Plan amendments, Zoning Map amendments, or development regulation amendments shall meet the requirements of the Transportation Planning Rule, Oregon Administrative Rule (OAR) 660-012-0060, including making a determination whether or not the proposed change will significantly affect an existing or planned transportation facility.

E. IAMP Review and Update

The IAMP document must be reviewed and possibly updated in association with a proposed change to the County Comprehensive Plan, Plan Map, or implementing zoning ordinances that will have a “significant effect” on one or more I-84 Interchanges pursuant to OAR 660-12-0060.

- a. An IAMP update is required when the findings and conclusions from an IAMP review demonstrate the need for an update to the plan in order to mitigate identified impacts to interchange facilities. The agency or person(s) proposing the change shall be responsible for reviewing and initiating an update to the applicable IAMP(s), consistent with the procedures outlined in the IAMP.
- b. An updated IAMP that results from a County-initiated review process pursuant to Section 17.03.090(E) shall be legislatively adopted, requiring a Board of County Commissioners public hearing, as an amendment to the Hood River County Transportation System Plan and will be adopted by the Oregon Transportation Commission as an update to the Oregon Highway Plan.

CHAPTER 17.10 – SITE PLAN REVIEW

SECTIONS:

17.10.010	Applicability
17.10.020	Application Procedure
17.10.030	Submittal Requirements
17.10.040	Decision Criteria
17.10.050	Multi-Family and Group Residential Decision Criteria
17.10.060	Effect of approved site plan review permits
17.10.070	Expiration and extension
17.10.080	Appeal

17.10.040 DECISION CRITERIA:

1. **Natural Features:** Significant natural features shall be protected to the maximum extent feasible. Where existing natural or topographic features are present, they shall be used to enhance the development; the use of small streams in the landscaping design, rather than culvert and fill. Existing trees and large woody plants shall be left standing except where necessary for building placement, sun exposure, safety or other valid purpose. Vegetative buffers should be left along major street or highways, or to separate adjacent uses. The use should have minimal adverse impacts on the land and water quality. Possible impacts to consider may include; pollution, soil contamination, siltation, and habitat degradation or loss.
2. **Air Quality:** The use shall have minimal or no adverse impact on air quality. Possible impacts to consider include smoke, heat, odors, dust, and pollution.
3. **Grading:** Any grading, contouring, on-site surface drainage, and/or construction of on-site surface water storage facilities shall take place so that there is no adverse effect on neighboring properties, public rights-of-way, or the public storm drainage system. Graded areas shall be replanted as soon as possible after construction to prevent erosion. A construction erosion control plan shall be required.
4. **Public Facilities:** Adequate capacity of public facilities for water, sanitary sewers, storm drainage, fire protection, streets, and sidewalks shall be provided to the subject parcel. Development of on-site and off-site public facilities necessary to serve the proposed use shall be consistent with the Comprehensive Plan and any adopted public facilities plan(s). Underground utilities shall be required. Connection to Oregon Department of Transportation (ODOT) storm water facilities will require a permit from ODOT District 2C. On-site detention or treatment of storm water may be required by ODOT.

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5. **Traffic:** The following traffic standards shall be applicable to all proposals. When evaluating traffic issues, consideration shall be given to the proposed usage (i.e., employees, customers, freight, and service) and to the potential types of traffic (i.e., vehicles, pedestrians, and bicycles).
 - a. On-site traffic circulation shall be designed according to accepted engineering guidelines to be safe and efficient.
 - b. The access point(s) between the subject property and the public street shall be reasonably safe. Minimal factors to be considered in evaluating the proposed access points include the average speed of the traffic on the public street(s), the proposed usage of the access points, the distance between existing and proposed access points, vision clearance, and the pre-existing location of the access point(s) on the subject property.
 - c. The desired level of service on streets and intersections serving the proposed use is level C-D or better, as established in Highway Capacity Manual of the Highway Research Board.
 - d. Whenever the level of service is determined to be worse than level C-D (with or without the anticipated traffic of the proposed use), development is not permitted unless the developer makes the improvements necessary to obtain level of service C-D or better.
 - e. If the County Engineer determines that it is unreasonable to require level C-D or better, a level of service worse than C-D may be allowed.
 - f. If the County Engineer determines that the traffic generated by the proposed use will have an insignificant impact on the level of service, the developer may be exempted from some or all of the required improvements.
 - g. Traffic Impact Report Analysis - Pursuant to Section 17.20.060, the applicant may be required to provide a traffic impact report Traffic Impact Analysis or a Transportation Assessment Letter prepared by an Oregon licensed traffic engineer. Every effort will be made to inform the applicant within 20 days of receiving a completed application whether a traffic impact report and/or a determination of the level of service will be required. Unforeseen circumstances could result in a delayed request for this information.

17.10.050 MULTI-FAMILY AND GROUP RESIDENTIAL DECISION CRITERIA:

1. **Natural Features:** Significant natural features shall be protected to the maximum extent feasible. Where existing natural or topographic features are present, they shall be used to enhance the development; the use of small streams in the landscaping design, rather than culvert and fill. Existing trees and large woody plants shall be left standing except where necessary for building placement, sun exposure, safety or other valid purpose. Vegetative buffers should be left along major street or highways, or to separate adjacent uses.
2. **Grading:** Any grading, contouring, on-site surface drainage, and/or construction of on-site surface water storage facilities shall take place so that there is no adverse effect on neighboring properties, public rights-of-way, or the public storm drainage system. Graded areas shall be replanted as soon as possible after construction to prevent erosion. A construction erosion control plan shall be required.
3. **Public Facilities:** Adequate capacity of public facilities for water, sanitary sewers, storm drainage, fire protection, streets, and sidewalks shall be provided to the subject parcel. Development of on-site and off-site public facilities necessary to serve the proposed use shall be consistent with the Comprehensive Plan and any adopted public facilities plan(s). Underground utilities shall be required. Connection to Oregon Department of Transportation (ODOT) storm water facilities will require a permit from ODOT District 2C. On-site detention or treatment of storm water may be required by ODOT.
4. **Traffic:** The following traffic standards shall be applicable to all proposals. When evaluating traffic issues, consideration shall be given to the proposed usage (i.e., employees, customers, freight, and service) and to the potential types of traffic (i.e., vehicles, pedestrians, and bicycles).
 - a. On-site traffic circulation shall be designed according to accepted engineering guidelines to be safe and efficient.
 - b. The access point(s) between the subject property and the public street shall be reasonably safe. Minimal factors to be considered in evaluating the proposed access points include the average speed of the traffic on the public street(s), the proposed usage of the access points, the distance between existing and proposed access points, vision clearance, and the pre-existing location of the access point(s) on the subject property.
 - c. The desired level of service on streets and intersections serving the proposed use is level C or D or better, as established in Highway Capacity Manual of the Highway Research Board.
 - d. Whenever the level of service is determined to be worse than level C or D (with or without the anticipated traffic of the proposed use), development is not permitted unless the developer makes the improvements necessary to obtain level of service C or D or better.

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- e. If the County Engineer determines that it is unreasonable to require level C-D or better, a level of service worse than C-D may be allowed.
 - f. If the County Engineer determines that the traffic generated by the proposed use will have an insignificant impact on the level of service, the developer may be exempted from some or all of the required improvements.
 - g. ~~Traffic Impact Report Analysis - Pursuant to Section 17.20.060, the applicant may be required to provide a traffic impact report~~ Traffic Impact Analysis or a Transportation Assessment Letter prepared by an Oregon licensed traffic engineer. ~~Every effort will be made to inform the applicant within 20 days of receiving a completed application whether a traffic impact report and/or a determination of the level of service will be required. Unforeseen circumstances could result in a delayed request for this information.~~
5. **Storage:** All outdoor storage areas and garbage collection areas shall be screened through the use of vegetative materials or appropriate fencing.
 6. **Equipment Storage:** Design attention shall be given to the placement or storage of mechanical equipment so as to be screened from view and provide a sound buffer that meets the minimum requirements of the noise ordinance.
 7. **Design:** Variety of detail, form and siting should be used to provide visual interest. Buildings shall utilize at least three of the following architectural elements to provide architectural variety: massing, offsets, materials, windows, canopies, pitched or terraced roof forms or other architectural elements. A single uninterrupted length of facade shall not exceed 100 feet.
 8. **Orientation:** Buildings shall have their orientation toward the street rather than the parking area, whenever physically possible.
 9. **Parking:** Parking areas shall be located behind buildings or on one or both sides, whenever physically possible.

**CHAPTER 17.20 - TRANSPORTATION CIRCULATION AND ACCESS
MANAGEMENT (Adopted July 21, 2003, HRC Ord. #249)**

SECTIONS:

- 17.20.010 Applicability
- 17.20.020 Definitions
- 17.20.030 Access Management Standards
- 17.20.040 Bicycle Parking
- 17.20.050 Standards for Transportation Improvements
- 17.20.060 Traffic Impact Analysis

17.20.010 APPLICABILITY

~~This chapter implements the County's adopted Transportation System Plan and the requirements of the Transportation Planning Rule (OAR 660-12). The standards of this chapter are applicable to all proposed improvements to the public transportation system and to all development on the public transportation system.~~

This chapter implements the City's adopted Hood River County Transportation System Plan and the requirements of the Transportation Planning Rule (OAR 660-12). It also implements special planning requirements related to Oregon Department of Transportation facilities within the Hood River Urban Growth Area. The standards of this chapter are applicable to all proposed improvements to the public transportation system and to all development on the public transportation system.

17.20.030 ACCESS MANAGEMENT STANDARDS

This section shall apply to all development on arterials and collectors within the UGA and to all properties that abut these roadways as part of ~~17.16~~ Section 17.10 Site Plan Review. Within the Interchange Area Management Plan Overlay Zone's "Access Management Blocks," this section also applies to local streets and roads and abutting properties.

1. Site Plan Review Procedures and criteria for Access Management

- A. All site plans are required to be submitted for review pursuant to the provisions of this title and shall show:
 - 1. Location of existing and proposed access point(s) on both sides of the road where applicable;
 - 2. Distances to neighboring constructed access points, median openings (where applicable), traffic signals (where applicable), intersections, and other transportation features on both sides of the property;
 - 3. Number and direction of lanes to be constructed on the driveway plus striping plans;
 - 4. All planned transportation features (such as sidewalks, bikeways, auxiliary lanes, signals, etc.);
 - 5. Parking and internal circulation plans including walkways and bikeways;
 - 6. A detailed description of any requested variance and the reason the variance is requested.

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B. All site plans shall comply with the following access criteria:

1. All proposed roads shall follow the natural topography and preserve natural features of the site as much as possible. Alignments shall be planned to minimize grading.
2. Access shall be properly placed in relation to sight distance, driveway spacing, and other related considerations, including opportunities for joint and cross access.
3. The road system shall provide adequate access to buildings for residents, visitors, deliveries, emergency vehicles, and garbage collection.
4. An internal pedestrian system of sidewalks or paths shall provide connections to parking areas, entrances to the development, and open space, recreational, and other community facilities associated with the development. Streets shall have sidewalks on both sides. Pedestrian linkages shall also be provided to the peripheral street system.
5. The access shall be consistent with the access management standards adopted in the Transportation System Plan.

C. Any application that involves access to the State Highway System shall be reviewed by the Oregon Department of Transportation for conformance with state access management standards.

D. Access within Interchange Area Management Plan (IAMP) Overlay Zone.

In addition to all other standards and requirements of this ordinance, parcels wholly or partially within the IAMP Overlay Zone are subject to the Access Management Plan in the applicable IAMP (Exit 62 or Exit 63/64). The following applies to land use and development applications for parcels within an adopted IAMP Overlay Zone that are subject to Chapter 16 (Land Division) or Chapter 17.10 (Site Plan Review) and that are shown as part of an “Access Management Block” subject to the recommendations of the Access Management Plan of the applicable IAMP (see Figure 9, Access Management Blocks, in the Exit 62 IAMP and Figures 10 and 11, Access Management Blocks, in the Exit 63 /64 IAMP).

1. Access Approval.

- a. Access to streets and roads within the IAMP Overlay Zone shall be subject to joint review by the City of Hood River and the Oregon Department of Transportation (ODOT) and, where applicable by Hood River County. This coordinated review will be consistent with requirements of Section 17.03.090 and Chapter 16 (Land Division, General Design and Improvement Standards), when applicable.
- b. Approval of an access permit is an Administrative Action and is based on the standards contained in this Chapter, the provisions of Section 17.20.030(2) and (3) (Access Standards), and the Access Management Plan in the applicable IAMP. Where the recommendations of the Access Management Plan conflict with other access and spacing requirements in Section 17.20.030 of the Zoning Ordinance, the applicable IAMP Access

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Management Plan shall govern.

2. Cross Access Agreement.

a. Prior to approving access for lots that are identified in the Access Management Plan of the applicable IAMP, the County shall require that:

i. The applicant demonstrate how cross access can be accomplished for sites contiguous to the subject property or properties, consistent with the circulation and planned local street network shown in the IAMP;

ii. If access across an adjacent parcel or parcels is necessary for the development of the subject site, a signed cross access agreement is submitted with the application; and,

iii. For applications reviewed as part of a subdivision approval process, necessary cross access easements are shown and recorded on the final plat. Access widths shall be consistent with applicable Public Works standards unless based on a Transportation Impact Study, developed pursuant to Section 17.20.060(C)(2) and approved by the County Engineer or his/her designee.

iv. If a cross access agreement cannot be acquired from the owner(s) of sites contiguous to the subject property or properties, the applicant must demonstrate that access from the neighboring property will not be granted prior to consideration of an alternative to a cross access agreement.

3. Frontage Improvements to Public Streets. Development application approval will require public street frontage improvements pursuant to the Access Management Plan in the applicable IAMP and County requirements for constructing public improvements, including those in the Land Division Ordinance Section 16.12.060, Public Facilities Standards.

17.20.050 STANDARDS FOR TRANSPORTATION IMPROVEMENTS

1. **Permitted Uses Not Subject to Site Plan Review.** Except where otherwise specifically regulated by this ordinance, the following improvements are permitted outright:

A. Normal operation, maintenance, repair, and preservation activities of existing transportation facilities.

B. Installation of culverts, pathways, medians, fencing, guardrails, lighting, and similar types of improvements within the existing right-of-way.

