



Oregon

Theodore R. Kulungoski, Governor

Department of Land Conservation and Development

635 Capitol Street, Suite 150

Salem, OR 97301-2540

(503) 373-0050

Fax (503) 378-5518

www.lcd.state.or.us



NOTICE OF ADOPTED AMENDMENT

4/12/2010

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 004-09

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: Friday, April 23, 2010

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: Anne Debbaut, Hood River County  
Jon Jinings, DLCD Community Services Specialist  
Bill Holmstrom, DLCD Transportation Planner  
Gary Fish, 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 STAMP**

**DEPT OF**

**APR 05 2010**

**LAND CONSERVATION AND DEVELOPMENT**

Jurisdiction: **Hood River County**

Local file number: **#09-0109**

Date of Adoption: **March 31, 2010**

Date Mailed: **April 2, 2010**

Was a Notice of Proposed Amendment (Form 1) mailed to DLCD?  Yes  No Date: **12-18-09**

Comprehensive Plan Text Amendment

Comprehensive Plan Map Amendment

Land Use Regulation Amendment

Zoning Map Amendment

New Land Use Regulation

Other: **TSP Amendment**

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

**Amendment to Bicycle Element of 2003 Hood River County TSP. Bicycle Plan as Resource Element of Comprehensive Plan; amendments to TSP; amendments to Comprehensive Plan.**

Does the Adoption differ from proposal?

**Only one minor change; the references to a multi-use path being located on the "north side" of Westcliff Drive were removed from the plan.**

Plan Map Changed from: **No change**

to:

Zone Map Changed from: **No change**

to:

Location: **N/A**

Acres Involved:

Specify Density: Previous: **N/A**

New:

Applicable statewide planning goals:

<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>	<b>17</b>	<b>18</b>	<b>19</b>
<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  No

If no, do the statewide planning goals apply?

Yes  No

If no, did Emergency Circumstances require immediate adoption?

Yes  No

DLCD File No. 004-09 (18021) [16071]

**DLCD file No.** \_\_\_\_\_

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

**Oregon Department of Transportation, Hood River County, City of Hood River, Hood River County Parks and Recreation District.**

Local Contact: **Eric Walker, Principal Planner**

Phone: **(541) 387-6840** Extension:

Address: **Hood River County, 601 State St.**

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

City: **Hood River**

Zip: **97301**

E-mail: **eric.walker@co.hood-river.or.us**

### **ADOPTION SUBMITTAL REQUIREMENTS**

**This Form 2 must be received by DLCD no later than 5 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, please print this Form 2 on light green paper if available.
3. Send this Form 2 and One (1) Complete Paper Copy and One (1) Electronic Digital CD (documents and maps) of the Adopted Amendment to the address in number 6:
4. **Electronic Submittals: Form 2 – Notice of Adoption will not be accepted via email or any electronic or digital format at this time.**
5. The Adopted Materials must include the final decision signed by the official designated by the jurisdiction. The Final Decision must include approved signed ordinance(s), finding(s), exhibit(s), and any map(s).
6. DLCD Notice of Adoption must be submitted in One (1) Complete Paper Copy and One (1) Electronic Digital CD via United States Postal Service, Common Carrier or Hand Carried to the DLCD Salem Office and stamped with the incoming date stamp. (for submittal instructions, also see # 5)] **MAIL the PAPER COPY and CD of the Adopted Amendment to:**

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

7. Submittal of this Notice of Adoption must include the signed ordinance(s), finding(s), exhibit(s) and any other supplementary information (see ORS 197.615).
8. Deadline to appeals to LUBA is calculated **twenty-one (21) days** from the receipt (postmark date) of adoption (see ORS 197.830 to 197.845).
9. In addition to sending the Form 2 - Notice of Adoption to DLCD, please notify persons who participated in the local hearing and requested notice of the final decision at the same time the adoption packet is mailed to DLCD (see ORS 197.615).
10. **Need More Copies?** You can now access these forms online at <http://www.lcd.state.or.us/>. You may also call the DLCD Office at (503) 373-0050; or Fax your request to: (503) 378-5518.

Updated December 22, 2009

**HOOD RIVER COUNTY**

**ORDINANCE NO. 299**

**AN ORDINANCE ADOPTING THE 2010 HOOD RIVER COUNTY BICYCLE PLAN INTO THE HOOD RIVER COUNTY COMPREHENSIVE PLAN, INCLUDING ASSOCIATED AMENDMENTS TO THE COUNTY TRANSPORTATION SYSTEM PLAN AND POLICY DOCUMENT.**

A public hearing was held before the Hood River County Board of Commissioners on March 15, 2010, at 6:00 p.m. in the County Board of Commissioners Conference Room (1<sup>st</sup> floor), 601 State Street, Hood River, Oregon, to consider adoption of the 2010 Hood River County Bicycle Plan, pursuant to applicable requirements of the Oregon Transportation Planning Rule (*OAR 660, Division 12*), Oregon Statewide Planning Goals, and the Hood River County Comprehensive Plan.

Due notice of the public hearing before the Board of Commissioners, including a direct mailing to Bicycle Advisory Committee members, affected agencies, and other interested parties, was provided. The mailed notice included a short description of the proposed amendments; date, time, and location of hearing; and an explanation of how additional information could be obtained.

A quorum was present during the aforementioned public hearing. All of the commissioners were present and participated in the hearing. Testimony provided to the Board of Commissioners during the public hearing included the recommendation and written record of the Planning Commission, dated February 16, 2010, and an oral summary from a planning consultant hired by Hood River County Public Works Department. Oral and written testimony was also received from the general public, including one interested party in support of adopting the proposed plan and 3 property owners/business operators along Westcliff Drive within the Hood River Urban Growth Area who requested that the multi-use path along Westcliff Drive be eliminated from the Bicycle Plan.

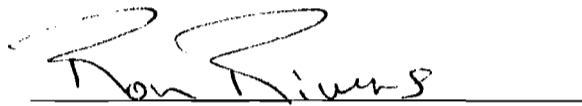
Based upon the record before it, and being fully advised in the premises, the Board of Commissioners adopted the 2010 Hood River County Bicycle Plan and associated Comprehensive Plan and Transportation System Plan amendments provided in the Planning Commission's record, dated February 16,

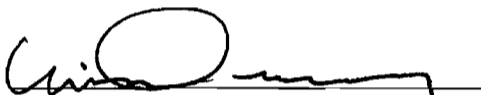
2010, attached hereto as Exhibit A, and by this reference incorporated herein.

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

**DATED** this 31<sup>st</sup> day of March, 2010.

**HOOD RIVER BOARD OF COUNTY COMMISSIONERS**

  
\_\_\_\_\_  
Ron Rivers, Chair

Approved as to Form:   
\_\_\_\_\_  
Wilford K. Carey, County Counsel

**Hood River County Bicycle Plan (2010)**

**Written Comments Received During the  
County Board of Commissioners' Public Hearing**

**March 15, 2010**

**FILE COPY**

March 15, 2010

**received**  
3/15/10

To:

Hood River County Planning Commission  
Hood River County Board of Commissioners

Re: Multi-Use Path West of Exit 62 Along Westcliff Drive, Hood River, OR

After attending the February 10th Hood River County Planning meeting regarding adoption of a county bicycle plan, in particular along Westcliff Drive, several items came to light for consideration.

A primary concern is that the County's current assumptions are based on the City of Hood River's 2003 Transportation System Plan which did not fully assess the unique issues along Westcliff. Unfortunately, these documents were adopted without adequate regard for the impact to the businesses and property owners that make up the "gateway" to Hood River. It became evident at the county planning meeting that full consideration of the impact to Hood River County had not been vetted. Issues regarding to geo-physical limitations, space limitations caused by sheer cliffs and very limited traffic potential (Westcliff dead ends at the west end) add to the unique character of Westcliff and this request for further consideration.

There appears to be ample space on the south side of Westcliff for a multi-purpose path. As indicated on the Historic Columbia River Highway (HCRH) plans, the path travels east from the old Meredith site along the south side of Westcliff up to Ruthton Park. It is unclear why the path crosses to the north side of Westcliff at Ruthton Park. Continuing the bike path along the south side of Westcliff to the intersection with Exit 62 creates a smooth flow with no need to cross traffic. Users would travel on the south side of Westcliff, then travel southeast across the interstate and continue on the Historic Columbia River Highway along Cascade Avenue through Hood River.

The HCRH plan connects the path from Portland to The Dalles, presenting many challenging locations - most of which are within Hood River County. This includes the outrageously costly connection with Mitchell Point. By routing the path along the south side of Westcliff, current businesses can continue to improve their properties without being delayed by this lengthy and expensive project.

Along Westcliff west of Exit 62 there exists today several businesses that serve alcohol with ingress and egress points along the north side of Westcliff. Constructing a path along the north side creates considerable traffic hazards for users. This would be avoided by the continuous path along the south side of Westcliff. Additionally, it is hard to say that users would choose a path built along the north side because of safety issues.

Under the City's current plan, existing businesses along Westcliff would lose considerable parking. The path would run into the meeting room at the Charburger. Although this establishment currently has significant off-street parking, their lot is often filled to capacity, forcing patrons to park on the roadway. The Vagabond Lodge would lose landscaping and signage critical to their occupancy. White Buffalo Wines would lose all of their front parking as well as the buffalo sculpture - a community landmark around which the business is built. The Columbia Gorge Hotel, listed on the National Register of Historic Buildings, would lose significant landscaping - an action which may be challenged by the National Register. A north side path would shrink the land available for businesses to expand and stifle investment in aesthetic gateway improvements.

There are multiple public stakeholders, who have developed plans for a multi-use path along Westcliff; the Historic Columbia River Highway, Hood River County, the City of Hood River and ODOT. This puts an undue burden to coordinate with these agencies on the businesses and property owners along Westcliff, which are impacted most by these decisions. Therefore, we respectfully request that the County serve as the lead agency to coordinate and communicate with all stakeholders regarding the path.

The last item for consideration is that these issues be addressed in a timely manner. Property owners would like to continue plans for enhancing Westcliff; but it is costly to proceed with business planning when decisions made by numerous agencies could make or break a project.

The good news is that there are excellent and more feasible, common-sense alternatives that would achieve the desired goals for all interests:

1. Given the limited current (as well as future potential) traffic load on Westcliff Drive, creating a multi-use lane, delineated by a white line, along the south side of Westcliff Drive between Exit 62 and Ruthton Park is the most feasible solution.
2. There is no reason to extend the multi-use access beyond Ruthton Park, unless the current (and somewhat far-fetched) HCRH planned connection becomes a reality.
3. The south side solution improves public safety by eliminating the need for users to cross fourteen commercial access driveways.
4. The south side solution encourages Westcliff businesses and property owners to invest in improvements to their "gateway" properties without being forced to bear costs that would make most projects unaffordable and unfeasible.
5. The south side solution improves the viability of the gateway businesses by retaining maximum parking and adequate access.
6. Future improvements along Westcliff Drive are certain to substantially increase property and transient room tax revenues for both the City and County.



We respectfully suggest three constructive recommendations for your consideration:

- 1) that the County encourage the City to review its TSP to evaluate the impact of the proposed multi-purpose path, as well as the current City road standards, for these gateway properties before approving the proposed plan.
- 2) that the County encourage ODOT and the HCRH to review its routing of the historic highway connection to Mitchell Point and consider safer and much less costly alternatives, which would more efficiently tie into the well-planned bike loop on the south side of I-84, using Country Club Road.
- 3) that the County suggest removing the Westcliff section from the bicycle system plan and waive the burdensome requirements of the current TSP and City standards, which are inappropriate for the gateway district.

Respectfully submitted,



Mary Gumm

**Hood River County Bicycle Plan (2010)**

**EXHIBIT "A"**

**Record of the Planning Commission  
(February 16, 2010)**



Hood River County Planning & Building Services  
601 State Street, Hood River OR 97031

MICHAEL BENEDICT, DIRECTOR  
(541) 387-6840 • FAX (541) 387-6873  
E-mail: plan.dept@co.hood-river.or.us

DEAN A. NYGAARD, BUILDING OFFICIAL  
(541) 386-1306 • FAX (541) 387-6878  
E-mail: building@co.hood-river.or.us

February 16, 2010

*Memorandum*

To: County Board of Commissioners

From: Mike Benedict, Director, County Planning & Building Services Department

Re: **Hood River County Planning Commission Hearing of the Hood River County  
Bicycle Plan**

The Hood River County Planning Commission held a public hearing on the subject County Bicycle Plan on Wednesday February 10, 2010. As a result of the hearing, the Commission recommended that the Board of County Commissioners adopt the 2010 Bicycle Plan and associated Comprehensive Plan amendments, including a few changes recommended by the Commissioners at the hearing.

The Planning Commission also requested that the Board be appraised of their concerns regarding the multi-use path proposed on that portion of Westcliff Drive lying west of Exit 62 and within the Urban Growth Area of the City of Hood River. Based on the testimony of several adjacent property owners at the hearing, the Commission specifically requests that the Board encourage the City of Hood River to consider the option of locating the multi-use path on the south side of Westcliff Drive as an alternative to locating it on the north side.

Michael Benedict  
for the Hood River County Planning Commission

## **HOOD RIVER COUNTY PLANNING COMMISSION**

### **RECOMMENDATION TO THE BOARD OF COUNTY COMMISSIONERS TO CONSIDER THE ADOPTION OF A BICYCLE PLAN, INCLUDING ASSOCIATED COMPREHENSIVE PLAN REVISIONS.**

A public hearing was held before the Hood River County Planning Commission on February 10, 2010, at 7:00 p.m. in the County Board of Commissioners Conference Room (1<sup>st</sup> floor), 601 State Street, Hood River, Oregon, to consider the 2010 Bicycle plan pursuant to the Transportation Planning Rule (OAR 660, Division 12) as well as the Statewide Planning Goals and the County Comprehensive Plan.

The public hearing followed one work session held before the Planning Commission on December 9, 2009 during which the proposed comprehensive plan revisions were discussed. A public Open House was also held at the County Business Administration Building on July 25, 2006.

Due notice was given of the public hearing including a direct mailing to Bicycle Advisory Committee members, affected agencies and other interested parties. The mailed notice included a short description of the proposed amendments; date, time and location of the Planning Commission's public hearing; and an explanation of how to obtain additional information.

A quorum was present during the public hearing. All of the commissioners were present and participated in the hearing. The Chair of the Planning Commission opened the hearing and then described the rules and procedure of the hearing. Testimony provided to the Planning Commission during the public hearing included a summary from the planning consultant, a written staff report, comprehensive plan revisions and associated material. Oral and written testimony was also received from the general public and affected organizations.


Based upon the record before it, and being fully advised in the premises, the Planning Commission, after posing questions and full deliberations, adopted recommendations set forth in the staff presentation, including changes recommended by the Commissioners at the hearing, and detailed in the record of the Planning Commission, dated February 10, 2010, attached hereto as Exhibit A, and by this reference

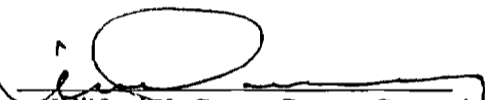
incorporated herein.

Based upon the above information, the County Planning Commission **HEREBY**  
**RECOMMENDS** that the County Board of Commissioners adopt the 2010 Bicycle Plan and associated  
Comprehensive Plan amendments, as detailed in Exhibit A.

**DATED** this 16<sup>th</sup> day of February, 2010.

**HOOD RIVER COUNTY PLANNING COMMISSION**

  
\_\_\_\_\_  
William Uhlman, Chair

Approved as to Form   
\_\_\_\_\_  
Wilford K. Carey, County Counsel

# **Hood River County Bicycle Plan (2010)**

**Planning Commission Meeting Minutes  
(February 10, 2010 Public Hearing)**

**March 15, 2010**

Hood River County Planning Commission  
County Administrative Building  
601 State Street  
Commissioners Conference Room  
February 10, 2010

MINUTES

PRESENT

Chair: Bill Uhlman; Commissioners: Paul Cummings, Patrick Moore, Carl Perron, Stan Benson, Bob Schuppe and Kathie Alley

Non-voting members of Commission: Mike Benedict, Director

County Staff: Anne Debbaut, Senior Planner; Don Wiley, County Engineer; Karen Swirsky, Planning Consultant for Public Works and Kim Paulk, Office Manager

**A. Call to Order**

Chair Uhlman opened the meeting at 7:00 p.m.

**B. Meeting Minutes**

Commissioner Cummings moved and Commissioner Alley seconded to approve the minutes of January 27, 2010. A vote was called and the minutes were approved.

**C. Director's Report: None**

Benedict shared an overview of the County's current financial status.

**D. Land Use Counsel's Report: None**

**E. Unscheduled Items:**

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

**F. Public Hearing to consider a request to review the 2010 Bicycle Plan and associated changes to the Hood River County Comprehensive Plan and to recommend adoption by the County Board of Commissioners:**

Chair Uhlman stated the proper order of the hearing and called for the staff report.

**Staff Report:** Anne Debbaut stated the purpose of this hearing is to present the draft 2010 HRC Bicycle Plan. We are proposing that the Planning Commission recommend that the County Board of Commissioners approve the adoption the 2010 Bicycle Plan including the proposed Comprehensive Plan changes. The bicycle plan has been reviewed pursuant to the States Goal 12 transportation planning rule as well as for compliance with the County Comprehensive Plan. Approval of the 2010 Bicycle Plan will result in the adoption of the Plan in its entirety as an amendment to the background document and also as an amendment to the existing 2003 Country Transportation System Plan. It will also result in some minor revisions to the bicycle element of the 2003 TSP and minor changes to the County Policy Document. Debbaut continued stating that there were three additional comments made that she wanted the Commission to take note of from Alison McDonald, Anne Saxby and Jean Godfrey that have been added to the record since the last hearing.

Karen Swirsky and Don Wiley continued with the staff report. Swirsky stated that in response to comments from the Planning Commission members, the public, and Hood River County Staff, they have made the following changes to the Draft Hood River Bicycle Plan. The version that is dated January 2010 includes these changes.

- Updated total costs (math error on my part): \$4,332,000 for County projects; \$52,020,000 for State projects.
- Hood River Bridge: in response to comments received at work session, added information about Hood River Bridge to Appendix (page 81), and referenced on page 14.
- Table 2 (page 30): trail names corrected.
- Recommended Project Maps: revised to show UGA/City limits more clearly.
- Project B-101 (page 39): clarified cross-section drawing.
- Project B-113 (page 49): added clarifying line on aerial photo and comments regarding the tour route section and the residential section.
- Project B-114 (page 50): changed southern boundary of project to extend to Mijos Drive, added clarifying line on aerial; also added that Summit Drive to Bartlett Drive was completed last summer and adjusted the project cost accordingly.
- B-116 (page 51): corrected second photograph.

**Public Testimony:**

Mary Gumm, 4020 Aubert Drive, who owns a business on Westcliff Dr (White Buffalo) felt she did not have the time to study this bike plan and was not aware of any updates. She asked if the Commission can postpone the decision so she can have time to study the changes being proposed. She stated that the changes being proposed on Westcliff Drive are a huge impact for her business. She owns the white buffalo on Westcliff that sits by the freeway, the bike trail being proposed would force her to move it. She has built her business around the Buffalo. She was told that the Buffalo would have to go and at her expense. She measured the impact of the bike trail and it takes it up to within 5' of her front door. She added that all the ingress and egress on Westcliff Drive is on the north side. She added that a cyclist would be better off using the south side to avoid all the driveways and businesses on the north side. She concluded that she needs more time to understand how this can impact her business and recommends the path be on the south side.

Anne Debbaut stated that the City's TSP that was adopted by the County in 2003 had the multi-use path in the plan for the UGA and it continues to be part of the plan. Benedict stated that although the County administers the Urban Growth Area there is an Urban Growth Area Management Agreement with the City.

Mary Gumm added that she became aware of the multi-use path requirements when she applied with the City to expand her business. Now she feels that, due to the cost of constructing a path, she is unable to expand beyond her existing building.

Steve Tessmer, 1195 Indian Creek Road, (owns condos on Westcliff Dr) stated that he thought that as a result of his appeal regarding the condominium project, the Planning Commission recommended the path be placed on the south side of Westcliff Drive. He also noted that it is cost prohibitive to construct the path on the north side as is currently required and that the commission is about to make another recommendation to adopt a plan that includes the path on the north side. Westcliff Drive is a dead end road and is not well traveled. Can the Commission make a recommendation to adopt the bicycle plan with an exception to have the multi-use path on the south side of Westcliff Drive, as the cost of the path may prohibit most of the property owners from expanding? Tessmer also felt that most cyclists ride down the middle of the road when they use the road because it is such a low traffic road.

Paul Robinson, 4000 Westcliff Drive, (General Manager of the Columbia Gorge Hotel) stated he has not had a lot of time to go through this, however, he believes that losing some of the space would reduce the available parking and could cause cars to park on the roadway and increase hazards to the bicyclist. He agrees that he would like more time to review this plan.



Alina Aaron, 515 E 2<sup>nd</sup> Street, The Dalles, OR (MCEDD Mobility Manager), stated there is a huge need for improving mobility throughout the Gorge. She shared some thoughts about the problems among the 5 Counties and the lack of access for pedestrians and cyclists on the Hood River Bridge. She also commented on the benefits of using a transit system to improve transportation options for all bridge users.

Grant Polson, 1107 Wilson Street, family home at 4070 Westcliff Dr. (Vagabond Motel), stated that he has not read any information about this meeting he just found out about it. The proposal that is here now, adding the bike lanes and pedestrians pathway that does not go anywhere, what is the demand now, he does not see anyone out there and most of the people walk and ride down the middle of the road. If you put in a park and ride why not place the path on the south side of the interstate? It is almost as if we are creating an obstacle instead of fixing it. He asked the Commission to let the neighbors know what is going on so we have time to comment. Most of the bikes go up Country Club to get to Post Canyon and there is already a trail to Mitchell Point. Talk with us and work with us.

Peter Cornelison 1003 5<sup>th</sup> Street, Board Chair of Hood River Valley Residents Committee. We are pleased that this bike plan has come before you and is at this stage, we think that a bike plan is an important component for transportation, kids getting to school, and other biking events. This bike plan will help designate safe routes for people. We encourage you to move forward with this as soon as you can.

**Public Agencies:**

Take note of what we have received in writing from Alison McDonald, Jean Godfrey and Anne Saxby.

**Deliberations:**

Commissioner Benson stated his only concern is that they should eliminate the reference to the north side on Westcliff Drive and request the City to look into that issue. He felt the plan is fine.

Commissioner Moore agreed with Benson.

Commissioner Cummings agrees that removing the wording "on the north side", and requesting the City to look at the section again in reference to the north or south side and to look at the area West of Cascade to the end of Westcliff Drive.

Commissioner Perron agrees with the other Commissioners to remove the reference to the north side of Westcliff Dr and feels section 3 should be left in because it is for information only and allows people to look at this very comprehensively.

Commissioner Alley stated that she appreciates the property owners coming to the meeting and sharing their concerns. She also stated she feels the letter Jean Godfrey (Columbia Gorge Fruit Growers) sent was not addressed well and they need to be aware of how this can affect orchards. Commissioner Alley also agrees that striking out the reference to the north side on Westcliff Drive is a good idea.

Commission Schuppe agrees with the other Commissioners to strike out the north side and to remove the proposed road improvement cross-section.

Commissioner Perron stated that with regards to postponing the issue to satisfy some of the property owners we can change it up a bit but they should go to the City perhaps to a City Council meeting to address the issue.

Commissioner Schuppe stated that this plan will now go to the Board of Commissioners for a public hearing and he recommends the public attend.

Commissioner Uhlman requested that any references to the north side or south side should be taken out, including the proposed road improvement cross-section. He also stated we should discuss the issues raised by Jean Godfrey.

There is some discussion about orchards and spraying on farm land vs. bike traffic.

Commissioner Moore commented that some of the orchardist invited the public in.

Chair Uhlman asked if there is a motion

Commissioner Benson moved that the Commission recommend that the Board of County Commissioners approve the Bicycle Plan and associated Comprehensive Plan changes with the exception that references to the "North side" be removed from the Table and drawing on page B-101 and also remove the comments associated with that designation. It was also moved that a separate letter be prepared recommending that the City (of Hood River) re-evaluate the location of the multi-use path along Westcliff Drive.

Commissioner Cummings seconded the motions.

Chair Uhlman called for a vote:

Commissioner Alley	Yes
Commissioner Perron	Yes
Commissioner Cummings	Yes
Commissioner Moore	Yes
Commissioner Schuppe	Yes
Commissioner Moore	Yes
Chair Uhlman	Yes

Chair Uhlman motioned that the draft order be signed by the Chair and called for a vote. Motion was made and seconded and all voted yes.

Benedict asked if the Commission would like to hold an election tonight. All agree to postpone an election until the next meeting.

**Meeting adjourned at 9:20 P.M.**

# **Hood River County Bicycle Plan (2010)**

**Written Comments Received During the  
County Planning Commission Public Hearing  
(February 10, 2010)**

**March 15, 2010**

received  
2/10/10



Jean Godfrey | Executive Director  
1000 10th Street, Hood River, Oregon 97031  
503.337-4700 | Fax: 503.337-3333  
www.columbiaorgefruitgrowers.org

February 9, 2010

Mike Benedict  
Hood River County Planning  
601 State Street  
Hood River, OR 97031

RE: Comments on 2010 Bicycle Plan

Dear Mr. Benedict:

After reviewing the 2010 Bicycle Plan, we would like to submit the following comments:

Hood River Valley is historically an agricultural area and the agricultural industry remains the number one economic factor. The ability of the tree fruit growers to farm is viable to not only their own financial health but also to the economic health of the county.

The fruit industry recognizes the attraction for recreational use in this area, but we would request that areas of recreation not be developed to the detriment of the growers ability to farm. Several of the proposed bicycle paths run adjacent to orchards, which will create a conflict between the property owners and the public. An occasional bicyclist is one thing, but a developed pathway actually encourages and promotes a higher volume of traffic. The general public does not understand farming procedures and often expects growers to alter their practices (i.e. spray at another time).

Such pathways will also increase the chance of accidents between large trucks and bicyclists as fruit is transported from the orchards to the packing houses.

Developing bicycle paths adjacent to orchards is an idea that unnecessarily burdens local orchardists with additional risk factors. We would request that Hood River County carefully consider the location of any bicycle paths and how they will impact grower operations. If the County does decide to develop the pathways, then we would request that it also develops an educational tool to inform bicyclists of farming practices and the right-to-farm laws in Oregon and Hood River County.

Respectfully submitted,

Jean Godfrey  
Executive Director

RECEIVED  
FEB 10 2010

**Anne Debbaut**

**From:** Anne Saxby [saxharp@gorge.net]  
**Sent:** Tuesday, February 09, 2010 1:53 PM  
**To:** Anne Debbaut  
**Subject:** bike plan

Hi Anne – I've reviewed the Bicycle Plan for Hood River County. I think the highest priority for the county should be for those roads that are fairly level that access the Westside of the valley – namely Barrett Drive, Frankton (south), Fairview and Country Club (south).

I think it's very important to upgrade Brookside Drive and Indian Creek Drive so that folks can bike to the high school and beyond, but there is no point doing Brookside (east) without doing all of Brookside and Indian Creek. That will be an expensive project, but let's not encourage any bike riding on Brookside until it's complete. As someone who frequently drives Brookside/Indian Creek, I can tell you that student drivers speed and cut corners – it's just not very safe there now and adding bikes is a recipe for disaster. If there's a huge pot of money for bike routes, Brookside in its entirety would be money well-spent.

But Barrett Drive is straight, and the shoulders are wide already – they just need to be paved. It gets lots of bicyclists. Ditto Country Club and Frankton. Fairview is a good alternate route; perhaps it didn't rank high because traffic isn't too great. Money spent here would go further and benefit a large number of bikers and joggers.

I would discourage spending money to upgrade Country Club north of Post Canyon or Frankton north of May. Costs would be huge and the steepest discourages all but the hard-core bikers. Focus on the well-traveled (by bikes and cars) flatter routes.

A supportive neighbor on the Westside...

Anne Saxby  
4169 Barrett Drive  
(541) 386-6719

4150 Post Canyon Drive  
Hood River, OR 97031  
2/10/10

County Planners  
Hood River, OR 97031

Dear County Planners and Bicycle Advisory Committee,

As a resident on a prominent bicycle thoroughfare leading to a nationally renowned mountain bicycling area, Upper Post Canyon, including such walkable, bikeable paths as Seven Streams, I ask that you consider the following:

1. Please refrain from further decimation by the logging of the mountain bike trails in the upper Post Canyon area.
2. Many people walk, push strollers, walk dogs, and ride Post Canyon Drive – it is an amazing parade on any day. The fact that we have no paths for people on this section of Post Canyon is deplorable and dangerous. This is a straightaway, narrow county road that many people speed on.
3. We have the old irrigation ditches on the south side of Post Canyon, which could easily be culverted and converted into a walk/bike path, safe from traffic. I urge you to add this relatively easy fix to your current proposed bike plan.
4. As the counselor for Hood River Middle School, I have attended your meetings over the years, participated in a grass root committee “Paths for People”, joined the Healthy Active Hood River County Coalition (HAHRC, headed by County Health Officer Dr. Beth Epstein), and brought Walk and Bike Days to the students at Hood River Middle school for the past 4 years. This year we have a Safe Routes to School Grant to educate, promote walking and biking to School, and to coordinate with City Police for reinforcement of safety issues, including the wearing of helmets and insisting that drivers slow down to keep kids safe in the school area.
5. The map submitted to your committee meeting on 12/9/09 showed where 99% of our students live. This was a school wide activity in which everyone participated over 3 days, enjoying putting a dot where they live, and what route they use as they walk and bike to school. Look and see that we have students from Eastside Road to York Hill, from Hope Housing, West Cascade, and way out Tucker Road and Portland Drive. The students do not notice when the county roads become urban growth area, become City roads. We urge you to work closely with the City of Hood River to plan and construct safe routes to school.
6. The parents of students at Westside Elementary, with its large county population, are also promoting walking and biking to school. These habits need to be developed early. We are sure you are aware of the health benefits of an active life style, the problems with childhood obesity the whole country is experiencing. Yet even in Middle School, some parents are afraid to let their kids walk and bike to

school Please refer to the data presented to you at the same December meeting, stating their concerns. Many of our students live in the west side of Hood River in or adjacent to the county roads. We are hopeful that ODOT will be granting us moneys for infrastructure development in the City, and we hope the County will likewise seeks these funds to help develop our county wide Bike Plan.

Sincerely,

A handwritten signature in cursive script that reads "Alison McDonald".

Alison McDonald

# **Hood River County Bicycle Plan (2010)**

**Hood River County Bicycle Plan  
(Including Amendments Recommended by the  
County Planning Commission)**

**March 15, 2010**





Hood River County Planning & Building Services  
601 State Street, Hood River OR 97031

---

MICHAEL BENEDICT, DIRECTOR  
(541) 387-6840 • FAX (541) 387-6873  
E-mail: plan.dept@co.hood-river.or.us

DEAN A. NYGAARD, BUILDING OFFICIAL  
(541) 386-1306 • FAX (541) 387-6878  
E-mail: building@co.hood-river.or.us

February 3, 2010

*Memorandum*

To: Hood River County Planning Commission  
Will Carey, County Counsel  
Gary Fish, Department of Land Conservation and Development

From: Mike Benedict, Director, County Planning & Building Services Department  
Anne Debbaut, Senior Planner *[Signature]*

Re: **Hood River County Planning Commission Hearing on the following:**

**Hood River County Bicycle Plan**

The Hood River County Planning Commission will hold a public hearing regarding the County Bicycle Plan on **February 10, 2010 at 7 PM** in the Board of County Commissioners' meeting room on the first floor of the County Business Administration Building, 601 State Street, Hood River, Oregon.