C. Projects specifically identified in the Transportation System Plan as not requiring further land use regulation.

D. Landscaping as part of a transportation facility.

E. Emergency measures necessary for the safety and protection of property

F. Acquisition of right-of-way for public roads, highways, and other transportation improvements designated in the Transportation System Plan except for those that are located in exclusive farm use or forest zones.

G. Construction of a street or road as part of an approved subdivision or land partition approved consistent with the applicable land division ordinance.

2. Uses Subject to Site Plan Review

A. Construction, reconstruction, or widening of highways, roads, bridges or other transportation projects that are: (1) not improvements designated in the Transportation System Plan or (2) not designed and constructed as part of a subdivision or planned development subject to site plan and/or conditional use review.

~~B.~~ An application for ~~site plan review~~ the above improvements is subject to review under Section 17.10 (Site Plan Review), however the decision criteria does not apply. In order to be approved, the site plan permit shall comply with the Transportation System Plan and applicable standards of this title, and shall address the following criteria. For State projects that require an Environmental Impact Statement (EIS) or EA (Environmental Assessment), the draft EIS or EA shall be reviewed and used as the basis for findings to comply with the following criteria:

1. The project is designed to be compatible with existing land use and social patterns, including noise generation, safety, and zoning.
2. The project is designed to minimize avoidable environmental impacts to identified wetlands, wildlife habitat, air and water quality, cultural resources, and scenic qualities.
3. The project preserves or improves the safety and function of the facility through access management, traffic calming, or other design features.
4. Project includes provision for bicycle and pedestrian circulation as consistent with the comprehensive plan and other requirements of this ordinance.

B. Street and interchange improvements, including parking removal, access modifications in Access Management Blocks, new lanes, new streets, and signalization modifications. The site plan review shall include findings and solutions addressing the effect of traffic beyond the immediate vicinity of the proposal and how safety, mobility, the pedestrian system, the bike system, parking and economic enterprise will be protected and/or enhanced by the proposal. The following facility(ies) shall be considered in the study area for all traffic analysis unless modified by the County Engineer:

- i. All access points and signalized and un-signalized intersections adjacent to the proposed site, and if the proposed site fronts an arterial or collector street the analysis shall address all intersections and driveways along the site frontage.
- ii. All intersections that receive site generated trips that comprise at least 10% or more of the total intersection volume.
- iii. All intersections needed for signal progression analysis.
- iv. In addition to these requirements, the County Engineer may determine any additional intersections or roadway links that may be adversely affected as a result of the proposed development.

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17.20.060 Traffic Impact Analysis

A. Purpose. The purpose of this section of the code is to implement Section 660-012-0045(2)(e) of the State Transportation Planning Rule that requires the County to adopt a process to apply conditions to development proposals in order to protect and minimize adverse impacts to transportation facilities. This section establishes the standards for when a proposal must be reviewed for potential traffic impacts; when a Traffic Impact Analysis (TIA) must be submitted with an application in order to determine whether conditions are needed to minimize impacts to and protect transportation facilities; what must be in a TIA; and who is qualified to prepare the analysis.

B. Typical Average Daily Trips and Peak Hour Trips. The latest edition of the *Trip Generation* manual, published by the Institute of Transportation Engineers (ITE) shall be used as standards by which to gauge average daily and peak hour (weekday and/or weekend) vehicle trips, unless a specific trip generation study that is approved by the County Engineer indicates an alternative trip generation rate is appropriate. A trip generation study may be used to determine trip generation for a specific land use which is not well represented in the ITE Trip Generation Manual and for which a similar facility is available to count.

C. Applicability and Consultation. A Traffic Impact Analysis shall be required to be submitted to the County with a land use application when (1) a change in zoning or plan amendment is proposed or (2) a proposed development shall cause one or more of the following effects, which can be determined by field counts, site observation, traffic impact analysis, field measurements, crash history, Institute of Transportation Engineers *Trip Generation*; and information and studies provided by the local reviewing jurisdiction and/or ODOT:

- a. The proposed action is estimated to generate 250 Average Daily Trips (ADT) or more, or 25 or more weekday AM or PM peak hour trips (or as required by the County Engineer);
- b. An increase in use of adjacent streets by vehicles exceeding the 20,000 pound gross vehicle weights by 10 vehicles or more per day
- c. The location of the access driveway does not meet minimum intersection sight distance requirements, or is located where vehicles entering or leaving the property are restricted, or such vehicles queue or hesitate, creating a safety hazard; or
- d. The location of the access driveway does not meet the access spacing standard of the roadway on which the driveway is located; or
- e. A change in internal traffic patterns that may cause safety problems, such as back up onto public streets or traffic crashes in the approach area.

The applicant shall consult with the County Engineer or his/her designee at the time of a pre-application conference about whether a TIA is required and, if required, the details of what must be included in the TIA.

D. Traffic Assessment Letter. If a TIA is not required as determined by Section 17.20.060.C, the applicant shall submit a Transportation Assessment Letter (TAL) to the County indicating that TIA requirements do not apply to the proposed action. This letter shall present the trip generation estimates and distribution assumptions for the proposed action and verify that

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driveways and roadways accessing the site meet the sight distance, spacing, and roadway design standards of the agency with jurisdiction of those roadways. Other information or analysis may be required as determined by the County Engineer. The TAL shall be prepared by an Oregon Registered Professional Engineer who is qualified to perform traffic engineering analysis.

The requirement for a TAL may be waived if the County Engineer determines that the proposed action will not have a significant impact on existing traffic conditions.

E. Traffic Impact Analysis Requirements.

1. Preparation. A Traffic Impact Analysis shall be prepared by an Oregon Registered Professional Engineer who is qualified to perform traffic engineering analysis and will be paid for by the applicant.
2. Transportation Planning Rule Compliance. Amendments to the comprehensive plan and land use regulations which significantly affect a transportation facility shall assure that allowed land uses are consistent with the function, capacity, and level of service of the facility identified in the Transportation System Plan consistent with Section 660-012-0060 of the State Transportation Planning Rule.
3. Pre-application Conference. The applicant will meet with the County Engineer prior to submitting an application that requires a Traffic Impact Analysis. The County has the discretion to determine the required elements of the TIA and the level of analysis expected.

F. Study Area. The following facilities shall be included in the study area for all Traffic Impact Analyses (unless modified by the County Engineer):

1. All site-access points and intersections (signalized and unsignalized) adjacent to the proposed site. If the proposed site fronts an arterial or collector street, the analysis shall address all intersections and driveways along the site frontage and within the access spacing distances extending out from the boundary of the site frontage.
2. Roads through and adjacent to the site.
3. All intersections that receive site-generated trips that comprise at least 10% or more of the total intersection volume.
4. All intersections needed for signal progression analysis.
5. In addition to these requirements, the County Engineer may determine any additional intersections or roadway links that may be adversely affected as a result of the proposed development.
6. Those identified in the IAMP Overlay Zone (see Subsection I).

G. When a Traffic Impact Analysis (TIA) is required, the TIA shall address the following minimum requirements:

1. The TIA was prepared by an Oregon Registered Professional Engineer; and
2. If the proposed development shall cause one or more of the effects in Section 17.20.060(C), above, or other traffic hazard or negative impact to a transportation facility, the TIA shall include mitigation measures that are attributable and are proportional to those impacts, meet the County's adopted Level-of-Service standards, and are satisfactory to the County Engineer and ODOT, when applicable; and

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3. The proposed site design and traffic and circulation design and facilities, for all transportation modes, including any mitigation measures, are designed to:
 - a. Minimize the negative impacts on all applicable transportation facilities; and
 - b. Accommodate and encourage non-motor vehicular modes of transportation to the extent practicable; and
 - c. Make the most efficient use of land and public facilities as practicable; and
 - d. Provide the most direct, safe and convenient routes practicable between on-site destinations, and between on-site and off-site destinations; and
 - e. Otherwise comply with applicable requirements of the Urban Growth Area Zoning Ordinance (Article 17).
4. If the proposed development will increase through traffic volumes on a residential local street by 20 or more vehicles during the weekday p.m. peak hour or 200 or more vehicles per day, the impacts on neighborhood livability shall be assessed and mitigation for negative impacts shall be identified. A negative impact to neighborhood livability will occur where:
 - a. residential local street volumes increase above 1,200 average daily trips; or
 - b. the existing 85th percentile speed on residential local streets exceed 28 miles per hour.

H. Conditions of Approval. The County may deny, approve, or approve a development proposal with appropriate conditions needed to meet transportation operations and safety standards and provide the necessary right-of-way and improvements to develop the future planned transportation system. Factors that should be evaluated as part of land division and site development reviews, and which may result in conditions of approval, include:

1. Crossover or reciprocal easement agreements for all adjoining parcels to facilitate future access between parcels.
2. Access for new developments that have proposed access points that do not meet the designated access spacing policy and/or have the ability to align with opposing access driveways.
3. Right-of-way dedications for planned roadway improvements.
4. Street improvements along site frontages that do not have improvements to current standards in place at the time of development.
5. Construction or proportionate contribution toward roadway improvements necessary to address site generated traffic impacts, i.e. construction or modification of turns lanes or traffic signals.

I. Traffic analysis within an IAMP Overlay Zone. All development applications located within an IAMP Overlay Zone that are subject to the provisions of Chapter 17.10 Site Plan Review or Chapter 16 Land Division may be required to prepare a Traffic Impact Analysis. Hood River County Transportation System Plan policies call for the County, in coordination with the City Hood River and ODOT, to monitor and evaluate vehicle trip generation impacts at Hood River interchanges and on street systems in interchange areas from development. This requirement will not preclude Oregon Department of Transportation, City of Hood River, or Hood River County from requiring analysis of IAMP study intersections under other conditions. Development approved under this article shall be subject to the following additional requirements.

1. The Traffic Impact Analysis must include an account of weekday p.m. peak hour site generated trips through IAMP study intersections. Intersections impacted by 25 or more

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weekday p.m. peak hour site generated trips, or weekend peak hour site generated trips, shall be analyzed for level of service and volume to capacity ratio during day of opening conditions.

2. The County shall provide written notification to ODOT and the City of Hood River when an application concerning property in the IAMP Overlay Zone and subject to Site Plan Review or Title 16 is received. This notice shall include an invitation to ODOT and the City to participate in the County's pre-application conference with the applicant.

3. The County shall not deem the land use application complete unless it includes a Traffic Impact Analysis prepared in accordance with the applicable requirements of Section 17.20.060.

4. ODOT and the City of Hood River shall have 14 calendar days from the date a completion notice is mailed to provide written comments to the County. If ODOT does not provide written comments during this 14-day period, the County staff report may be issued without consideration of ODOT comments.

5. Monitoring Responsibilities. The details of monitoring responsibilities will be outlined in the adopted IAMP.

IV. COMPREHENSIVE PLAN DESIGNATION DEFINITIONS:

- T. Interchange Area Management Plan (IAMP): Applied to lands in the vicinity of the I-84 interchanges in Hood River County where future development, based on the existing and planned land uses, will impact the interchanges, transportation facilities and traffic operations, and natural and cultural resources. Areas appropriate for this designation have been mapped and adopted as part of the I-84 Exit 62 Hood River IAMP and I-84 Exit 63 & 64 Hood River IAMP.

The IAMP designation is implemented with the IAMP Overlay Zone. The area within the IAMP Overlay Zone will retain the underlying, original base zone designation. Future development will be restricted to those uses allowed by the base zone and will be governed by the development requirements of the base zone, as well as the additional requirements of the overlay.

Hood River County Planning Commission
County Administrative Building
601 State Street
Commissioners Conference Room
October 26, 2011

MINUTES

PRESENT

Vice Chair: Bob Schuppe; Commissioners: Peter Frothingham, Patrick Moore and Stan Benson

Non-voting members of Commission: Will Carey, County Counsel and Mike Benedict, Director
County Staff: Josette Griffiths, Senior Planner and Kim Paulk, Office Manager

A. Call to Order

Vice Chair Schuppe opened the meeting at 7:00 p.m.

B. Meeting Minutes

Commissioner Frothingham moved to approve the October 12, 2011 Minutes as amended. Commissioner Moore seconded the motion, a vote was called and the minutes were approved as amended.

C. Director's Report: None

D. Land Use Counsel's Report: None

E. Unscheduled Items:

- a. From the General Public: None
- b. From Commissioners: None

F. Public Hearing Interchange Area Management Plans (IAMPs):

The purpose of the event is for the County Planning Commission to consider an ordinance to adopt Interchange Area Management Plans (IAMPs) for Exit 62 and Exits 63 & 64 of Interstate 84 (I-84), and related zoning, policy, and ordinance amendments.

Staff Report: Josette Griffiths, Senior Planner, stated that staff found this project to be consistent with state wide planning goals, county policy document, comprehensive plan, state rules on transportation, and highways plans. It is staff's recommendation that the Planning Commission recommend that the County Commission adopt the IAMPs. She provided a brief history of the process that had taken place in order to bring the updated IAMPs to the Planning Commission.

John Bosket, DKS Associates, gave a presentation describing the purpose of the proposed Interchange Area Management Plans (IAMPs) for I-84, Exits 62 and 63/64, and what is in the plans, including pedestrian, bicycle, and motor vehicle improvements, as well as why they were done, and what the key features are within them. He reviewed the IAMP Overlay Zone and Access Management Block provisions of the plans. He noted that the improvements recommended at Exit 64 would be further refined at the time of design; it was determined that a round-about would not work there. He also discussed the proposed change for the Urban Growth Area of a Level of Service (LOS) C to a LOS D and why that came about.

Darci Rudzinski, Angelo Planning Group addressed related zoning, policy, and ordinance amendments to the Planning Commission. She stated that the policies that are proposed in the IAMPs and which have

recently been adopted by the City of Hood River talk about how to make the land use and the transportation function together so that when you get a proposed development it is consistent with what was planned for your transportation system to handle. She added that if someone is within one of the Access Management Blocks in the IAMP Overlay Zone, they do need to make findings that are consistent with the intent of the access management block if they develop.

Vice Chair Schuppe added that after the last work session he read through the ORS's and OAR's to see what this plan did to them and feels better conversed on what the original restrictions were. There are requirements that a land owner will have to do, share a driveway, obtain cross access but he could not find anything that states that a landowner will be denied access; he asked if this was true. Darci Rudinski stated that you cannot land lock a parcel.

Vice Chair Schuppe requested the consultants go over the maps that include the Access Management Blocks, specifically Management Block J in detail, explaining how the familiar landmark in that area, the China Gorge restaurant, could be impacted by the plan.

The consultants and staff explained the effects the Access Management Block J could have in this specific area, noting the Existing Constraints and Recommendations related to Block J in the Exit 63/64 IAMP, and that access to state highways will still ultimately be controlled by ODOT's Administrative Rules process. The Recommendations in the plan are intended to inform as to what may be considered when looking at future access points. Staff pointed out that much of the language for what is required for access management is existing language, found under Section 17.20.030 (Access Management Standards) of the Urban Growth Area Zoning Ordinance; there is a refinement of what is required in new language proposed for the Access Management Blocks.

Commissioner Benson explained that what he understands from the presentation is that most of the items being examined are the same as they were: they go through the same process, with the only difference being that there is an expensive interchange we want to maintain, so to not become overrun in the future, there is more emphasis to make sure that access around it is regulated.

Public Testimony:

Bill Frost, 309 Pine Street, spoke on behalf of Grace and Kok Djen Su, whose property is located in Access Management Block J. He shared their concern about access to the property and any rezoning to the property. The Su's have a successful business and without access they will have no business. He pointed out on a map where he said there were legal access points on the Su's properties. Without adequate access, they had concerns about how that would affect the property, they need to make sure and protect their property rights. Mr. Benedict asked Mr. Frost if there was something that makes him feel that this plan is taking away a property right. Mr. Frost stated his concern stems from knowing they have a legal right to the property but if this passes, ODOT may not allow a permit which could land lock the parcel affecting their business.

Ms. Griffiths and Ms. Walbridge explained that a section requiring Site Plan Review for access modifications related to transportation projects was inserted in the Zoning Ordinance section by the Hood River City Council in order to protect property owners from these types of situations; the same language is found in the County version in Exhibit D, Section 17.20.050(2)(B). Mr. Carey asked Staff if the plan is adopted, will the restaurant have to go through a review process. It was discussed that nothing would change unless they wanted to change the use of, or applied to do something else with, their property.

Judy Cain, 606 Ridge View Ct. requested information about plans involving Mt. Adams Road in relation to Stonehenge restaurant. She wanted to know what the impacts will be to the trees in that area where the road will go, and expressed concern for the amount of trees that have already been removed in the City of Hood River. Cindy Walbridge, City of Hood River's Planning Director explained the history of that area and what the future plans are within that area. She indicated that in order to site the road, it is probable that a lot of trees will have to be removed.

Alan Winans, 1124 8th Street, shared that he would like to see a park and ride station considered at each one of the exchanges. He felt it may help with the City's existing parking problems.

Interested Public Agencies: None

Questions from the Planning Commission: None

Planning Commission Deliberations:

Commissioner Benson felt comfortable moving ahead with the amendments submitted.

Commissioner Moore felt okay about the plan as presented.

Commissioner Frothingham felt that it was a good approach to protect the intersections.

Vice Chair Schuppe felt okay with the plan and thinks it is a good idea.

Commissioner Moore made a motion that the Planning Commission recommend to the Board of County Commissioners that they adopt the Interchange Access Management Plans for Exits 62, and Exits 63 and 64 with the associated amendments to the County Transportation System Plan, County Policy Document, the County Comprehensive Plan & Map, and the County Zoning Ordinance, as presented by Staff. Commissioner Benson seconded the motion.

<u>Vice Chair Schuppe</u> called for a vote:	<u>Commissioner Frothingham</u>	Yes
	<u>Commissioner Benson</u>	Yes
	<u>Commissioner Moore</u>	Yes
	<u>Vice Chair Schuppe</u>	Yes

Motion is approved.

Vice Chair Schuppe adjourned the meeting.

Meeting adjourned at 8:50 P.M.

HOOD RIVER COUNTY PLANNING COMMISSION

RECOMMENDATION TO THE HOOD RIVER BOARD OF COUNTY COMMISSIONERS TO ADOPT I-84 EXIT 62 AND EXITS 63/64 INTERCHANGE AREA MANAGEMENT PLANS (IAMPS) AS AN ELEMENT OF THE HOOD RIVER COUNTY TRANSPORTATION SYSTEM PLAN, AMENDING THE COUNTY TRANSPORTATION SYTEM PLAN, COUNTY POLICY DOCUMENT, COMPREHENSIVE PLAN & MAP, ZONING MAP, AND ZONING ORDINANCE

WHEREAS, the Board of County Commissioners approved participation in the interchange area management planning process for Hood River Area Interstate-84 interchange Exits 62, 63 and 64; and

WHEREAS, Hood River County, the City of Hood River, Port of Hood River, and Oregon Department of Transportation have participated in a collaborative public planning process that addresses land use and transportation needs in the interchange areas; and

WHEREAS, a series of public meetings have been held to inform the public about this planning process, including a public meeting held on July 10, 2007 and another held on December 17, 2009; as well as public information mailings to all affected property owners, and written and oral testimony received from the public at public meetings and other venues; and

WHEREAS, the Hood River County Planning Commission held a public work session on this legislative action on September 28, 2011 that was continued to October 12, 2011; and

WHEREAS, a Public Hearing was held on October 26, 2011 before the Hood River County Planning Commission to consider the draft Interchange Area Management Plans (IAMPs) for Exit 62 and for Exits 63/64, and due notice was given of the public hearing before the Planning Commission, and written and oral testimony were accepted; and

WHEREAS, the Hood River County Planning Commission, after reviewing and considering oral and written testimony and the staff report, made a recommendation to the Board of County Commissioners to adopt an ordinance to amend:

- 1.) **The Hood River County Transportation System Plan** by adopting the I-84 EXIT 62 IAMP, attached hereto as Exhibit "A"; said Plan includes:
 - a. Interchange Area Management Plan Pedestrian Network Improvements (Chapter 3 Management Plan, Figure 3);
 - b. Interchange Area Management Plan Bicycle Network Improvements (Chapter 3 Management Plan, Figure 4);
 - c. Interchange Area Management Plan Motor Vehicle Network Improvements (Chapter 3 Management Plan, Figure 8);
 - d. Short, medium, and long-term actions of the IAMP's Access Management Plan that support the preferred design alternative for interchange improvements (Chapter 3 Management Plan, Access Recommendations/ Figure 9, including Access Management Plan Phasing).

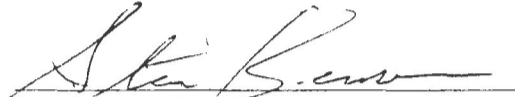
- 2.) **The Hood River County Transportation System Plan** by adopting the I-84 EXITS 63/64 IAMP, attached hereto as Exhibit "B"; said Plan includes:
 - a. Interchange Area Management Plan Pedestrian Network Improvements (Chapter 3 Management Plan, Figure 3);
 - b. Interchange Area Management Plan Bicycle Network Improvements (Chapter 3 Management Plan, Figure 4);

- c. I-84 Exit 63 Interchange Area Improvements (Chapter 3 Management Plan, Figure 7);
 - d. Recommended Improvements at OR 35 / State Street (Chapter 3 Management Plan, Figure 8);
 - e. Short, medium, and long-term actions of the IAMP's Access Management Plan that support the preferred design alternative for interchange improvements (Chapter 3 Management Plan, Access Recommendations/ Figures 9 and 10.
- 3.) **The County Policy Document, Goal 12 (Transportation)** by adopting policy statements related to the IAMPs, attached hereto as Exhibit "C."
- 4.) **The Hood River County Zoning Ordinance**, attached hereto as Exhibit "D," to include the following:
- a. Amending Article 4 to include the Interchange Area Management Plan Overlay Zone as one of the County's classified zones.
 - b. Amending Article 17 (Hood River Urban Growth Area Zoning Ordinance); in particular by:
 - i. Amending Section 16.12.020(D) (Traffic Impact Analysis requirement under Vehicular Access and Circulation);
 - ii. Adding Section 17.03.090 - Interchange Area Management Plan (IAMP) Overlay Zone.
 - iii. Amending Chapter 17.10 Site Plan Review (Traffic Impact Analysis requirement replaces Traffic Impact Report; and amends Level of Service (LOS) Standard from LOS C to LOS D; changes made are under Traffic Decision Criteria in both Section 17.10.040 and Section 17.10.050).
 - iv. Amending Chapter 17.20 Transportation Circulation and Access Management as follows:
 - Section 17.20.010 Applicability – revised.
 - Section 17.20.030 Access Management Standards, (New Section) 1D. Access within Interchange Area Management Plan (IAMP) Overlay Zone.
 - Section 17.20.050 Standards for Transportation Improvements, Subsection 2 (Uses Subject to Site Plan Review), New Subsection B.
 - (New Section) 17.20.060 Traffic Impact Analysis.
- 5.) **The Official Comprehensive Plan Map and Official Zoning Map** of Hood River County to include:
- a. The boundaries of the I-84 Exit 62 Hood River Interchange Area Management Plan (IAMP) Overlay Zone; and
 - b. The boundaries of the I-84 Exit 63 & 64 Hood River Interchange Area Management Plan (IAMP) Overlay Zone;
 - c. Reference to the Interchange Area Management Plan Overlay Zone (IAMP) in Section IV(T) of the County Comprehensive Plan.

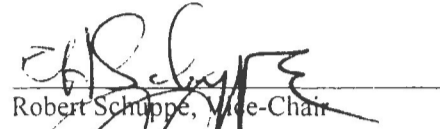
DATED this 26 day of OCTOBER 2011.

HOOD RIVER COUNTY PLANNING COMMISSION

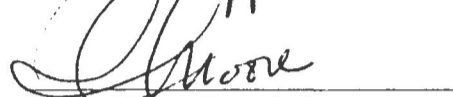
Paul Cummings, Chair



Stan Benson, Commissioner

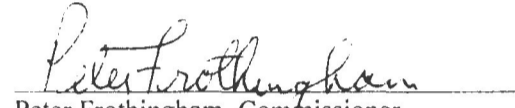


Robert Schuppe, Vice-Chair



Patrick Moore, Commissioner


Kathie Alley, Commissioner



Peter Frothingham, Commissioner

Carl Perron, Commissioner

Approved as to form:



Will Carey, County Counsel

HOOD RIVER COUNTY PLANNING DEPARTMENT
LEGISLATIVE STAFF REPORT

In the Matter of the Adoption of the Interchange Area
Management Plans

FINDINGS AND CONCLUSIONS

October 12, 2011

To: County Planning Commission
Will Carey, County Counsel

From: Mike Benedict, Director, Community Development
Josette Griffiths, Senior Planner
Darci Rudzinski, Angelo Planning Group

Re: Staff Report to the Planning Commission on the Interchange Area Management Plans

- I. BACKGROUND INFORMATION:** The I-84 Exit 62 and I-84 Exit 63 & 64 Interchange Area Management Plans (IAMPs) have been prepared to implement plans and strategies to ensure long-term safety and mobility at the three interchanges serving the City of Hood River and Hood River County. The development of an updated City of Hood River Transportation System Plan (TSP) took place concurrently with the development and completion of the IAMPs. County staff participated in the development of the IAMPs and the City's TSP. The Hood River City Council adopted the two IAMPs and the City's TSP on September 26, 2011.

An IAMP is required for any new or significantly reconstructed interchange pursuant to OAR 734-051-0155(6). The I-84 Exit 64 - East Hood River Interchange project was identified as a high priority construction project by Hood River County, the City of Hood River, and the Port of Hood River. It is listed in the Approved 2008-2011 Statewide Transportation Improvement Program (STIP) and is being funded through OTIA III. In 2007, the County, the City of Hood River, and the Oregon Department of Transportation (ODOT) entered into an agreement to develop an IAMP in order to lay the groundwork for needed improvements to Exit 64. Because of the proximity and nature of use of the Exit 63 interchange immediately to the west, both the Exit 63 and Exit 64 interchange areas are being included in the same IAMP. While no improvements are currently planned for the I-84 Exit 62 interchange, the participating agencies concluded that an IAMP was also needed to guide future investments in transportation improvements that allow for safe and efficient travel through this interchange area as land in its vicinity continues to urbanize.

The primary purpose of an IAMP is to protect the function of the subject interchange. New interchanges and improvements to existing interchanges are very costly. Hood River County, the City of Hood River, and the State have a mutual interest in ensuring that the Hood River I-84 interchanges function safely and efficiently. To ensure that the facilities and the surrounding transportation system meet the needs of future users, the County is proposing to adopt two IAMPs for the three interchanges that serve the Hood River urban areas through an amendment to the County TSP. The I-84 Exit 62 and I-84 Exit 63 & 64 IAMPs include the supporting analysis for the preferred alternative to meet expected 2031 transportation and operating conditions. Each of

the IAMPs include the preferred package of local transportation system improvements, improvements to the interchanges, and access management aimed at improving capacity and safety through measures such as traffic controls, turn lanes, enhanced street connectivity, and system management techniques.

A team of consultants, led by DKS Associates, managed both the IAMP planning project and provided technical expertise to ODOT, the City, and County. The consultant-led aspects of the project were funded by ODOT. A Project Management Team (PMT), consisting of the consultants, ODOT staff, City and County staff, and Port of Hood River staff met regularly to steer the IAMP project to completion.

II. REQUEST: Adoption of the I-84 Exit 62 Hood River Interchange Area Management Plan and the I-84 Exit 63 & 64 Hood River Interchange Area Management Plan as a legislative amendment to the Hood River County Transportation System Plan.

1. Amend by reference into the Transportation System Plan the following specific amendments related to **Exit 62 Hood River Interchange Management Plan** which include:
 - a. Interchange Area Management Plan Pedestrian Network Improvements (Chapter 3 Management Plan, Figure 3)
 - b. Interchange Area Management Plan Bicycle Network Improvements (Chapter 3 Management Plan, Figure 4);
 - c. Interchange Area Management Plan Motor Vehicle Network Improvements (Chapter 3 Management Plan, Figure 8);
 - d. Short, medium, and long-term actions of the IAMP's Access Management Plan that support the preferred design alternative for interchange improvements (Chapter 3 Management Plan, Access Recommendations/ Figure 9, including Access Management Plan Phasing); and
 - e. Policy statements that support the preferred alternative for transportation network improvements and access management for the I-84 Exit 62 Interchange (Appendix C, Hood River County Goal 12 Amendments.