The following documents are enclosed for your information:

- Planning Staff Report  
*Draft* Recommendation to the Board of County Commissioners
- Proposed Comprehensive Plan Revisions
- Draft Bicycle Plan
- Written Comments Received
- Notice of the Hearing
- Oregon Administrative Rule, Division 12, Transportation Planning Rule (OAR 660-012-0000)

**Hood River County 2010 Bicycle Plan**



Staff Report

Recommendation to the BOC

## LEGISLATIVE STAFF REPORT

January 26, 2010

To: Hood River County Planning Commission

From: Mike Benedict, Director, Planning & Building Services   
Anne Debbaut, Senior Planner   
Karen Swirsky, Planning Consultant

Re: Bicycle Plan

---

### I. REQUEST

The Planning Department requests that the Planning Commission recommend that the County Board of Commissioners approve the adoption of the 2010 Bicycle Plan, including proposed comprehensive plan changes. The Bicycle Plan has been reviewed pursuant to the State's Goal 12 – Transportation Planning Rule (OAR 660-012): Preparation and Coordination of Transportation System Plans, as well as for compliance with the County Comprehensive Plan. Approval of the 2010 Bicycle Plan will result in the adoption of the Bicycle Plan in its entirety as an amendment to the Background Document and the Transportation System Plan, revisions to the bicycle element of the 2003 Transportation System Plan (2003 TSP) and minor changes to the County Policy Document.

### II. BACKGROUND

In 2003, Hood River County adopted a Transportation System Plan (TSP) which included a combined bicycle and pedestrian element and a number of bicycle projects. This TSP was coordinated with the TSP's of the Cities of Hood River and Cascade Locks as well as with other state and regional transportation plans. In 2006, at the direction of the Board of County Commissioners, the County Public Works Department initiated an update of the bicycle element of the Goal 12 Transportation Planning Rule. A project consultant was hired and the Hood River County Bicycle Advisory Committee (BAC) was formed, including business owners, bicycle enthusiasts, agency representatives, and interested community members.

The BAC was convened several times, together with County staff and Oregon Department of Transportation (ODOT) staff, to inventory and discuss a recommended projects list. In addition, a Public Open House was held in the County Business Administration Building on July 25, 2006. The preliminary plan was modified based on comments from the open house and a draft plan was prepared. At this time the process was placed on hold.

In June 2009, County Public Works staff re-initiated the process by making application to the County Planning Department for a Comprehensive Plan Amendment to update the 2003 TSP with the draft Hood River County Bicycle Plan. County Planning and Public Works staff met several more times with the project consultant to review and update the draft Bicycle Plan for incorporation into the County's Comprehensive Plan. Staff proposed to proceed with essentially the same recommended project list, minus a Historic Columbia River Highway (HCRH) trail project that was completed in the interim and one project (B-115) that public works staff recommended to be converted to a pedestrian project (P-2) in the amended TSP.

In addition to the project changes mentioned above, a few other modifications were made to the draft plan to clarify the decision-making process used in 2006 and to clarify

the status of trails.

This plan will help the County to direct bicycle planning in coordination with land use planning to:

- Encourage the use of bicycle transportation as a safe and convenient alternative to other transportation modes.
- Update the bicycle portion of the 2003 TSP in compliance with Oregon Administrative Rule (OAR) Division 12, Transportation Planning Rule (TPR).
- Identify priority bicycle projects for the next 20 years.
- Ensure that bicycle projects are included when associated road projects are funded or when other funding opportunities present themselves.
- Position the County for State and Federal funding for these bicycle projects.

The plan includes a total of 20 recommended Bicycle Projects, including: one multi-use path; ten county road projects; five State Highway projects; three State Highway intersection projects; and one Historic Columbia River Highway project comprised of four segments. The recommended projects are located almost entirely within Hood River County and outside the Urban Growth Boundaries of the Cities of Hood River and Cascade Locks. Two notable exceptions are the northerly portions of two County Roads (Country Club and Frankton) that are located within the UGB of the City of Hood River.

### III. LEGISLATIVE REVIEW

#### A. Hood River County Zoning Ordinance (HRCZO) Article 62 – Legislative Amendments

- (1) **HRCZO Section 62.00 – Initiation: Legislative zone changes or plan amendments may be initiated by the Board of Commissioners, the Planning Commission, or the Planning Director.**

Finding: The Board of Commissioners initiated the update of the 2003 TSP at the request of the Public Works Department.

- (2) **HRCZO Section 62.02 – Procedures**

Finding: A public hearing on the Hood River Bicycle Plan is scheduled before the Planning Commission on February 10, 2010. It may be continued, if the Planning Commission feels it is necessary for additional evidence to be gathered.

- (3) **HRCZO Section 62.04 – Notice**

Finding: Notice of the public hearing was published in the *Hood River News* on January 30, 2010, ten days prior to the date of the hearing. Notification was also sent by mail to affected local, state, and federal agencies, the cities of Hood River and Cascade Locks, and individuals requesting such notice.

IV. **CONSISTENCY WITH THE TRANSPORTATION PLANNING RULE (OAR 660-012)**

A. **OAR 660-012-0015 - Preparation & Coordination of Transportation System Plans**

(1) **OAR 660-012-0015 (3): Cities and counties shall prepare, adopt and amend local TSPs for lands within their planning jurisdiction in compliance with this division:**

(a) **OAR 660-012-0015(3)(a): Local TSPs shall establish a system of transportation facilities and services adequate to meet identified local transportation needs and shall be consistent with regional TSPs and adopted elements of the state TSP;**

Finding: Hood River County adopted a TSP in 2003, which established a system of transportation facilities and services, including a list of bicycle projects. This 2010 Bicycle Plan will amend the bicycle element of the 2003 TSP and includes land in Hood River County outside the Urban Growth Boundaries (UGB's) of the Cities of Hood River and Cascade Locks, with the exception of short sections of County maintained roads that are located within the UGB of the City of Hood River. Preparation of the Hood River County Bicycle Plan and TSP Amendment plan was coordinated with representatives from the City of Cascade Locks, City of Hood River, Columbia River Gorge National Scenic Area, Hood River County Public Works, Hood River County Forestry, Hood River County Planning, Hood River County School District, Hood River Ranger District, Hood River Valley Parks and Recreation, and Oregon Department of Transportation in order to assure that the Bicycle Plan is consistent with the adopted plans of these agencies. In addition, seven citizen members were part of the BAC.

(2) **OAR 660-012-0015 (4): Cities and counties shall adopt regional and local TSPs required by this division as part of their comprehensive plans. Transportation financing programs required by OAR 660-012-0040 may be adopted as a supporting document to the comprehensive plan.**

Finding: The Bicycle Plan is consistent with OAR 660-012-0040. If the Bicycle Plan is approved, it will become part of the County's TSP and Comprehensive Plan.

(3) **OAR 660-012-0015 (5): The preparation of TSPs shall be coordinated with affected state and federal agencies, local governments, special districts, and private providers of transportation services.**

Finding: The Hood River County Bicycle Plan was prepared with the participation of a Bicycle Advisory Committee (BAC) including representatives from the Cities of Hood River and Cascade Locks, the Columbia River Gorge National Scenic Area, the Oregon Department of Transportation (ODOT), the Hood River Valley Parks and Recreation District, the Hood River County School District, the Hood River Ranger District, several County Departments (Public Works, Forestry, and Engineering) and a number of interested County citizens.

(4) **OAR 660-012-0015 (7): Where conflicts are identified between proposed regional TSPs and acknowledged comprehensive plans, rep-**

representatives of affected local governments shall meet to discuss means to resolve the conflicts. These may include:

- (a) Changing the draft TSP to eliminate the conflicts; or
- (b) Amending acknowledged comprehensive plan provision to eliminate the conflicts;

Finding: As noted above, the BAC was comprised of representatives from affected agencies and special districts with the express goal of amending the bicycle element of the current Hood River County TSP. The bicycle plan has been coordinated with the Cities of Hood River and Cascade Locks and there are no identified conflicts with either of those TSPs.

**B. OAR 660-012-0020 - Elements of Transportation System Plans**

- (1) **OAR 660-012-0020 (2)(d): A bicycle and pedestrian plan for a network of bicycle and pedestrian routes throughout the planning area. The network and list of facility improvements shall be consistent with the requirements of ORS 366.514.**

Finding: The Bicycle Plan serves as an update to the Hood River County TSP. ORS 366.514 requires that pedestrian and bicycle facilities be constructed whenever a highway, road, or street is constructed, reconstructed, or relocated. Additionally, the statute requires Hood River County to spend at least 1% of its state gas tax funds on pedestrian and bicycle facilities. Article IX, Section 3A of the Oregon Constitution limits the use of state highway funds to streets, roads and highways. Therefore, investment in pedestrian and bicycle improvements with state resources are limited to facilities within the right-of-way, not trails or paths in areas outside of the right-of-way. The list of facility improvements proposed in the Hood River Bicycle Plan is compliant with these requirements.

- (2) **OAR 660-012-0020 (3)(b): A system of planned transportation facilities, services and major improvements. The system shall include a description of the type or functional classification of planned facilities and services and their planned capacities and performance standards;**

Finding: The Bicycle Plan describes the type of bikeway proposed as well as the functional classification of each roadway utilized for bicycle facilities. There are no established capacities or performance standards for bicycle facilities.

**C. OAR 660-012-0030 – Determination of Transportation Needs**

- (1) **OAR 660-12-0030 (1): The TSP shall identify transportation needs relevant to the planning area and the scale of the transportation network being planned including: (a) State regional and local transportation needs;**

Finding: The Bicycle Plan identified relevant bicycle transportation needs in Hood River County through inventory and evaluation.

**D. OAR 660-012-0035 - Evaluation and Selection of Transportation System Alternatives**

- (1) **OAR 660-012-0035 (1)(a) and (b):** The TSP shall be based upon evaluation of potential impacts of system alternatives that can reasonably be expected to meet the identified transportation needs in a safe manner and at a reasonable cost with available technology. The following shall be evaluated as components of system alternatives: (a) Improvements to existing facilities or services; and (b) New facilities and services, including different modes or combinations of modes that could reasonably meet identified transportation needs;

Finding: The Bicycle Plan relies on the County's TSP evaluation of different potential transportation system alternatives, per OAR 660-012-0035. Improvements to existing facilities (i.e., the addition of shoulders or bike lanes) were the primary choice for improvements, followed by new facilities where improvements were not feasible.

**E. OAR 660-012-0045 - Implementation of the Transportation System Plan**

- (1) **OAR 660-012-0045 (3) Local governments shall adopt land use or subdivision regulations for urban areas and rural communities as set forth below.** The purposes of this section are to provide for safe and convenient pedestrian, bicycle and vehicular circulation consistent with access management standards and the function of affected streets, to ensure that new development provides on-site streets and accessways that provide reasonably direct routes for pedestrian and bicycle travel in areas where pedestrian and bicycle travel is likely if connections are provided, and which avoids wherever possible levels of automobile traffic which might interfere with or discourage pedestrian or bicycle travel.

- (a) **OAR 660-012-0045 (3) (a):** Bicycle parking facilities as part of new multi-family residential developments of four units or more, new retail, office and institutional developments, and all transit transfer stations and park-and-ride lots;

Finding: Bicycle parking facility provisions are included in Article 51 ("Off-Street Parking and Loading") of the County Zoning Ordinance.

- (b) **OAR 660-012-0045 (3) (b):** On-site facilities shall be provided which accommodate safe and convenient pedestrian and bicycle access from within new subdivisions, multi-family developments, planned developments, shopping centers, and commercial districts to adjacent residential areas and transit stops, and to neighborhood activity centers within one-half mile of the development. Single-family residential developments shall generally include streets and accessways. Pedestrian circulation through parking lots should generally be provided in the form of accessways.

- (A) **OAR 660-012-0045 (3)(b)(A):** "Neighborhood activity centers" includes, but is not limited to, existing or planned schools, parks, shopping areas, transit stops or employment centers;

Finding: The County's road classification standards require sidewalks and bikeways for the urban areas and

shoulders in rural areas and are implemented through the Street Design Standards of the Subdivision Ordinance when new development occurs.

- (B) **OAR 660-012-0045 (3)(b)(B): Bikeways shall be required along arterials and major collectors. Sidewalks shall be required along arterials, collectors and most local streets in urban areas, except that sidewalks are not required along controlled access roadways, such as freeways;**

Finding: The County TSP requires bikeways along urban arterials and major collectors, and shoulders along rural collectors.

- (C) **OAR 660-012-0045 (3)(b)(C): Cul-de-sacs and other dead-end streets may be used as part of a development plan, consistent with the purposes set forth in this section;**

Finding: Street spacing standards and provision of cul-de-sacs are addressed in the County TSP and the County Subdivision Ordinance.

- (D) **OAR 660-012-0045 (3)(b)(D): Local governments shall establish their own standards or criteria for providing streets and accessways consistent with the purposes of this section. Such measures may include but are not limited to: standards for spacing of streets or accessways; and standards for excessive out-of-direction travel;**

Finding: Street spacing standards and provision of accessways are addressed in the County TSP and the County Subdivision Ordinance.

- (E) **OAR 660-012-0045 (3)(b)(E): Streets and accessways need not be required where one or more of the following conditions exist:**

- (i) **OAR 660-012-0045 (3)(b)(E)(i): Physical or topographic conditions make a street or accessway connection impracticable. Such conditions include but are not limited to freeways, railroads, steep slopes, wetlands or other bodies of water where a connection could not reasonably be provided;**
- (ii) **OAR 660-012-0045 (3)(b)(E)(ii): Buildings or other existing development on adjacent lands physically preclude a connection now or in the future considering the potential for redevelopment; or**
- (iii) **OAR 660-012-0045 (3)(b)(E)(iii): Where streets or accessways would violate provisions of leases, easements, covenants, restrictions or other**



**agreements existing as of May 1, 1995, which preclude a required street or accessway connection.**

Finding: The above criteria have been incorporated into the "Street Design Standards" Section of the Subdivision Ordinance under Section 18.32(H)(9).

- (c) **OAR 660-012-0045 (3)(c): Where off-site road improvements are otherwise required as a condition of development approval, they shall include facilities accommodating convenient pedestrian and bicycle travel, including bicycle ways along arterials and major collectors;**

Finding: The decision criteria for site plan review in the Hood River Urban Growth Area Zoning Ordinance contain provisions requiring development of bicycle and pedestrian facilities along arterials and collectors.

- (d) **OAR 660-012-0045 (3)(d): For purposes of subsection (b) "safe and convenient" means bicycle and pedestrian routes, facilities and improvements which:**

(A) **OAR 660-012-0045 (3)(d)(A): Are reasonably free from hazards, particularly types or levels of automobile traffic which would interfere with or discourage pedestrian or cycle travel for short trips;**

(B) **OAR 660-012-0045 (3)(d)(B): Provide a reasonably direct route of travel between destinations such as between a transit stop and a store; and**

(C) **OAR 660-012-0045 (3)(d)(C): Meet travel needs of cyclists and pedestrians considering destination and length of trip; and considering that the optimum trip length of pedestrians is generally 1/4 to 1/2 mile.**

Finding: The Bicycle Plan is proposed to replace the bicycle element of the County TSP. The Plan proposes projects that provide safe and convenient bicycle facilities along County collectors and arterials. Maps of the proposed projects are included in the Bicycle Plan.

- (2) **OAR 660-012-0045 (6): In developing a bicycle and pedestrian circulation plan as required by 660-012-0020(2)(d), local governments shall identify improvements to facilitate bicycle and pedestrian trips to meet local travel needs in developed areas. Appropriate improvements should provide for more direct, convenient and safer bicycle or pedestrian travel within and between residential areas and neighborhood activity centers (i.e., schools, shopping, transit stops). Specific measures include, for example, constructing walkways between cul-de-sacs and adjacent roads, providing walkways between buildings, and providing direct access between adjacent uses.**

Finding: The Bicycle Plan will amend the existing bicycle element of the County TSP. The Bicycle Plan identifies projects that will provide more safe and convenient local travel for bicyclists.

**V. CONSISTENCY WITH OTHER STATE-WIDE PLANNING GOALS**

Findings for Statewide Planning **Goal 12 (Transportation)** are detailed above in Section III. Applicable Statewide Planning Goals are described below:

**A. Goal 1: Citizen Involvement**

Finding: Hood River County's Citizen Participation Policy is outlined in Goal 1 of the County Policy Document. In keeping with that Policy, the following efforts were aimed at fostering citizen involvement in the Bicycle Plan.

- The Hood River County Bicycle Advisory Committee included representation from the community as well as agency members and met three times over the course of the planning effort (January 18, 2006; April 25, 2006; July 25, 2006).
- A Public Open House was held on July 25, 2006. The Open House was advertised in the local newspaper, the *Hood River News*, announcing the purpose of the meeting and that the meeting was open to the public.
- A Work Session was held with the County Planning Commission on December 9, 2009. Notice of the work session was sent to affected agencies on December 2, 2009 and published in the *Hood River News* on November 28, 2009.
- A public hearing on the Bicycle Plan is scheduled before the County Planning Commission on February 10, 2010. It may be continued if the Planning Commission feels it is necessary for additional evidence to be gathered. Within 30 days from receipt of the recommendation, the Board of Commissioners shall conduct a public hearing. Notice of the public hearing was sent to participating jurisdictions and affected agencies, including the Department of Land Conservation and Development, City of Hood River, and the Hood River County School District, on January 27, 2010. Notice of the Public Hearing was published in the *Hood River News* on January 30, 2010 and materials have been available for public review at the County Planning Department since January 27, 2010.
- Notice of the Board of County Commissioners Public Hearing will be provided.
- No change is proposed to Goal 1 of the County Policy Document.

**VI. RECOMMENDATION:**

Based upon the above findings of fact and conclusions of law, the Planning Commission recommends that the Board of Commissioners approve the request for adoption of the 2010 Bicycle Plan, including proposed comprehensive plan changes.

## **HOOD RIVER COUNTY PLANNING COMMISSION**

### **RECOMMENDATION TO THE BOARD OF COUNTY COMMISSIONERS TO CONSIDER THE ADOPTION OF A BICYCLE PLAN, INCLUDING ASSOCIATED COMPREHENSIVE PLAN REVISIONS.**

A public hearing was held before the Hood River County Planning Commission on February 10, 2010, at 7:00 p.m. in the County Board of Commissioners Conference Room (1<sup>st</sup> floor), 601 State Street, Hood River, Oregon, to consider the 2010 Bicycle plan pursuant to the Transportation Planning Rule (OAR, Division 12) as well as the Statewide Planning Goals and the County Comprehensive Plan.

The public hearing followed one work session held before the Planning Commission on December 9, 2009 during which the proposed comprehensive plan revisions were discussed. A public Open House was also held at the County Business Administration Building on July 25, 2006.

Due notice was given of the public hearing including a direct mailing to Bicycle Advisory Committee members, affected agencies and other interested parties. The mailed notice included a short description of the proposed amendments; date, time and location of the Planning Commission's public hearing; and an explanation of how to obtain additional information.

A quorum was present during the public hearing. All of the commissioners were present and participated in the hearing. The Chair of the Planning Commission presiding at the hearing then described the rules and procedure of the hearing. Testimony provided to the Planning Commission during the public hearing included a summary from the planning consultant, a written staff report, comprehensive plan revisions and associated material. Oral and written testimony was also received from the general public and affected agencies.

Based upon the record before it, and being fully advised in the premises, the Planning Commission, after posing questions and full deliberations, adopted recommendations set forth in the staff presentation, including changes recommended by the Commissioners at the hearing, and detailed in the record of the Planning Commission, dated February 10, 2010, attached hereto as Exhibit A, and by this reference

incorporated herein.

Based upon the above information, it is **HEREBY RECOMMENDED** by the County Planning Commission that the County Board of Commissioners adopt the 2010 Bicycle Plan and associated Comprehensive Plan amendments, as detailed in attached Exhibit A.

**DATED** this \_\_\_\_\_ day of February, 2010.

**HOOD RIVER COUNTY PLANNING COMMISSION**

\_\_\_\_\_  
William Uhlman, Chair

\_\_\_\_\_  
Paul Cummings, Vice-Chair

\_\_\_\_\_  
Stan Benson, Commissioner

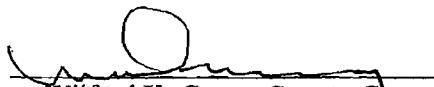
\_\_\_\_\_  
Patrick Moore, Commissioner

\_\_\_\_\_  
Carl Perron, Commissioner

\_\_\_\_\_  
Kathie Alley, Commissioner

\_\_\_\_\_  
Bob Schuppe, Commissioner

Approved as to Form:

  
\_\_\_\_\_  
Wilford K. Carey, County Counsel

**Hood River County 2010 Bicycle Plan**

Comprehensive Plan Revisions

**Hood River County Comprehensive Plan**  
**Appendix to Goal 12 Background Document**

Hood River County Bicycle Plan, 2010  
(Adopted Month, Date, Year)  
(Effective Month, Date, Year)

In 2003, Hood River County adopted a Transportation System Plan (TSP), which included a combined bicycle and pedestrian element and a number of bicycle projects. In 2006, at the direction of the Board of County Commissioners, the County Public Works Department initiated amendments to the comprehensive plan and zoning ordinance to update the bicycle element of the Goal 12 Transportation Planning Rule. The Hood River County Bicycle Advisory Committee (BAC), which was formed primarily by County Administration staff with the assistance of County Public Works staff, guided the plan. In addition, a Public Open House was held in the County Administration Building on July 25, 2006. The preliminary plan was modified based on comments from the open house and a final draft plan was prepared.

In June 2009, County Public Works Staff re-initiated the process by making application to the County Planning Department for a Comprehensive Plan Amendment to update the 2003 TSP with the new Hood River County Bicycle Plan. The Bicycle Plan was reviewed and updated for incorporation into the County's TSP and Comprehensive Plan Background Document.

The purpose of the Bicycle Plan is to direct bicycle planning in coordination with land use planning to:

- Encourage the use of bicycle transportation as a safe and convenient alternative to other transportation modes.
- Update the bicycle portion of the 2003 TSP in compliance with OAR Division 12 Transportation Planning Rule.
- Identify priority bicycle projects for the next 20 years.
- Ensure that bicycle projects are included as opportunities present themselves with other road projects or funding opportunities.
- Position the County for State and Federal funding for these bicycle projects

The study area for the Bicycle Plan includes all of Hood River County outside the Urban Growth Boundaries (UGB) of the Cities of Hood River and Cascade Locks, except for the northerly portions of two County Roads (Country Club and Frankton) that are located within the UGB of the City of Hood River.

There are a total of 20 recommended Bicycle Projects, including: one multi-use path; ten county road projects; five State Highway projects; three State Highway intersection projects; and one Historic Columbia River Highway project comprised of four segments.

*Note: The 2010 Hood River Bicycle Plan Update summarized above is added to the Background Document as Appendix " \_\_\_\_\_", and herein incorporated by reference.*

Proposed Goal 12 Policy Document Amendment

Goal 12 – Transportation

A.2.b.xvii. Update the Hood River County ~~Bicycle~~ and Pedestrian Plan.

Proposed Amendments to the Transportation System Plan



**TABLE OF CONTENTS**

	Page
<b>1. PLANS AND STUDIES .....</b>	<b>1-1</b>
1.1 INTRODUCTION.....	1-1
1.2 PLANS AND STUDIES AFFECTING HOOD RIVER COUNTY.....	1-1
1.2.1 Federal and Statewide Plans and Studies .....	1-1
1.2.2 OR 35 Corridor-Specific Plans and Studies .....	1-6
1.3 PLANS FOR HOOD RIVER COUNTY.....	1-7
1.3.1 County Policy Document (1991).....	1-7
1.3.2 Background Report (Amended August 1986).....	1-8
1.3.3 Zoning Map (1995) and Zoning and Subdivision Ordinances (1989), The Comprehensive Plan Map (1984), and the Exceptions Document (1984).....	1-8
1.3.4 Hood River County Draft Bicycle Plan (Summer 1990-2010).....	1-8
1.3.5 Hood River County Road Standards (Adopted April 1, 1985).....	1-8
1.3.6 Hood River County Fire Chiefs Association: Fire & Life Safety Requirements for Fire Department Access and Water Supplies.....	1-9
1.3.7 Findings of Compliance with Statewide Planning Goals and Acknowledged Plan Policies.....	1-10
1.4 OTHER RELEVANT PLANS AND STUDIES .....	1-10
1.4.1 City of Hood River Transportation System Plan (TSP) (Amended October, 2001).....	1-10
1.4.2 City of Cascade Locks Transportation System Plan (TSP) (Adopted November, 2001).....	1-10
1.4.3 Hood River Airport Draft Master Plan 1990-2010 (July 1993).....	1-10
<b>2. PUBLIC INVOLVEMENT/GOALS AND OBJECTIVES.....</b>	<b>2-1</b>
2.1 INTRODUCTION.....	2-1
2.2 ASSUMPTIONS.....	2-1
2.3 PUBLIC AND AGENCY INVOLVEMENT.....	2-2
2.3.1 Project Management Team.....	2-2
2.3.2 Technical Advisory Committee.....	2-2
2.3.3 Issues Survey.....	2-2
2.3.4 Project Newsletters.....	2-2
2.3.5 Open Houses.....	2-3
2.3.6 State Agency Review.....	2-3
2.4 GOALS, POLICIES AND STRATEGIES FOR HOOD RIVER COUNTY.....	2-3
2.4.1 Goal A: Transportation Balance.....	2-3
2.4.2 Goal B: Connectivity.....	2-9
2.4.3 Goal C: Highway & Roadway Congestion.....	2-10
2.4.4 Goal D: Roadway Conditions.....	2-11
2.4.5 Goal E: Safety.....	2-12
2.4.6 Goal F: Environmental and Energy Impacts.....	2-13
2.4.7 Goal G: Social and Land Use Impacts.....	2-15
2.4.8 Goal H: Economic Impacts.....	2-16
2.4.9 Goal I: Funding.....	2-17
<b>3. CURRENT CONDITIONS.....</b>	<b>3-1</b>
3.1 INTRODUCTION.....	3-1
3.2 ROADWAY SYSTEM.....	3-1
3.2.1 State Highways.....	3-1
3.2.2 State Highway Classification System.....	3-2
3.2.3 Special Purpose Classification System.....	3-3
3.2.4 Interstate and Regional Connectivity.....	3-5

## Transportation System Plan Proposed Update to Section 1.3.4

---

### **1.3.4 Hood River County Draft Bicycle Plan (~~Summer 1990~~ 2010)**

The ~~Draft~~ Hood River County Bicycle Plan inventories existing bicycle facilities; ~~provides data from a questionnaire on type, number, and attitude of riders, and the amount of use of facilities;~~ proposes future facilities; and presents guiding policies for bicycle facility planning. This document has ~~not~~ been adopted by the County.

The ~~four~~ guiding ~~direction~~ policies ~~in~~ of the Plan ~~are~~ is:

- ~~1.~~
  - The Hood River County Department of Public Works, Engineering Section, shall coordinate and facilitate the planning of proposed bicycle facilities to ensure concordance.
- ~~2.~~
  - Hood River County shall, within its means, accommodate and balance the needs of all bicyclists including, utilitarian, recreational, and mountain bike users.
- ~~3.~~
  - When conditions dictate, emphasis on the selection of a bikeway facility will be directed towards the existing county roadway system.
- ~~4.~~
  - Priority of selected routes considered are subject to revenue resources, expected use, and safety factors.

Transportation System Plan Proposed Update to Section 2.4.1 Goal A: Transportation Strategies; Subsection A.2. Bicycles and Pedestrians (Strategies)

---

**A2. Bicycles and Pedestrians**

**Policies**

- Provide a network of safe and convenient bicycle and pedestrian facilities that connects residential areas to parks, school, commercial centers, and other areas and is integrated into the overall transportation system.
- Locate and design recreational and bicycle pathways so as to balance the needs of human use and enjoyment with resource preservation in identified Natural Resource areas.
- Develop a safe, complete, attractive, and efficient system of pedestrian and bicycle ways, including bike lanes, shared roadways, off-street pathways and sidewalks. Road standards shall address bicycle and pedestrian paths.
- When development or redevelopment of land occurs, provide bike and pedestrian facilities that are consistent with standards and policies of this plan.
- Provide connectivity to each area of the County for convenient multi-modal access.

**Strategies**

- Recognize both local and through travel needs in designing bicycle and pedestrian facilities.
- Improve signing of bikeways, particularly destination signing.
- Require bikeways along arterials and major collectors.
- Add or improve bike lanes or widen shoulders as part of improvements to the roadway system, including improvements to roads used to access recreational bicycle areas.
- Locate and design recreational and bicycle pathways to balance the needs of people with resource protection in identified Natural Resource protection areas.
- Create alternative routes to specific destinations to avoid conflicts with other modes; provide signage to direct bicyclists to alternative routes.
- Investigate opportunities to site services, e.g., parking and camping, for cyclists.
- Investigate alternative funding sources, use of volunteer groups, and other methods for off-highway bikeway maintenance.
- At a minimum, provide five-foot shoulders to accommodate bicycle use on state highways and local arterial streets, and a minimum 4' shoulder on collector streets where warranted.
- Provide connections to local bicycle and hiking systems where feasible; provide signage or other means to facilitate access, as appropriate.

Transportation System Plan Proposed Update to Section 2.4.1 Goal A: Transportation Strategies; Subsection A.2. Bicycles and Pedestrians (Strategies)

---

- Improve the safety of pedestrian crossings in rural centers, e.g., AGA and Davis Roads in Odell.
- Improve signing and lighting of pedestrian crossings in rural centers to improve pedestrian safety.
- Develop an interconnected pedestrian system that includes Trail 400, HCRH, and Chinook Trail (loop hiking trail).
- Promote strategies that increase the share of bicycle and pedestrian trips as a percentage of all trips.
- Access should be provided to the following trailheads: Perham Creek (Wygant Trail), Mt. Defiance Trail (No. 413), Herman Creek Trail (No. 406), Wyeth Trail (No. 411), Ruckle Creek Trail (No. 405), Cabin Creek Trail, and the trail leading to the Old Dalles-Sandy Wagon Road on Shellrock Mountain.
- The construction and maintenance of the Columbia Gorge Trail and other State and Federal hiking, horse, and bicycle trails shall be supported.
- ~~Update the Draft Hood River County Bicycle and Pedestrian Plan.~~

## Transportation System Plan Proposed Update to Section 3.17 Bicycles

---

### 3.17 BICYCLES

Bicycle travel is allowed on all state highway system roadway segments in Hood River County, including I-84, US 30, OR 35, Highway 281, and Highway 282.

Consistent with the 1995 Bicycle and Pedestrian Plan a shoulder bikeway shall be a minimum width of four (4) feet on rural roads. A shoulder bikeway accommodates bicyclists on a hard shoulder of the road. This provides better separation of cyclists from motorists and more safety than a shared roadway. The roadway inventory along I-84 indicated that the shoulders are wide enough to accommodate bicyclists. An inventory of the shoulder widths completed in 1998 as part of the OR 35 corridor study, indicated that the shoulders along the southern 10 miles of OR 35 are in good shape with shoulders exceeding four feet in width, the middle 18 miles are in poor shape with many deficient areas, and the northern 10 miles have fairly wide shoulders with few deficiencies. Therefore, although some sections of OR 35 can accommodate bicyclists on the shoulder the bicyclist must share the roadway with passenger vehicles for about half the length of OR 35. Similar to the majority of OR 35, the parallel district highways Hwy 281 and Hwy 282, have deficient shoulders for bicycle use therefore requiring bicyclists to share the roadway with passenger vehicles.

In 1990, Hood River County conducted a survey and created the Bicycle Informational Profile. This Profile gauged the demand for bicycle facilities on certain roads and likelihood that demand would increase if bicycle facilities were improved. This study revealed that OR 35 is presently the third most used bicycle facility in the County. It also found that 80 percent of respondents said they were likely to bicycle more often if better bicycling facilities were developed in the county. Consequently, if facilities are improved within Hood River County, bicycle use of OR 35 is expected to increase.

As a result of the 1990 Bicycle Informational Profile, the county has added paved shoulders to portions of Belmont Drive (city limits to Fairview), Indian Creek Road (Belmont to Brookside), and Country Club Road (Sunset to Portland Drive), the county's three busiest collectors. The facilities are used for recreational use and commuting. They are all relatively new and in very good condition.

~~The 1991 Hood River County Draft Bicycle Plan identifies improvements to bicycle facilities, but it has not been adopted. **The 2010 Hood River County Bicycle Plan is incorporated by reference in the TSP and the County's Comprehensive Plan Background Document.** New bicycle facilities have been constructed in Hood River County as part of the Historic Columbia River Highway State Trail. In 2000, a new bicycle/pedestrian trail opened, which connects the City of Hood River to Mosier, Oregon. The portion of the trail that lies within Hood River County starts at the Senator Mark O. Hatfield West Trailhead located east of the City of Hood River on the Historic Columbia River Highway State Trail and continues to the Wasco County line.~~

Additional trails also have been added in the Mount Hood National Forest. The additional trails include the Laurance Lake High Route Trail (approximately 1.5 miles constructed to date, 3 additional miles planned), the Rainey-Kingsley Trail (approximately three miles), and the Skyline Trail (one mile open to bicycles in Lost Lake Campground area).

#### 6.4.1 Pedestrian System Plan

A complete pedestrian system should be implemented in the urban growth areas, and in residential areas zoned for urban levels of development (average lot size of 10,000 square feet or less, where there is the potential for street connectivity). Every paved street should have sidewalks on ~~both~~ **at least one** sides of the roadway meeting the requirements set forth in the street standards. Pedestrian access on walkways shall be provided between all buildings including shopping centers and abutting streets and adjacent neighborhoods. Pedestrian facilities within the rural portions of the county are minimal (at most a paved shoulder). Within Hood River and Cascade Locks, sidewalks are lacking in a number of sections and pedestrians must frequently share roads with cars.

The pedestrian improvements include sidewalk projects and trail projects. Future pedestrian trail improvements include creating a trail from the Indian Creek area that connects the Port to Post Canyon (approximately five to six miles), and **constructing a sidewalk along a portion of AGA Road, and** improving sections of Post Canyon Road, as well as completion of other trail projects and proposed sidewalk improvements in the community of Odell.

Although shoulder additions can serve pedestrians, they are not ideal because they are not separated from the roadway; however, in rural areas where development may not occur quickly, the addition of shoulders is often the most practical improvement that can be implemented. Generally, shoulders are more of a benefit to cyclists than to pedestrians; therefore, proposed shoulder-widening or additions are discussed in the Bicycle System Plan section of this chapter.

A six-foot wide sidewalk with curbs already in place costs about \$30 per linear foot. Adding a curb as well as a six-foot wide sidewalk costs about \$35 per linear foot. In commercial areas, an eight-foot wide sidewalk with a curb would cost about \$45 per linear foot. A typical block in the cities of Hood River and Cascade Locks would require about 300 linear feet of sidewalk (2 x 150 ft). For a six-foot-wide sidewalk including curbs, the cost would be approximately \$10,500. With curbs already in place, the cost would be approximately \$9,000.

*Other Streets:* Missing sidewalk segments should be infilled whenever an opportunity presents itself (such as infill development, special grants, etc.), concentrating on arterial streets, collectors, and school routes.

*Pedestrian Crossings:* Improve the safety of pedestrian crossings through additional/improved signing and lighting, curb extensions, education, enforcement and traffic control measures.

## 6.4.2 Bicycle System

The county's Draft Bicycle Plan identifies a number of proposed improvements to bicycle facilities, but has not yet been adopted. **The 2010 Hood River County Bicycle Plan is incorporated by reference in the TSP and the County's Comprehensive Plan Background Document.** The cities of Hood River and Cascade Locks identify bicycle system improvements in each of their respective adopted TSPs.

Hood River County plans to improve existing major collectors with paved shoulders, where right-of-way allows, when roadway segments are due for an overlay. Future bicycle improvements also include creating a trail from the Indian Creek area that connects the Port to Post Canyon (approximately five to six miles) and improvements along Post Canyon Road.

A list of recommended bikeway improvements for the entire county is displayed in **Table 6-4**. In addition to the projects proposed in Table 6-4, the new collectors and arterial streets recommended as part of the Street System Plan will include bike lanes.

Bike lanes should be one-way, five or six feet wide and located adjacent to the curb, except where there is curb parking or a right turn lane. Where these conditions occur, the bike lane is located between the through travel lane and the parking or right turn lane. The bike lane is marked in the same direction as the adjacent travel lane. Striping and signing should conform to the State Bicycle and Pedestrian Plan.

I-84, OR 35, Highway 281, Highway 282, and US 30 are all state highway bicycle facilities and are intended to provide for the general needs of bicyclists. Bicycle facilities on I-84, OR 35, and US 30 consist of shoulder bikeways with at least 4 feet of pavement. A shoulder bikeway accommodates bicyclists on the hard shoulder of the road.

Establishing a complete bike system through the county may be difficult due to a lack of connecting streets and steep topography. Some of the more rural streets are too narrow to adequately serve cyclists. These rural streets are usually lacking sidewalks, so pedestrians must share the roadway shoulder with cyclists.

Therefore, a number of the projects presented in Table 6-4 are shoulder additions that will serve bicyclists as well as pedestrians. Shoulders are sufficient for bicyclists, particularly in rural areas where traffic volumes are lighter. Shoulders improve the road function for all users. However, as land use densities and traffic increases over the long term, the best solution for all users is to reconstruct the street to full standards with sidewalks and bike lanes.

Where there is significant traffic (more than 6,000 to 10,000 ADT in all directions) or turn lanes at intersections, through and turning bike lanes should be considered.

Railroad crossings are typically rough throughout the planning area, with asphalt pulling away from the rails presenting a hazard to narrow wheels such as those on wheelchairs or bicycles. Concrete rail approaches are desirable where bicycle travel is common.

Bicycle parking is generally lacking in the planning area. Bike racks should be installed in front of businesses and all public facilities (schools, post office, library, city hall, and parks). Typical rack designs cost about \$50 per bike plus installation.

**TABLE 6-4  
TRANSPORTATION SYSTEM IMPROVEMENTS PROJECT LIST**

Project No.	Description/Location	Project Justification				Cost (\$)	Jurisdiction
		Modernization	Preservation	Safety	Operations/Bridge		
<i>Roadway Projects</i>							
<i>Short-Range</i>							
R-1	Upgrade electronic reader board at Mt. Hood Meadows access road/OR 35 (MP 64.08)			S	O	\$80,000	State or Private
R-2	Restripe intersection markings for intersection of OR 35 and Hwy 282 to clarify turn movements and improve safety (STIP #03407).			S	O	\$50,000	State
R-4	Phase I Seismic Retrofit, West Hood River Interchange, Bridge #09017 (I-84 at MP 62.06)			S	B	\$110,000	State
R-5	Roadway improvements to Dethman Ridge Drive at Hwy 282			S		\$750,000	State & County
R-7	Realign Orchard Road adjacent to Hood River Airport				O	\$500,000	County & Port
R-8	Pull-off Chain-up Area on Country Club Road, West of Frankton Road			S		\$100,000	County
R-9	Realignment of Highway 281 at MP 12.80	M		S		\$1,500,000	State
R-10	Provide adequate rockfall area to reduce rockfall hazard at the Hood River Canyons Rockfall (Hwy 35 MP 72)(STIP #09388); scheduled for 2003.				O	\$2,691,000	State
R-11	Pave roadway, add sidewalk infill where possible on Country Club Rd-Historical Columbia River Hwy (STIP #10681); scheduled for 2003.	M	P			\$2,467,000	State
R-12	Preservation overlay, safety work as needed on Jct. Hood River Hwy - Polallie Creek (STIP #11939)		P	S		\$5,005,000	State
R-13	Preservation overlay, safety work as needed on Neal Creek Road - MP 91.5 (STIP #11940)		P	S		\$3,185,000	State
R-14	Realign intersection improve sight distance on Hood River Hwy at Highway 282 (STIP #03407)	M		S		\$473,000	State
R-15	Construct a signal at the Hood River/ Pacific Ave. intersection (STIP #11915)			S	O	\$370,000	State
R-16	Rockfall mitigation on the Columbia River Farley Slide Repair (I-84 MP 48) (STIP #10921)			S	O	\$656,000	State
R-17	Columbia River Highway culvert replacement MP 55.18-MP 58.63 (STIP #12077)	M			B	\$2,272,000	State
R-18	Conduct a comprehensive traffic study on OR 35 South of I-84 & OR 35 at US 30 to determine problems, identify and plan proposed intersection improvements; study would include environmental assessment, permits and Final Engineering Plans	M		S	O	\$150,000	State
R-69	Construct interpretive sites and sign project for the Historic Columbia River Highway				O	\$300,000	State
R-67	Identify additional right-of-way needs for Highways 281 and 282	M		S	O	NA	State
R-68	Extend storm sewers, sidewalks, curbs and gutters on Forest Lane to the Cascade Locks industrial park	M	P	S	O	\$600,000	County & City & State
R-70	Reduce lateral grades on Highway 35 in selected areas			S	O	NA	State
R-71	Annual guardrail replacement (estimated annual cost of \$40,000)	P	S			\$200,000	County



Transportation System Plan Proposed Update to Table 6-4, Pedestrian & Bicycle Projects

Project No.		Project Justification	Cost (\$)	Jurisdiction
<b>Subtotal</b>			<b>\$21,459,000</b>	
<b>Intermediate-Range</b>				
R-19	Install/upgrade culverts across OR 35 in the vicinity of Clark Creek (MP 65.88)		\$80,000	State
R-20	Improve Robinhood Quarry/bridge to allow disposal of roadway ditch material (OR 35 at MP 68.14)		\$100,000	State
R-21	Create a Mt. Hood scenic view site along OR 35 - mile south of White River Br. (MP 61.24)		\$3,000	State
R-24	Construct signal/intersection improvements @ intersections of OR 35/I-84 and OR 35/HCRH	M S O	\$1,000,000	State
R-25	Arch Culverts to add drainage capacity along I-84 near MP 65.8		\$200,000	State
R-26	Add a turning lane to Belmont Drive at West Avalon Intersection	S	\$100,000	County
R-27	New rest area along I-84 at either Cascade Locks, Wyeth or Hood River		\$3,105,000	State
R-28	Install sidewalks along Belmont Avenue (collector) from 22 <sup>nd</sup> Street to 14 <sup>th</sup> Street, both sides	M	\$66,000	City
R-29	Develop a streetscape plan from the Historic Columbia River Highway from Country Club Road to 13 <sup>th</sup> Street that complies with the HCRH street plan. Include street section from City; no study needed.	M	\$50,000	City & State
R-31	Extend Rand to Belmont Drive	M	\$2,500,000	City & County
R-32	Realign Country Club/Cascade intersection	M S	\$600,000	City & County & State
R-33	Improve Rebecca Drive to City standards (City proposed project-no cost or schedule information provided)	M	NA	City
R-34	Improve West Prospect to City standards (City proposed project-no cost or schedule information provided)	M	NA	City
R-35	Extend Belmont Drive to Post Canyon Road (City proposed project-no cost or schedule information provided)	M	NA	City
R-72	Realign and/or relocate Bennett Pass SnoPark area to the newly constructed Mt. Hood Meadows Interchange (on the overpass, northeast of the ramp)	M	NA	State or Federal
R-73	Reconstruct Cloud Cap/Tilly Jane Road - for back country parking (The \$260,000 may be included in the item below - need to check with USFS - Stewart Fletcher)	M	NA	State or Federal
R-74	Cooper Spur Access Road - Reconstruction of 1.85 miles (USFS gave 2 figures: \$2,300,000 + \$260,000)	M S	\$2,560,000	Federal
R-75	Reconstruction of Hood River Meadows Access Road - 0.56 mile reconstruction project	M S O	\$300,000	State or Federal
R-76	Annual guardrail replacement (estimated annual cost of \$40,000)	P S	\$200,000	County
R-77	Highway 35 Improvement Feasibility projects - realignment, bridge and other improvements in the vicinity of rivers and creeks*	M P S O B	NA	Federal
<b>Subtotal</b>			<b>\$10,364,000</b>	
<b>Long-Range</b>				
R-36	Add turning lanes to Hwy 282 at Davis Drive (MP 2.72)	M S	\$600,000	State & County

\* Numerous alternative projects have been recommended as part of the Hwy 35 Improvement Feasibility Study, but refinement is needed before a specific alternative is selected.

Transportation System Plan Proposed Update to Table 6-4, Pedestrian & Bicycle Projects

Project No.	Project Justification	Project Justification		Cost (\$)	Jurisdiction
		M	S		
R-37	Install turning lanes at Hwy 282/Chevron/Mud Alley (MP 2.38)	M	S	\$150,000	State & County
R-38	Parking improvements at Clark Creek Tea Cup Sno-Park along OR 35 (MP 65.88)	M	S	\$25,000	State
R-39	Construct new road connecting HCRH and Fairview Drive (On 30 <sup>th</sup> Street from Fairview to May Street and on 30 <sup>th</sup> Street from Eugene Street to HCRH)	M		\$2,400,000	City & County
R-40	Shoulder widening/paving of Hwy 281 (project limits not provided)	M	S	NA	State
R-41	Hwy 282 shoulder widening county wide for bicycle use and roadside safety (MP 0.51-2.76)	M	S	\$610,000	State
R-42	Phase I Seismic Retrofit; East Fork Hood River Bridge, Bridge #01039 (Hwy 281 at MP 12.9)			\$80,000	State
R-43	Phase I Seismic Retrofit; Hood River Tucker Bridge, Bridge #01600 (Hwy 281 at MP 4.95)			\$70,000	State
R-44	Polallie Creek Bridge reconstruction to accommodate debris flow. (OR 35 at MP 73.82)*	M	P S	NA	State
R-45	Replacement of the East Fork Hood River Bridge (OR 35 at MP 68.21)*			NA	State
R-46	Replacement of the East Fork Hood River Bridge (OR 35 at MP 73.2)*			NA	State
R-47	Replacement of the East Fork Hood River Bridge (OR 35 at MP 77.6)*			NA	State
R-48	Replacement of the East Fork Hood River Bridge, Bridge #01939 (Hwy 281 at MP 12.9)			NA	State
R-49	Replace East Fork/Woodworth Road Bridge			\$750,000	County
R-50	Major widening with alignment improvement along OR 35 between MP 94.43 - 95.45	M		\$3,285,000	State
R-51	Major widening improvement along OR 35 between MP 96.26 - 96.87	M		\$1,349,000	State
R-52	Major widening improvement along OR 35 between MP 97.97 - 98.62	M		\$2,278,000	State
R-53	Major widening with alignment improvement along OR 35 between MP 99.86 - 101.82	M		\$5,475,000	State
R-54	Major widening with alignment improvement along Hwy 281 between MP 1.24 - 2.07	M		\$1,800,000	State
R-55	Major widening with alignment improvement along Hwy 281 between MP 4.99 - 5.09	M		\$1,847,000	State
R-56	Major widening with alignment improvement along Hwy 282 between MP 0.00 - 0.51	M		\$1,464,000	State
R-78	HCRH improvements on Westcliff Drive from Meredith Motel to I-84	M		NA	State
R-58	Redesign Intersection at Indian Creek, Barrett Road and Hwy 281	M	S O	\$200,000	State & County
R-59	Construct new road connecting Rand Road and Frankton Road	M		\$2,000,000	City & County
R-60	Reconstruct Davis Road to urban standards from Odell Highway 282 to A.G.A. Road	M		\$320,000	County
R-61	Reconstruct A.G.A. Road to urban standards from Davis Road to Odell Highway 282	M		\$730,000	County
R-62	Install 4 ft paved shoulders on Barrett Rd., Country Club Rd. to Indian Creek Rd	M		\$160,000	County
R-63	Install 4 ft paved shoulders on May Dr., Frankton Rd. to Rand Rd.	M		\$95,000	City & County
R-64	Install 4 ft paved shoulders on Portland Dr., Country Club Rd. to Tucker Rd	M		\$260,000	County
R-65	Install 4 ft paved shoulders on Hwy 281, Barrett Rd. to Portland Dr.	M		\$125,000	State

\* Numerous alternative projects have been recommended as part of the Hwy 35 Improvement Feasibility Study, but refinement is needed before a specific alternative is selected.

Transportation System Plan Proposed Update to Table 6-4, Pedestrian & Bicycle Projects

Project No.	Project Justification	Cost (\$)	Jurisdiction
R-66	Shoulder widening and paving on Hood River Hwy 281	\$2,560,000	State
R-79	Annual guardrail replacement (estimated annual cost of \$40,000)	\$400,000	County
<b>Subtotal</b>		<b>\$29,033,000</b>	
<b>Total All Roadway Projects</b>			
<b>\$61,356,000</b>			
<b>Bikeway and Pedestrian Projects</b>			
<b>Short Range</b>			
B-1	Pedestrian and bike trail from Wyeth to Starvation Creek	\$16,569,000	State
B-2	Pedestrian and bike trail from Starvation Creek to Viento	\$750,000	State
B-3	Pedestrian and bike trail from Mitchell Point to Hood River	\$6,143,000	State
B-4	Pedestrian and bike trail at Davis Rd. and AGA Rd. in Odell from Hwy 282 to Mt. Hood Railroad	\$25,000	County
B-5	Stripe two five foot bike lanes on Cascade Avenue/Historic Columbia River Highway from 13 <sup>th</sup> Street to the I 84 on-ramp where width allows to be done in coordination with project	Funded/ neatly complete	State
B-6	Stripe bike lanes along Belmont Avenue (collector) from 22 <sup>nd</sup> Street to 12 <sup>th</sup> Street, 2,750 feet. Two 11.5 foot lanes, two five foot bike lanes and one seven foot parking lanes. (SB 11.5-11.5-5B-7P)	\$3,000	City
B-16	Construct sidewalks on both sides of Odell Highway from the railroad to Davis Drive and on Atkinson Dr. from Odell Hwy to the Post Office	\$200,000	County & State
B-17	Indian Creek Trail, easements and improvements	\$50,000	Parks & Rec. District
<b>Subtotal</b>		<b>\$23,740,000</b>	
<b>Intermediate Range</b>			
B-7	Install 4 ft paved shoulders on Belmont Rd., Belmont Dr. North to Belmont Dr. South	\$31,000	County
B-8	Install 4 ft paved shoulders on Country Club Rd., Post Canyon Rd. to Cascade Ave.	\$186,000	County
B-9	Install 4 ft paved shoulders on Frankton Rd., Country Club Rd. to May Dr.	\$65,000	County
B-10	Install 4 ft paved shoulders on Tucker Rd., Mountain View Cemetery to Exp. Station Dr.	\$31,000	State
B-11	Pedestrian and bike trail Viento to Mitchell Point	\$7,383,000	State
B-12	Pedestrian and bike trail Mitchell Point	\$6,195,000	State
B-13	Provide multi-use path along West Cliff from Jaymar Road to Rauthton Park	NA	City & County & State
<b>Subtotal</b>		<b>\$13,991,000</b>	
<b>Long Range</b>			
B-14	Provide a crossing for non-motorized traffic over the current railroad tracks north of the I-84 overpass. Pedestrian and bicycle traffic will have a direct connection from Riverside to Westcliff and Jaymar Avenues.	\$500,000	City & State
B-15	Install 4 ft paved shoulders bikeway on Brookside Drive	\$125,000	County
<b>Subtotal</b>		<b>\$625,000</b>	
<b>Total All Bicycle/Pedestrian Projects</b>			
<b>\$38,256,000</b>			

Transportation System Plan Proposed Update to Table 6-4, Pedestrian & Bicycle Projects

Project No.	Description/Location	Project Justification	Project Justification	Cost (\$)	Jurisdiction
<b>Bikeway Projects</b>					
<b>Short-Range</b>					
B-101	Westcliff Drive, multi-use path			\$2,400,000	County/ State
B-125	HRC Trails: Mitchell Pt to Hood River Segment, multi-use path	M		\$6,100,000	State
B-102	Country Club Road (north), bike lanes	M		\$1,200,000	County
B-105	Frankton Road (south), bike lanes	M		\$90,000	County
B-108	Brookside Road (east), bike lanes	M		\$60,000	County
B-110	Indian Creek Road, bike lanes	M		\$180,000	County
<b>Subtotal</b>				<b>\$10,030,000</b>	
<b>Intermediate-Range</b>					
B-125	HRC trails: Wvth to Starvation Creek; Viento to Mitchell Pt; Mitchell Pt	M		\$30,200,000	State
B-103	Country Club Road (south), bike lanes	M		\$408,000	County
B-104	Frankton Road (north), bike lanes	M		\$72,000	County
B-109	Brookside Road (west), bike lanes	M		\$300,000	County
B-111	Barrett Drive, bike lanes	M		\$192,000	County
B-113	Summit Drive, bike lanes	M		\$378,000	County
B-114	Wv' east Road, bike lanes	M	\$	\$252,000	County
B-116	OR-35 Mt. Hood Hwy (north); highway segment			\$1,200,000	State
B-117	OR-35 Mt. Hood Hwy (south); highway segment			\$1,800,000	State
B-118	OR-281 Hood River Hwy (north) (Tucker Rd); highway segment			\$1,440,000	State
B-119	OR-281 Hood River Hwy (south); highway segment			\$6,480,000	State
B-120	OR-282 Odell Hwy; highway segment			\$1,200,000	State
B-121	OR-35 & HCRH; highway intersection			Unknown	State
B-122	OR-281 & Indian Creek Rd; highway intersection			\$2,400,000	State
B-123	OR-35 & OR-282; highway intersection			Unknown	State
<b>Subtotal</b>				<b>\$46,322,000</b>	
<b>Total Bicycle Projects</b>					
				<b>\$56,352,000</b>	
<b>Pedestrian Projects</b>					
<b>Intermediate-Range</b>					
P-1	Sidewalk on AGA Rd to Davis School	M		\$350,000	County/ State
P-2	Sidewalks on both sides of Odell Hwy from RR to Davis Dr and Atkinson Dr from Odell Hwy to PQ	M		\$200,000	County/ State
<b>Subtotal</b>				<b>\$550,000</b>	
<b>Total Pedestrian Projects</b>					
				<b>\$550,000</b>	

Transportation System Plan Proposed Update to Table 6-4, Pedestrian & Bicycle Projects

Project No.	Project Justification	Cost (\$)	Jurisdiction
<b>Railway, Airway, and Other Projects</b>			
<i>Railway Projects</i>			
<b>Short Range</b>			
RW-1	Annual railway tie replacement (ongoing project over 20-year period – costs for years 1-5 only)	\$650,000	Private
RW-2	Annual rail replacement	\$75,000	Private
RW-3	On-going maintenance and repair of road crossings	\$50,000	Private
RW-4	Rail line extensions Baseline Road to Parkdale Grange	\$50,000	Private
RW-5	Improve industrial/commercial sites for freight service (siding and switches)	\$1,000,000	Private
RW-6	Potential Reload Center-e.g., Pine Grove (siding and switches)	\$250,000	Private
RW-7	Track extension at Mt. Hood Railroad location in Hood River for Steam locomotive, roundhouse and transportation museum	\$1,400,000	Private
<b>Subtotal</b>		<b>\$3,475,000</b>	
<b>Intermediate-Range</b>			
RW-1	Annual railway tie replacement (ongoing project over 20-year period – costs for years 5-10 only)	\$650,000	Private
RW-2	Annual rail replacement	\$75,000	Private
RW-3	On-going maintenance and repair of road crossings	\$50,000	Private
<b>Subtotal</b>		<b>\$775,000</b>	
<b>Long Range</b>			
RW-1	Annual railway tie replacement (ongoing project over 20-year period – costs for years 10-20 only)	\$1,300,000	Private
RW-2	Annual rail replacement	\$150,000	Private
RW-3	On-going maintenance and repair of road crossings	\$100,000	Private
RW-4	Resumption of Amtrak Service	NA	Private
RW-8	Bridges-on-going maintenance repair of road crossings	\$950,000	Private
RW-9	Rail extensions (Parkdale to Cooper Spur and Cooper Spur to Mt. Hood Meadows)	\$60,000,000	Private
<b>Subtotal</b>		<b>\$62,500,000</b>	
<b>Subtotal All Rail Projects</b>			
		<b>\$66,750,000</b>	
<i>Airway Projects</i>			
A-1	Runway extension and land acquisition at Hood River Airport	\$1,500,000	Port
A-2	Relocate operational terminal and add public rest area	\$300,000	Port
A-3	Install weather station	\$100,000	Port
A-4	Add 21 New T-Hangars	\$504,000	Port
A-5	Install Fencing	\$100,000	Port
<b>Subtotal Air Projects</b>		<b>\$2,504,000</b>	
<i>Other Projects</i>			
O-1	Transit/multi-modal center and vehicle storage	\$691,500	All
O-2	Robinhood Campground toilet removal, and water source development	\$1,500	USFS
O-3	Trail improvements along the Indian Creek	\$75,000	City
O-4	US Forest Service (USFS) trail reconstruction Pacific Crest Trail (Lolo Pass to Bald Mountain)	\$100,000	USFS

Transportation System Plan Proposed Update to Table 6-4, Pedestrian & Bicycle Projects

Project No.					Project Justification	Cost (\$)	Jurisdiction
O-5	USFS trail reconstruction Pacific Crest Trail, Barlow Pass to Frog Lake, and Palmateer Trail	M			\$150,000	USFS	
O-6	USFS bridge replacement Tamanawas Trail Bridge over East Fork				B \$100,000	USFS	
O-7	Countywide study of need for shared parking or park and ride lots to serve commuters and recreational travelers	M			O \$100,000	County, City or Private	
O-8	Replace deck of Hood River Bridge across Columbia River	M			S O \$8,000,000	Federal, County, City or Port	
<b>Subtotal Other Projects</b>						<b>\$9,218,000</b>	
<b>Total Cost of All Projects</b>						<b>\$178,084,000</b>	

Note: These projects include sidewalks and bike lanes with construction or reconstruction of roadway segments.  
 NA = No cost information available

**TABLE 7-3: SUMMARY OF BIKEWAY AND PEDESTRIAN PROJECTS AND COSTS**

<b>Projects</b>	<b>Cost (\$)</b>
<b>Short-Range <u>Bicycle</u> Projects</b>	<b>\$23,740,000</b>
	<b><u>\$10,030,000</u></b>
<b>Intermediate-Range <u>Bicycle</u> Projects</b>	<b>\$13,891,000</b>
	<b><u>46,322,000</u></b>
<b><u>Long-Range Bicycle</u> Projects</b>	<b>None</b>
<b><u>Short-Range Pedestrian</u> Projects</b>	<b>None</b>
<b><u>Intermediate-Range Pedestrian</u> Projects</b>	<b>\$550,000</b>
<b><u>Long-Range Pedestrian</u> Projects</b>	<b>None</b>
<b>Total All Bikeway &amp; Pedestrian Projects</b>	<b>\$38,256,000</b>
	<b><u>\$56,902,000</u></b>

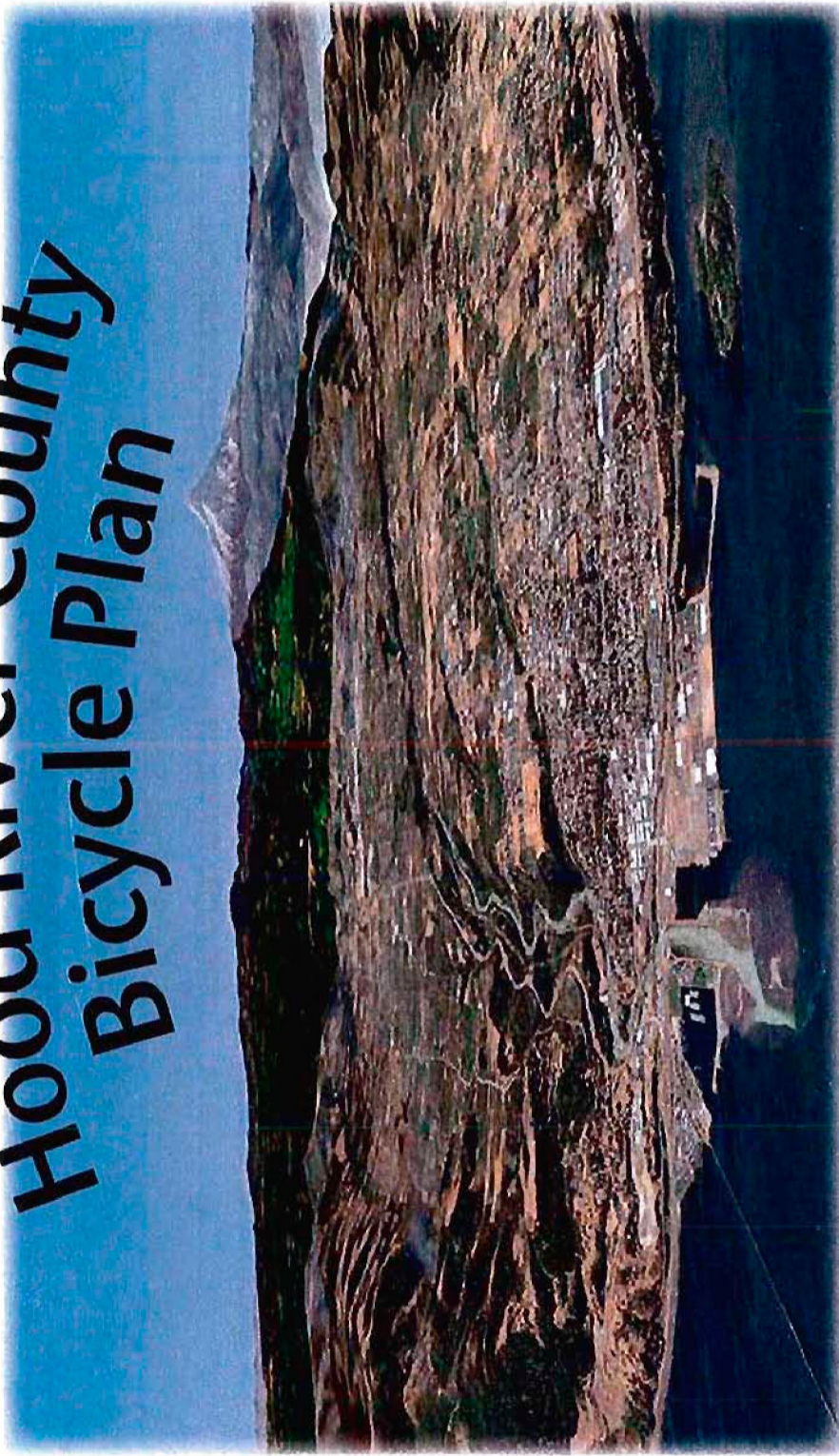
# Hood River County 2010 Bicycle Plan

Draft Bicycle Plan

Draft Bicycle Plan



# Hood River County Bicycle Plan



January 2010



## Acknowledgements

### **HOOD RIVER COUNTY**

Don Wiley, County Engineer  
Brent Gleason, County Forestry  
Josette Griffiths, County Planning  
Anne Debbaut, County Planning

### **HOOD RIVER COUNTY BICYCLE ADVISORY COMMITTEE**

Alan Journeau, Volunteer, Hood River  
Bob Schuppe, Volunteer, Hood River  
Jennifer Wilson, Volunteer, Hood River  
Lisa Macy, Volunteer, Hood River  
Norberto Maahs, Volunteer, Hood River  
Pete Fotheringham, Volunteer, Hood River  
Shane Wilson, Volunteer, Hood River  
Jay Feldman, City of Cascade Locks  
Jennifer Donnelly, City of Hood River  
Virginia Kelly, Columbia River Gorge National Scenic Area  
Jeff Lorenzen, Hood River County School District  
Kevin Slagle, Hood River Ranger District  
Renee Vandegriend, Hood River Valley Parks and Recreation

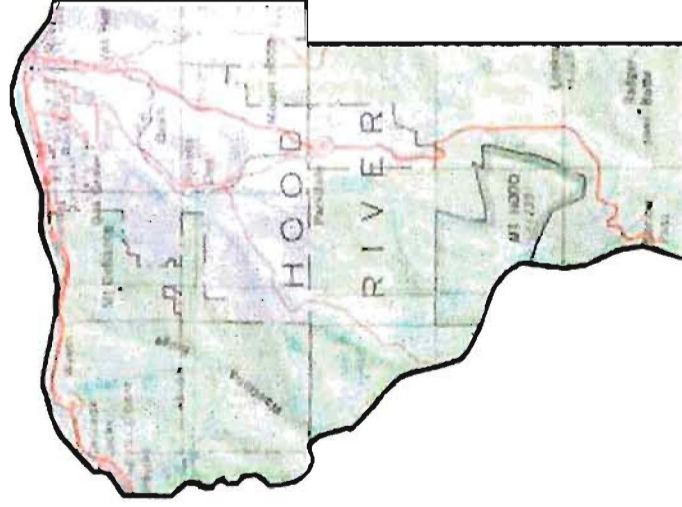
### **OREGON DEPARTMENT OF TRANSPORTATION**

Kristen Stallman, Scenic Area Coordinator  
Michael Ray, former Region 1 Planner

### **CONSULTANTS**

Karen Swirsky, Senior Planner (formerly with David Evans and Associates, Inc.)  
Nils Eddy, Transportation Planning Subconsultant

## Summary



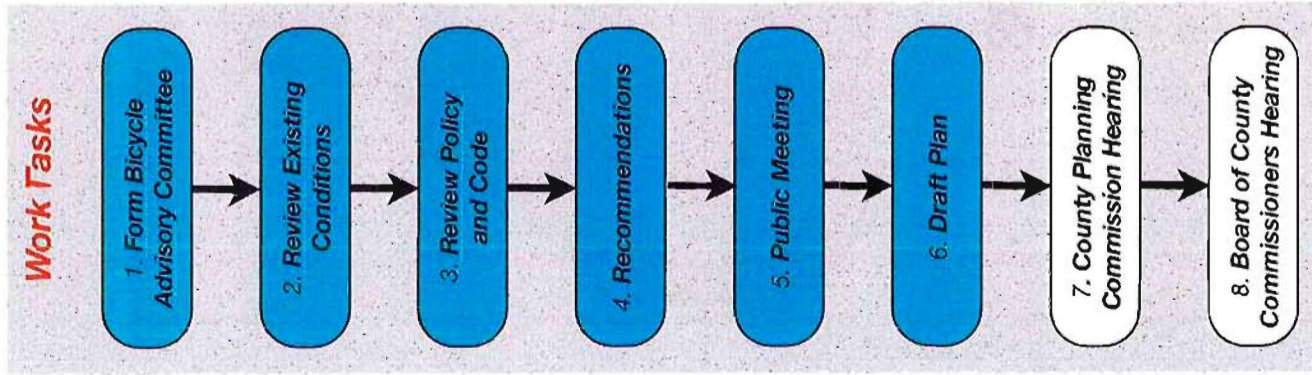
This Hood River County Bicycle Plan is an update of the bicycle element of the County's 2003 Transportation System Plan (TSP). The Bicycle Plan is in compliance with State requirements for planning safe and convenient bicycle facilities to meet local travel needs.