2. Amend by reference into the Transportation System Plan the following specific amendments related to **Exit 63 & 64 Hood River Interchange Management Plan** which include:
 - a. Interchange Area Management Plan Pedestrian Network Improvements (Chapter 3 Management Plan, Figure 3)
 - b. Interchange Area Management Plan Bicycle Network Improvements (Chapter 3 Management Plan, Figure 4);
 - c. I-84 Exit 63 Interchange Area Improvements (Chapter 3 Management Plan, Figure 7);
 - d. Recommended Improvements at OR 35 / State Street (Chapter 3 Management Plan, Figure 8);

- e. Short, medium, and long-term actions of the IAMP's Access Management Plan that support the preferred design alternative for interchange improvements (Chapter 3 Management Plan, Access Recommendations/ Figures 9 and 10, including Waterfront Area Local Circulation and Access Management Plan Phasing; and
 - f. Policy statements that support the preferred alternative for transportation network improvements and access management for the I-84 Exit 63 & 64 Interchange (Appendix C, Hood River County Goal 12 Amendments).
3. Amendment to the **Official Comprehensive Plan Map and Official Zoning Map** of Hood River County to include:
 - a. The boundaries of the I-84 Exit 62 Hood River Interchange Area Management Plan (IAMP) Overlay Zone.
 - b. The boundaries of the I-84 Exit 63 & 64 Hood River Interchange Area Management Plan (IAMP) Overlay Zone.
 4. Amendments to the **Hood River Zoning Ordinance, Urban Growth Area Article 17**
 - a. Amending Section 16.12.020(D) (Traffic Impact Analysis requirement under Vehicular Access and Circulation).
 - b. Adding Section 17.03.090. Interchange Area Management Plan (IAMP) Overlay Zone.
 - c. Amending Chapter 17.10 Site Plan Review (Traffic Impact Analysis requirement replaces Traffic Impact Report; and amending Level of Service (LOS) Standard from LOS C to LOS D; changes made are under Traffic Decision Criteria in both Section 17.10.040 and Section 17.10.050).
 - d. Amending Chapter 17.20 Transportation Circulation and Access Management
 - Section 17.20.010 Applicability – revised.
 - Section 17.20.030 Access Management Standards, (New Section) 1D. Access within Interchange Area Management Plan (IAMP) Overlay Zone.
 - Section 17.20.050 Standards for Transportation Improvements, Subsection B (Uses Subject to Site Plan Review), New Subsection 3.
 - (New Section) 17.20.060 Traffic Impact Analysis

III. APPLICABLE REVIEW CRITERIA:

Hood River County Comprehensive Plan

Goal 1 Citizen Involvement

Goal 2 Land Use Planning

Goal 5 Open Spaces, Scenic and Historic Areas, and Natural Resources

Goal 6 Air and Land Resources Quality

Goal 9 Economic Development

Goal 11 Public Facilities & Services

Goal 12 Transportation

Goal 14 Urbanization: Urban Growth Area Management Policies and Procedures

Hood River County Zoning Ordinance Article 62

Section 62.00 - Initiation

Section 62.02 - Procedures

Section 62.04 – Notice

- IV. **LOCATION:** The proposed amendment would be applicable to parcels in the vicinity of the I-84 Exit 62 and I-84 Exit 63 & 64 interchanges, as defined by the Interchange Area Management Plan Overlay Zone (see Figures 10 and 11 in the respective IAMP).
- V. **STAFF RECOMMENDATION:** Approve the request to amend the Hood River County Transportation System Plan to include the I-84 Exit 62 and I-84 Exit 63 & 64 Interchange Area Management Plans (“IAMPs”). This action is supported by the findings of fact in the next section, which document that:
- The County participated in the development of the IAMPs, through County Staff participation on the Stakeholder Working Group and attendance at key meetings and public events throughout the planning process.
 - Members of the public participated in the planning process and had the opportunity to be involved in the development of the plans.
 - Stakeholders with particular interests in how the State highway system functions in the area – in particular members of the Historic Columbia River Highway Advisory Committee and the Port of Hood River - also played key roles in determining the design for future improvements at, and in the vicinity of, the interchanges.
 - The City of Hood River has recently engaged in a public process that has resulted in the adoption of the IAMPs. This process included a joint City Council/City Planning Commission work session that was open to the public and six public hearings (three Planning Commission and three City Council) where written and oral public testimony was taken.
 - County adoption of the IAMPs is necessary to ensure consistency in transportation and land use planning in the Hood River Urban Growth Area.

Staff recommends that Hood River County adopt the IAMPs as an element of the County Transportation System Plan, including specific access management actions and analysis supporting proposed transportation improvements associated with the preferred project alternative for the respective interchanges. The proposed action includes amending the Hood River County Comprehensive Plan Map and Zoning Map to include the IAMP Overlay Zone boundary for I-84 Exit 62 and I-84 Exit 63 & 64. *The Planning Commission action is in the form of a recommendation to the Board of County Commissioners.*

FINDINGS AND CONCLUSIONS:

Statewide Planning Goals

The County is proposing to adopt the I-84 Exit 62 and I-84 Exit 63 & 64 IAMPs as elements of the Hood River County Transportation System Plan, thereby amending the County's state-acknowledged Comprehensive Plan. The following findings demonstrate that the adoption of the IAMPs is consistent with the Statewide Planning Goals.

Goal 1: Citizen Involvement

Goal 1 requires the development of a citizen involvement program that is widespread, allows two-way communication, provides for citizen involvement through all planning phases, and is understandable, responsive, and funded.

- Information about the project was available through the ODOT Region 1's website. Public participation and communication regarding the interchange planning project was largely accomplished through the City's public involvement efforts with frequent information sharing with County staff. In addition, the Consultant coordinated public involvement efforts with ODOT Region 1 Community Affairs and Public Affairs offices.
- The consultant team worked with the County and City to establish a Stakeholder Working Group (SWG). This group included members representing the Port of Hood River, the Columbia River Gorge Commission, the Historic Columbia River Highway Advisory Commission, the Department of Land Conservation and Development (DLCD), and the Hood River Chamber of Commerce. Membership also included a County Commissioner, the Mayor, the Chair of the City Planning Commission, and a private property owner. The SWG met 4 times over the duration of the project to serve as advisors and provide direction to the consultant team.
- A series of interviews with key stakeholder (primarily business and property owners) was conducted by the Consultant via telephone at the start of the project (May/June 2007). A total of 13 stakeholders were contacted for a telephone interview and/or provided a questionnaire with which to provide their issues and concerns for each of the interchanges in Hood River. This input was used by the Project Management Team in developing policies to guide the process and future public involvement activities.
- Property owners who will be potentially impacted by changes to access in the vicinity of the interchanges were invited to two Local Access Forums held on May 11 and May 17, 2010 to discuss the IAMP project with the consultant team and City and County staff.
- Two public open houses were held in conjunction with the development of the IAMPs. The first open house, held on July 10, 2007, was used to educate the public about the interchange project generally; present key issues and concerns; discuss the draft problem statement; present existing conditions data; and provide information regarding the next steps in project development. The format of the meeting included interactive work stations and easy-to-understand display boards. A second public open house was held on December 17, 2009 at the Best Western Hood River Inn to present and discuss preliminary

design alternatives for each interchange. The open houses were advertised in the Hood River News.

- ODOT conducted several meetings with the Historic Columbia River Highway Advisory Committee in the planning for the eventual widening of Cascade Avenue between I-84 and the intersection with Mt. Adams Avenue. The IAMP was discussed at the following meetings:
 - December 10, 2009
 - March 29, 2010
 - June 24, 2010
 - February 24, 2011
- ODOT conducted a day long design workshop on February 9, 2010 to discuss the future cross section of Cascade Avenue with property owners, agricultural representatives, tourism representatives, Chamber of Commerce representatives, County Commissioners, City Council members, City and County staff, and the Historic Columbia River Highway (HCRH) Advisory Committee Members. A HCRH Advisory Committee member personally invited all property owners located in the vicinity of the proposed widening. Notices were also mailed to the property owners. The design workshop developed two alternatives for Cascade Avenue between the Interchange and the Mt. Adams extension. The alternatives were discussed with the City of Hood River Planning Commission on February 22, 2010. The HCRH Advisory Committee was presented the alternatives at their March 29, 2010 meeting. They made a motion to approve their preferred alternative at the February 24, 2011 meeting.
- ODOT met with property owner Bob Naito on June 4, 2010 to discuss impacts to access at 2nd and Riverside. On September 14, 2010 ODOT and City Staff met with affected property owners affected by the proposed right in and right out at 2nd and Riverside. A second meeting was held with the same group on April 19, 2011. In July 2010 ODOT staff met with an Exit 62 affected property owner (owner of the Red Carpet Inn) to discuss the preferred alternatives.
- Leading up to City adoption of the IAMPs, efforts to solicit feedback regarding the proposed interchange improvements, access management, and related comprehensive plan and code amendments occurred primarily through direct communications with impacted property owners, a meeting with the SWG, and press releases posted on the City's website and distributed to the Hood River News. The City of Hood River adopted the IAMPs on September 26, 2011.

On September 21, 2011, County Planning provided a Measure 56 Notice to affected and adjacent property owners (within 250 feet) of a public hearing before the County Planning Commission set for October 12, 2011 on the proposed changes to the Hood River County Comprehensive Plan, Zoning Map, and implementing ordinances. This notice was sent more than 20 days in advance of the initial hearing. Newspaper notice of the public hearing set for October 12, 2011 was published in the Hood River News on October 1, 2011, more than 10 days in advance of the initial hearing, in keeping with State and County requirements. The public work session before the Planning Commission and public hearings before the Planning Commission and the County Commission will provide opportunities for public comment on the proposed changes.

An overview of the public involvement program followed in the development of the IAMPs can be found in Figure 1 of both the I-84 Exit 62 IAMP and the I-84 Exit 63 & 64 IAMP. This information demonstrates consistency with Statewide Planning Goal 1.

Goal 2: Land Use Planning

This goal requires that a land use planning process and policy framework be established as a basis for all decisions and actions relating to the use of land. All local governments and state agencies involved in the land use action must coordinate with each other. City, county, state and federal agencies and special districts' plans and actions related to land use must be consistent with the comprehensive plans of cities and counties.

Response: Preliminary tasks for the Hood River IAMPs included a thorough review and analysis of all relevant state, regional and local planning documents in order to establish a planning process and policy framework. The following documents were reviewed:

- National Environmental Policy Act
- Federal Interchange Policy
- Oregon Transportation Plan
- Oregon Highway Plan
- Statewide Planning Goals
- OAR 660 Division 12 Transportation Planning Rule (TPR)
- ODOT Division 51 Interchange Access Management Area Spacing Standards for Approaches and Oregon Administrative Rule 734-051-155, 285, and Tables 2 thru 8
- State ODOT Coordination Program, Oregon Administrative Rule 731-015-0005
- Highway Design Manual
- Exit 64 – East Hood River Interchange Study (2005)
- Hood River – Mt. Hood (OR 35) Corridor Plan
- SR 35 Columbia River Crossing Draft EIS
- Historic Columbia River Highway Master Plan
- Hood River County Transportation System Plans
- Hood River County Comprehensive plans and zoning ordinances
- City of Hood River Transportation System Plan
- City of Hood River Comprehensive plans and zoning ordinances
- Port of Hood River Master Plan

This review identified how the documents influenced and guided planning for the Hood River interchanges. Detailed review of plans and policies can be found in Appendix E, Technical Memorandum #1: Plans and Policies Review and Findings of Compliance, in the IAMPs.

The I-84 Exit 62 IAMP and the I-84 Exit 63 & 64 IAMP were prepared jointly by the City of Hood River, Hood River County, and ODOT with close consultation with the Port of Hood River; coordination between these agencies took place routinely throughout the planning process, principally through regular PMT meetings. ODOT staff, aided by members of the consultant team, helped facilitate and support the adoption of the IAMP by the City of Hood River and will assist Hood River County in its local adoption process. Once locally adopted by the County, the IAMPs will be adopted by the Oregon Transportation Commission (OTC) as an amendment to the Oregon Highway Plan.

ODOT, the City, and the County will continue to coordinate on development activity and land use actions within the interchange management areas.

Appendix C of the IAMPs contains proposed Comprehensive Plan policies for Goal 12 - Transportation that support the IAMPs and that are consistent with the draft TSP. Adopting the IAMPs will ensure that the transportation element of the Comprehensive Plan (the TSP) is consistent with the proposed I-84 Exit 62 IAMP and the I-84 Exit 63 & 64 interchange improvements.

Goal 5: Natural Resources, Scenic and Historic Areas, and Open Spaces

This goal requires that local governments adopt programs that will protect natural resources and conserve scenic, historic, and open space resources.

Response: While I-84 and the three Hood River exits are not considered historic resources, planning for the Exit 62 interchange involved the proposed widening of Cascade Avenue, a section of the Historic Columbia River Highway (US 30), located within the Hood River City Limits. Cascade Avenue is owned by ODOT and is the crossroad within the I-84 Exit 62 interchange. Cascade Avenue provides both a connection to the interstate freeway system and access to local businesses and residences in the vicinity.

In order to significantly improve intersection spacing in the vicinity of the I-84 interchange ramp terminals, Country Club Road needs to be realigned from Cascade Avenue to a future Mt. Adams Avenue extension. This will increase traffic demand on the segment of Cascade Avenue between I-84 and the intersection with Mt. Adams Avenue, necessitating an eventual widening of this roadway. Cascade Avenue will ultimately need to be widened to include two travel lanes in each direction within the segment. Once east of Mt. Adams Avenue, the cross-section of Cascade Avenue can return to only one travel lane. (Pursuant to the City of Hood River TSP and consistent with the existing roadway design east of Rand Road, Cascade Avenue eventually will be widened east of Mt. Adams Avenue to 3 lanes - one travel lane in each direction plus a Center turn lane.)