There are about 620 miles of publicly maintained roads in Hood River County. The roadways fall under a variety of jurisdictions, including State agencies (93 miles), the cities of Hood River and Cascade Locks (32 miles), the Federal government (292 miles) and Hood River County (202 miles). Bicycles can legally travel on all public roads in the County.

Most of the bicycle travel in Hood River County occurs on rural roads, typically with two paved travel lanes and little or no paved shoulder. Some of these roads are satisfactory for bicycle use because low traffic volumes result in few conflicts. However, for the State highways and most of the County's major roads, high traffic volumes and speeds can result in conflicts when there is not a paved shoulder or bike lane where bicyclists can ride out of the main traffic lane. The addition of paved shoulders at least four feet wide provide safety, capacity, and maintenance benefits for all road users including pedestrians and motorists as well as bicyclists. In fact, paved shoulders are a standard feature in the Hood River County road design guidelines.

The process of preparing this plan began in January 2006 with the formation of the Bicycle Advisory Committee (BAC), and continued through a public open house in July 2006. This plan is the culmination of many meetings, site visits and discussions, including coordination with affected agencies.

First, the BAC reviewed the bike projects identified in the County's 2003 TSP (see Section 2.1), reviewed existing planning documents and compiled a new list of potential projects, including projects from the 2003 TSP, and added several new County road projects and State Highway projects. Some projects were retained and transferred to the Project Rating Summary and other projects were removed or converted to pedestrian projects. The BAC then evaluated the proposed projects (see Section 4.4). This evaluation used seven criteria to evaluate the bicycle projects. The BAC and Staff did not evaluate trail projects that are outside of publicly owned right-of-way because of funding and jurisdiction limitations.



As a result of this evaluation, all but one of the projects with a low feasibility ranking were eliminated. In addition, the AGA Road project (B-115) was removed as a multi-use path project because it has become a pedestrian project including curb, gutter and sidewalk on the west side of the road (this project will be identified as P-1 in the amended TSP).

The Summary of Recommended Projects (see Section 4.5) includes primarily those projects rated with a medium or high feasibility, and those identified as State highway projects and State trail segments associated with the Historic Columbia River Highway State Trail (HCRH) project. The Summary of Recommended Bicycle projects includes:

- ◆ one multi-use path;
- ◆ 10 county road projects;
- ◆ five State highway projects;
- ◆ three State highway intersection projects, and
- ◆ one HCRH project comprised of four segments.

This is a total of 20 recommended projects at an estimated total cost of approximately \$4,332,000 for County projects and a total of approximately \$52,020,000 for State projects.

In addition to incorporating these 20 bicycle projects and the one project converted to a pedestrian project into the County TSP, it is recommended that this Bicycle Plan be adopted in its entirety as an addendum to the 2003 Hood River County TSP, and appropriate amendments made to Comprehensive Plan documents.

**Section 1: Introduction**

1.1 Purpose . . . . . 1  
1.2 Scope . . . . . 1  
1.3 Tasks . . . . . 2  
1.4 BAC . . . . . 3

**Section 2: Document Review**

2.1 Previous Planning . . . . . 4  
2.2 Summary of Existing Conditions . . . . . 6  
2.3 Bikeway Construction Guidelines . . . . . 7  
2.4 Maintenance and Operational Practices . . . . . 7  
2.5 Problem Areas . . . . . 12  
2.6 Open House Comments . . . . . 13  
2.7 Funding . . . . . 14

**Section 3: Pathways & Trails**

3.1 Introduction . . . . . 15  
3.2 Hood River County Forest Recreation Trails . . . . . 15  
3.3 Hood River Valley Parks and Recreation . . . . . 15  
3.4 Connector Pathways . . . . . 16  
3.5 Columbia River Gorge Scenic Area . . . . . 17  
3.6 Historic Columbia River State Trail . . . . . 17

**Section 4: Bicycle System**

4.1 Introduction . . . . . 20  
4.2 Bicycle Planning Considerations . . . . . 21  
4.3 Project Selection Criteria . . . . . 26

**Contents**

4.4	Evaluation of Potential Projects . . . . .	29
4.5	Recommended Projects . . . . .	33
4.6	Project Descriptions . . . . .	33
4.7	Typical Bikeway Sections and Standards. . . . .	61
	4.7.1 On-Road Bicycle Facilities . . . . .	61
	4.7.2 Multi-Use Paths . . . . .	66
	4.7.3 Signs, Pavement Markings and Signals. . . . .	70

**Section 5: Appendixes**

Glossary. . . . .	74
Oregon Bike Bill—State Statute . . . . .	77
Hood River Bridge . . . . .	81

Table 1. Bicycle Projects from 2003 Hood River County TSP . . . . .	5
Table 2. Project Rating Summary . . . . .	30
Table 3. Summary of Projects Recommended for Amendment to TSP . . . . .	34
Table 4. Summary of Surface Materials for Multi-Use Paths . . . . .	68

Figure 1. Inventory Map . . . . .	31
Figure 2. Recommended Projects Map . . . . .	35
Figure 3. Typical Facility Cross-Sections . . . . .	62



# 1

## Introduction

### 1.1 Purpose

This Plan recommends bicycle facilities that should be constructed in Hood River County over the next 20 years to encourage and support bicycling as a safe, convenient and economic transportation choice. A network of bicycle facilities supports Statewide Transportation Planning Goal 12, which requires balancing vehicular use with other transportation modes, including bicycling, in order to avoid principal reliance upon any one mode of transportation.

### 1.2 Scope

This Plan will update the bicycle element of the County's TSP (adopted in 2003) in compliance with the Transportation Planning Rule (TPR), Oregon Administrative Rule (OAR) 660-012-0020(2)(d).

The Plan outlines the process the County went through to arrive at the recommended list of bicycle facilities, specifically identifies these projects, and recommends construction and maintenance guidelines to protect these facilities for long term use and enjoyment. The recommended bike facilities include County road shoulder widening projects, a multi-use path, several State highway shoulder and intersection improvements, and HCRH trail projects. These projects will facilitate safe and convenient bicycle circulation and provide more direct, convenient bicycle travel between residential areas and activity centers as required by OAR 660-012-0045(3) and (6).

### Goal 12: Oregon's Statewide Transportation Planning Goal

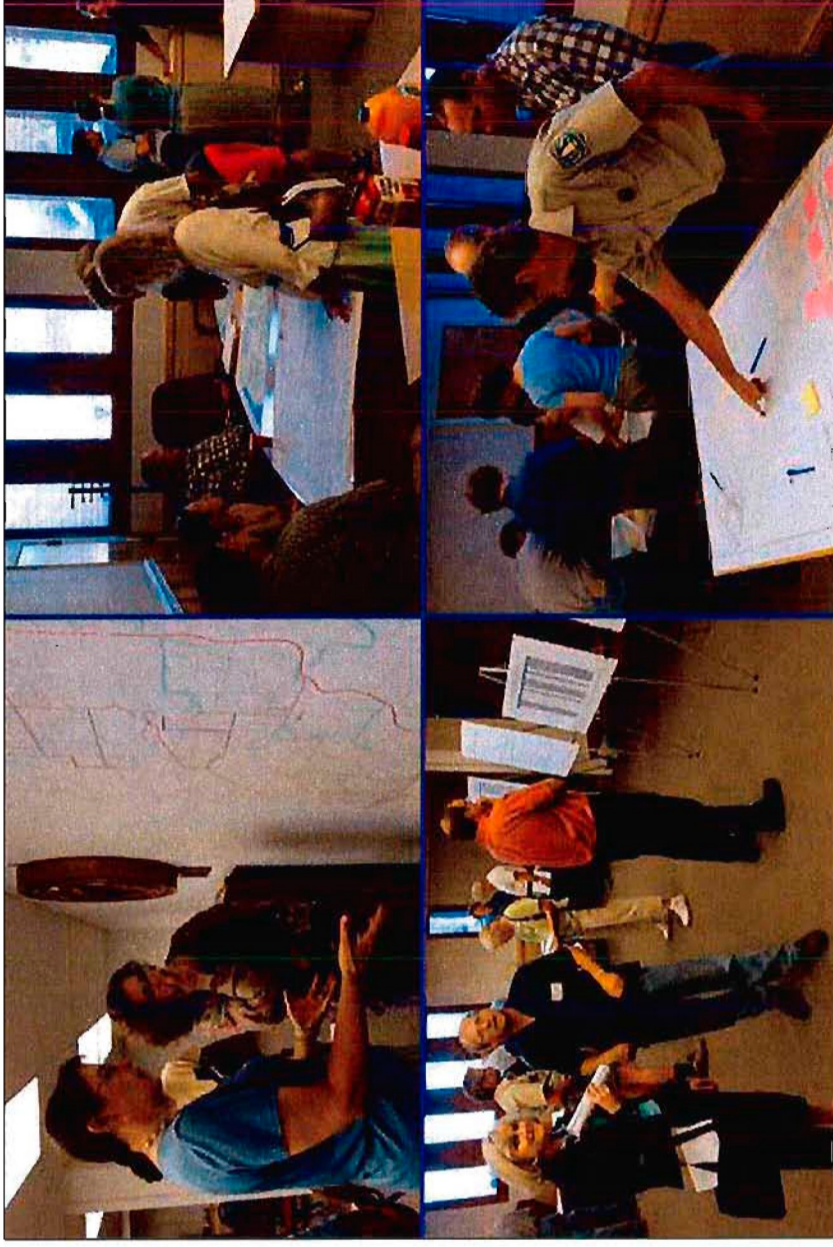
To provide and encourage a safe, convenient and economic transportation system. A transportation plan shall:

- consider all modes of transportation including mass transit, air, water, pipeline, rail, highway, bicycle and pedestrian;
- be based upon an inventory of local, regional and state transportation needs;
- consider the differences in social consequences that would result from utilizing differing combinations of transportation modes;
- avoid principal reliance upon any one mode of transportation;
- minimize adverse social, economic and environmental impacts and costs; (b) conserve energy;
- meet the needs of the transportation disadvantaged by improving transportation services;
- facilitate the flow of goods and services so as to strengthen the local and regional economy; and
- conform with local and regional comprehensive land use plans.

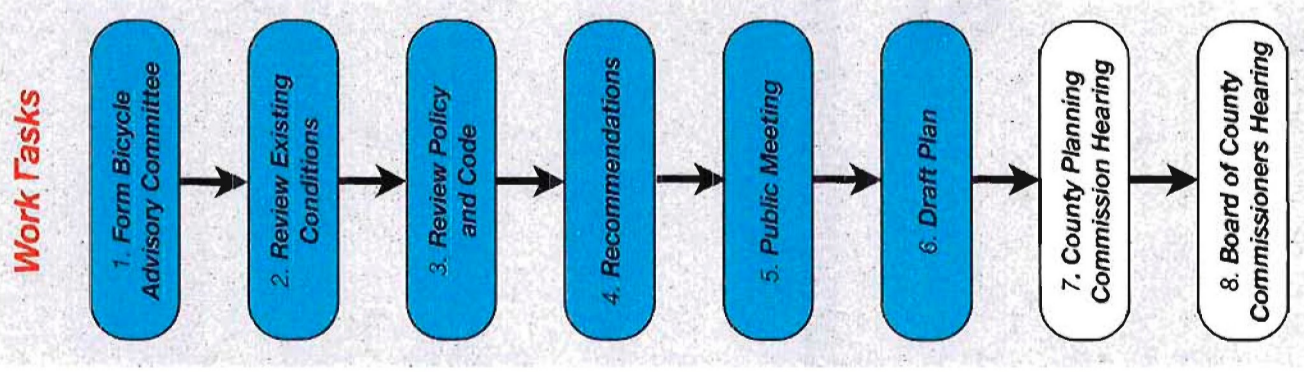
### 1.3 Tasks

The following tasks comprise the creation and adoption of the Bicycle Plan:

- ◆ Form the BAC (Bicycle Advisory Committee) and Conduct Introductory Meeting—*January 18, 2006.*
- ◆ Review Existing Documentation and Inventory Physical Facilities—*refer to Section 2.*
- ◆ Review Existing Policy and Code—*refer to Sections 3 and 4.*
- ◆ Bicycle System Recommendations—*refer to Section 4.*
- ◆ Public Open House—*July 25, 2006.*
- ◆ Draft Bicycle Plan—*November 15, 2006.*
- ◆ County Planning Commission Work Session, *December 2009.*
- ◆ County Planning Commission Hearing scheduled for early 2010.
- ◆ Board of County Commissioners Hearing and adoption scheduled for early 2010.







## 1.4 BAC

The Bicycle Advisory Committee met for the first time in January 2006 to introduce themselves and the consultants, review work tasks, discuss the role of a BAC, look at bicycle planning principles, and brainstorm the Bicycle Plan. They continued to meet throughout the planning process. The BAC consists of:

- ◆ Alan Journeau, Volunteer, Hood River
- ◆ Bob Schuppe, Volunteer, Hood River
- ◆ Jennifer Wilson, Volunteer, Hood River
- ◆ Lisa Macy, Volunteer, Hood River
- ◆ Norberto Maahs, Volunteer, Hood River
- ◆ Pete Fotheringham, Volunteer, Hood River
- ◆ Shane Wilson, Volunteer, Hood River
- ◆ Jay Feldman, City of Cascade Locks
- ◆ Jennifer Donnelly, City of Hood River
- ◆ Virginia Kelly, Columbia River Gorge National Scenic Area
- ◆ Brent Gleason, Hood River County Forestry
- ◆ Josette Griffiths, Hood River County Planning
- ◆ Don Wiley, Hood River County Engineer
- ◆ Jeff Lorenzen, Hood River County School District
- ◆ Kevin Slagle, Hood River Ranger District
- ◆ Renee Vandegriend, Hood River Valley Parks and Recreation
- ◆ Kristen Stallman, Oregon Department of Transportation
- ◆ Michael Ray, Oregon Department of Transportation (former)

# 2

## 2.1 Previous Planning

Bicycling is addressed in two County planning documents:

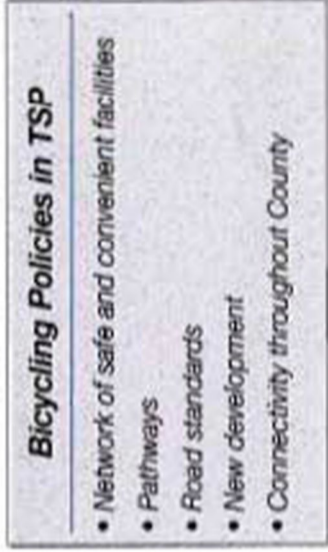
- ◆ 1991 Bicycle Master Plan (not adopted)
  - Survey with 444 responses
  - Popular corridors identified
- ◆ 2003 Transportation System Plan (TSP, adopted)
  - 5 policies and 17 strategies relating to bike-ped
  - Calls for update of "County Bicycle and Pedestrian Plan"
  - County road inventory
  - 16 bicycle projects (Table 1 next page)



## Document Review

There are also planning documents from other agencies that address bicycling:

- ◆ 2003 City of Hood River TSP
  - 20 bicycle projects
- ◆ 2003 City of Cascade Locks TSP
- ◆ 2005 Parks and Recreation Capital Facilities Master Plan, Hood River Valley Parks & Recreation (not adopted by County)
  - The Plan identifies 8 County Parks in the Parks District:
    1. Tollbridge (Parkdale)
    2. Oak Grove (Country Club Rd.)
    3. Panorama Point (East Side Rd.)
    4. Ruthton (I-84)
    5. Georgiana Smith (Oak and 5th)



**Table 1. Bicycle Projects from 2003 Hood River County TSP**

TSP #	Project	Cost Est.	Jurisdiction	Status in 2009
B-1	Trail, Wyeith to Starvation Creek	\$16,569K	State	Part of HCRH, in Amended TSP as segment of B-125
B-2	Trail, Starvation Creek to Viento	\$750K	State	Completed
B-3	Trail, Mitchell Point to Hood River	\$6,143K	State	Part of HCRH; in Amended TSP as segment of B-125
B-4	Trail, Odell, Hwy 282 to Mt. Hood Railroad	\$25,000K	County	Converted to pedestrian project (sidewalk); retained in Amended TSP as P-1
B-5	Bike lanes on Cascade Ave., 13th St. to I-84 on-ramp	Funded	State	Removed from County TSP (inside City of Hood River City limits)
B-6	Bike Lanes on Belmont Ave., 22nd St. to 12th St. (2750 ft)	\$3K	City	Removed from County TSP (inside City of Hood River city limits)
B-7	4-ft paved shoulders on Belmont Rd., Belmont Dr. North to South	\$31K	County	Completed
B-8	4-ft paved shlds on Country Club Rd., Post Canyon Rd. to Cascade Ave.	\$186K	County	Split into 2 projects at UGB as B-102 & B-103 in Amended TSP
B-9	4-ft paved shoulders on Frankton Rd., Country Club Rd. to May Dr.	\$65K	County	Split into 2 projects at UGB as B-104 & B-105 in Amended TSP
B-10	4-ft paved shlds on Tucker Rd., Mt. View Cemetery to Exp. Station Dr.	\$31K	State	Extended to Odell Hwy as B-118 in Amended TSP
B-11	Trail, Viento to Mitchell Point	\$7,383K	State	Part of HCRH; in Amended TSP as segment of B-125
B-12	Trail, Mitchell Point	\$6,195K	State	Part of HCRH; in Amended TSP as segment of B-125
B-13	Path along West Cliff, Jaymar Rd. to Ruithton Park	NA	City, County, State	B-101 in amended TSP
B-14	Crossing of RR north of I-84 overpass, Riverside to Westcliff Ave.	\$500K	City, State	Removed from County TSP (inside City of Hood River city limits)
B-15	4-ft paved shoulders on Brookside Dr.	\$125K	County	Split into 2 projects at UGB as B-108 & B-109 in Amended TSP
B-16	Construct sidewalks on both sides of Odell Hwy from RR to Davis Dr and Atkinson Dr from Odell Hwy to PO	\$200K	County/State	Pedestrian-only project, retained in amended TSP as P-2
B-17	Trail easements and improvements, Indian Creek	\$50K	Parks & Rec.	Removed from County TSP (Parks & Rec. project)

---

*A survey of district residents conducted in 2003 found that biking trails ranked highest for “most needed recreation facilities or activities,” above a community center, ball fields and dog parks.*

---

- 6. Routson (south of Parkdale)
  - 7. Dimmick (Parkdale)
  - 8. Kingsley (Kingsley Rd.)
- A survey of district residents conducted in 2003 found that biking trails ranked highest for “most needed recreation facilities or activities,” above a community center, ball fields and dog parks.
  - The Plan includes a Loop Trail System that covers the width of the Hood River Valley from Oak Grove north to the Columbia River. It recommends expanding the system south to Odell and Parkdale.
- ◆ 2006 Historic Columbia River Highway Master Plan, ODOT
  - The HCRH traverses Hood River County. There is one project, Westcliff Drive Enhancement, that involves County property. This project is included in the 2003 TSP and is recommended for inclusion in the Amended TSP.



## 2.2 Summary of Existing Conditions

There are about 620 miles of publicly maintained road in the Hood River County falling under a variety of jurisdictions, including state agencies (93 miles), the cities of Hood River and Cascade Locks (32 miles), the federal government (292 miles) and Hood River County (203 miles). There are also a substantial number of private roads, driveways and public roads maintained by the local residents. County roads are those roads which have been specifically accepted into the County Maintenance System by the Board of Commissioners in accordance with ORS 368.016. State law prohibits spending road fund money on any but county roads.

There were 34 traffic fatalities including 3 pedestrians and no bicyclists in Hood River County during 9 years from 1997 through 2005 (NHSTA data).

There are many unpaved trails, both single and double-track, open to bicycles. These trails are on County Forest, National Forest, Hood River Valley Parks and Recreation, and private lands that may allow their use.

## 2.3 Bikeway Construction Guidelines

The County uses construction information and guidelines for bikeways found in the latest issue of *Guide for Development of New Bicycle Facilities*, published by the American Association of State Highway and Transportation Officials (AASHTO).

Signs, signals and markings for bicycle facilities are presented in the *Manual of Uniform Traffic Control Devices (MUTCD)*, published by U.S. Department of Transportation, Federal Highway Administration.

State and local specifications for the construction of roads and bridges are applicable and should be consulted when constructing bicycle facilities. In particular, refer to the *Oregon Bicycle and Pedestrian Plan* for guidance on the planning, design, maintenance and safety of bikeways.

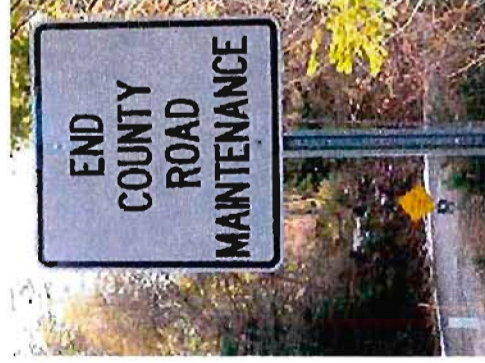
## 2.4 Maintenance and Operational Practices

There are 203 miles of County road for which Public Works is responsible. Most of these roads undergo periodic resurfacing, sweeping, vegetation control and inspection. The proper operation and maintenance of bikeways can be lost in the urgency to plan and develop new bikeway facilities. Adequate operation and maintenance of existing bikeways is necessary to protect the investment of public funds and to continue the safe enjoyment and service of these facilities. State responsibilities for highways are similar.

### 2.4.1 MAINTENANCE CONSIDERATIONS

The agencies responsible for the control, maintenance and policing of bicycle facilities will be established prior to construction. The costs involved with the operation and maintenance will be considered and budgeted for when planning a facility. Neglected maintenance renders bicycle facilities unridable, and the facilities will become a liability to the County or community. To prevent possible neglect of bicycle facilities, the County will adopt and incorporate into normal road maintenance activities with appropriate priority, approved maintenance practices that include:

- ◆ Provide a smooth surface, free of potholes and large bumps.



See Section 4.2.3 for a discussion of paved shoulders and Section 4.7 for recommended typical roadway sections.

- ◆ Remove debris, such as glass or sanding aggregate, as soon as practical.
- ◆ Cut or trim trees, shrubs, and other vegetation to provide adequate clearances and sight distances.
- ◆ If winter warrants snow removal, it should be in the form of plowing and sanding or chemical de-icer.
- ◆ Place and maintain trash receptacles at convenient locations such as parking facilities and recreation areas.

#### 2.4.2 ROADWAY IMPROVEMENTS

Because most highways in the County were not designed with bicycle travel in mind, there are often many ways in which roadways can be improved to more safely accommodate bicycle traffic. For all new roads and major reconstruction projects, bicycle-safe design practices will be followed to avoid the necessity for costly subsequent improvements. Roadway conditions should be examined for the following:

- ◆ **Drainage Grates** — Bicycle wheel safe and hydraulically efficient drainage grates will be used. When it is not immediately possible, consideration should be given to welding steel cross straps or bars perpendicular to the parallel bars to provide a maximum safe opening between straps. This should be considered a temporary correction for existing conditions only.
- ◆ **Railroad Crossings** — Ideally, railroad-highway crossings should be at right angles to the rail. The greater the crossing deviates from this ideal crossing angle, the greater is the potential for a bicyclist's wheel to be trapped in the flangeway. If the crossing angle is less than 45 degrees, consideration should be given to widening the outside lane, shoulder, or bicycle lane to allow bicyclists adequate room to cross the tracks at a right angle. Important consideration should be given to ensure the roadway approach be at the same elevation as the rail. Also, consideration should be given to the material of the crossing surface and to the flangeway depth and width.
- ◆ **Pavements** — Pavement surfaces must be free of irregularities and the edge of the pavement should be uniform in width. On older pavements it may be necessary to fill



*Drainage grate repair*

joints, adjust utility covers or, in extreme cases, overlay the pavement to make it suitable for bicycling.

- ◆ **Traffic Control Devices** – At intersections where bicycle traffic exists or is anticipated, bicycles should be considered in the timing of the traffic signal cycle, as well as the traffic detection device. The Manual On Uniform Traffic Control Devices (MUTCD) should be consulted for guidance on signs and pavement markings.

- ◆ **Paved Shoulders** – Shoulder width should be a minimum of 4 feet when intended to accommodate bicycle travel. If motor vehicle speeds exceed 35 mph, if the percentage of trucks, buses, and recreational vehicles is high, or if static obstructions exist at the right side, then additional width is desirable. Adding or improving shoulders can often be the best way to accommodate bicyclists in rural areas, and they are also a benefit to motor vehicle traffic. Where funding is limited, adding or improving shoulders on uphill sections first will give slow moving bicyclists needed maneuvering space and decrease conflicts with faster moving motor vehicle traffic.



Marking pavement

- ◆ **Wide Curb Lanes** – On roadway sections without bicycle lanes, a right lane wider than 12 feet can better accommodate both bicycles and motor vehicles in the same lane. However, a lane width of 14 feet of usable pavement width is more desirable. Usable pavement width would normally be from curb face to lane stripe, or from edge line (shoulder line) to lane stripe, but adjustments need to be made for drainage grates, parking, and longitudinal ridges between pavement and gutter sections. Widths greater than 14 feet can encourage the undesirable operation of two motor vehicles in one lane, especially in urban areas, and consideration should be given to striping as a bicycle lane when wider widths exist.

- ◆ **Bicycle Lanes** – Bicycle lanes can be considered when it is desirable to delineate available road space for preferential use by bicyclists and motorists, and to provide for more predictable movements by each. If the need can be established, restriping existing roadways (that have adequate surface width) can increase a bicyclist's confidence in motorists not straying into his/her path of travel. Likewise, passing motorists are less likely to swerve to the left out of their lane to avoid bicyclists on their right. This can be achieved by narrowing travel lanes (including median) or by removing parking from one side.

Adequate pavement surface, bicycle-safe grate inlets, safe railroad crossings, and traffic signals responsive to bicycles should always be provided on roadways where bicycle lanes are designated. Raised pavement markings and raised barriers can cause steering difficulties for bicyclists and should not be used to delineate bicycle lanes.

For more detailed information regarding roadway improvements consult the *AASHTO Guide for Development of New Bicycle Facilities* and the *Oregon Bicycle and Pedestrian Plan*.

### **2.4.3 RESURFACING**

About 175 miles of the roads maintained by the County are paved with asphalt concrete. In order to preserve the condition of paved roads the County uses a process called chip sealing. As asphalt road surfaces age they oxidize and become brittle which leads to cracking, raveling, and ultimately failure of the pavement. Sealing the surface on a regular basis (every 8 to 10 years) greatly prolongs the life of the pavement.

For bicyclists, a drawback of chip-sealing is that the surface initially has some loose rock and is rougher than new pavement. The County will minimize the impacts on cyclists by using smaller aggregate (3/8 inch), sweeping as soon as possible after chip sealing, and follow-up sweeping in the first few months after chip sealing.

Every year the County constructs pavement overlays on about 4 to 6 miles of roads that have deteriorated to the point that they can not be restored by chip sealing. Pavement overlays are typically 2 to 3 inches thick and cost 8 to 10 times as much as chip seals.



*Rough chip-sealed road*





*Pavement overlay*

Most of the rural local roads and some of the collector roads are paved with a construction material called cold-mix asphalt. This is a material made from an "open-graded" aggregate mixed with emulsified asphalt. The advantage of cold mix is that it can be produced locally in a simple, relatively inexpensive machine called a pug mill. It produces an excellent quality pavement with a minimum of energy use and a minimum of airborne pollutants. Disadvantages of cold mix are that it is initially more tender and prone to rutting, and because it is open graded it needs to be sealed more frequently than pavement constructed from hot mix.

Most of the County's major collectors and urban local roads are paved with hot mix asphalt. This material is usually made from "close graded" aggregate mixed with hot liquid asphalt. For roads used frequently by bicyclists, hot mix overlays are preferred because they produce a very smooth even surface right from the start. Because of the equipment and energy required to produce hot mix, and the lack of a supplier inside the County, hot mix asphalt has typically been more expensive than cold mix.

#### **2.4.4 DEBRIS REMOVAL**

Removal of surface debris is a very important part of keeping the County's roads usable by bicyclist. In the past, most debris removal was accomplished with side-cast brooms and water trucks. Because of concerns about water pollution and an interest in recycling as much aggregate as possible the County now does most debris removal with a vacuum sweeper.



Every spring the County spends several months sweeping all county roads to remove sanding aggregate that accumulates over the winter. Collector roads and roads frequented by bicyclist are one of the highest priorities. Roads are swept again after chip sealing or where debris is tracked onto the roads by shoulder work or roadside construction.

Because of the frequency of winter storms in Hood River, the County does not typically sweep up sanding aggregate in the winter months. Chemical de-icer is used when conditions warrant to reduce sanding.

#### **2.4.5 VEGETATION CONTROL**

Vegetation control is the process of keeping the roadsides clear of brush and weeds by brushing, spraying, and mowing. Encroaching weeds and brush damages the pavement and forces bicyclist to ride closer to the center of the road increasing the possibility of conflicts. Vegetation control helps maximize the visibility of cyclist and reduces the potential for conflicts at driveways and intersections.

Roadside vegetation control is controversial, particularly with respect to herbicides. Herbicide applicators are required to have extensive training through the State Department of Agriculture. Along county roads spray applications are made annually by trained applicators from the County Weed and Pest Department.

In addition to spraying, vegetation is controlled by cutting and mowing. The County has two heavy-duty, flail-type, tractor-mounted machines that are at work over 2000 hours per year. Two or three times per year a heavy duty hand trimming project is conducted to clear trees and tree limbs back from the roadway.

#### **2.4.6 INSPECTIONS AND HAZARD REPORTING**

The road foreman and road crew are continually on the lookout for general maintenance conditions and immediate hazards such as snow and ice, debris, potholes, downed trees, or missing signs. The pavement condition is inspected annually and entered into a pavement management program that helps prioritize surface maintenance treatments.

Reports of hazardous conditions and complaints from the public and other agencies are recorded in a database and forwarded to the appropriate crew members for response. The response and resolution to the problem are noted in the database.

### **2.5 Problem Areas**

Weaknesses in the County's bicycle system were highlighted from the 2003 Transportation System Plan, discussions with the BAC, and public comment. The greatest areas of concern were:

- ◆ Poor shoulders on many of the most heavily traveled roads and highways. Brookside and Indian Creek are highest priority, followed by Country Club and Frankton.
- ◆ Many hazards on OR-35 including inconsistent paving, sections without paved shoulders, catch-basins in the paved shoulder, and inadequate clearance of guardrails.
- ◆ Coarse chip seal on County roads that wears and punctures bicycle road tires.
- ◆ Infrequent sweeping that makes the shoulders and travel lanes hazardous.
- ◆ Lack of a good, safe connection between the City of Hood River and Hood River Valley.
- ◆ Several difficult highway intersections on OR-35, OR-281 and OR-282.
- ◆ Developing areas on the urban fringe that have inconsistent facilities and sharp increases in motor vehicle traffic.
- ◆ A need for more trails and short connectors between County roads, especially near schools.
- ◆ A need for sidepaths on many County roads to accommodate pedestrians and child cyclists.
- ◆ A need for a system connecting the various mountain bike trails to allow a loop.
- ◆ A need to complete the section of the Historic Columbia River Highway trail through the County.
- ◆ Lack of coordination with the Parks and Recreation Master Plan.

## **2.6 Open House Comments**

An Open House was held at the County meeting room on July 25, 2006 from 5:00 PM to 7:00 PM. Materials and displays described the planning process and the draft project list. Maps, comment forms and one-on-one discussion were used to collect comments from the 26 attendees.

Comments included the following in no particular order:

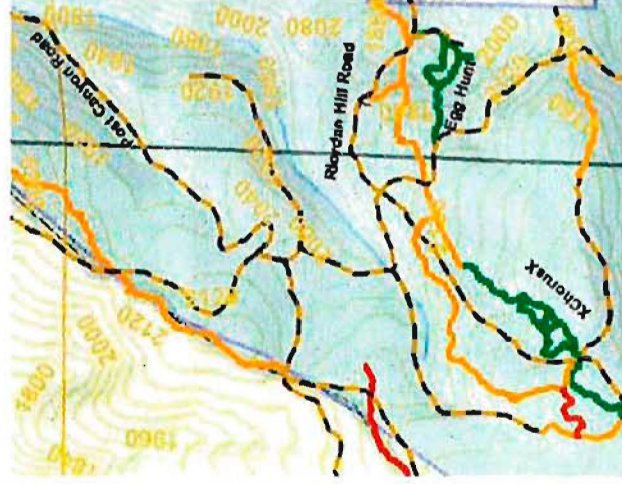
- ◆ Highway 281 is very dangerous and needs more space outside the fog line for bicyclists.
- ◆ Highway 35 travel lanes were repaved but the shoulders were not.
- ◆ Safe routes to school: May St. too narrow when cars park on both sides. No shoulders in county.
- ◆ For the City: State St. westbound for those who live on W side, left turn on Serpentine is dangerous, 13th not much better.
- ◆ Improve access to Twin Tunnels Trail.
- ◆ Enforce existing bike lane right of way. Ticket parking violations.
- ◆ Bike path on Mt. Hood R.R. right-of-way.
- ◆ Surface of east side road from Whiskey Creek up Panorama Place is very rough.
- ◆ Prioritize path development to enable kids to bike to school.
- ◆ Tucker Rd. up Davis Hill: there are grooves and a very rough and narrow shoulder.
- ◆ When repaving please do entire overlay on the road.
- ◆ Bike path to Lot 6, connect the hook, multi-use bridge.
- ◆ Bike access across Hood River Bridge (see Section 5, Appendixes for discussion).
- ◆ Have the City and County talk to each other about interconnecting routes from City to County roads.
- ◆ Keep the Hood River Crossing walk/bike suspension bridge.

## 2.7 Funding

The County manages local bicycle and pedestrian facilities using a combination of federal grants, state highway funds and local revenues. The motor fuel tax is the primary funding source for both local and state systems. ODOT, cities and counties annually expend an amount equivalent to at least one percent of the state Highway Fund to provide walkways and bikeways. For the County this is about \$15,000 per year.

# 3

## Pathways & Trails



A small section of forest trails

### 3.1 Introduction

During the process of the Bicycle Plan, discussion by the BAC focused on the development of trails or pathways. In general, the discussion fell into two areas:

- ◆ Recreational trails that could link open space, parks, and other destinations (Sections 3.2 and 3.3 below).
- ◆ Off-road “connector” paths that allowed a way for pedestrians and bicyclists to traverse incomplete sections of road (Section 3.4 below).

### 3.2 Hood River County Forest Recreation Trails

Hood River County contains nearly 31,000 acres of land dedicated as County Forest, of which just over 27,000 acres is suitable for timber production. The Forestry Department manages the forest for optimum revenue for the present and future needs of the residents of Hood River County, while protecting wildlife, water quality, and recreational opportunities.

In 2003, the County adopted Ordinance No. 251, amending Title 12 of the Hood River County Code to include Section 12.10: Forest Recreation Trails. This section of code provides guidelines for forest recreation trails on County-owned lands.

### 3.3 Hood River Valley Parks and Recreation

In 1988, voters approved creation of the Hood River Valley Parks and Recreation District, which includes most of Hood River County. The District’s role has expanded from operating the Hood River Aquatic Center to meeting a variety of the community parks and recreational needs. Facilities and programs are developed and maintained to provide safe and economical recreational environments for all users.

A number of the recreational trails discussed by the Bicycle Advisory Committee are included in the District’s Master Plan as conceptual trails (see Section 4.4). For those trail alignments that are outside of the City of Hood River’s boundaries, the District and the County Forestry Department should coordinate their planning efforts so that overlap and duplicate efforts are avoided.



### 3.4 Connector Pathways

As noted previously, the BAC identified some potential connector trails that are included in the Project Rating Summary (Section 4.4) although they are not recommended for inclusion in the Amended 2003 TSP. In Hood River County, however, outside the City Limits of Cascade Locks and Hood River, connector pathways or bikeways outside of a public road right-of-way are generally not considered an outright permitted use. Such a proposal would likely require, at a minimum, a conditional use permit application, which includes notice and the opportunity for a hearing. In addition, proposed connector pathways located in the Columbia River Gorge National Scenic Area are at a minimum considered a review use and require compliance with scenic, natural, cultural and recreational resource guidelines, in addition to notice and the opportunity for a hearing.



*West Indian Creek Trail*

### **Millennium Legacy Trails**

As one of the national millennium projects, Millennium Trails recognized, promoted and supported trails as a means to preserve open spaces, interpret history and culture and enhance recreation and tourism. Under this initiative, more than 2,000 trails across America were recognized, enhanced or built. Of these trails, one from each state was selected as a Millennium Legacy Trail because it reflects the essence and spirit of our nation and is representative of the diversity of trails. As former First Lady Hillary Rodham Clinton said when she announced these trails in 1999, "Each of them stitch a design in our landscape and together help to create a picture of America."

### **3.5 Columbia River Gorge Scenic Area**

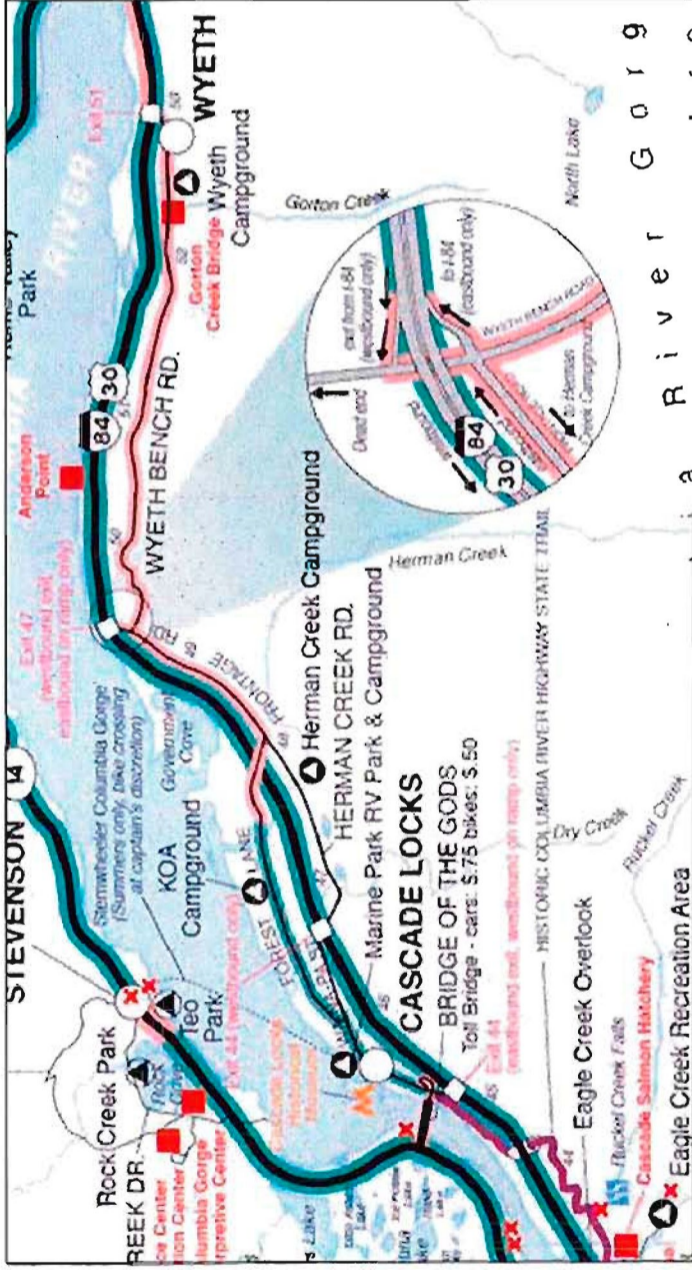
Portions of the Hood River County area are within the Columbia River Gorge Scenic Area. The County's Zoning Code for the Scenic Area (Article 75, National Scenic Area Ordinance) allows trails if the trails meet the approval criteria for recreational uses. These criteria include an examination of the proposed trail's contribution to cumulative effects on scenic values in the Gorge.

### **3.6 Historic Columbia River State Trail**

In March 2006 the Oregon Transportation Commission adopted the revised Historic Columbia River Highway Master Plan. The plan outlines a vision for the highway, "to create a continuous visitor attraction providing economic benefit to the communities" as outlined in 1987 legislative policy. The Historic Columbia River Highway (HCRH) was a marvel of engineering and road construction when it was dedicated in 1916, and it is still one of the great scenic highways in the country.



While many miles of the original highway are intact and are used and enjoyed by thousands of visitors to the Columbia River Gorge, some portions in Hood River County were abandoned or eliminated by the construction of I-84. The Historic Columbia River Highway State Trail, which links remnants of the original roadway, is also a National Recreational Trail and has been designated Oregon's Millennium Legacy Trail.



Note: The Historic Columbia River Highway is maintained under the provisions of two Programmatic Agreements signed by ODOT, Federal Highway Administration, Hood River County, City of Cascade Locks, City of Hood River, and the State Historic Preservation Office. The HCRH includes portions of Wanapa Street and Forest Lane in Cascade Locks, as well as Cascade Avenue and Oak, Front, and State Streets in Hood River. A portion of Westcliff Drive west of the Exit 62 interchange is part of the HCRH although it is maintained by the County.



The HCRH Master Plan calls for a trail connections throughout the Gorge by providing multi-use trail connections between historic segments of the old highway between Hood River and Cascade Locks. Sections of the State Trail in Hood River County include (from west to east):

- ◆ **Moffett Creek to Cascade Locks.** This 5.8-mile trail is complete, providing a continuous hiking and biking facility that is wheelchair accessible between Bonneville Dam to the Eagle Creek Recreation Area and into the community of Cascade Locks. The eastern trail section is in Hood River County.
  - ◆ **Starvation Creek Trailhead to Viento State Park.** This 1.2-mile section is complete.
  - ◆ **Hood River to Mosier.** This completed 4.8-mile multi-use trail follows the historic alignment of the HCRH. This is a popular bicycling destination and provides an off-road transportation alternative between Hood River and Mosier. The western trail section is in Hood River County.
- There are four State projects planned on the HCRH trail between Wyeth and Hood River (west to east):
- ◆ **Wyeth to Starvation Creek** (long term, \$16.6 M). This is an extremely challeng-



ing section of trail to engineer and may require a mile-long floating path on the Columbia River. It connects with two historic pavement sections, one along the Columbia River east of Wyeth and the other at Lindsey Creek State Park; to do this would require a over or under crossing of I-84.

- ◆ *Viento to Mitchell Point* (medium term, \$7.4 M). A possibility is to use portions of the Wygant Trail to connect the historic HCRH pavement.
- ◆ *Mitchell Point* (medium term, \$6.2 M). The original tunnel location is a ledge. A reconstructed tunnel is proposed which would be more likely to meet the visual requirements of the National Scenic Area.
- ◆ *Mitchell Point to Hood River* (short term, \$6.1 M). This project constructs the trail from Mitchell Point to the western UGB of Hood River along Westcliff Drive (refer to County project B-101 in the Bicycle Plan). A trail head is possible at Ruthton Park. The trail parallels I-84 to Ruthton Point. Here the historic features associated with the highway have been restored. From Ruthton Point the trail parallels the highway to the Frontage Road. The trail would use the Frontage Road undercrossing and follow the road which includes portions of the historic alignment to the base of Mitchell Point. Portions of this trail alignment are being designed by ODOT.

# 4

## Bicycle System

### 4.1 Introduction

A successful bicycle system consists of projects, maintenance, agency coordination, and supporting policies.

#### Projects

Sections 4.2 to 4.6 describe the process through which the list of preliminary projects identified in Chapter 2 was inventoried, evaluated, and ranked. The result was the list of recommended projects that will be included in the amended 2003 TSP (see Section 4.5). Over time, the County will improve its bicycle facilities by construction of the new projects.

#### Maintenance

The County has a small but active maintenance program. Increased sweeping and pro-active repair of the roadway edge will enhance conditions for all road users, including bicyclists. Establishing and marking of bicycle loops will help visitors and recreational cyclists. Upgraded maintenance would require increased funding and staffing. The source of such funding has not been identified.

#### Agency Coordination

There are many overlapping government agencies and duplication of effort in regards to bicycle transportation. Discussions during the Bicycle Plan process, especially about trails, highlighted the need for coordination between the County, other agencies and the public. A unified planning approach will help in planning projects and will improve the chances of securing funding and grants.

#### Plan Amendments

It is recommended that the County adopt this Bicycle Plan in its entirety as an addendum to the County TSP and that the 2003 TSP Bicycle Projects be replaced with those projects listed in Section 4.5 of this Bicycle Plan (as well as the single project converted to a pedestrian project).

## 4.2 Bicycle Planning Considerations

### 4.2.1 BICYCLE-FRIENDLY PLANNING

There are many elements in a bicycle-friendly community:

- ◆ Transportation facilities and services
- ◆ Land-use and development
- ◆ Schools
- ◆ Parks, recreation and trails
- ◆ Safety, security and crime prevention



The focus of this plan is on the transportation elements, but all the elements are interrelated.

The principles of successful bicycle planning start with the idea that “all roads are bikeways,” beginning with the major roads and supported by local streets and pathways. Appropriate facility standards should be followed; Oregon is fortunate to have one of the best State plans which provides outstanding design guidance. Good maintenance practices are essential, as unmaintained facilities become unsafe and poorly used, and waste the investment. Finally, supporting facilities, such as bicycle parking and transit links, complete the picture.

### 4.2.2 RURAL BIKEWAYS

Most of the bikeways in the County are on rural roads, typically with 2 travel lanes and little or no paved shoulders. Many of these roads work fine the way they are for bicyclists but, as traffic volumes increase, conflicts happen more frequently, especially when there are many trucks. Then it is time to think about adding paved shoulders where the bicyclist can ride out of the main traffic stream. A relatively smooth surface is also important. Grade and sight distance affect bicycle operation and safety, and they are another reason for paved shoulders.

## 4.2.3 PAVED SHOULDERS

### Need

While rural roads seldom serve large numbers of bicyclists, they are often the only connection between points A and B. Bicyclists who, for example, live on a farm and want to ride to town will have relatively few options compared to bicyclists who live in town and want to ride to the store. Rural bicyclists may also have to contend with high speed traffic and, in some cases, high traffic volumes with significant truck traffic. To further exacerbate the problem, the roadway may be narrow with damaged pavement and debris near the edge, and drainage ditches or rough gravel next to the pavement.

Other bicyclists on rural roadways include tourers, racers on training rides, and those out for a day's recreational ride. In some parts of the County, these users can be quite numerous, particularly on certain roads and during certain times of year.

### Solution

Before the 1971 "Bike Bill" was passed, and before the terms "shoulder bikeways" or "bike lanes" were commonly used, the Oregon Highway Division advocated building paved shoulders when constructing roads and when improving existing roads. These were often referred to as "safety shoulders." There are good reasons for this term.

The following lists are what AASHTO (American Association of State Highway Officials) says about the benefits of shoulders in regards to safety, capacity and maintenance. Most of these benefits apply to shoulders on rural roads and to marked, on-street bike lanes on urban roads.

### **Rural Bikeway Factors**

- Traffic volume, especially trucks.
- Pavement width including paved shoulders.
- Surface quality.
- Grade.
- Sight distance.



*A road without a paved shoulder leaves the bicyclist with little maneuvering space and can discourage all but the most experienced riders*



*Paved shoulders benefit all road users*



*Pedestrians on Belmont shoulder at dusk*

## Safety

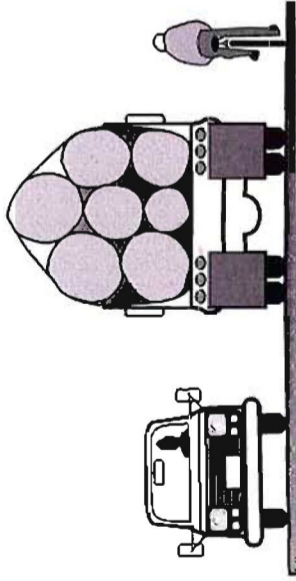
Roads with paved shoulders have lower accident rates because paved shoulders:

- ◆ Provide space to make evasive maneuvers.
- ◆ Accommodate driver error.
- ◆ Add a recovery area to regain control of a vehicle, as well as lateral clearance to roadside objects such as guardrail, signs and poles.
- ◆ Provide space for disabled or delivery vehicles (including postal service) to stop.
- ◆ Provide increased sight distance for through vehicles and for vehicles entering the roadway.
- ◆ Contribute to driving ease and reduced driver strain.
- ◆ Reduce passing conflicts between motor vehicles and farm equipment, bicyclists and pedestrians (i.e., squeeze points).
- ◆ Provide a smooth surface for pedestrians and people in wheelchairs where there are no sidewalks.
- ◆ Make the crossing pedestrian more visible to motorists.
- ◆ Provide for storm water discharge farther from the travel lanes, reducing hydroplaning, splash and spray to following vehicles, pedestrians and bicyclists.
- ◆ In dry areas reduce dust raised by passing vehicles, as they drive further from unpaved surfaces.

## Capacity

Roads with paved shoulders can carry more traffic because paved shoulders:

- ◆ Provide more intersection and safe stopping sight distance.
- ◆ Allow for easier exiting from travel lanes to side streets and roads (also a safety benefit).



“Squeeze points” occur when a bicyclist and two motor vehicles traveling in opposite directions meet on a narrow road

- ◆ Provide greater effective turning radius for trucks.
- ◆ Provide space for off-tracking of truck’s rear wheels in curved sections.
- ◆ Provide space for disabled vehicles, mail delivery and bus stops.
- ◆ Provide space for bicyclists to ride at their own pace.

**Maintenance**

Roads with paved shoulders are easier to maintain because paved shoulders:

- ◆ Provide structural support to the pavement.
- ◆ Discharge water further from the travel lanes, reducing the undermining of the base and subgrade.
- ◆ Provide space for maintenance operations and snow storage.
- ◆ Provide space for portable maintenance signs.
- ◆ Facilitate painting of fog lines.

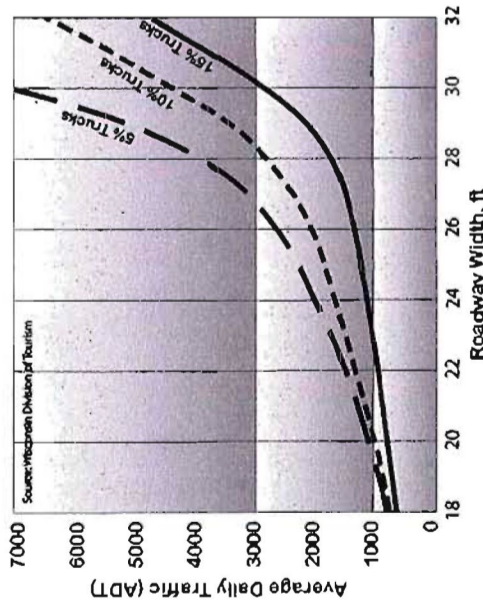
**Implementation**

A study done in Wisconsin determined that a 24-ft wide road with more than 2000 ADT (average daily trips by vehicle) and 5% truck traffic would have enough conflicts to bother a moderately experienced adult bicyclist.

A smooth paved shoulder on rural roads is typically provided in one of three ways. First, shoulders are often part of a new road or a reconstruction project. This is, typically, the least expensive way to provide shoulders; when included as an original part of a larger project, shoulder provisions can benefit from possible savings in right-of-way acquisition, utility relocation, grading, and paving that must be done anyway.

The second alternative is to provide shoulders as an independent project. While this may well prove more expensive than including shoulders when a road is constructed or reconstructed, there are instances where it should be done anyway. For example, consider the case where development overtakes a previously adequate two-lane rural road. A new

Maximum Desirable ADT with Bicycles  
2-Lane Rural Roads



Paved roadway width should increase with higher traffic volumes, especially trucks

park may be built near a school and a subdivision may go in just up the road. As a result of these use changes, the road may well start attracting higher levels of bicycle traffic than previously. And, while there may be plans to improve the roadway in the long term, such a project may be 10 or 20 years off.

Third, shoulders may be provided as part of a periodic overlay project. This approach can be cost-effective if the existing gravel shoulder can support a paved shoulder with minor excavation. It also has the benefit of providing a seamless joint.

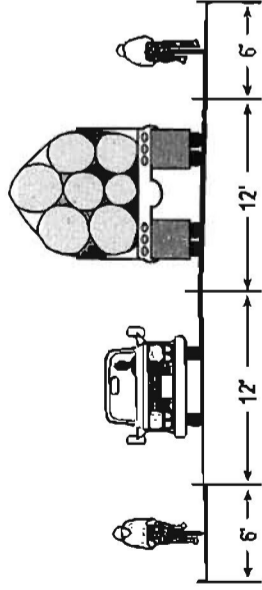
Providing short stretches of shoulder connected by roadway sections with no shoulders does little to help bicyclists. On the other hand, if including shoulders as incidental features of roadway reconstruction or overlay projects can provide important pieces of the puzzle, such opportunities should not be overlooked. The remaining sections can be connected at a later date to provide continuity at a substantially reduced cost. Ultimately, shoulders should be provided continuously between logical origins and destinations. This includes providing adequate width on bridges and other structures.

### **Shoulder width**

The state recommends paved shoulders on rural highways of:

- ◆ 2-ft on low-volume (less than 400 ADT) rural collector and local roads.
- ◆ 4-ft on low-volume rural arterial and moderate-volume (400–1000 ADT) rural collector and local roads.
- ◆ 6 to 8-foot shoulders on higher-volume rural roads.

When providing shoulders for bicycle use, a width of 6 ft is recommended. This allows a cyclist to ride far enough from the edge of pavement to avoid debris, yet far enough from passing vehicles to avoid conflicts. If there are physical width limitations, a minimum 4-ft shoulder may be used (5 ft if against a curb face, guardrail or other roadside barrier). On steep grades, it is desirable to maintain a 6-ft shoulder, as cyclists need more space for maneuvering.



Minimum shoulder: 5' against curb, parking or guardrail; 4' open

Source: Oregon Bicycle and Pedestrian Plan

### 4.3 Project Selection Criteria

Potential projects were evaluated and selected using 7 criteria:

- ◆ Relevance
- ◆ Need
- ◆ Funding
- ◆ Technical
- ◆ Political
- ◆ Use
- ◆ Cost

There is no particular weighting to these criteria. In general, if the majority of criteria rate well, then the project is a good candidate. However, one extremely negative criterion tends to offset several positive ones.

A given project may have alternative designs with different tradeoffs. In particular, it may be tempting to accept a design with low standards to avoid confrontation with affected property owners, to avert perceived inconvenience to motorists, or to simply keep construction costs down. Except in special circumstances, minimum standards in the Oregon Bicycle and Pedestrian Plan should be used, and attention should always be paid to long-term goals.

Some questions asked in evaluating projects are discussed below.

#### **Relevance to plan goals – High is best**

Projects that strongly support multiple transportation and community goals are preferable.

- Is the project part of the city's transportation plan?



- Is there a bicycle transportation problem that the project will solve or alleviate?
- Will the project support business, health or other community goals?

**👉 Need — High is best**

Areas or corridors that serve bicyclists poorly are better candidates for projects than those that already have facilities.

- Is the existing road a deterrent to bicycling? Roads with narrow lanes and heavy traffic, or that are difficult to cross, receive priority treatment. Other factors include high truck volumes, poor sight distance, dangerous intersections or other obstacles to direct travel by bicyclists.
- Does the project upgrade a major roadway (arterial or major collector street), bridge an obstacle, provide a more direct route (reducing significant out-of-direction travel), or provide access to important destinations such as schools?
- Will the facility link, complete or extend the system? Are there clear origin and destination points along the corridor served?

**👉 Available funding — More is best**

Projects that have identified funding sources are preferable.

- Can the project be funded from existing transportation sources?
- Are special grants or loans available?
- Are private or community interests willing to invest in the project?
- Can the project be timed to take advantage of other road work being performed?

**👉 Technical implementation — Simple is best**

Straightforward projects with standard designs are preferable.

- Is the project the appropriate treatment for the problem?

- Does the project meet current design standards?
- Are highway design exceptions needed?
- Are there any unusual engineering problems such as a steep slope, poor drainage, or constrained right-of-way?
- Does the project involve many elements or complex phasing?

**🚲 Political implementation – Easy is best**

Non-controversial projects with strong support are preferable.

- Is a substantial amount of public involvement necessary?
- Does the project require additional right-of-way?
- Is removal of on-street parking necessary?
- Has the public shown support for the project?
- Do affected or adjacent property owners agree to the project?
- Does the business community support the project?
- Do government officials support the project?
- Does the responsible agency agree to maintain the facility?
- Is there a willing party to see the project through to completion?

**🚲 Potential use – High is best**

Projects that attract bicyclists are preferable.

- Is the potential use high compared to similar facilities? Factors to consider include proximity to residential areas, schools, parks, shopping centers and business.
- Does the project consider the needs of both bicyclists and pedestrians? In most cases, bicyclists and pedestrians require separate facilities. If the project provides

for only one mode, the design should not preclude use by the other mode, where appropriate.

- Does the project help meet the needs of the young, the elderly, the low-income, and the disabled?
- Does the project provide connectivity to other modes? Facilities that provide bicycle access to existing or future bus stops and park-and-ride sites enhance intermodal transportation.

**Inventory**

A good inventory is key to evaluating projects. Potential projects identified in Section 2 were inventoried to clarify the conditions and needs. Each proposed project was visited, documented and photographed. The approximate size or length of the project, existing conditions, and relevant features were noted. The information collected during the inventory (see Section 4.6) was used to inform the ranking of the projects.

**Realistic cost — Low is best**

Projects that provide a good return on investment are preferable.

- Are the estimated engineering and construction costs typical for this type of project?
- Are expected maintenance costs reasonable?
- Are there secondary benefits that help mitigate the cost such as economic vitality, lower crime or improved safety?

### 4.4 Evaluation of Potential Projects

Based on the review of the 2003 TSP (Section 2), good bicycle planning practices (Section 4.2), and information from site visits and BAC review, a total of 33 projects were evaluated using the process described in Section 4.3. These projects are shown in Table 2 and on the map of Figure 1. The proposed projects that were evaluated included:

- ◆ 2 multi-use paths
- ◆ 13 County roads
- ◆ 5 State highway segments
- ◆ 4 State highway intersections
- ◆ 9 trails

Table 2. Project Rating Summary

Project	Reference	Need	Feasibility	Technical	Political	Use	Cost	Feasibility
<b>Multi-Use Paths</b>								
B-101 Westcliff Dr.	***	***	***	*	***	***	***	High
B-115 AGA Rd. (east side)	***	**	**	**	**	***	***	High
<b>Roads</b>								
B-102 Country Club Rd. (North)	***	***	**	**	**	**	*	High
B-103 Country Club Rd. (South)	***	**	*	*	**	**	**	Medium
B-104 Frankton Rd. (North)	***	**	*	*	**	**	*	Low
B-105 Frankton Rd. (South)	***	**	*	**	**	**	***	High
B-106 Post Canyon Dr.	**	*	*	**	*	**	***	Low
B-107 Fairview Dr.	**	*	*	**	**	**	***	Low
B-108 Brookside Dr. (East)	***	***	*	**	**	***	***	High
B-109 Brookside Dr. (West)	***	***	*	**	*	***	*	Medium
B-110 Indian Creek Rd.	***	***	*	**	*	***	***	High
B-111 Barrett Dr.	**	**	*	***	**	**	**	Medium
B-112 Portland Dr.	**	*	*	***	**	*	*	Low
B-113 Summit Dr.	***	*	*	**	**	***	*	Medium
B-114 Wyeast Rd	***	**	*	**	**	**	**	Medium
<b>Highways</b>								
B-116 OR-35 Mt. Hood Hwy. (North)	***	***	*	**	*	*	*	Spot
B-117 OR-35 Mt. Hood Hwy. (South)	***	**	*	**	*	*	*	Spot
B-118 OR-281 Hood River Hwy. (North)	***	***	*	**	*	***	*	Spot
B-119 OR-281 Hood River Hwy. (South)	***	**	*	*	*	**	*	Spot
B-120 OR-282 Odell Hwy.	***	**	*	*	*	**	*	Spot
<b>Intersections</b>								
B-121 OR-35 & MORH	***	***	*	**	*	***	*	Medium
B-122 OR-281 & Indian Creek Rd.	**	***	*	**	*	*	**	Medium
B-123 OR-35 & OR-282	***	**	*	**	**	***	*	Medium
B-124 OR-281 & Portland Rd.	**	**	*	*	*	**	*	Low

Project	Reference	Need	Feasibility	Technical	Political	Use	Cost	Feasibility
<b>Trails</b>								
C-101 North of Methodist Rd. (Methodist to Post Canyon)	*	**	*	**	*	**	**	-
C-102 West of Alameda Rd. (Multnomah to Alameda)	*	***	*	**	***	**	**	-
C-103 East of Alameda Rd. (Alameda to High School)	*	***	*	*	*	**	**	-
C-104 South of Hulson Rd. (to Arrowhead Dr)	*	**	*	**	**	**	***	-
C-105 East of Alameda Rd. (Alameda to Indian Creek Trail)	*	**	*	**	**	**	**	-
C-106 Henderson Creek (Fairview to Rocky Road)	*	**	*	**	*	**	**	-
C-107 Dewal Dr. (north to Belmont Dr.)	*	*	*	**	***	*	**	-
C-108 Mt. Hood Railway (regional)	*	***	*	**	*	***	*	-
C-109 Loop Trail (regional)	*	***	*	*	*	***	*	-

\* = Poor    \*\* = Fair    \*\*\* = Good



Note that the nine trail projects included in Table 2 were evaluated but were not given a feasibility rating and were not recommended for inclusion in the Amended 2003 TSP. As noted in Section 3.4, connector pathways and trails are generally considered a conditional use or a review use, and thus require notice and the opportunity for a hearing. Hood River County will continue to seek opportunities to work cooperatively with other agencies, districts and interested parties to create such trails.

#### **4.5 Recommended Projects**

Of the projects shown in Table 2 and on Figure 1 that were evaluated for feasibility, 20 projects are recommended for inclusion into an amendment to the 2003 Hood River County TSP. Table 3 summarizes these projects, Figure 2 shows their locations, and Section 4.6 provides illustrations and detailed information about the recommended projects.

In addition, three County road projects (B-106, B-107, and B-112) and one State highway intersection project (B-124) were eliminated due to a low overall feasibility score.

One project (B-115) was converted from a bicycle project to a pedestrian project, which is recommended for inclusion into the Amended TSP as P-1.

Also note that the 2003 TSP included five segments of the HCRH Trail that were not evaluated in Table 2 because they are already part of the State's adopted plan for the HCRH. One segment has been completed and the four remaining segments are recommended as a single project for the Amended TSP (listed in Table 3 as B-125).