ODOT worked closely with the HCRH Advisory Committee to determine an acceptable design for this needed improvement. On March 3, 2011, this Advisory Committee passed a motion to support an amendment of the Programmatic Agreement #19942 to accommodate the wider cross-section on Cascade Avenue in this segment. The approved roadway design is shown in Figure 7 of the I-84 Exit 62 IAMP.

Goal 9: Economic Development

This goal requires that local comprehensive plans and policies contribute to a stable and healthy economy in all regions of the state.

Response: The three Hood River interchanges provide a vital function in supporting local and regional economic development goals and plans. Local traffic, including commercial vehicles, must have safe and efficient access to the interstate, to and from the downtown, the Port of Hood River, and commercial and employment areas around Exit 62. In particular, the I-84 Exit 63 & 64 IAMP recognizes and plans for the possibility that higher densities of employment development may occur on the Waterfront. The IAMP documents the collaborative effort between IAMP stakeholders in planning for an increase in site development intensity and economic development potential at the Port (see *Accommodating Increased Development Intensity on the Waterfront* section in Chapter 3).

The intent of the IAMPs is to protect the function of the interchange; proposed IAMP-related policy language, which is consistent with language in the draft IAMP, illustrates the County's and ODOT's

joint role in preserving capacity and improving operations at the interchange. Adopting the IAMPs will ensure that access management over time, in association with identified transportation improvements, will achieve a transportation system in the future that can support the planned uses in Hood River's employment areas, consistent with Goal 9.

Goal 10: Housing

This goal requires that County plans provide for the appropriate type, location and phasing of public facilities and services sufficient to support housing development in areas presently developed or undergoing development or redevelopment.

Response: While land in the immediate vicinity of the three I-84 interchanges is predominantly zoned for either commercial or industrial uses, the interchanges serve all of Hood River, including existing and planned residential areas both in the City and in the County. The proposed Interchange Area Management Plan Overlay Zone for Exit 62 (Figure 10 in the I-84 Exit 62 IAMP) includes a small area zoned Low-Density Residential (R-1) and residential trips from this area, as well as regional residential trips, factored into future (2031) traffic conditions analyzed at the interchanges. The IAMPs include a list of physical improvements associated with the interchanges that will ensure that the facilities will continue to operate safely and efficiently for all users. Preserving the function and capacity of the interchange facilities through the adoption of the IAMPs will benefit travelers to and from residential areas in all parts of the City and residential areas in the northern portion of the County.

Goal 11: Public Facilities and Services

Goal 11 requires cities and counties to plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development. The goal requires that urban and rural development be "guided and supported by types and levels of urban and rural public facilities and services appropriate for, but limited to, the needs and requirements of the urban, urbanizable and rural areas to be served."

Response: Transportation facilities are considered a primary type of public facility. The IAMPs document the current and future transportation needs in the vicinity of the I-84 interchanges. The analysis of possible alternatives resulted in a package of improvements and access management plans that are intended to meet future transportation demand.

The IAMPs identify costs for needed improvements as a first step to planning for project funding. Advanced planning for project funding will help implement needed improvements in a timely manner that supports development opportunities. Planning level cost estimates are provided in Table 4 of the Exit 62 IAMP and Table 7 in the Exit 63 & Exit 64 IAMP to guide project budgeting. (See *Improvement Costs* section, Chapter 3.)

In addition to using the IAMPs for future project budgeting, the documents recommend that the County adopt the goal, policies, and strategies related to the protection of the function and operation of the interchanges. Proposed policies address the function and management of the Hood River interchanges and emphasize the vital role of these facilities to the State and the community and the importance of protecting these facilities for their intended function.

Goal 12: Transportation

Goal 12 requires cities, counties, metropolitan planning organizations, and ODOT to provide and encourage a “safe, convenient and economic transportation system.” This is accomplished through development of Transportation System Plans based on inventories of local, regional and state transportation needs. Goal 12 is implemented through OAR 660, Division 12, also known as the Transportation Planning Rule (“TPR”). The TPR contains numerous requirements governing transportation planning and project development. (See the “OAR 660, Division 12” section of this report for findings of compliance with the TPR.)

Response: The purpose of the Hood River IAMPs is to protect the function of the interchanges and their ability to serve future transportation demands, thereby preserving the State’s investment in the facilities. The IAMPs contain a discussion of the transportation analysis that was conducted in order to determine future demand, available capacity, deficiencies, and necessary improvements for the interchange areas. The analysis demonstrates that the planned transportation facilities will be adequate to safely and efficiently serve future trips generated by planned land uses for a period of at least 20 years.

To implement the IAMPs, they must be adopted into the Hood River County Transportation System Plan. The proposed action is to adopt the IAMPs as elements of the Hood River County Transportation System Plan. As part of this action, IAMP-related policy language, as provided in Appendix C of the IAMPs, is added to Goal 12 – Transportation section of the Hood River County Comprehensive Plan. In addition, legislative action as part of IAMP adoption is expected to modify the Zoning Ordinance (see Appendix D in the IAMPs). Amendments to Article 17 (Urban Growth Area Zoning Ordinance) of the County Zoning Ordinance are necessary to be consistent with recent City code amendments, with the goal of maintaining interchange function and ensuring that future development does not cause unexpected traffic volumes or create non-conforming access points. IAMP policies and associated ordinance requirements provide for coordination between the County and ODOT for any land use actions proposed within the IAMP Overlay Zone.

Local long-range plans must be consistent with State plans. Subsequent to local action, adoption of the IAMPs by the Oregon Transportation Commission will amend the Oregon Highway Plan to establish the long-range preferred interchange project alternatives for Exit 62 and Exit 63 & 64.

See additional findings in this report under OAR 660, Division 12 Transportation Planning Rule.

Oregon Transportation Plan (2006)

The Oregon Transportation Plan (OTP) is the state’s long-range multimodal transportation plan. The OTP is the overarching policy document among a series of plans that together form the State transportation system plan (TSP). An IAMP must be consistent with applicable OTP goals and policies. Findings of compatibility will be part of the basis for IAMP approval. The most pertinent OTP goals and policies for interchange planning are as follows:

POLICY 1.2 – Equity, Efficiency and Travel Choices

It is the policy of the State of Oregon to promote a transportation system with multiple travel choices that are easy to use, reliable, cost-effective and accessible to all potential users, including the transportation disadvantaged.

Response: Each IAMP presents a multimodal plan for transportation system improvements for the Hood River I-84 interchanges and the surrounding area, including projects for pedestrian and bicycle travel, as well as for motor vehicle needs. Improved bicycle and pedestrian facilities are incorporated into the design of future interchange improvements at each of the exits. Any new roadway projects (including local streets) will meet current applicable standards. Improvement projects in the IAMPs include several that are exclusively targeted at improving connectivity for pedestrians and cyclists within the interchange areas. Upon County adoption, these improvements will become part of the County TSP.

For Exit 62, the motor vehicle improvement projects identified along Cascade Avenue, Mt. Adams Avenue, and Country Club Road (including the future realigned section) would include sidewalks as part of a complete street project. The Exit 64 Interchange reconstruction project will include bike lanes along both sides, and sidewalk along the east side, of Button Bridge Road from Marina Way through the interchange ramps to the south. Lists of pedestrian and bicycle network projects in the vicinity of Exit 62 and Exits 63 & 64 can be found in Chapter 3 of the respective IAMPs and are shown in Figures 3 and 4 in the plans.

POLICY 1.3 – Relationship of Interurban and Urban Mobility

It is the policy of the State of Oregon to provide intercity mobility through and near urban areas in a manner which minimizes adverse effects on urban land use and travel patterns and provides for efficient long distance travel.

Response: The I-84 Exit 62 and I-84 Exit 63 & 64 IAMPs provide for improved safety and efficiency for travelers accessing Interstate 84 from residential, employment, and recreational areas in the City and Hood River County and facilitate intercity mobility between Hood River and other urban areas along the Columbia River, notably The Dalles to the east and the Portland metropolitan region to the west. The IAMPs document how access management and planned improvements will ensure that the Hood River I-84 exits will operate at levels consistent with the state’s mobility standards over the 20-year planning horizon.

POLICY 2.1 - Capacity and Operational Efficiency

It is the policy of the State of Oregon to manage the transportation system to improve its capacity and operational efficiency for the long term benefit of people and goods movement.

POLICY 2.2 – Management of Assets

It is the policy of the State of Oregon to manage transportation assets to extend their life and reduce maintenance costs.

Response: The Hood River IAMP project was developed in response to safety, capacity and operational efficiency issues affecting the existing I-84 interchanges serving the City of Hood River and Hood River County. Short-range actions in the IAMPs - the adoption of amendments to Urban Growth Area Article 17 related to access management objectives and recommendations - accomplish state management objectives by improving operational efficiency and extending the functional life of the interchanges.

Medium-and long-range actions address access management include requiring inter-parcel connectivity and restricting turning movements at key intersections as part of future redevelopment or at such time as traffic analysis shows the intersection is failing to meet standards. Through these

actions, the IAMPs protect long-term system capacity by ensuring that the interchange continues to function at a level that meets the mobility expectations of the state. The IAMPs contain policies that support developing a local roadway system that minimizes local trips on the interchanges, managing access on local roads and monitoring trips generated by new development in the vicinity of interchanges.

The stated purpose of the IAMPs is to protect the function of the interchange, thereby maximizing its operational life and the State's investment in the facility. This includes providing safe and efficient connections between local streets and the state highways and minimizing local traffic traveling through the interchange. The IAMPs require proposed changes to the planned land use system to demonstrate consistency with IAMP policies protecting the long-term function of the interchange facility (see Appendix D in the IAMPs, Hood River County Code Amendments).

POLICY 3.1 – An Integrated and Efficient Freight System

It is the policy of the State of Oregon to promote an integrated, efficient and reliable freight system involving air, barges, pipelines, rail, ships and trucks to provide Oregon a competitive advantage by moving goods faster and more reliably to regional, national and international markets.

POLICY 3.2 – Moving People to Support Economic Vitality

It is the policy of the State of Oregon to develop an integrated system of transportation facilities, services and information so that intrastate, interstate and international travelers can travel easily for business and recreation.

Response: I-84 is part of the National Highway System (NHS) and is a designated freight route between Portland and points east. Both I-84 and OR 35 are on the State Highway Freight System. The Exit 62, Exit 63, and Exit 64 interchanges provide vital links between I-84 and the employment areas in Hood River, particularly along the Waterfront, allowing vehicular (including truck) traffic onto and off of the highway at these locations. Representatives from freight/shipping interests, including local agricultural and industrial interests, directly participated through stakeholder interviews with project consultants and were indirectly represented by the Port of Hood River throughout the process. The IAMPs provide management tools to ensure continued mobility on I-84, while allowing safe and efficient vehicular movements onto, and in the vicinity of, the interchanges.

POLICY 4.1 - Environmentally Responsible Transportation System

It is the policy of the State of Oregon to provide a transportation system that is environmentally responsible and encourages conservation and protection of natural resources.

Response: The Hood River IAMPs were developed to identify necessary improvements to existing interchanges in anticipation of future growth. Land in the vicinity of the interchanges is currently developed or is planned for urban-level development. Through the implementation and construction of planned improvements in the vicinity of the Hood River exits, natural resources will be avoided or mitigated.

POLICY 5.1 – Safety

It is the policy of the State of Oregon to continually improve the safety and security of all modes and transportation facilities for system users including operators, passengers, pedestrians, recipients of goods and services, and property owners.

Response: Under No Build conditions in the year 2031, the intersections of 2nd Street at Cascade Avenue and OR 35 at State Street were found failing to comply with mobility standards during both the weekday and Sunday peak hours. In addition, the intersection of 2nd Street at Riverside Drive fails during the weekday peak hour. While the intersection of 2nd Street at Oak Street complies with mobility standards, the queues extending to the north from the future traffic signal interfere with upstream intersections during both the weekday and Sunday peak hours. This queue spillback is significant enough to cause long queues on the I-84 Exit 63 interchange ramps that extend back into or beyond the section of the ramp used for deceleration from freeway travel speeds. This creates a similar situation to what has been a common problem at the I-84 Exit 64 eastbound off-ramp (to be mitigated by the interchange reconstruction project), where ramp queues extend to the freeway and create safety and operational problems.

The I-84 Exit 63 & 64 IAMP responds to these safety issues directly by identifying necessary improvements to the interchange and surrounding local street network (see *Motor Vehicle Network Improvements* section in Chapter 3). The project alternatives for all of the interchanges will improve vehicular safety by adding capacity to reduce congestion and/or correcting geometric conditions that do not meet current standards. The project alternatives will improve bicycle and pedestrian safety by providing upgraded bikeways and walkways that meet current standards and include facility infill and extensions where needed to provide a continuous network while respecting the historic streetscape. Planned improvements are included in the draft TSP.

POLICY 7.1 – A Coordinated Transportation System

It is the policy of the State of Oregon to work collaboratively with other jurisdictions and agencies with the objective of removing barriers so the transportation system can function as one system.

Response: ODOT worked in collaboration with the City of Hood River, Hood River County, and the HCRH Advisory Commission to develop and adopt the IAMPs. Proposed IAMP-related policy language, included in the IAMPs (Appendix C), includes notifying ODOT of land use actions proposed within the IAMP Overlay Zone to ensure the continued coordination between ODOT, the City, and the County to protect the long-term function of the interchange.

POLICY 7.3 – Public Involvement and Consultation

It is the policy of the State of Oregon to involve Oregonians to the fullest practical extent in transportation planning and implementation in order to deliver a transportation system that meets the diverse needs of the state.

POLICY 7.4 - Environmental Justice

It is the policy of the State of Oregon to provide all Oregonians, regardless of race, culture or income, equal access to transportation decision-making so all Oregonians may fairly share in benefits and burdens and enjoy the same degree of protection from disproportionate adverse impacts.

Response: Findings under Goal 1 in this report provide a summary of the public involvement efforts that took place during development of the IAMPs. Various methods were used to gather public input about the interchange project and the management plan, including stakeholder interviews, a public open house, a project website, and a public review and comment period for the draft IAMPs. Input from citizens was used to evaluate alternatives.

Press releases to announce the open house were published in the Hood River News and posted on the City's webpage. The County publicized the public work session before the Planning Commission in the September 24, 2011 edition of the Hood River News and posted draft documents on its web-site. Opportunities for public comment and input were provided equally to all, regardless of race, culture or income.