#### **4.6 Project Descriptions**

The following pages include detailed project descriptions for the projects forwarded to the Amended TSP. Note that descriptions of the HCRH trail segments (B-125) are not included because these are detailed in the ODOT HCRH Plan.

Table 3. Summary of Projects Recommended for Amendment to TSP

Project	Origin	Priority	Jurisdiction	Cost (\$K est.)
<b>Multi-Use Paths</b>				
B-101 Westcliff Dr.	2003 TSP	Short-range	County/ODOT	2400
B-125 HCRH Trails (4 segments) • Wyth to Starvation Creek • Viento to Mitchell Point • Mitchell Point • Mitchell Point to Hood River	2003 TSP (HCRH Plan)	Long-range Medium-range Medium-range Short-range	ODOT	16600 7400 6200 6100
<b>Roads</b>				
B-102 Country Club Rd. (North)	2003 TSP	Short-range	County	1200
B-103 Country Club Rd. (South)	BAC	Medium-range	County	409
B-104 Frankton Rd. (North)	BAC	Long-range	County	72
B-105 Frankton Rd. (South)	BAC	Short-range	County	90
B-108 Brookside Dr. (East)	2003 TSP	Short-range	County	60
B-109 Brookside Dr. (West)	2003 TSP	Medium-range	County	300
B-110 Indian Creek Rd.	BAC	Short-range	County	180
B-111 Berrett Dr.	BAC	Medium-range	County	192
B-113 Summit Dr.	BAC	Medium-range	County	378
B-114 Wyeast Rd	BAC	Medium-range	County	252
<b>Highway Segments</b>				
B-116 OR-35 Mt. Hood Hwy. (North)	BAC	With other hwy projects	ODOT	1200
B-117 OR-35 Mt. Hood Hwy. (South)	BAC	With other hwy projects	ODOT	1800
B-118 OR-281 Hood River Hwy. (North; Tucker)	BAC	With other hwy projects	ODOT	1440
B-119 OR-281 Hood River Hwy. (South)	BAC	With other hwy projects	ODOT	6480
B-120 OR-282 Odell Hwy.	BAC	With other hwy projects	ODOT	1200
<b>Highway Intersections</b>				
B-121 OR-35 & HCRH	2003 TSP	Medium-range	ODOT	Unknown
B-122 OR-281 & Indian Creek Rd.	2003 TSP	Medium-range	ODOT/County	2400
B-123 OR-35 & OR-282	2003 TSP	Medium-range	ODOT	Unknown

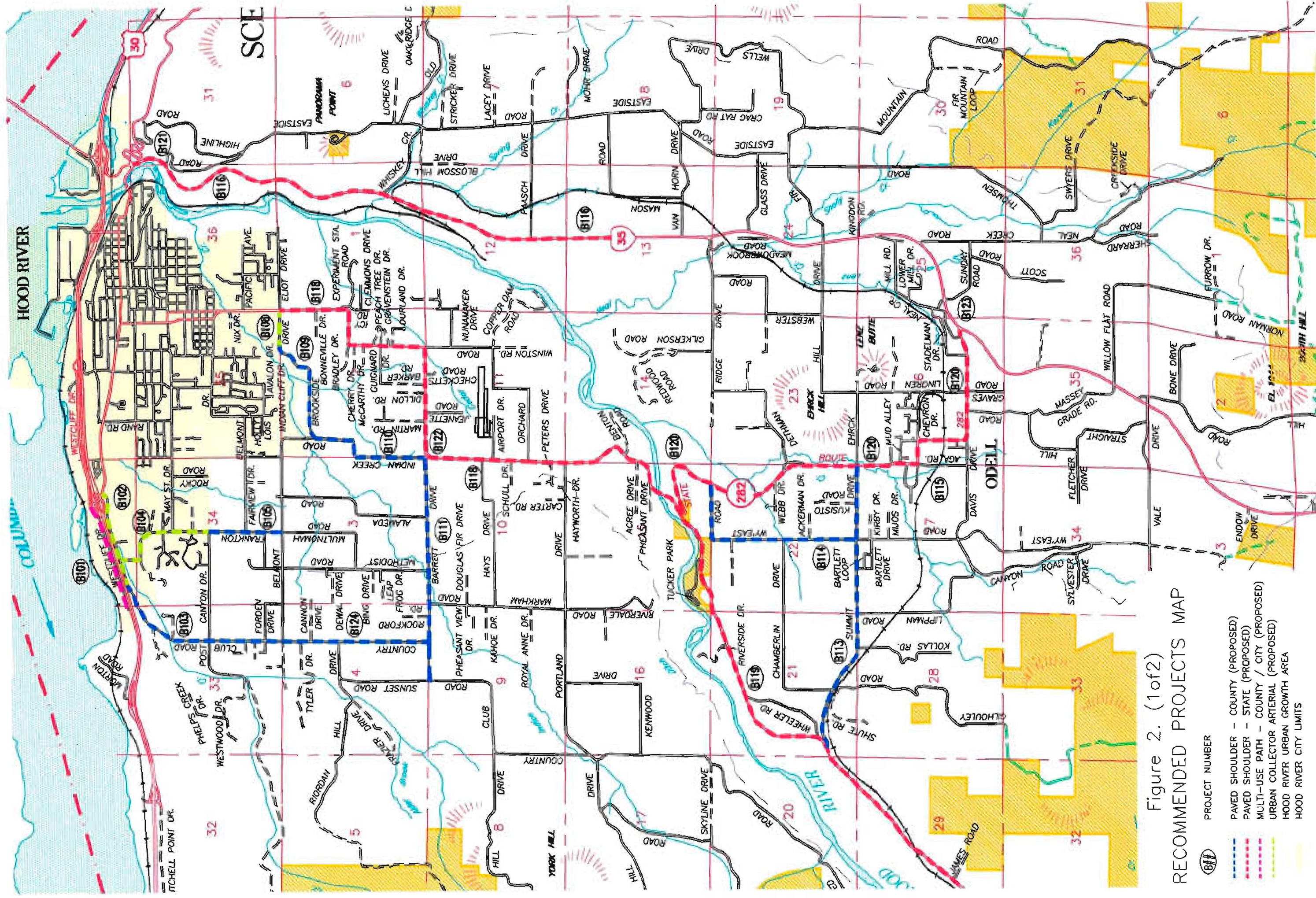


Figure 2. (1of2)  
RECOMMENDED PROJECTS MAP

- (B1) PROJECT NUMBER
- PAVED SHOULDER - COUNTY (PROPOSED)
- PAVED SHOULDER - STATE (PROPOSED)
- MULTI-USE PATH - COUNTY / CITY (PROPOSED)
- URBAN COLLECTOR ARTERIAL (PROPOSED)
- HOOD RIVER URBAN GROWTH AREA
- HOOD RIVER CITY LIMITS



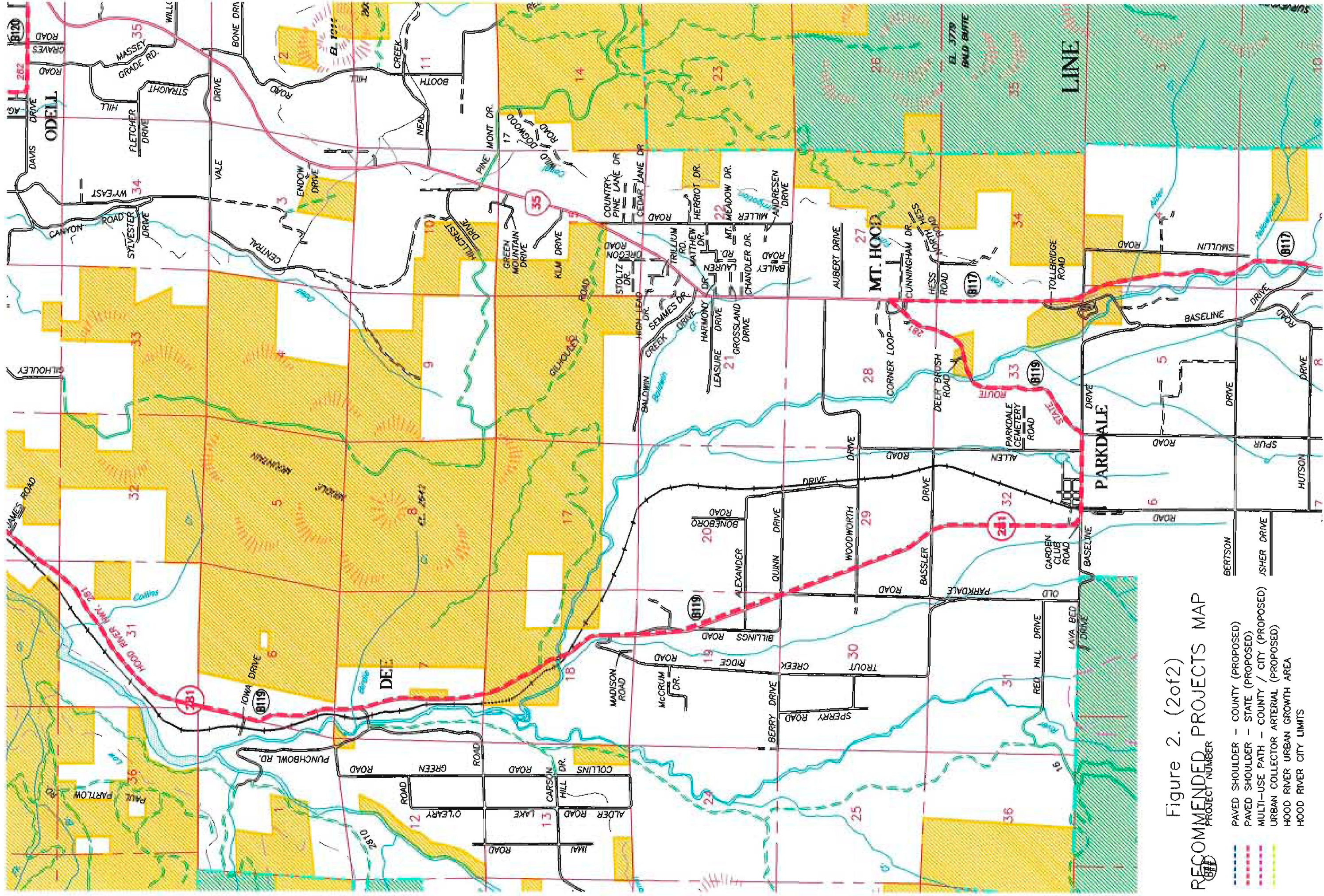


Figure 2. (2of2)  
**RECOMMENDED PROJECTS MAP**  
 PROJECT NUMBER

- PAVED SHOULDER - COUNTY (PROPOSED)
- PAVED SHOULDER - STATE (PROPOSED)
- MULTI-USE PATH - COUNTY / CITY (PROPOSED)
- URBAN COLLECTOR ARTERIAL (PROPOSED)
- HOOD RIVER URBAN GROWTH AREA
- HOOD RIVER CITY LIMITS

## B-101

### Westcliff Dr. (multi-use path on County Road within the UGB)



Westcliff Dr. project (red) and HCRH project from Mitchell Point (yellow).  
Abandoned Meredith Motel at west end of road.

Project	8' Path Cascade to Meredith Motel
Length	0.75 mi
ADT	1400 on Westcliff Dr. east end; west dead-end
Cost	\$2,000,000
Comments	Tied into HCRH Master Plan which has support and probable funding.

## B-102

### Country Club Rd. (north)

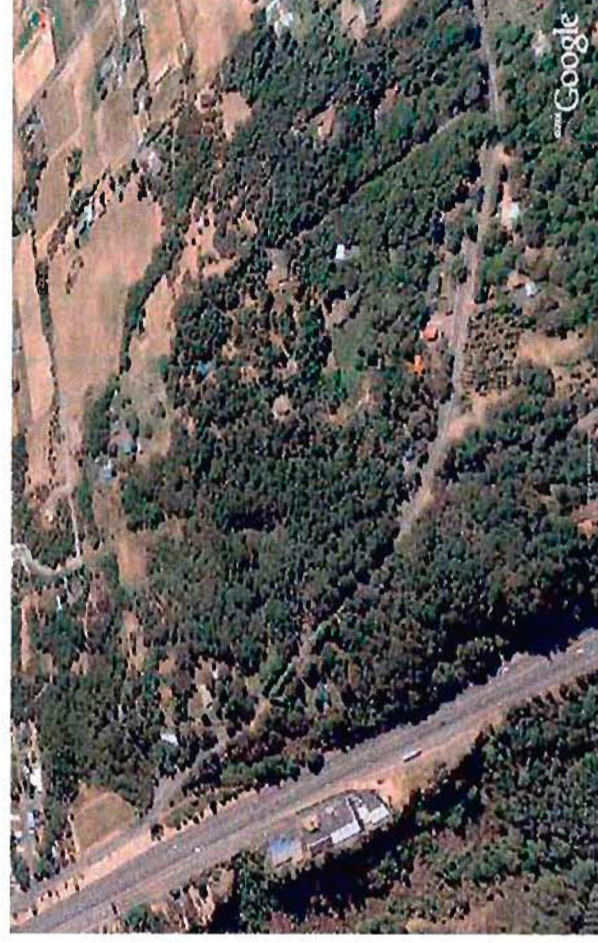
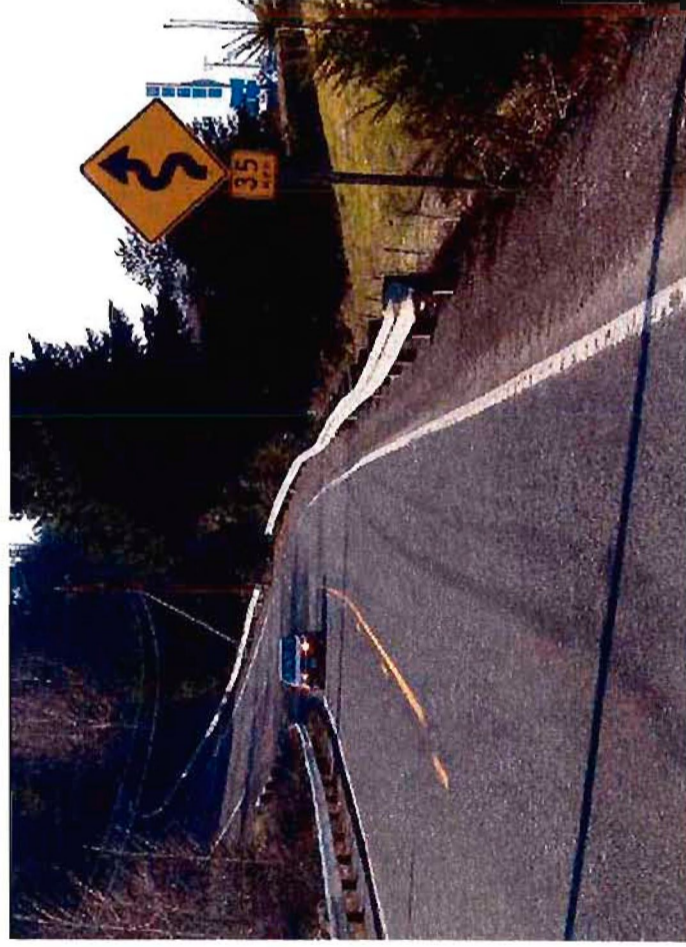


Country Club Rd. (red) south of I-84. Westcliff Dr. (green) north of I-84.

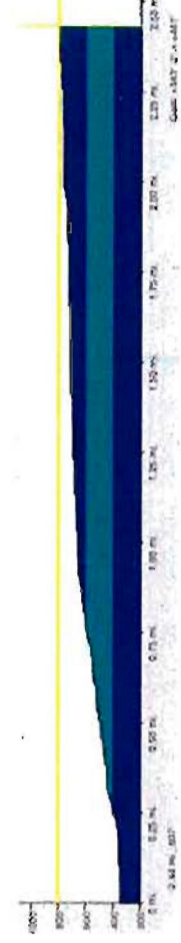
Project	6' bike lanes & sidewalks Cascade to UGB
Length	0.75 mi
ADT	4800
Speed	45 mph
Cost	\$1M realignment project (County estimate)
Class.	Urban collector
Comments	Primary access to valley above. Dependent on development. Intersection with highway to be realigned.

# B-103

## Country Club Rd (south)



Country Club heads up a hill (above) and then gradually climbs south (elevation profile below) for a total gain of about 460 ft.



Project	4' shoulders UGB to S. Sunset
Length	2.75 mi
ADT	2600 (3480 in 2020)
Speed	45 mph
Cost	\$340,000
Class.	Rural major collector
Comments	Primary access to valley above. Cross-slope on hill with no shoulder. Remainder of road above varies but generally has room.

Country Club Rd (south) cont'd



Full-width shoulders would be of particular benefit on rises where vertical sight distance is poor.



Shoulders on Country Club are inconsistent and a little too narrow for bicycles, so that cyclists tend to ride on the stripe or in the travel lane.

# B-104

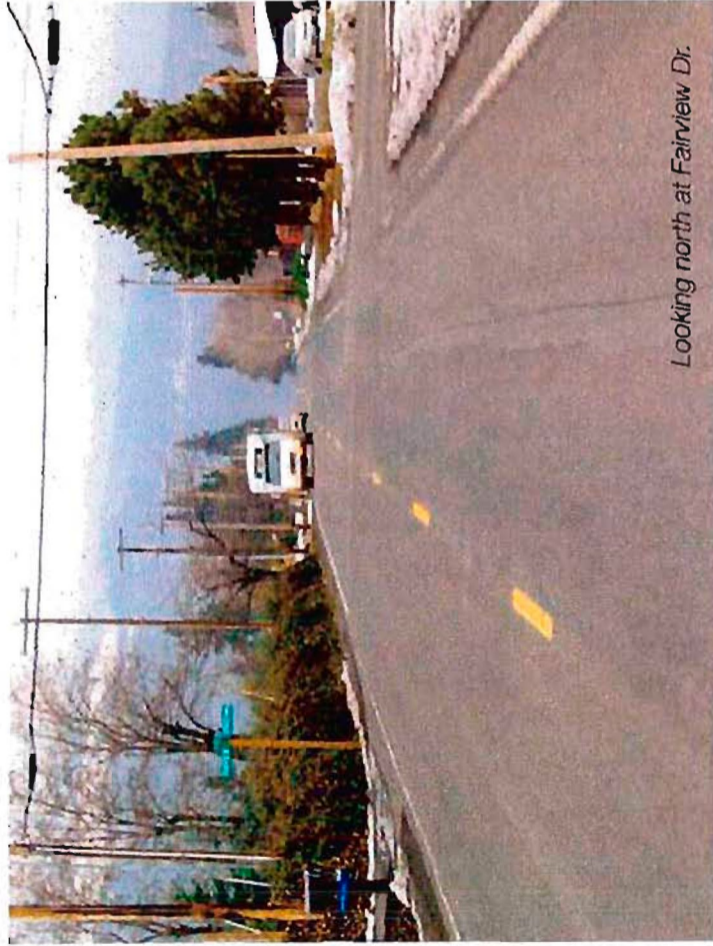
## Frankton Rd. (north)



Project 6' bike lanes & sidewalks  
 Length 0.8 mi (Country Club Rd. to Post Canyon Dr.)  
 ADT 1800 (2215 in 2020)  
 Speed 40 mph  
 Cost \$600,000  
 Class. Urban collector  
 Comments Alternate access to valley above. Like Country Club, the road has a steep cross-slope and no shoulder.

# B-105

## Frankton Rd. (south)

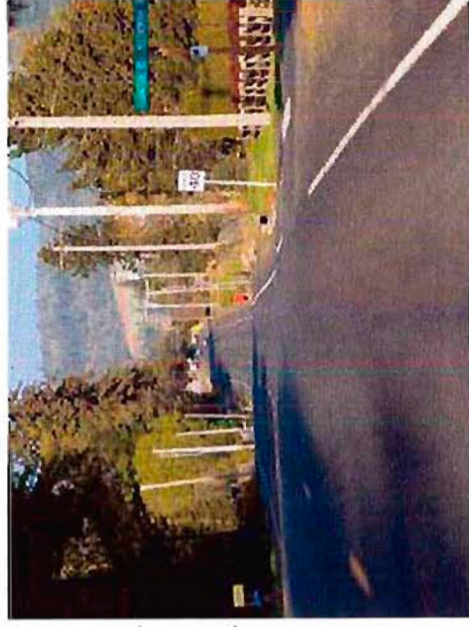


Looking north at Fairview Dr.



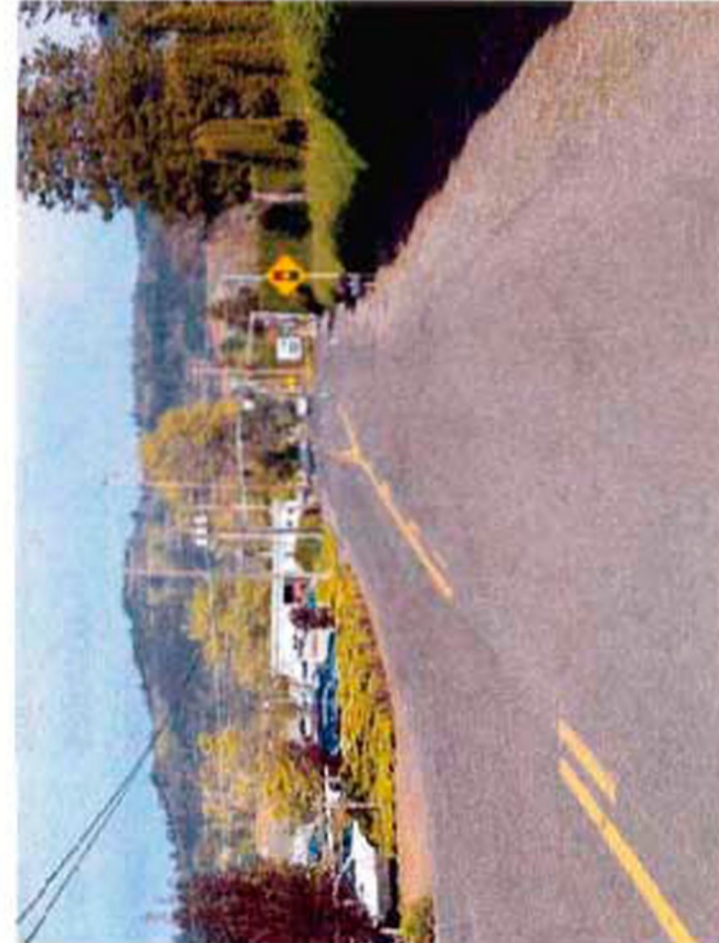
Looking east on Belmont Dr. where Frankton Rd. on the left turns into Multnomah Dr. on the right

Project	4' shoulders (existing 0')
Length	0.5 mi (Post Canyon Dr. to Belmont Dr.)
ADT	2300 (3300 in 2020)
Speed	40 mph
Cost	\$75,000
Class.	Rural major collector
Comments	Relatively straight and level with some ditches. Many driveways and some intrusion into ROW by fences and landscaping.



**B-108**

**Brookside Dr. (east)**

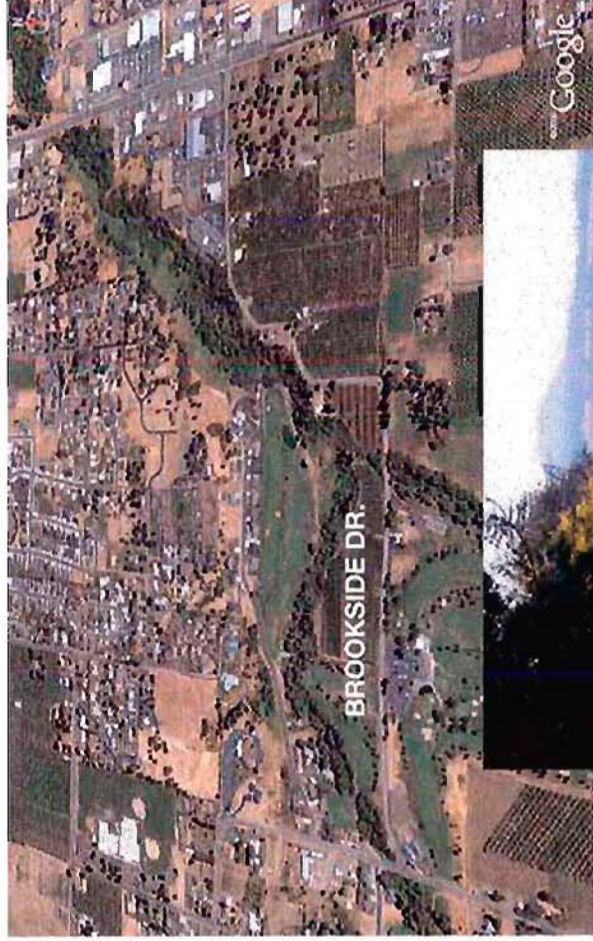
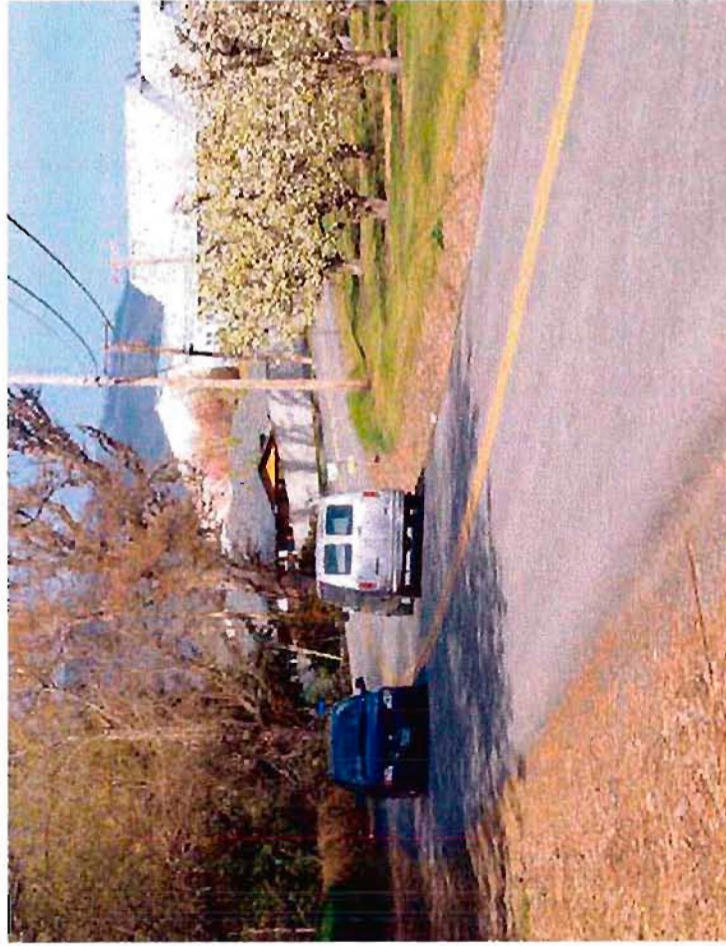


Project 6' bike lanes & sidewalks  
Length 0.1 mi to Adult Center  
ADT 2600  
Speed Not posted  
Cost \$50,000  
Class. Urban collector  
Comments Short section west of signalized intersection.



# B-109

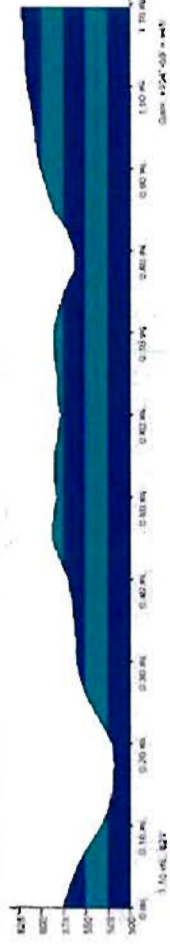
## Brookside Dr. (west)



Project	4' shoulders (existing 0'; 40' ROW)
Length	1.0 mi (Indian Creek Rd. to Adult Center)
ADT	2000 (appears higher)
Speed	Not posted
Cost	\$250,000
Class.	Rural major collector
Comments	Important east-west connection. Poor sight distance and speeding motor vehicles.

# B-110

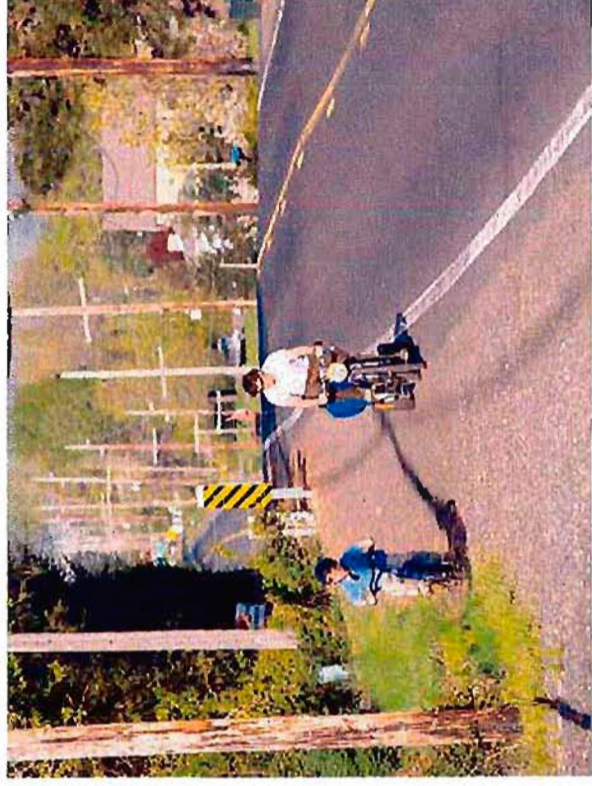
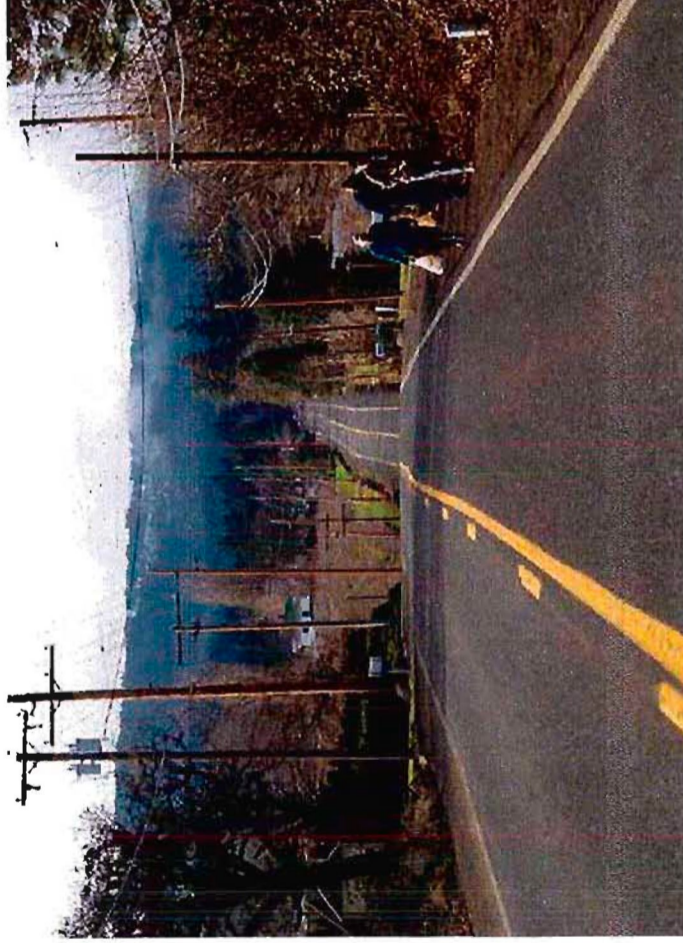
## Indian Creek Rd.



**Project** 4' shoulders Broken Tee to Barrett (40'-60' ROW)  
**Length** 1.0 mi  
**ADT** 3400 (4880 in 2020)  
**Speed** 35 mph  
**Cost** \$150,000  
**Class.** Rural major collector  
**Comments** High School and Indian Creek Trail access. Several corners and hills.

# B-111

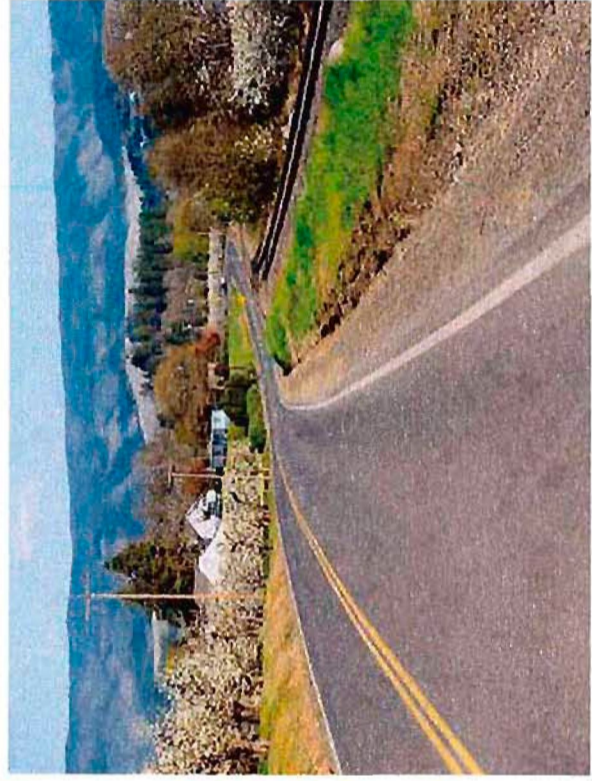
## Barrett Dr.



Project	4' shoulders (existing 0')
Length	1.25 mi
ADT	2600 (3865 in 2020)
Speed	40 mph
Cost	\$160,000
Class.	Rural major collector
Comments	Primary east-west connection.

# B-113

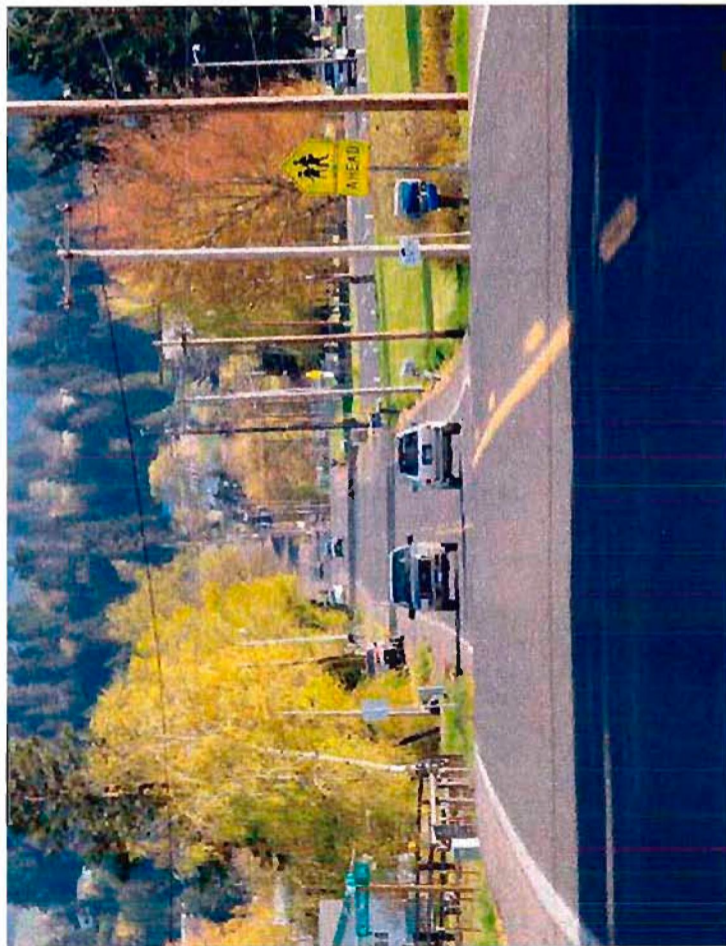
## Summit Dr.



Project	4' shoulders (existing 0')
Length	2.1 mi
ADT	1800 (2190 in 2020)
Speed	25-45 mph
Cost	\$315,000
Class.	Rural major collector
Comments	School and fairgrounds access. Western section part of County Tour Route. Bartlett Dr. to Hwy 282 is residential.

**B-114**

**Wy'east Rd.**



Project	4' shoulders in 40' ROW
Length	1.6 mi (Highway 282 to Mijos Dr.)
ADT	---
Speed	45 mph with 25 mph speed zone
Cost	\$252,000
Class.	Rural major collector
Comments	School access. Part of County Tour Route. Summit Dr. to Bartlett Dr. completed Summer 2009.

# B-116

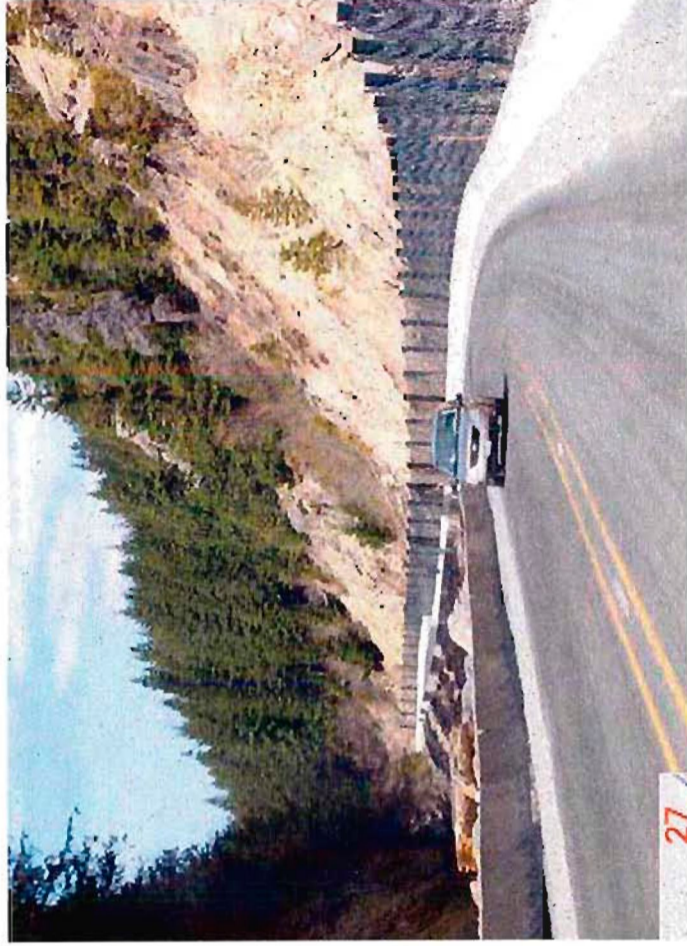
## OR-35 (north)

Project	6' shoulders (existing mostly 5'-9' with narrower sections)
Length	3.6 mi (Historic Highway to Van Horn Drive)
ADT	6700 (11245 in 2020)
Speed	45-55 mph
Cost	\$1M (County estimate)
Class.	State highway
Comments	Inconsistent shoulders from passing lanes, guard rails and drainage catch basins. Speeding motor vehicle traffic and trucks. See also intersection with HCRH.



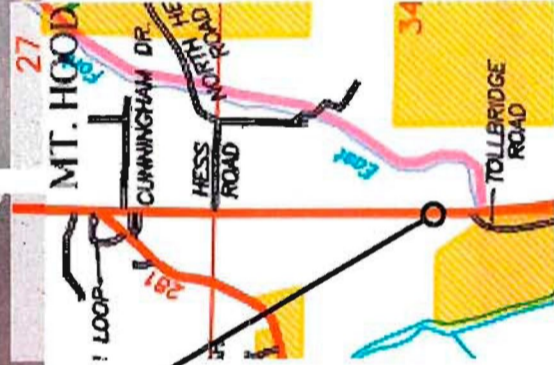
# B-117

## OR-35 (south)



Project 6' shoulders (existing 2'-8')  
 Length 5.0 mi (OR-281 to Baseline Drive)  
 ADT 2000 (3400 in 2020)  
 Speed 40-55 mph  
 Cost \$1.5M (County estimate)  
 Class. State highway

Comments Inconsistent shoulders. Speeding motor vehicle traffic and trucks. See also intersection with OR-282.

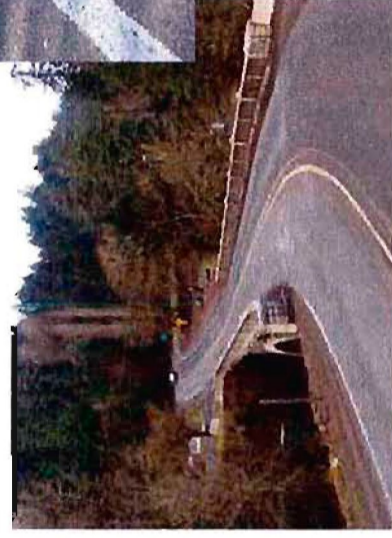
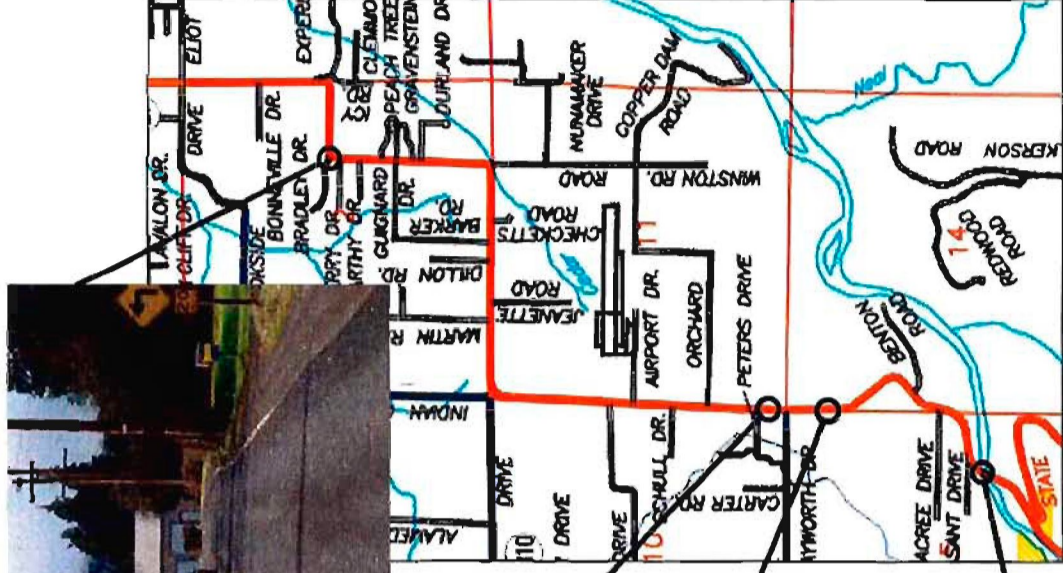


Narrows 1 km south of Cooper Spur (south of project, pre-flood)

# B-118

## Tucker Rd. (Hood River Hwy, OR-281)

Project	6' shoulders (existing mostly 0'-6')
Length	4.0 mi (City Limits to Highway 282)
ADT	7100-11600 (15360 in 2020)
Speed	25-55 mph
Cost	\$1.2M (County estimate)
Class.	State highway
Comments	Inconsistent shoulders and pavement grinding. Speeding motor vehicle traffic and trucks. See also inter-section with Indian Creek Rd. (Wind Master).





# B-119

## Hood River Hwy (OR-281) south

**Project** 6' shoulders (existing 0'-5'); sidewalks in Parkdale

**Length** 17.9 mi (Highway 282 south to Highway 35)

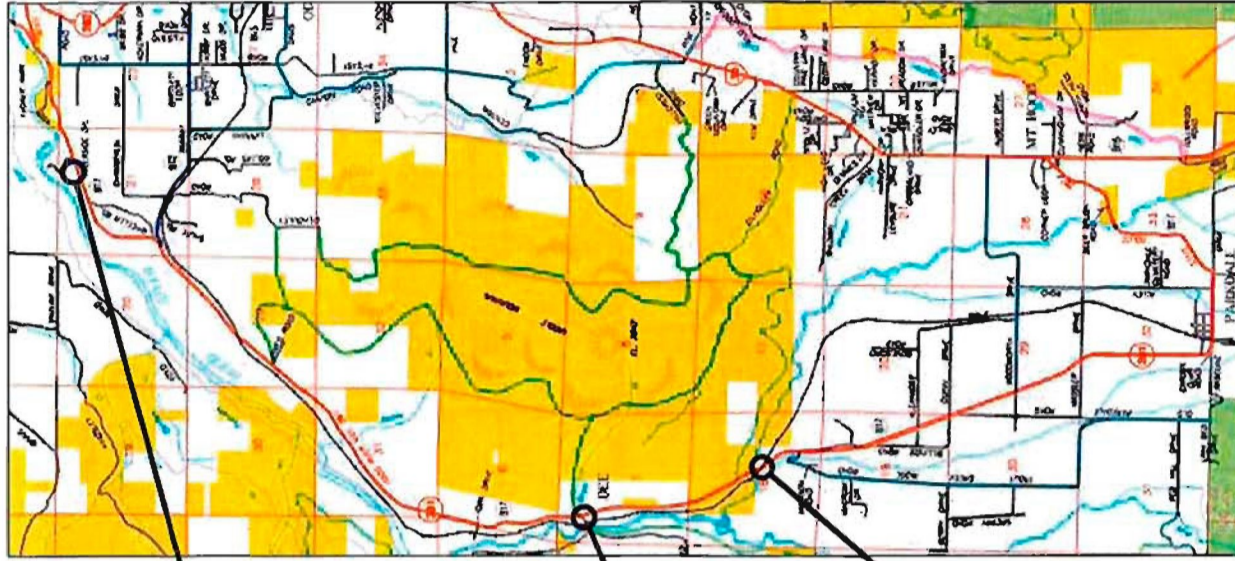
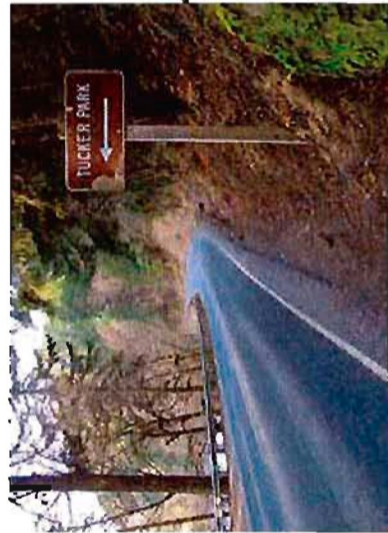
**ADT** 1200-2400 (2700 in 2020)

**Speed** 25-55 mph

**Cost** \$5.4M (County estimate)

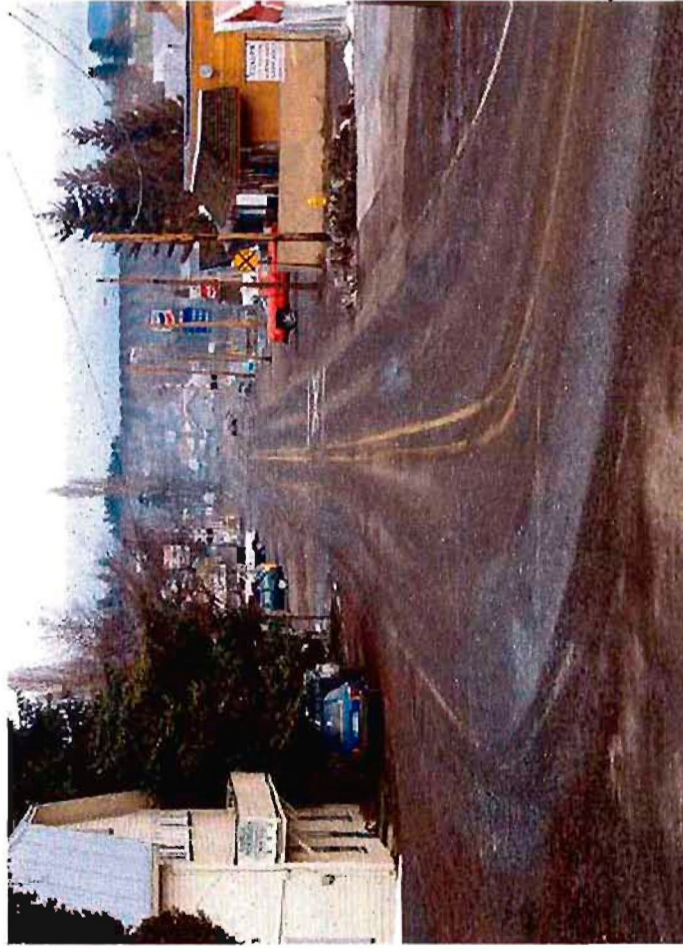
**Class.** State highway

**Comments** Inconsistent shoulders. Speeding motor vehicle traffic and trucks.



# B-120

## OR-282 (Odell Hwy)



Project 6' shoulders (existing 0'-8'); sidewalks in Odell

Length 3.4 mi

ADT 5200 (5500 in 2020)

Speed 25-55 mph

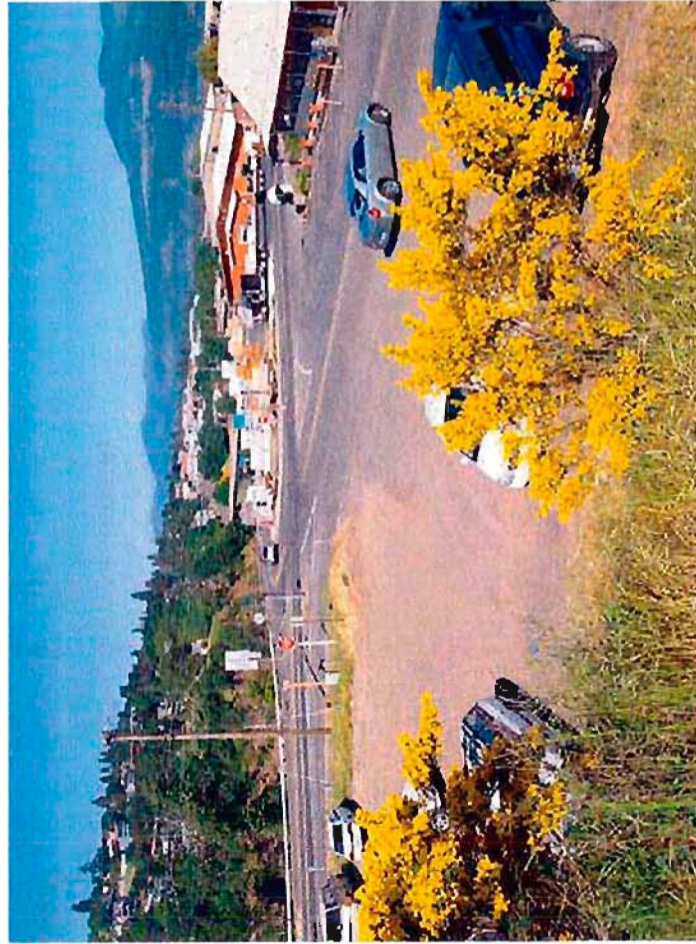
Cost \$1M (County estimate)

Class. State highway

Comments Inconsistent shoulders. Speeding motor vehicle traffic and trucks. See also intersection with OR-35.

# B-121

## Intersection: Mt. Hood Hwy (OR-35) & HCRH



### Project

Intersection of Mt. Hood Hwy (OR-35) and east-west (US-30) highways to the east of the City of Hood River. All-way stop with slip lanes. No sidewalks or bike lanes. Access to Historic Columbia River Highway (HCRH). Can be difficult to cross by bicycle.

The County TSP notes that the intersection generally operated satisfactorily (per motor vehicle delay) in 1999 but failed during peak seasonal periods. The TSP lists a project (R-18) for ODOT to study and propose intersection improvements.

*The Exit 64 East Hood River Interchange Study Final Report, June 2005, studied this intersection (called Button Junction in the report) because it is close to the interchange. A signal was recommended over a roundabout because it was estimated to take slightly less area and could be remotely controlled during unusual traffic events. Neither the signal nor roundabout meet capacity standards in 2025. The Exit 64 Report did not evaluate bicycle facilities, safety, or access to the HCRH, and the public meeting notice for the report did not mention this intersection. Proposed improvements have not been funded.*

## B-121

### Intersection: Mt. Hood Hwy (OR-35) & HCRH cont'd

The BAC was unaware of the Exit 64 Report recommendations for this intersection. A conceptual roundabout was approved by the BAC for the draft Bicycle Plan and was presented at the Bicycle Plan Open House in July 2006 where there were no specific comments. In light of the Exit 64 Report, it is recommended that ODOT study the best approach for overall safety of all users and for bicycle use of the intersection. A roundabout would have potential advantages in these areas that may not have been considered.

#### ADT

Average daily traffic on OR-35 south of the intersection was estimated in the TSP to be about 13,500 in 2020. The Exit 64 Report noted that a 2005 weekday PM peak count was over 1000 vehicles per hour and met two signal warrants.

#### Period

Short-range (presumably completed by now) per TSP

#### Cost

Unknown

#### Class.

State highway

#### Comments

High feasibility although priority appears low unless development occurs near the intersection.



Existing intersection with slip lanes can be difficult for a bicyclist to negotiate. A signal would potentially increase crossing distance and conflicts.



The Astoria roundabout is an example of a highway facility on the edge of a city that works well for all users.

# B-122

## Intersection: OR-281 and Indian Creek Rd.



**Project** Intersection of Hood River Hwy (OR-281, Tucker Rd) with Indian Creek Rd to the north and Barrett Dr to the west. All-way stop with an eastbound bypass lane on Tucker. No sidewalks and narrow shoulders (0'-2'). These features combined with high speeds (posted 40 mph) make crossing difficult.

The County TSP lists a project (R-58) for ODOT and the County to realign the intersection. Shoulders and sidewalks should be included.

**ADT** Average daily traffic in 2020 was estimated in the TSP to be 15,360 on OR-281.

**Period** Long-term per TSP

**Cost** \$200,000 per TSP

**Class.** State highway

**Comments** A roundabout would work well here (see conceptual layout at right).

## B-123

### Intersection: Mt. Hood Hwy (OR-35) at Odell Hwy (OR-282)

#### Description

T-intersection of primary Mt. Hood Hwy and secondary Odell Hwy to the east of Odell. Stop control on Odell Hwy with slip lanes. No sidewalks or bike lanes. The long crossing, grade, high speeds (posted 55 mph), limited sight distance, heavy trucks, and winter sanding debris make the turn onto northbound OR-35 difficult. There are generally 9' shoulders but the critical northbound section between the Odell Hwy and Sunday Drive were narrowed to make room for turn lanes. Some bicyclists prefer the intersection 0.2 mi. to the north at Sunday Drive which has less side traffic but is not an improvement otherwise.

The County TSP lists a project (R-2) for ODOT to restripe the pavement markings to clarify turn movements and improve safety. The project was completed although it appears to have had negligible benefit for bicyclists. The intersection may be restriped in the future.

Average daily traffic in 2020 was estimated in the TSP to be 12,360 on OR-35 and 7,265 on OR-282. Given the volumes and speeds, the existing stop control may be inadequate for left turns.

#### Period

Short-term

#### Cost

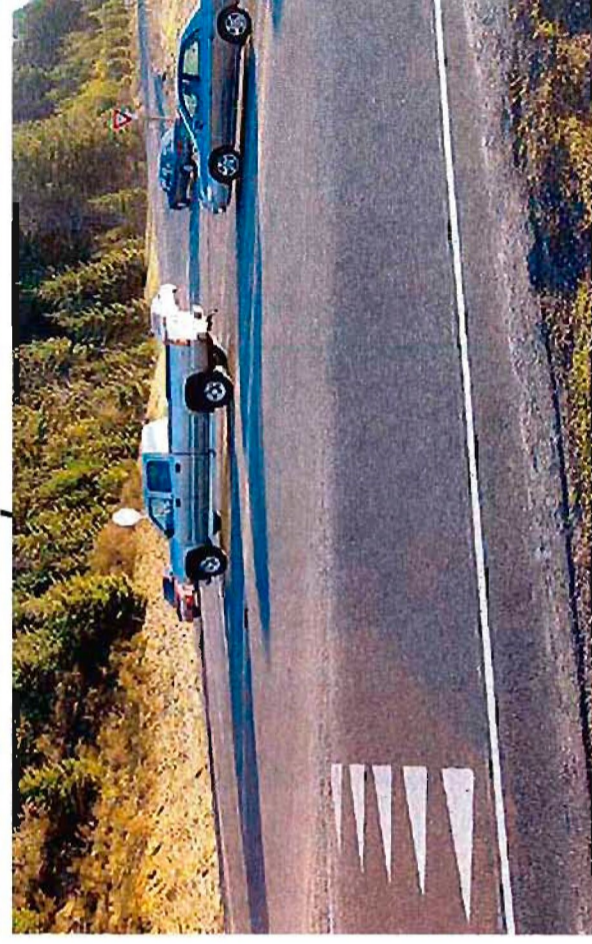
Unknown

#### Class.

State highway

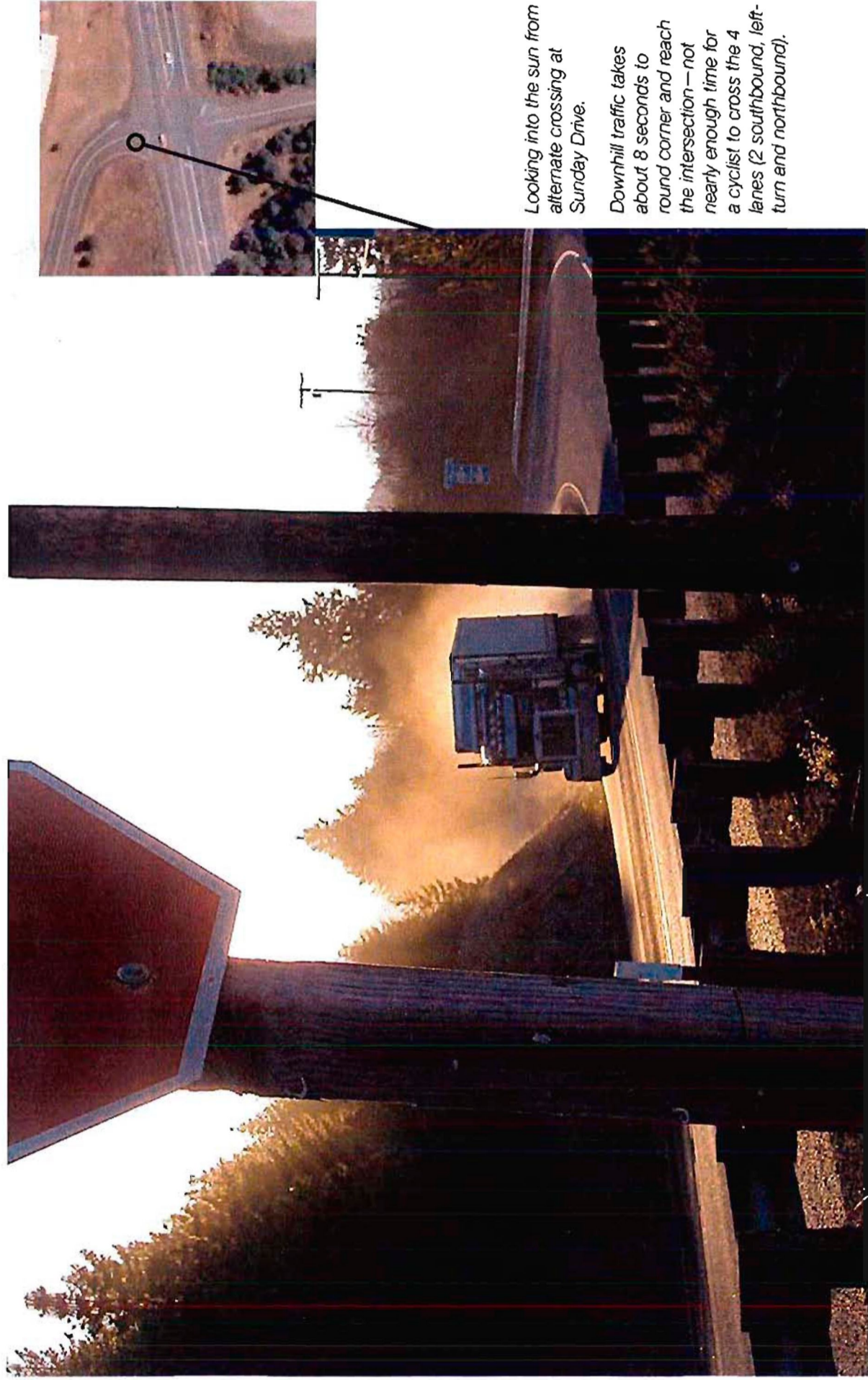
#### Comments

In the short-term the shoulder should be widened and speed-control warnings for downhill highway traffic added.



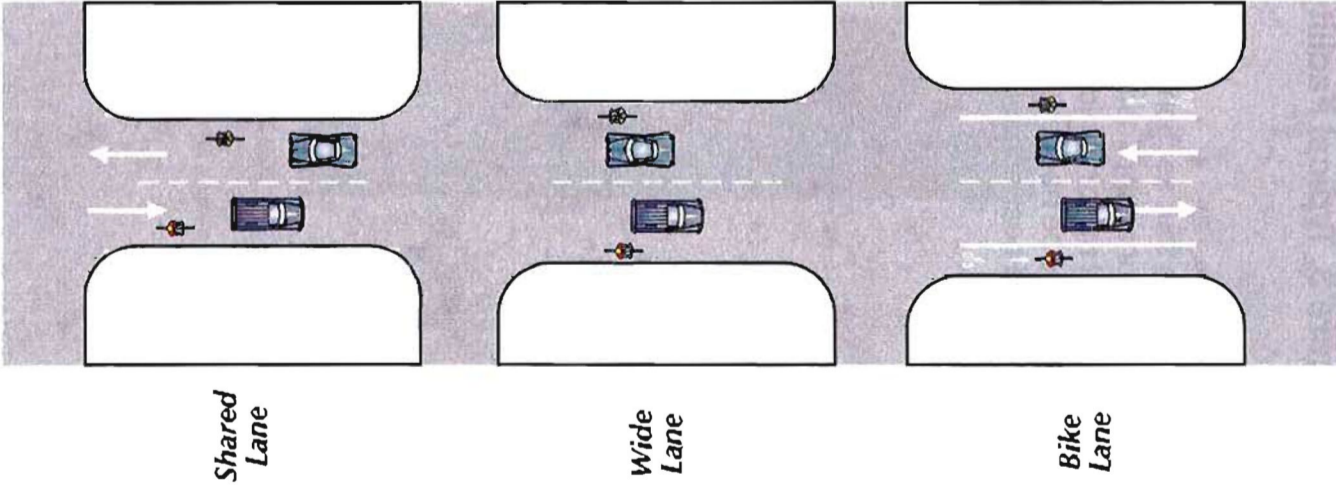
**B-123**

**Intersection: Mt. Hood Hwy (OR-35) at Odell Hwy (OR-282) cont'd**



Looking into the sun from alternate crossing at Sunday Drive.

Downhill traffic takes about 8 seconds to round corner and reach the intersection — not nearly enough time for a cyclist to cross the 4 lanes (2 southbound, left-turn and northbound).



## 4.7 Typical Bikeway Sections and Standards

### 4.7.1 ON-ROAD BICYCLE FACILITIES

#### Bicycle Lanes

##### Location

**General:** one-way facilities not physically separated from travel lanes.

**Urban areas:** both sides of most highways, arterial streets and collector streets (generically referred to as “streets” below).

**Rural areas:** typically not used (paved shoulders or shared lanes preferred).

##### Width

Curbed street without on-street parking:

4 to 6 ft;

6 ft where use is high, in-line skaters are expected, or grades exceed 5%.

Curbed street with on-street parking:

5 to 6 ft;

6 ft where use is high, in-line skaters are expected, or grades exceed 5%.

Uncurbed street with parking in swale:

4 to 5 ft.

Add 1 ft:

on bridges, or

where there are 30 or more heavy vehicles per hour in the outside lane.

#### Standard Bikeway Width

(One-way travel; exact recommended width depends on mode for vehicle speed and volume.)

- Bike Lane = 4 to 6 ft
- Paved Shoulder = 4 to 6 ft
- Wide Curb Lane (shared by cars and bikes) ≥ 14 to 16 ft



### **Wide Curb Lanes**

- Urban streets with insufficient width for bike lanes.
- 13 ft wide without on-street parking and 14 ft wide with on-street parking.
- Where 15 ft or more width is available, consider striping bicycle lanes or shoulders.