The interchanges are existing facilities on the interstate highway system. The proposed modifications improve operations and also serve to manage traffic in the vicinity of the interchanges consistent with adopted local and State policies. None of the proposed actions or analyzed alternatives affect land outside the immediate interchange areas. No target Environmental Justice Groups - which include minorities, people with disabilities, the elderly, people that speak English as a second language or non-English speaking people, and low income populations – are disproportionately affected by the IAMPs.

Oregon Highway Plan

The Oregon Highway Plan (OHP) establishes policies and investment strategies for Oregon's state highway system over a 20-year period and refines the goals and policies found in the OTP. Policies in the OHP emphasize the efficient management of the highway system to increase safety and to extend highway capacity, partnerships with other agencies and local governments, and the use of new techniques to improve road safety and capacity. These policies also link land use and transportation, set standards for highway performance and access management, and emphasize the relationship between state highways and local road, bicycle, pedestrian, transit, rail, and air systems. The policies applicable to planning for improvement at the Hood River interchanges are described below.

***Policy 1A (Highway Classification)** defines the function of state highways to serve different types of traffic that should be incorporated into and specified through IAMPs.*

***Policy 1C (State Highway Freight System)** states the need to balance the movement of goods and services with other uses.*

Response: I-84 is classified as an Interstate Highway (NHS) and a State Freight Route by ODOT. Proposed interchange improvements and the access management plans, designed to minimize access points in the vicinity of the interchanges, were designed to ensure the safe and efficient high-speed, continuous-flow operation of I-84, consistent with this state policy. In addition, the proposed preferred project alternatives improve freight mobility through the area by addressing safety, capacity, and efficiency issues.

***Policy 1B (Land Use and Transportation)** recognizes the need for coordination between state and local jurisdictions.*

Response: Coordination between ODOT, the City, and the County occurred throughout the preparation of the IAMPs. A Project Management Team (PMT) was formed to inform the IAMP process and included members representing the City of Hood River, Hood River County, the Port of Hood River, ODOT and DLCD. The PMT met regularly to work through project milestones and deliverables, and reviewed draft documents in order to provide consensual revisions.

Policy 1F (Highway Mobility Standards) sets mobility standards for ensuring a reliable and acceptable level of mobility on the highway system by identifying necessary improvements that would allow the interchange to function in a manner consistent with OHP mobility standards.

Response: The analysis of future traffic conditions in the vicinity of the Hood River interchanges shows that all of the study intersections do not meet mobility standards and that Exit 63 does not meet acceptable safety standards. In their current configuration, the interchanges will not be able to accommodate the expected traffic volumes over a 20-year planning horizon. Mobility standards were used as a criterion for selecting the preferred sets of interchange improvements and developing an access management plan for each of the two interchange areas.

Policy 1G (Major Improvements) requires maintaining performance and improving safety by improving efficiency and management before adding capacity. ODOT works with regional and local governments to address highway performance and safety.

Response: Appendix I of the IAMPs summarizes the alternatives that were evaluated for their potential to accommodate existing and future traffic demand at the Hood River interchanges. The IAMPs includes an access management plan, one for Exit 62 and one for Exits 63 & 64, local street connectivity improvements, and other measures, such as traffic control devices, that do not add capacity on the interchanges themselves. While the eastbound off-ramp will need to be lengthened to provide additional queue storage, the I-84 Exit 63 recommended interchange improvements are focused on system management rather than modernization. The interchange ramp terminals will have adequate capacity to serve future demand; the recommended improvements are needed to address vehicle queuing through the interchange, which is a result of the capacity-constrained downtown area immediately adjacent to the interchange. At Exit 62, Cascade Avenue will ultimately need to be widened to include two travel lanes in each direction between I-84 and the intersection with Mt. Adams Avenue. This is due to increased traffic anticipated from the recommended realignment of Country Club Road from Cascade Avenue to a future Mt. Adams Avenue extension – a critical improvement for the Exit 62 interchange area that significantly improves intersection spacing and allows other elements of the transportation system to function adequately. Through the development of the two IAMPs, improvements were identified that maintained performance and improved safety without adding capacity. Only in the case of Cascade Avenue is a capacity improvement eventually necessary to accommodate future traffic demand and this is due to a roadway realignment that improves intersection spacing and safety.

Policy 2B (Off-System Improvements) helps local jurisdictions adopt land use and access management policies.

Response: Adoption of the land use and access management policies and implementation measures in the IAMPs protect the function of the interchanges and other related transportation improvements. The IAMPs' access management plans restricts direct access to the interchange and proposed improvements that enhance local street connectivity help ensure that a local street network, not I-84, will carry local trips and provide access to locations and properties in Hood River.

Policy 2F (Traffic Safety) improves the safety of the highway system.

Response: A principal reason for the improvements at Exit 64 and the proposed modifications to ramp length and local circulation in the vicinity of Exit 63 is to address safety issues associated with

vehicle queues that back up onto the mainline freeway. Likewise, the proposed realignment of Country Club Road will improve access spacing, thereby improving the function and safety of Exit 62. The IAMPs protect the safe and efficient operation of the interchanges by proposing facility improvements to meet the year 2031 traffic demand, regulating access, and providing alternatives to highway use via a planned local street network.

Policy 3A (Classification and Spacing Standards) sets access spacing standards for driveways and approaches to the state highway system.

Response: The IAMPs adhere to the approach road spacing standards established by OAR 734-051 (see *Access Management* section in Chapter 3). A number of existing access points do not meet State access spacing standards for driveway and approaches and the IAMPs detail how restricting key access points over time can improve operations and safety at the interchanges. Identified long-range actions include possible turning movement restrictions at the 2nd Street/Riverside intersection, constructing the Mt. Adams Avenue extension to the south of Cascade Avenue, realigning Country Club Road to connect with Mt. Adams Avenue, and removing the existing intersection of Country Club Road with Cascade Avenue (see Figure 9 in the Exit 62 IAMP). Implementing these actions will meet access spacing standards.

In addition, proposed “Access Management Blocks” (shown in Figure 9 in the Exit 62 IAMP and Figures 9 and 10 in the Exit 63 & 64 IAMP) provide the road map for future actions by identifying groups of properties where collaborative access planning and coordination can achieve necessary access management. The implementation of the access management plans is anticipated to occur incrementally over a long period of time, through property development/redevelopment or public construction projects. The Access Management Block framework in each plan provides a structure of existing and planned public streets and gives guidance for requiring future improvements on area properties. A key outcome of the access management plans is a reduction in direct access to interchange area crossroads, while maintaining the accessibility of abutting properties.

Policy 3C (Interchange Access Management Areas) sets policy for managing interchange areas by developing an IAMP that identifies and addresses current interchange deficiencies and establishes short, medium and long term solutions.

Response: The stated purpose of the IAMPs is to protect the function of the interchange, thereby maximizing its operational life and the State’s investment in the facility. The IAMPs provide recommendations for short-, medium- and long-range access management and implementation actions, as well as land use and transportation policies that are intended to protect the interchanges over the 20-year planning horizon.

OAR 660 Division 12 Transportation Planning Rule (TPR)

The purpose of the TPR is to implement Statewide Planning Goal 12 (Transportation) “to provide and encourage a safe, convenient and economic transportation system.” A major purpose of the Transportation Planning Rule (TPR) is to promote more careful coordination of land use and transportation planning, to ensure that planned land uses are supported by and consistent with planned transportation facilities and improvements. The TPR states that “coordinated land use and transportation plans should ensure that the planned transportation system supports a pattern of travel and land use in

urban areas that will avoid the air pollution, traffic and livability problems faced by other large urban areas of the country through measures designed to increase transportation choices and make more efficient use of the existing transportation system (660-012-0000(2)).” The TPR references OAR 731, Division 15 for ODOT coordination procedures for adopting facility plans.

Section 660-012-0005 through 660-012-0050

Response: These sections of the TPR contain policies for preparing and implementing a transportation system plan. The I-84 Exit 62 and I-84 Exit 63 & 64 IAMPs will be adopted as part of the County’s existing transportation system plan and most of these TPR sections are not applicable. The TPR requires that local governments adopt land use regulations consistent with state and federal requirements "to protect transportation facilities, corridors, and sites for their identified functions (OAR 660-012-0045(2))." As part of IAMP adoption, the County will revise the Zoning Ordinance, Urban Growth Area Article 17, to include a new IAMP Overlay Zone section, access management requirements, and traffic impact analysis requirements. The requirements of these new code sections will ensure that local land use actions are consistent with the transportation facility planning within the IAMPs.

Section 660-012-0055 – Timing of Adoption and Update of Transportation System Plans; Exemptions

Response: The Hood River County Transportation System Plan was last updated in 2011. It is recommended that the County adopt the Hood River IAMPs through an amendment to the adopted TSP. The IAMPs, as portions of the TSP, and implementing measures (IAMP documents’ Appendix D) will be reviewed by the DLCDC as a post acknowledgment plan amendment.

Section 660-012-0060 – Plan and Land Use Regulation Amendments

Response: Part (1) in this section requires that where an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation would significantly affect an existing or planned transportation facility, the local government must put in place measures to ensure that allowed land uses are consistent with the identified function, capacity, and performance standards of the facility. Current and future planned land uses were considered in developing the respective IAMP’s preferred interchange project alternative in order to ensure the interchanges’ ability to support future traffic demands.

Proposed policies and implementation measures within the IAMP (see Appendix C and Appendix D) emphasize an adequate, multi-modal local transportation system to relieve pressure on the interchanges and adherence to access management spacing standards. Proposed implementation measures also require that certain proposed land use actions within the IAMP Overlay Zone be noticed to ODOT and that plan amendments and zone changes within the IAMP area determine whether or not there will be a significant impact on the interchange facility. Related to this policy, Appendix D contains proposed development requirements that will be adopted by the County to add IAMP area-specific standards to the existing traffic impact analysis requirements. These standards will help ensure that transportation impacts that result from future development will be fully mitigated, thereby ensuring the continued functionality of the interchange.

OAR 731-015-0065 Coordination Procedures for Adopting Final Facility Plans

OAR 731-015-0065 regulates ODOT procedure for adopting facility plans. An IAMP is a facility plan. The procedure outlined in OAR 731-015-0065 requires that ODOT coordinate with DLCDC and local government agencies during development of the plan and provide a draft of the facility plan to affected cities, counties, and other agencies for comment. The facility plan must be consistent with statewide planning goals and local comprehensive plan policies, and findings of compatibility must be presented to the Oregon Transportation Commission for facility plan adoption.

Response: The Hood River IAMPs are the result of a collaborative planning effort between ODOT, the City, and the County. Coordination with DLCDC during IAMP development occurred primarily through field staff notification of, and participation during, project team meetings and agency review of draft IAMP products prior to adoption. Findings addressing statewide goals and requirements, as well as local plan policies are included in this staff report. A final draft of the IAMPs will be provided to all affected government and other agencies, and any potential conflicts with state or local plans will be jointly resolved through the local public adoption process. Findings of compliance with Statewide Planning Goals and local comprehensive plans also will be included in materials for presentation to the Oregon Transportation Commission. Adoption of the IAMPs will take place in conformance with provisions in this OAR section.

OAR 734, Division 51. Highway Approaches, Access Control, Spacing Standards and Medians

OAR 734-051 governs the permitting, management, and standards of approaches to state highways to ensure safe and efficient operation of the state highways. OAR 734-051 policies address the following:

- How to bring existing and future approaches into compliance with access spacing standards, and ensure the safe and efficient operation of the highway;
- The purpose and components of an access management plan; and
- Requirements regarding mitigation, modification and closure of existing approaches as part of project development.

Section 734-051-0125, Access Management Spacing Standards for Approaches in an Interchange Area, establishes interchange management area access spacing standards. Section 734-051-0155(7) specifies elements that are to be included in IAMPs, such as short-, medium-, and long-range actions to improve operations and safety within the designated study area.

Response: The access management plan component of the Hood River IAMPs includes development standards that regulate access spacing for new development and redevelopment near the interchange (Table 3 in the I-84 Exit 62 IAMP; Tables 5 and 6 in the I-84 Exit 63 & 64 IAMP). These standards restrict access within 1,320 feet from the interchange. For example, right-in/right-out access on the right side of Button Bridge Road (when moving away from I-84) is allowed at a distance no closer than 750 feet from the Exit 64 interchange ramp terminal and a right-in/right-out access is allowed on Cascade Avenue at no closer than 750 feet (990 feet, once the corridor is widened) from the Exit 62 interchange ramp terminal.

The access management plans identify existing approaches and driveways in the vicinity of the interchanges that require modification. Tables associated with Access Management Blocks (shown in

Figure 9 in the Exit 62 IAMP and Figures 9 and 10 in the Exit 63 & 64 IAMP) describe medium-range and long-range access strategies for closing, consolidating, or moving access points as part of future development proposals or as funding becomes available, so that compliance is achieved over time.

Two of the Exit 62 and three of the Exit 63/64 Access Management Blocks fall outside of Hood River City Limits, but are within the UGA; part of Blocks A and B (Westcliff Drive) at Exit 62 and Blocks J, L, and M in the vicinity of Exit 64. Due to topography and the limited connectivity in the area, Westcliff Drive will continue to provide access to properties north of I-84, west of Exit 62. However, to minimize congestion and potential conflicts in the vicinity of the interchange, the Access Management Plan calls for minimizing the number of access points within 1,320 feet of the I-84 westbound ramp terminal. Opportunities to consolidate or relocate access point further west would happen over time, through development or redevelopment of properties, or as part of future roadway improvements. The intent to minimize the number of access points that have the potential to interfere with highway operations is similar at Exit 64. Here, future improvements on properties in the vicinity of the OR 35/State Street/Historic Columbia River Highway intersection and Button Bridge Road would need to address opportunities to establish shared accesses between properties/businesses where feasible in order to minimize the number of access points to OR 35.

It is anticipated that these recommendations will be modified following coordination with area property owners, the City of Hood River, Hood River County, and ODOT; the City and County will use the access plans for guidance when requiring improvements on area properties in order to work toward the ultimate access spacing goals. If future access points are proposed that do not conform to the access management plans in the IAMPs and will not meet access the spacing standards outlined in OAR 734-051-0125, approved deviations to the interchange and roadway approach (public and private streets and driveways) access spacing standards are required pursuant to OAR 734-051-0135.

Hood River County Transportation System Plan

The Hood River County Transportation System Plan was last updated in 2011. It is recommended that the County adopt the IAMPs through an amendment to the adopted TSP. The IAMPs, as portions of the TSP, and implementing measures (IAMP documents' Appendix D) will be reviewed by DLCD as a post-acknowledgment plan amendment. The following TSP goals are directly relevant to planning for the three Hood River I-84 interchanges.

2.4.1 Goal A. Transportation Balance – Design a balanced transportation system that maximizes the efficiency of the existing system, provides transportation options at appropriate minimum service standards, reduces reliance on the single occupant automobile where other modes or choices can be made available, and takes advantage of the inherent efficiencies of each mode, while providing a safe, convenient, and economic transportation system to serve area needs that is in harmony with the County's land uses.

Policy A1 – Provide a county road system that meets the needs for travel between and through the county, recognizing the needs for both local and through travel, with OR 35 and the Hood River Highway (281) as the primary through routes.

Policy A5 – Ensure accommodation of truck freight to serve the farming and forestry sectors of the county's economy.

Strategy – Participate in efforts to explore the need for and feasibility of long-term improvement to the bridge between Hood River and White Salmon/Bingen, Washington.

Response: Each IAMP presents a multimodal plan for transportation system improvements for the Hood River I-84 interchanges and the surrounding area, including projects for pedestrian and bicycle travel, as well as for motor vehicle needs. Specifically, the IAMPs include improved bicycle and pedestrian facilities as part of the design of future interchange improvements at each of the exits. Improvement projects in the IAMPs include several that are exclusively targeted at improving connectivity for pedestrians and cyclists within the interchange areas.

In addition, the IAMPs were developed in consultation with the Port of Hood River and ODOT's Motor Carrier Transportation Division to ensure that proposed improvements in the vicinity of the Hood River exits improved access and safety for freight carriers, to and from industrial areas of the City.

The County currently requires that certain transportation improvements (such as those not in the adopted TSP) are subject to Site Plan Review. Proposed amendments to these requirements clarify that findings accompanying a Site Plan Review application include solutions addressing multi-modal safety, mobility and connectivity.

GOAL 2: Transportation facilities designed, constructed, and maintained in a manner that enhances Hood River's livability.

POLICIES:

- 1. Ensure the livability of Hood River through proper location and design of transportation facilities.*
- 6. Support the preservation of the Historic Columbia River Highway, while ensuring its effective function as a City arterial.*
- 7. Maintain and enhance accessibility to recreational opportunities and tourism attractions.*

Response: The development of the IAMPs, including the recommended improvements associated with Exits 62, 63 and 64, was accomplished through a collaborative effort between the City of Hood River, Hood River County, the Port of Hood River and ODOT. Staff and officials were involved at every step of the planning process to ensure that proposed improvements were properly located and designed to meet the needs of County residents. In addition, the importance of access to the waterfront for tourism and recreational activities were considered in developing these transportation refinement plans.

In order to support the historic function and look of the Historic Columbia River Highway, the Historic Columbia River Highway Advisory Committee met several times with ODOT staff to advise in the plan for the eventual widening of Cascade Avenue between I-84 and the intersection with Mt. Adams Avenue. ODOT worked closely with this Advisory Committee to determine an acceptable design for this needed improvement. The Advisory Committee ultimately adopted a Programmatic Agreement to accommodate the wider cross-section in a critical segment of Cascade Avenue.

2.4.2 Goal B. Connectivity – Provide a transportation system with connectivity among modes within and between the County’s urban areas and rural service centers, with ease of transfer among modes and between local and state transportation systems.

Policy – In lieu of major capacity expansions, strive to maintain existing travel times for both autos and freight through high levels of facility management (acceleration/deceleration lanes, turn refuges, coordinated signals, and access management).

Strategy – Investigate the need for improvements to the Highway 35/I-84 interchange. Participate in other studies that are exploring changes to this intersection.

Response: The I-84 Exit 64 - East Hood River Interchange project was identified as a high priority construction project by Hood River County, the City of Hood River, and the Port of Hood River. It is listed in the Approved 2008-2011 Statewide Transportation Improvement Program (STIP) and, through OTIA III funding, is currently being improved. An IAMP is required for any new or significantly reconstructed interchange pursuant to OAR 734-051-0155(6). The I-84 Exit 63 & 64 IAMP meets this goal by identifying necessary improvements to the interchange and surrounding local street network (see *Motor Vehicle Network Improvements* section in Chapter 3). The project alternatives for Exit 64, as well as the other two interchanges, will improve vehicular safety by adding capacity to reduce congestion and/or by correcting geometric conditions that do not meet current standards. The project alternatives will improve bicycle and pedestrian safety by providing upgraded bikeways and walkways that meet current standards and include facility infill and extensions where needed to provide a continuous network while respecting the historic streetscape.

2.4.3 Goal C. – Highway and Roadway Congestion – Define minimum levels of service and assure balanced, multi-modal accessibility to existing and new development to achieve the goal of compact, highly livable urban areas and rural community centers.

Strategy – Ensure coordination between the County and the State to effectively implement access management requirements as mandated for state highways in OAR 734-051 and to balance state requirements with the needs of specific land uses and property owners.

Response: The IAMPs document how access management and planned improvements will ensure that the Hood River I-84 exits will operate at levels consistent with the state’s mobility standards over the 20-year planning horizon. Short- medium-, and long-range actions in the IAMPs improve operational efficiency and enhance safety in the vicinity of the Hood River I-84 exits. A number of existing access points currently do not meet State access spacing standards for driveway and approaches. While multi-modal accessibility will be retained, the IAMPs detail how actions to restrict key access points over time can improve operations and safety at the interchanges. Identified long-range actions would bring notable changes to circulation within City limits, including possible turning movement restrictions at the Street/Riverside Drive intersection, constructing the Mt. Adams Avenue extension to the south of Cascade Avenue, realigning Country Club Road to connect with Mt. Adams Avenue, and removing the existing intersection of Country Club Road with Cascade Avenue (see Figure 9 in the Exit 62 IAMP). Implementing these actions will meet access spacing standards. Access management recommendations outside of City limits, within the UGA, focus on how individual properties are accessed, with the intent of minimizing access points in the vicinity of the interchanges. The Access Management Plan in each of the IAMPs recognizes the needs of individual

property owners to have access to the transportation system, while at the same time identifies ways to maintain future safety and mobility at the I-84 interchanges.

Regarding mobility on local streets, the City of Hood River has recently revised the City's mobility standards to require a minimum level of service (LOS) D on streets and signalized and unsignalized intersections. This change, from LOS C to LOS D, was in recognition of the trade-offs between increased congestion and the expense, as well as the impacts on the landscape and environment, of building transportation facilities to the standard. Hood River County has an established mobility standard of LOS C that applies to all roads and intersections under County jurisdiction. It is recommended that this standard be changed to LOS D in the Hood River Urban Area to be consistent with the City's standard and the expectations of how the urban area looks and functions in the future.

Goal 2.4.7 Goal G. Social and Land Use Impacts – Develop a transportation system that supports planned land uses and balances the expansion of transportation facilities with the protection of social, cultural and environmental resources.

Strategies

Promote cooperation between ODOT and local governments in planning and project development.

Work with ODOT to ensure that the needs and input of local property owners in the County are balanced with mobility objectives and state requirements in approving or controlling access to properties located adjacent to state highways.

Consider the findings of ODOT's draft Environmental Impact Statements and Environmental Assessments as integral parts of the land use decision-making procedures.

Response: The IAMPs contain a discussion of the transportation analysis that was conducted in order to determine future demand, available capacity, deficiencies, and necessary improvements for the interchange areas. The analysis demonstrates that the planned transportation facilities respect historic and natural resource in design and will be adequate to safely and efficiently serve future trips generated by planned land uses for a period of at least 20 years. Detailed environmental assessments will be required at the time of project development to ensure that improvements will not detrimentally impact natural, historic or cultural resources, or that any possible impacts can be mitigated.

Goal 2.4.8 Goal H. Economic Impacts – Expand and diversify the County's economy through the efficient movement of goods, services and passengers in a safe, energy-efficient and environmental sound manner.

Strategy – Promote I-84/OR 35 as an alternate route from Portland to Mt Hood recreation areas. Specific strategies could include signage on I-84 near Troutdale and Hood River identifying OR35 as an alternative route.

Response: The IAMPs help ensure that local traffic, including freight and commercial vehicles, have safe and efficient access to the interstate, to and from the downtown, the Port of Hood River, and commercial and employment areas around Exit 62. In particular, as a result of a collaborative effort between the City, the Port, and ODOT, the I-84 Exit 63 & 64 IAMP recognizes and plans for the possibility of an increase in site development intensity and economic development potential at the Port (see Accommodating Increased Development Intensity on the Waterfront section in Chapter 3).

In addition, proposed improvements and access management elements in the I-84 Exit 63 & 64 IAMP will address safety (queuing) issues, thereby better accommodating visitor traffic and supporting tourism. Adopting the IAMPs will ensure that transportation improvements will be available to support the planned uses in Hood River's employment areas, consistent with this economic development goal.

Hood River County Comprehensive Plan

The County's Comprehensive Land Use Plan is the policy basis for county land use planning. The following goals are relevant to planning for the Hood River I-84 interchanges.

GOAL 1 - CITIZEN INVOLVEMENT

A. GOAL: Maintain a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.

Response: The proposed adoption action is a legislative amendment to the County's Transportation System Plan, an element of the adopted Comprehensive Plan that incorporates by reference the Hood River IAMPs. As discussed in the Statewide Land Use Goals findings, the public involvement process included numerous meetings with the Stakeholder Working Group, stakeholder interviews, an open house, and personal outreach by ODOT staff to those property and business owners potentially impacted by improvements at and near the exits. A public adoption process was also conducted by the City of Hood River, resulting in the adoption of the two IAMPs on September 26, 2011.

The County has established procedures for conducting notice and public hearings for legislative actions found in Article 62. All applicable notice and public hearing procedures have been followed to process this legislative ordinance amendment. Notice of the Planning Commission public hearing was published in the Hood River News on October 1, 2011, 11 days in advance of the public hearing, consistent with County requirements. In addition, Notice of Public Hearing was mailed on September 21, 2011 to property owners, affected local, state, federal agencies, and neighboring jurisdictions, in compliance with County and State notice requirements. The proposed amendments were made available on the County's web site and at the County Business Administration Building. Findings and conclusions have been prepared. A public work session was held on September 28, 2011 and continued to October 12, 2011. The public hearings will provide further opportunity for public comment.

GOAL 2 – LAND USE PLANNING

A. GOALS:

1. Governmental agency management plans shall be consistent with Hood River County's Comprehensive Plan.

2. To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions. City, County, State, and Federal agency and special district actions related to land use shall be consistent with this Comprehensive Plan.

Response: Adoption of the IAMPs provides a planning and policy framework on which to base decisions and actions related to land use in the vicinity of the Hood River I-84 exits. Specifically, the IAMPs help guide future decisions on the provision of necessary transportation improvements and access management based on the identified future needs in the vicinity of the interchanges. The requested action is to amend the Hood River County Transportation System Plan, an element of the County's Comprehensive Plan, to include the I-84 Exit 62 and I-84 Exit 63 & 64 IAMPs.

Policies under Goal 2 include coordination with other affect governmental units. The IAMPs were prepared jointly by the City of Hood River, Hood River County, and ODOT with close consultation with the Port of Hood River; coordination between these agencies took place routinely throughout the planning process.

GOAL 3 - AGRICULTURAL LANDS

Response: Not applicable. There are no lands in the vicinity of the interchanges that are designated or used for agricultural purposes.

GOAL 4 - FOREST LANDS

Response: Not applicable. There are no lands in the vicinity of the interchanges that are designated forest land.

GOAL 5 - OPEN SPACES, SCENIC AND HISTORIC AREAS, AND NATURAL RESOURCES

Response: Adoption of the IAMPs will not adversely impact any Goal 5 resources. As detailed in the Statewide Planning Goals findings in this report, a section of the Historic Columbia River Highway (Cascade Avenue) will eventually need to be widened to accommodate increased traffic demand due to the proposed Country Club Road realignment. Planning for this facility was conducted with utmost deference to its historic value and in close consultation with the Historic Columbia River Highway Advisory Committee. A detailed environmental assessment will be required at the time of project development.

GOAL 6 - AIR, WATER AND LAND RESOURCE QUALITY

Response: The proposed legislative action will not impact any Goal 6 resources.

GOAL 7 - NATURAL DISASTERS

Response: Not applicable.

GOAL 8 - RECREATIONAL NEEDS

A. GOALS:

- 1. Satisfy the open space, recreation and park needs of community residents and visitors.*
- 2. Ensure a compatible variety of recreation opportunities.*

Response: Goal 8 is not directly applicable to this action, as the IAMPs do not directly plan for recreational land or needs. However, safe and efficient access to the Riverfront for both employment and recreational needs was a guiding objective in the planning process and, in particular, the development of the I-84 Exit 63 & 64 IAMP.

GOAL 9 – ECONOMIC DEVELOPMENT

A. GOALS:

1. *To maintain and provide for a stable and healthy agricultural and forest product based economy. Heavy industry shall be discouraged. Tourist, commercial, or light or medium industrial growth shall only be encouraged to the extent that it does not significantly alter the rural character, or the existing agriculture and forestry base of the economy in those areas designated as resource land.*
2. *To maintain and provide for a stable and healthy economy to encourage labor-intensive and light industrial and commercial growth in order to increase employment opportunities for present and future residents of the Hood River/Westside area.*
3. *To maintain and enhance the Columbia Gorge as a scenic and recreational attraction within Hood River County.*

Response: The interchange-related goal, policies and strategies, found in Appendix C of the IAMPS, acknowledges the vital importance three Hood River interchanges have in providing access to and from I-84 from employment areas within the City. The IAMPs help ensure that local traffic, including freight and commercial vehicles, have safe and efficient access to the interstate, to and from the downtown, the Port of Hood River, and commercial and employment areas around Exit 62. In particular, as a result of a collaborative effort between the City, the Port, and ODOT, the I-84 Exit 63 & 64 IAMP recognizes and plans for the possibility of an increase in site development intensity and economic development potential at the Port (see *Accommodating Increased Development Intensity on the Waterfront* section in Chapter 3). In addition, proposed improvements and access management elements in the I-84 Exit 63 & 64 IAMP will address safety (queuing) issues, thereby better accommodating visitor traffic and supporting tourism. Adopting the IAMPs will ensure that transportation improvements will be available to support the planned uses in Hood River's employment areas, consistent with this County economic development goal.

GOAL 10 – HOUSING

A. GOALS:

1. *Provide for the housing needs of present and future residents.*
2. *Provide lands for housing which support, maintain, and do not interfere with agriculture, forestry, and the rural character.*

Response: The adoption of the IAMPs will not impact the amount of land available for housing. Very little residential land is directly impacted by the recommended improvements in the IAMPs. Indirectly, because the three Hood River I-84 exits also serve the residences in the City and County, improvements to the function and safety of these interchanges will support existing and future residential development.

GOAL 11 - PUBLIC FACILITIES AND SERVICES

Response: Not applicable. County policy under this goal pertains to sewer and water facilities and therefore do not apply.

GOAL 12 – TRANSPORTATION

A. GOAL A: Transportation Balance. To design a balanced transportation system that maximizes the efficiency of the existing system, provides transportation options at appropriate minimum service standards, reduces reliance on the single occupant automobile where other modes or choices can be made available, and takes advantage of the inherent efficiencies of each mode, while providing a safe, convenient, and economic transportation system to serve area needs that is in harmony with the County's land uses.

B. GOAL B: Connectivity. To provide a transportation system with connectivity among modes within and between the County's urban areas and rural service centers, with ease of transfer among modes and between local and state transportation systems.

C. GOAL C: Highway & Roadway Congestion. To define minimum levels of service and assure balanced, multi-modal accessibility to existing and new development to achieve the goal of compact, highly livable urban areas and rural community centers.

D. GOAL D: Roadway Conditions. To ensure adequate roadway conditions to meet goals regarding accessibility, levels of service, and reduced congestion.

E. GOAL E: Safety. To integrate safety as a primary consideration in the design, improvement, and maintenance of the transportation system.

F. GOAL F: Environmental and Energy Impacts. To avoid effects to the natural and built environments in the design, construction, and operation of the transportation system. Where adverse effects cannot be avoided, minimize or mitigate their effect on the environment.

G. GOAL G: Social and Land Use Impacts. To develop a transportation system that supports planned land uses and balances the expansion of transportation facilities with the protection of social, cultural, and environmental resources.

H. GOAL H: Economic Impacts. To expand and diversify the County's economy through the efficient movement of goods, services and passengers in a safe, energy-efficient, and environmentally sound manner.

I. GOAL I: Funding. To ensure adequate funding of needed transportation system improvements

Response: The IAMPs document the transportation analysis that was conducted in order to determine future demand, available capacity, deficiencies, and necessary improvements for the interchange areas. The analysis demonstrates that the planned transportation facilities will be adequate to safely and efficiently serve future trips generated by planned land uses within the 20-year planning horizon. As shown in other findings in this report, in particular under Statewide Planning Goal 12 and the

Hood River County Transportation System Plan headings, adoption of the IAMPs is consistent with the County's adopted Goal 12 goals.

The proposed action is to adopt the IAMPs as elements of the Hood River County TSP. This will include adopting projects and the access management plans identified in the IAMPs that will provide a guide to short-, medium, and long-range actions needed to preserve interchange capacity, efficiency, and safety.

Policy language, as provided in Appendix C, establishes the function and purpose of the Hood River exits and supports the long-range functionality of the interchanges. Proposed changes to the Zoning Ordinance, Appendix D of the IAMPs, will be adopted in order to maintain interchange function and ensure that development inconsistent with the objectives of the IAMPs does not cause unexpected traffic volumes or create non-conforming access points. IAMP policies and associated code requirements provide for coordination between the County and ODOT for land use actions proposed within the IAMP Overlay Zone.

GOAL 13 - ENERGY CONSERVATION

Response: Not applicable.

GOAL 14 – URBANIZATION

I. PURPOSE

UGA management is a critical aspect of land-use planning in the Hood River Community. The following policies and procedures shall serve as the basis for decisions pertaining to land use and development in the UGA and thereby help to ensure wise and efficient transition.

It is the purpose of the Urban Growth Policies for the Hood River UGA to:

- A. Contain urban development within areas planned for future expansion where basic urban services such as sewer, water facilities, police and fire protection can be efficiently and economically provided.*
- B. Conserve resources through orderly development of land.*
- C. Preserve farm land and open space outside the UGB.*
- D. Make more efficient use of local tax dollars in locating facilities and providing services within the UGA.*
- E. Provide property owners greater security in long-range planning and investments.*
- F. Make it possible for utility extensions, and transportation facilities to be designed and located so as to more closely match population growth.*
- G. Preserve and enhance the livability of the area.*

Response: The purpose of the Hood River IAMPs is to protect the function of the interchange. The plans identify necessary improvements to, and around, the facilities that will ensure that necessary capacity is available for the expected 20-year growth. Consistent with the County's adopted urbanization policies, adopting the IAMPs and associated policies and code language support urban development within the UGA.

Hood River County Article 62 – Legislative Amendments

Section 62.00 – Initiation

An amendment, supplement or change to the text or maps of this ordinance may be initiated by:

A. The Board of Commissioners.

B. The Planning Commission.

C. The Planning Director.

Response: The legislative action of IAMP adoption, including the associated amendments to the County's official zoning map, is being initiated by the Planning Director.

Section 62.02 – Procedures

A. A public hearing shall be held by the Planning Commission on all changes initiated by the proceedings of Section 62.00.

B. The Planning Commission may continue the hearing from time to time to gather additional evidence it feels necessary to render a reasonable decision. No additional notice is necessary if the hearing is continued to a date certain. Reasonable effort shall be made to give the public notice of any continued hearing date.

C. At the close of the hearing, a recommendation regarding the change or amendment, together with relevant information shall be referred within a reasonable time to the Board for action.

D. Within 30 days from receipt of the recommendation the Board shall conduct a public hearing, which may be continued from time to time to gather additional information. No additional notice is necessary if the hearing is continued to a time certain.

E. At the close of the hearing the Board shall render a decision either immediately thereafter or at a specified time indicated at the close of the hearing.

Response: Pursuant to this Section, the Planning Commission will formulate a recommendation to be forwarded to the Board of County Commissioners during a public hearing held for this purpose. The BOC is expected to conduct a public hearing on November 21, 2011.

Section 62.04 – Notice

Notice of the time, place and purpose of the Planning Commission and Board's hearing shall be given in the following manner:

A. By publication of a notice in a newspaper of general circulation at least 10 days prior to the date of the hearing.

B. By notification through regular mail of all property owners in the proposed zoning areas and all property owners located within 250 feet of the exterior boundary or the proposed zone change.

C. By notification through regular mail to affected local, state and federal agencies, the cities of Hood River and Cascade Locks, and individuals who request such notice.

D. Failure to receive notification of the public hearing shall not invalidate the zone change.

Response: Public notice of this legislative adoption process was published in the Hood River News on October 1, 2011, 11 days prior to the hearing date. In addition, Notice of Public Hearing was mailed September 21, 2011 to property owners, affected local, state, federal agencies, and neighboring jurisdictions, in compliance with County notice requirements.

ATTACHMENTS to Staff Report:

- Attachment I: Public Comment

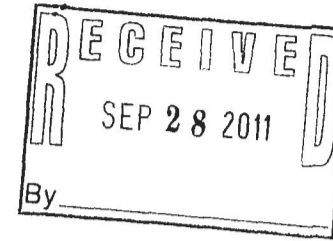
EXHIBITS:

- Exhibit A: I-84 Exit 62 Interchange Area Management Plan
- Exhibit B: I-84 Exit 63 & 64 Interchange Area Management Plan
- Exhibit C: Policy Document Changes (Goal 12)
- Exhibit D: Zoning Ordinance Changes

ATTACHMENT I

(Public Comment)

To: Hood River County Planning Commission 09/28/11
From: Steve Tessmer
Re: TSP comments regarding Westcliff Commercial District



Dear Commissioners,

The following testimony was submitted to City of Hood River during their TSP review process and was echoed many times at the public hearings by property owners on Westcliff Drive. Please consider this my written testimony regarding the IAMP:

Westcliff Commercial District (WCD) poses several unique challenges when considering development standards and priorities in the TSP and IAMP.

As the "Gateway" to Hood River, the WCD welcomes I-84 travelers with easy access to lodging, food and gas. But more importantly, it is the last chance for westbound traffic to stop or extend their stay in Hood River. ODOT has recognized the importance of Exit 62 and has drafted a functional long-term plan to improve access to this area. However, it is critical that construction plans allow for continuous access throughout the process.

In addition to safe and adequate access, it is important that the TSP provide WCD with a reasonable and functional set of development standards to encourage investment in expansion, improvements and compatible new development.

While the west end of Westcliff may be appropriately classified as a Local Road, it will always be a dead end road with limited development capacity; and is therefore unlikely to ever meet the traffic threshold intended for this classification.

Existing right of ways and terrain make it virtually impossible for WCD businesses and property owners to meet current development standards.

Meeting existing and proposed standards would be financially prohibitive for most commercial businesses in the WCD; thus discouraging investment. In addition to installation costs, these important businesses cannot afford to lose any of their already limited parking spaces or potentially developable land.

Because W. Westcliff is a dead end road, it will not become an attractive route for cyclists or pedestrians unless the extremely expensive Historic Columbia River Highway connection to Ruthton Point is completed. Even then, a simple multi-use lane on the South side of Westcliff Drive, marked with a white line, would be a safe and adequate requirement that would far surpass current conditions on Highline Drive (which access the much more heavily traveled historic highway route).

Previous standards would have required curb, gutter, storm drains, sidewalks and a new bridge across Phelps Creek, as well as the destruction of mature (and historic)

Attachment **I**

landscape features at Columbia Gorge Hotel and Vagabond Motel, relocation of important existing signs and the loss of critical parking. Such consequences would not serve the interests of Hood River.

In addition, the proposed HCRH standards would further increase these costs and loss of parking for these businesses. While most Westcliff property owners support HCRH's effort to make this connection to Ruthton Point, the incredibly high costs to do so should not include destroying the gateway to Hood River. As proven by the Highline example, it is simply not necessary to meet the objectives of HCRH.

During the planning phase of our project, ODOT expressed concern for the safety of Westcliff pedestrians and cyclists if they used a north-side path or sidewalk because they would be forced to cross 14 commercial access points on the way to Ruthton Park, whereas a multi-use lane on the South side would cross none.

Given the limited growth and future use potential, Westcliff Drive is already adequate to support the WCD.

For these reasons, transportation on Westcliff would be best served by adding a simple multi-purpose lane, marked with a white line, to provide safe and adequate pedestrian, cycle and vehicle access.

The new TSP and IAMP are intended to provide some flexibility. However, to avoid the hassles of seeking an exception and facing potential appeals, it would make more sense to identify WCD as a unique commercial district, with these adequate and appropriate standards within the new TSP.

Both Hood River County Planning Commission and ODOT originally recommended the multi-purpose path on the south side of Westcliff but there may have been some complications with the freeway ROW. It is likely that both could be convinced to allow this reasonable solution if it became a recommendation of the TSP.

Respectfully,

Steve Tessmer, Managing Member
Aerie Development, LLC
dba Columbia Cliff Villas
3880 Westcliff Drive
PO Box 887
Hood River, OR 97031
541-490-8081
steve@columbiacliffvillas.com

Public Comment provided to the
Co. Comm. the night of
the Hearing (11-21-11)

Josette Griffiths

From: melanie thompson [tommiart@gorge.net]
Sent: Monday, November 21, 2011 12:37 PM
To: plan dept
Cc: Cindy Walbridge; Kevin Liburdy; Mark Lago; Josette Griffiths
Subject: comment for IAMP public hearing

Hood River City and Hood River County Bldg/Planning Depts,

I haven't followed this issue closely but would like to submit a note for the record. It may or may not be relative to the IAMP overlay plans, but I did not want to miss an opportunity to comment about an issue of importance to the residents of Rocky Rd. My letter to Dave Bick and Gary Lindemeyer is a follow up to a request that they consider re-aligning the sewer to the west side of Rocky Rd if and when it proceeds south. It makes much sense to re-align instead of continuing along the east side of the road with respect to the many old growth trees that would be destroyed via the excavation process (either literally or fatal root damage over time). The west side is minimally developed and clear of trees. I hope that their decision will be recognized and upheld when Rocky Rd is provided with a sewer line in the future.

Please add this to the file for reference. Thank you very much for your time and attention.

Respectfully,

Melanie Thompson, 585 Rocky Road, Hood River, OR 97031

----- Original Message -----

From: Dave Bick
To: melanie thompson
Cc: Gary Lindemeyer
Sent: Friday, November 14, 2008 2:26 PM
Subject: RE: thanks

Greetings, Melanie,

Thank you for writing. It's nice to get a "good" letter or email from time to time. Makes for a nice start to the weekend.

Hope yours is good as well.

Dave

From: melanie thompson [mailto:tommiart@gorge.net]
Sent: Friday, November 14, 2008 2:22 PM
To: Dave Bick
Subject: thanks

Dave Bick
City of Hood River
Public Works

Nov 13 2008

Hi Dave,

Hope this finds you well and enjoying the colors of fall. It's been awhile since I've been in to bug you, but it did come to me today to write a quick note.

I just wanted to thank you and Gary once again for agreeing to re-align the sewer to the western half of Rocky Road whenever it does begin to head south from the corner of the 'HOPE' property. I'm thrilled that you both appreciate saving the old-growths on the east side of the street. I can't tell you how many people to whom I've had the opportunity to edify both of you for seeing the value and wisdom in this decision.

Thank you from our entire neighborhood.

Take care Dave.

Sincerely,
Melanie Thompson

r County
partment
Street
OR 97031



DEPT OF

NOV 23 2011

**LAND CONSERVATION
AND DEVELOPMENT**

Attn: Plan Amendment Specialist
Dept. of Land Conservation & Development
635 Capitol Street NE, Suite 150
Salem, OR 97301-2540