### **Paved Shoulders**

#### **Location**

*Rural:* most roads and highways.

*Urban areas:* both sides of lower volume major streets where bike lanes are not appropriate.

#### **Width**

5 ft:

- on steep up-grades where bicyclists require maneuvering room or where downgrades exceed 5% for 0.6 mi;
- where there are 30 or more heavy vehicles per hour in the outside lane; or
- where motor vehicle posted speeds exceed 50 mph.

4 ft against guardrail, curb or other roadside barrier.

3 ft minimum.

#### **Striping**

4 in. solid white edge line.

### **Shared Lanes**

Roads are as they exist with no special provisions for bicyclists.

Common on neighborhood streets, low-volume (< 500 ADT) rural roads and highways, and commercial and downtown centers with constrained right-of-way.

## ➤ Marginal Improvements

- Add usable riding surface to right of roadway edge stripe by:
  - » paving extra width – as little as 2 ft extra width is beneficial;
  - » reducing travel lane width;
  - » eliminating unneeded travel lanes; or
  - » eliminating parking on one or both sides.
- Bicycle-safe drainage grates.
- Bicycle-friendly railroad crossings.
- Pavement surfaces free of irregularities.
- Bicycle-oriented signs and bicycle-sensitive traffic detection devices.
- Roadway maintenance including removal of accumulated dirt, broken glass and other debris.
- Reducing and enforcing posted speed limits.

## ➤ Joint between Bikeway and Existing Roadway

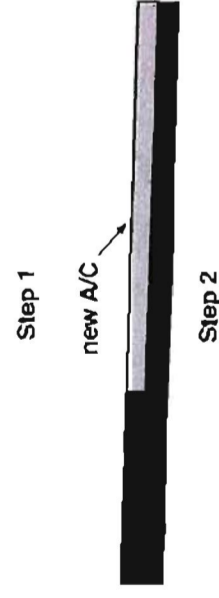
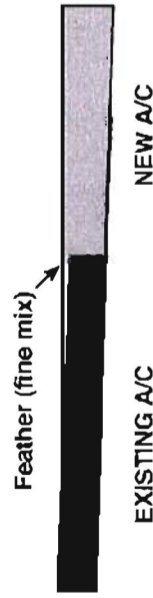
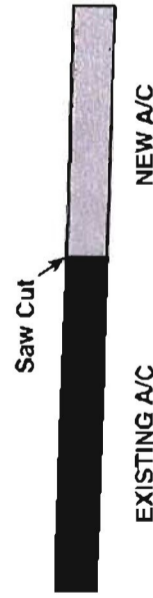
The following techniques should be used to add paved shoulders to roadways where no overlay project is scheduled:

**Saw Cut:** A saw-cut 1 ft. inside the existing edge of pavement provides the opportunity to construct a good tight joint. This eliminates a ragged joint at the edge of the existing pavement.

**Feathering:** “Feathering” the new asphalt onto the existing pavement can work if a fine mix is used and the feather does not extend across the area traveled by bicyclists.

**Grinder:** Where there is already some shoulder width and thickness available, a pavement grinder can be used to make a clean cut at the edge of travel lane, grade the

*How to add paved shoulder without overlay for smooth riding surface*



existing asphalt to the right depth and cast aside the grindings in one operation, with these advantages:

- less of the existing pavement is wasted;
- the existing asphalt acts as a base;
- there will not be a full-depth joint between the travel lane and the shoulder; and
- the grindings can be recycled as base for the widened portion.

New asphalt can then be laid across the entire width of the shoulder bikeway with no seams.

#### **Unpaved Driveways and Side Streets**

Wherever a street is constructed, widened or overlaid, all unpaved driveways and approaches should be paved back to prevent loose gravel and dirt from spilling onto the shoulders.

### **4.7.2 MULTI-USE PATHS**

#### **Location**

- Within highway right-of-way or within an independent right-of-way.
- Physically separated from motorized traffic by open space or barrier.
- Shortcuts between neighborhoods, parks, schools, and business areas.
- Access to areas served only by controlled-access highways where pedestrians and bicycles are prohibited; otherwise, not a substitute for on-road facilities.
- Access to areas not well served by roads such as streams, lakes, rivers, greenways, abandoned or active railroad and utility rights of way, school campuses, and planned unit developments and community trail systems.



## Path Design

### Width

- Paved shared use:
  - 10 to 14 ft [8 ft minimum (rare)];
  - 14 ft or more with separated bicycle, horse or running lanes.
- Unpaved shared use: 8 to 10 ft.
- One-way shared use (rare): 6 ft (5 ft minimum).
- Paved pedestrian only: 6 ft (5 ft minimum).

### Shoulders

- Width on both sides: 3 ft (2 ft minimum)
- Side slope: 4%.

### Recovery Area

- If side slope greater than 1:4:
  - 5 ft recovery area at maximum 1:6 slope from edge of path; or barrier.

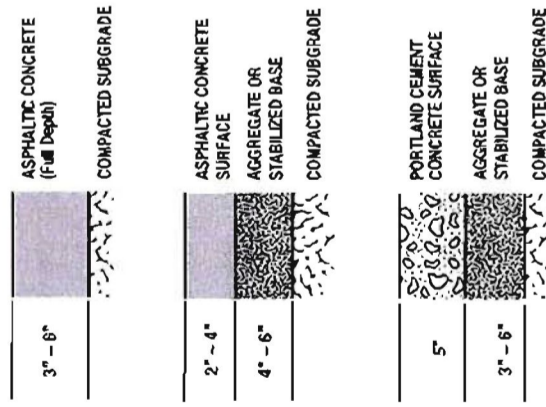
### Clearance

- Lateral: 6 ft (5 ft minimum).
- Vertical 10 ft (8 ft minimum), 12 ft minimum for equestrians.

### Separation from Roadway

- Curbed section: 4 ft minimum.
- Uncurbed section: 5 ft minimum, at least 3 ft of which is a buffer zone or landscape strip.

Pavement alternatives for multi-use paths



Source: Oregon Bicycle and Pedestrian Plan

**Surface**

Stable, firm, and slip-resistant (see Table 4).

At unpaved roadway or driveway crossings of paved paths, pave the roadway or driveway at least 10 ft on each side of crossing.

Unpaved surface: 4 in. layer of granular stone no larger than 3/8 in. in diameter over prepared subgrade of at least 6 in. of crushed gravel (top layer) and 8 in. of gravel (bottom layer), roller compacted.

**Grade**

5% for up to 800 ft.

8% for up to 300 ft.

11% or more for up to 50 ft.

Running grade over 8.33% less than 30% of the total path length.

**Cross Slope**

Slopping in one direction instead of crowning preferred.

Paved: 2% maximum.

Unpaved: 5% maximum.

Superelevation: 2% maximum.

**Design Speed**

Paved: 20 mph; 30 mph for downgrades over 4% for 800 ft.

Unpaved: 15 mph.

**Table 4. Summary of Surface Materials for Multi-Use Paths**

Surface Material	Firmness	Stability	Slip Resistance (dry)
Asphalt	firm	stable	slip resistant
Concrete	firm	stable	slip resistant
Soil with Stabilizer	firm	stable	Slip resistant
Soil with High Organic Content	soft	unstable	Not slip resistant
Crushed rock (3/4" minus) with Stabilizer	firm	Stable	Slip resistant
Crushed Rock w/o Stabilizer	firm	stable	Not slip resistant
Wood Planks	firm	stable	Slip resistant
Engineered Wood Fibers – that comply with ASTM F1951	Moderately firm	Moderately stable	Not slip resistant
Grass or Vegetative Ground Cover	Moderately firm	Moderately stable	Not slip resistant
Engineered Wood Fibers that do not comply with ASTM F1951	soft	unstable	Not slip resistant
Wood Chips (bark, cedar, generic)	Moderately firm to soft	Moderately stable to unstable	Not slip resistant
Pea Stone or 1-1/2" minus Aggregate	soft	unstable	Not slip resistant
Sand	soft	unstable	Not slip resistant

Source: Adapted from Federal Highway Administration Designing Sidewalks and Trails for Access, Part II, Best Practices Design Guide.

## **Barriers**

**Purpose:** Safety and security, protection from falls, screening of adjacent uses, separation from adjacent roadway or other uses, vertical or grade separation, or enhanced aesthetics.

**Need:** Protective barrier use based on clear area, side slope steepness and material, and type of hazard.

**Types:** Fences, walls, vegetation, guardrails, jersey barrier, and railing.

Retaining walls no closer than 2 ft from path edge.

Railings should be at least 3.5 ft high.

## **Crossings**

**Marking:** Either none, crosswalk stripes, or dotted guidelines.

### **At-grade:**

Mid-block: Not near intersection, angled 75 degrees maximum.

Parallel path: Near intersection

Complex intersection: highly skewed or multiple-leg, often with two-step crossing.

### **Refuge island:**

Necessary with marked crossing of more than 2 lanes.

12 ft (8 ft minimum) wide.

Cut-through angled 30 degrees towards oncoming traffic.

## ➤ Bridges

**Width:** approach width plus 2 ft on each side.

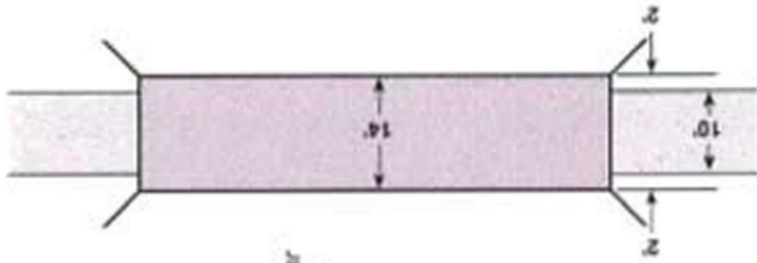
**Vertical clearance:** same as for path.

**Loading:** H10 or a 10-ton load for a two-axle vehicle.

**Approach railing:** Extend 15 ft from end of bridge and flared.

**Decking:** Transverse (90 degrees to the direction of travel).

**Railing:** height of 4.5 ft; openings no more than 6 in. wide; optional rub-rail at 3 ft.



Typical bridge for multi-use path

## 4.5.3 SIGNS, PAVEMENT MARKINGS AND SIGNALS

### ➤ General Application

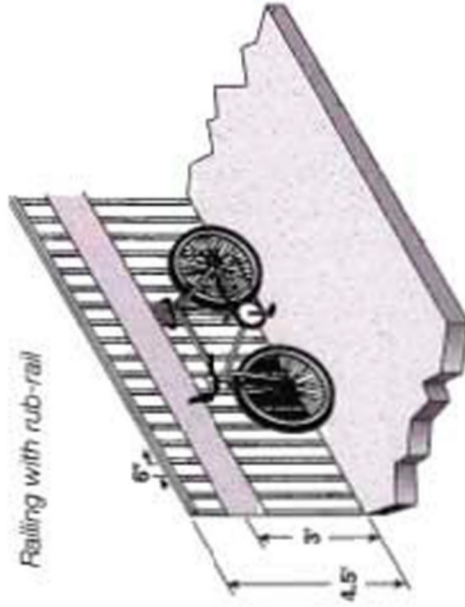
- Warranted by use and need per latest Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD).
- All signs and markings retroreflective or illuminated.
- Most signs, pavement markings, signals, and delineators for motorists apply to bicycles.
- Part 9 of the MUTCD covers specific traffic controls for bicycles.

### ➤ Signs

**Bike lanes:** MUTCD signs R3-16 and R3-17 designate the presence of a bike lane.

**Warning:** signs denoting unexpected or changed conditions.

**Bicycle Route:** used to guide cyclists to destinations or to mark regional, interstate and international facilities.



Railing with rub-rail

## ➤ Markings

### Bike lane:

8 in. wide retroreflectored white stripe; and symbol of cyclist with directional arrow in lane.

### Object markings:

Delineate presence of potentially hazardous objects and obstructions.

## ➤ Signals

### Timing:

5 ft (3 ft minimum) unobstructed width.

2 to 3 ft for shoulder-high barriers such as walls, railings and fences.

### Demand actuated signal:

Adjust detector sensitivity for bikes and mark most sensitive location.

Mark pavement where sensitivity is highest.

Consider alternatives to pavement loops (video, microwave, infrared).

### Programmable signal heads:

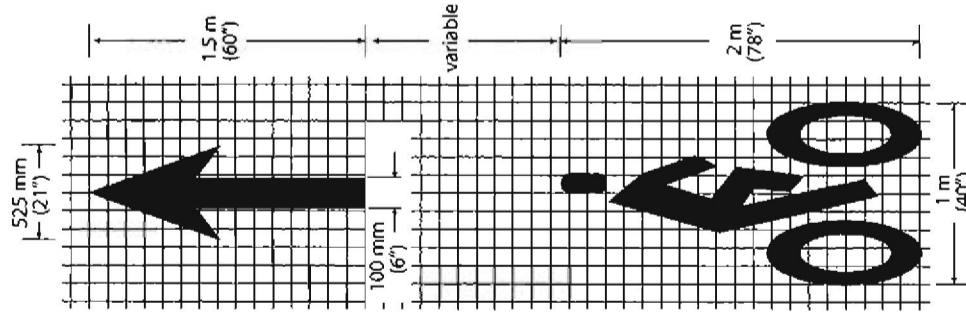
Ensure that cyclist can see signals.

### Signal synchronization:

Add 2 to 3 sec. to automobile green time.

Yellow interval of 3 sec.

All-red clearance interval greater than 2 sec.





### **Shared Use Paths**

- Requires its own signing because separate alignment from roadway.
- Signs reduced size per MUTCD.
- Special markings for railroad crossings.
- Supplemental markings may be used (center line, stop bar, etc.).

### **School Areas**

- Part 7 of the MUTCD discusses school routes, crossings, signs, markings, signals, and other considerations.

# 5

## Appendixes

- ◆ Glossary
- ◆ Oregon Bike Bill—State Statute
- ◆ Hood River Bridge

# Glossary

**AASHTO** American Association of State Highway and Transportation Officials. They publish national road and bicycle facility design guidelines which have been used by the State with modifications.

**ADT** Average Daily Trips or Traffic. The average traffic volume in both directions of travel at a given point on a road.

**BAC** Bicycle Advisory Committee

**Bicycle** A vehicle having two tandem wheels, a minimum of 14 inches in diameter, propelled solely by human power, upon which any person or persons may ride. Three-wheeled adult tricycles and four-wheeled quadracycles are considered bicycles; tricycles for children are not.

**Bicycle facilities** A general term denoting improvements and provisions made to accommodate or encourage bicycling, including parking and storage facilities, and shared roadways not specifically designated for bicycle use.

**Bicycle lane (or bike lane)** A portion of the roadway which has been designated by striping, signing and pavement markings for the preferential or exclusive use of bicyclists.

**Bikeway** A generic term for a facility that is created when a road has the appropriate design treatment for bicyclists, based on motor vehicle traffic volumes and speeds; shared roadway, shoulder bikeway and bike are the most common. Another type of facility, the multi-use path, is separate from the roadway.

**CRGNSA** Columbia River Gorge National Scenic Area

**EFU** Exclusive Farm Use

**HRCZO** Hood River County Zoning Ordinance

- Multi-use path** A path physically separated from motor vehicle traffic by an open space or barrier and either within a highway right-of-way or within an independent right-of-way, used by bicyclists, pedestrians, joggers, skaters and other non-motorized travelers. Sometimes called a shared-use path.
- MUTCD** Manual of Uniform Traffic Control Devices. The national standard, approved by the Federal Highway Administration, for selection and placement of all traffic control devices on or adjacent to all highways open to public travel.
- NHSTA** National Highway Traffic Safety Administration
- OAR** Oregon Administrative Rule
- ODOT** Oregon Department of Transportation
- OR-281** Hood River Highway
- OR-282** Odell Highway
- OR-35** Mt. Hood Highway
- ORS** Oregon Revised Statute, the laws that govern the state of Oregon, as proposed by the legislature and signed by the Governor.
- OTP** Oregon Transportation Plan
- Path (or pathway)** A sidewalk, trail or shared-use path.
- Paved shoulder** The portion of a shoulder which is paved.
- Pavement markings** Painted or applied lines or legends placed on a roadway surface for regulating, guiding or warning traffic.
- Pedestrian** A person on foot, in a wheelchair, or walking a bicycle.
- Right-of-way** A general term denoting land, property, or interest therein, usually in a strip, acquired for or devoted to transportation purposes (ROW).

- Roadway The paved portion of the road.
- Shared roadway A type of bikeway where bicyclists and motor vehicles share a travel lane.
- Shoulder The portion of a road that is contiguous to the travel lanes and provided for pedestrians, bicyclists, emergency use by vehicles and for lateral support of the base and surface.
- Shoulder bikeway A type of bikeway where bicyclists travel on a paved shoulder.
- STIP State Transportation Improvement Program.
- TPR Transportation Planning Rule 12 (OAR 660-12).
- Traffic Pedestrians, ridden or herded animals, vehicles, streetcars and other conveyances either singly or together while using any highway for purposes of travel.
- Traffic volume (see ADT) The given number of vehicles that pass a given point for a given amount of time (hour, day, year).
- Trail A path of travel within a park, natural environment or designated corridor.
- Travel lane The portion of a roadway provided for the movement of vehicles, exclusive of shoulders.
- TSP Transportation System Plan, the overall plan for all transportation modes for the County.
- Vehicle Every device in, upon or by which any person or property is or may be transported or drawn upon a highway, including vehicles that are self-propelled or powered by any means.
- Wide curb lane (or wide outside lane) A wide travel lane adjacent to a curb, parking lane or shoulder provided for ease of bicycle operation where there is insufficient room for a bike lane or shoulder bikeway.

## Oregon Bike Bill – State Statute

Source: Oregon Department of Transportation, Bicycle and Pedestrian Program

### Background

ORS 366.514, aka the Bike Bill, was passed by the Oregon Legislature in 1971. It requires the inclusion of facilities for pedestrians and bicyclists wherever a road, street or highway is built or rebuilt. It applies to ODOT, cities and counties. It also requires ODOT, cities and counties to spend reasonable amounts of their share of the state highway fund on facilities for pedestrians and bicyclists. These facilities must be located within the right-of-way of public roads, streets or highways open to motor vehicle traffic. The funds cannot be spent on trails in parks or other areas outside of a road, street or highway right-of-way.

### Notes

The bill is divided into Sections (1)-(5).

*The original language of the bill is written in italics, with ODOT's interpretation following in regular print.*

The terminology of the original bill is outdated: “*footpaths and bicycle trails*” should read “*walkways and bikeways*.”

### Interpretation of ORS 366.514

(1) *Out of the funds received by the department or by any county or city from the State Highway Fund reasonable amounts shall be expended as necessary to provide footpaths and bicycle trails, including curb cuts or ramps as part of the project.*

The law requires that reasonable amounts of State Highway Funds be expended by the Department of Transportation, counties and cities to provide walkways and bikeways and to the need for bikeways and walkways; if there is a need, the governing jurisdiction shall expend a reasonable amount to construct the needed facilities.

When the bill was introduced in 1971, most road projects were funded through the highway fund. While the law itself refers to the highway fund, several drafters of the original bill have indicated that the intent was not to limit this requirement to the highway fund only, but rather to make this fund available for the construction of walkways and bikeways, to benefit all users of the highway.

*Footpaths and bicycle trails, including curb cuts or ramps as part of the project, shall be provided wherever a highway, road or street is being constructed, reconstructed or relocated.*

The law requires the Department of Transportation, counties and cities to provide walkways and bikeways on all roadway construction, reconstruction or relocation projects. The funding source or amount are not the determining factors; what is important is that pedestrian and bicycle facilities be provided as part of road improvements.

“Construction, reconstruction and relocation” refers to all projects where a roadway is built or upgraded. Walkways and bikeways don't necessarily have to be provided on projects such as signal or signing improvements, landscaping and other incidental work. Preservation overlays are also excluded if the only intent of the project is to preserve the riding surface in usable condition, without any widening or realignment. Projects where the entire depth of the roadway bed is replaced are usually considered reconstruction projects.

Funds received from the State Highway-Fund may also be expended to maintain footpaths and trails and to provide footpaths and trails along other highways, roads and streets and in parks and recreation areas.

The law also allows highway funds to be used for maintenance and to provide walkways and bikeways independently of road construction. The Department, a city or a county may use its highway funds for projects whose primary purpose is to provide improvements for pedestrians and bicyclists.

The 1980 Constitutional Amendment (Article IX, section 3a) now prohibits the expenditure of highway funds in parks and recreation areas. A subsequent Oregon Supreme Court opinion, **Rogers v. Lane County**, supports continued use of highway funds to construct and maintain walkways and bikeways within the highway right-of-way, but allows such use only when they are within the highway right-of-way.

(2) Footpaths and trails are not required to be established under subsection (1) of this section:

(a) Where the establishment of such paths and trails would be contrary to public safety;

(b) If the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use: or

(c) Where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails.

The law provides for reasonable exemptions. The determination that one or more exemption is met should be well-documented. The decision should allow opportunities for public review and input by interested parties. Exemptions (b) and (c) refer back to the need. The burden is on the governing jurisdiction to show the lack of need to provide facilities; the need is legislatively presumed but can be rebutted.

... contrary to public safety: this exemption applies where the safety of any group of highway users would be jeopardized by the inclusion of walkways or bikeways. In most instances, the addition of walkways and bikeways improves safety, both for motorists and non-motorized users, but there may be instances where the inclusion of a walkway or bikeway decreases safety, for example, sidewalks on a limited access freeway would be considered unsafe.

... cost is excessively disproportionate to need or probable use: this exemption applies if it can be shown that there is insufficient

need or probable use to justify the cost. Probable use must extend to cover the anticipated life of the project, which can be twenty years or longer for roadway projects, fifty years or longer for bridge projects. It is not sufficient to claim that there is little or no current pedestrian or bicycle use. This is often due to the lack of appropriate facilities. The law does not provide guidelines for determining when costs are excessively disproportionate.

... sparsity of population ... indicates an absence of any need: This exemption most commonly applies to rural roads or highways where walkways and bikeways would get very little use.

... other available ways ... indicate an absence of any need: For this exemption to apply, it must be shown that the "other available ways" serve bicyclists and pedestrians as well as or better than would a facility provided on the road, street or highway in question. The "other available ways" must provide equal or greater access and mobility than the road, street or highway in question. An example sufficient to indicate other available ways would be providing sidewalks and bike lanes on a parallel or adjacent street rather than along a freeway. An example not sufficient would be choosing not to provide bike lanes and sidewalks on an arterial street and encouraging use of local side streets that do not

include bicycle and pedestrian facilities nor offer the equivalent direct route or access as the arterial street.

... other factors ... indicate an absence of any need: This exemption allows consideration of other factors that are particular to a project. A common example is the acceptability of cyclists sharing the roadway with automobiles on low volume, low traffic local streets. Again, the absence of any need must be found.

(3) The amount expended by the department or by a city or county as required or permitted by this section shall never in any one fiscal year be less than one percent of the total amount of the funds received from the highway fund. However:

(a) This subsection does not apply to a city in any year in which the one percent equals \$250 or less, or to a county in any year in which the one percent equals \$1500 or less.

(b) A city or county in lieu of expending the funds each year may credit the funds to a financial reserve or special fund in accordance with ORS 280.100, to be held for not more than 10 years, and to be expended for the purposes required or permitted by this section.

(c) For purposes of computing amounts expended during a fiscal year under this

subsection, the department, a city or county may record the money as expended:

(A) On the date actual construction of the facility is commenced if the facility is constructed by the city, county or department itself; or

(B) On the date a contract for the construction of the facilities is entered with a private contractor or with any other governmental body.

The law requires that in any given fiscal year, the amounts expended to provide walkways and bikeways must be a minimum of 1% of the state highway fund received by the Department, a city or county. The law does not establish a special fund ("bicycle fund"), nor does it limit the expenditures to 1%: section (1) requires that "reasonable amounts" be expended. 1% is only a minimum.

Cities and counties are not required to spend a minimum of 1% each year; they may credit this amount to a reserve fund and expend these amounts within a period not to exceed ten years.

The 1% minimum requirement is independent from the requirement to provide bikeways and walkways as part of road construction. A jurisdiction spending more than 1% of its funds on walkways and bikeways must still provide bikeways and walkways

as part of all new construction projects, unless determined not to be otherwise required pursuant to section (2).

The 1% minimum requirement does not apply to cities receiving less than \$25,000 a year, or to counties receiving less than \$150,000 a year from the fund. However, bikeways and walkways must be provided wherever roads are constructed, as required in Section 1, subject to the exemptions in Section 2.

(4) For the purposes of this chapter, the establishment of paths, trails and curb cuts or ramps and the expenditure of funds as authorized by this section are for highway, road and street purposes.

This section is the legislature's statement of intent that these uses would qualify under the Constitution as highway uses. This is reinforced in the 1980 constitutional amendment (Article IX, section 3a) and by **Rogers v. Lane County**.

The department shall, when requested, provide technical assistance and advice to cities and counties in carrying out the purpose of this section. The division shall recommend construction standards for footpaths and bicycle trails. Curb cuts or ramps shall comply with the requirements of ORS 447.310. The division shall, in the manner prescribed for marking highways



*under ORS 810.200, provide a uniform system of signing footpaths and bicycle trails which shall apply to paths and trails under the jurisdiction of the department and cities and counties.*

One of the purposes of this Bicycle/Pedestrian Plan is to implement this section. ODOT develops standards and designs for bikeways and walkways. ODOT staff is available to assist cities and counties with technical problems, as well as with planning and policy issues.

*The department and cities and counties may restrict the use of footpaths and bicycle trails under their respective jurisdictions to pedestrians and non-motorized vehicles.*

Motor vehicles are generally excluded from using bike lanes, sidewalks and multi-use paths.

*(5) As used in this section, "bicycle trail" means a publicly owned and maintained lane or way designated and signed for use as a bicycle route.*

A "bicycle trail" is currently defined as a "bikeway."

The Oregon Court of Appeals upheld the intent of this statute in **Bicycle Transportation Alliance v. City of Portland** (9309-05777; CA A82770). The judge's summary was: "Read as a whole, ORS 366.514 requires that when an agency receives state highway funds and constructs, reconstructs or relocates highways, roads or streets, it must expend a reasonable amount of those funds, as necessary, on bicycle and pedestrian facilities. The statute also requires the agency to spend no less than one percent per fiscal year on such facilities, unless relieved of that obligation by one of the exceptions in subsection (2)."

From the 2006 Oregon Transportation Plan:

*Federal and state highway funds and local revenues help fund local government bikeways and walkways. Bicycle and pedestrian facilities within a street, road or highway right-of-way are eligible for funding from the Oregon Highway Fund. ODOT and local governments must spend a minimum one percent of the state Highway Fund they receive on walkways or bikeways. Bicycle and pedestrian facilities are also eligible for federal Transportation Enhancement and Congestion Mitigation and Air Quality funds.*

*The state develops the statewide bicycle and pedestrian plan and constructs and maintains state highway bicycle and pedestrian facilities, focusing on urban highways. About half the sidewalk and bikeway network on the state system, roughly 272 miles, is in place. ODOT administers state grants and provides advocacy and technical advice to cities and counties through code assistance and engineering standard recommendations. The state also carries out federal programs such as the "Safe Routes to School Program."*

# Hood River Bridge



*Hood River Bridge  
Opened December 9, 1924  
4755 feet long*

The Hood River Bridge connects the City of Hood River in Oregon with the cities of White Salmon and Bingen in Washington across the Columbia River. The Hood River Bridge is currently inaccessible to bicyclists and pedestrians due to extremely narrow travel lanes, heavy vehicle traffic, and other conditions that make it unsuitable for non-motorized traffic. Structural solutions for non-motorized access on the Hood River Bridge, such as the addition of a multi-use pathway on the bridge, have been explored previously by the Port of Hood River but were found to be cost prohibitive. Bridge replacement has also recently been studied, but is not anticipated within the next 20 years.

With the nearest alternative river crossings located approximately 20 miles up and downriver, the demand for improved bicycle and pedestrian access across the Hood River Bridge and between the nearby communities has been a longstanding concern of community members. In September 2009, the Port of Hood River and the Hood River Valley Residents Committee (HRVRC), and Alta Planning + Design published a report (Non-Motorized Crossing Alternatives at the Hood River Bridge) investigating solutions and recommending a course of action to enable bicyclist and pedestrians to cross the Hood River Bridge.

Recommended alternatives were selected based on user safety and convenience, cost-effectiveness, potential liability concerns, and impacts on traffic operations. The report recommended that the Port, HRVRC, and surrounding communities pursue one of two alternatives, presented in preferred order:

1. Establish a new or expanded fixed-route transit service that serves communities in both Washington and Oregon and crosses the Hood River Bridge multiple times a day, with bicycle racks installed on all transit vehicles serving the route. The service should operate year round to facilitate commute and medical trips as well as non-motorized bridge crossings.
2. If a year-round, fixed-route transit service is determined financially infeasible, it is recommended that the Port pursue development of informal rideshare pickup and drop-off sites combined with a seasonal fixed-route transit service.

No action plan has yet been adopted to implement these recommendations.



# Hood River County 2010 Bicycle Plan

Written Comments Received

RECEIVED

Proposed by Alina Aaron (MCEDD) as an amendment to the Bicycle Plan (1.04.10)

## NEEDS STATEMENT

### Non-Motorized Crossing Alternatives over the Hood River Bridge

#### Regional Vision

The vision is to improve quality of life in the Columbia River Gorge region by increasing access to alternative transportation modes, promoting healthy life styles and safety, reducing air pollution and mitigating congestion. This vision expresses the benefits of greater choice in transportation modes.

#### Current Conditions and Needs

The Hood River County Bicycle Plan encourages and supports safety, convenience and economic transportation choices by considering all modes of transportation including transit, cycling and walking. Previous regional and local surveys have revealed a general need for improving transportation options and conditions for bicyclists and pedestrians between the City of Hood River (in Oregon), Bingen and White Salmon (in Washington).

The Hood River Bridge connects three cities and two states across the Columbia River and according to the Port of Hood River, a total 12,000+ vehicle trips occur daily during the summer. Although located in a highly populated area of the Columbia River Gorge, the Hood River Bridge is currently inaccessible to bicyclists and pedestrians due to conditions that make it unsuitable for non-motorized traffic (i.e. narrow lanes, heavy vehicle traffic, unsafe infrastructure, etc.). The nearest alternative river crossings are located approximately 20 miles up and downriver.

**The following literature has identified increased access for public transit, bicyclists and pedestrians across the Hood River Bridge as a priority:**

- › *Washington State Bicycle Facilities and Pedestrian Walkways Plan (2008-2027)*
- › *Columbia Gorge Future Forum final report (October 2008)*
- › *Non-Motorized Crossing Alternatives over the Hood River Bridge study (September 2009)*

#### **Needs:**

- › Accessible transportation options for bicyclist and pedestrians across the bridge.
- › Increased connectivity amount regional transportation service providers.

#### **Task Force Committee**

Arthur Babitz, City of Hood River Mayor ♦ Betty Barnes, City of Bingen Mayor ♦ David Poucher, City of White Salmon Mayor ♦ Michael McElwee, Port of Hood River ♦ Dan Schwanz, Hood River County Transportation District ♦ Marilyn Butler, Skamania County Public Transit ♦ Sharon Carter, Mount Adams Transportation Services ♦ Kevin Liburdy and Bob Francis, City of Hood River ♦ David Meriwether, Hood River County ♦ Jonathan Graca and Peter Cornelison, Hood River Valley Residence Committee ♦ Amanda Remington and Alina Aaron, Mid-Columbia Economic Development District

~~Anne Debbaut~~

---

**From:** Jonathan Graca [jonathangraca@hrvrc.org]  
**Sent:** Tuesday, November 17, 2009 1:46 PM  
**To:** Anne Debbaut  
**Subject:** Re: Bike Plan

Anne,

One issue that I see as prevalent in bicycle/transportation planning in the Central Gorge is planning around the HR Bridge. Because it's not in anyone's jurisdiction but the Port of Hood River, it seems to fly under the radar of planning for either side of the river. As HR County considers a bicycling plan, I think it very limiting to ignore the bridge. According to the Port, a normal day in summer sees 12,000+ trips over the bridge each day - none on bike. While much of the county is on an incline, travel between Hood River and say, Bingen is mostly flat.

The current bike plan only mentions one comment regarding the HR Bridge - that of a comment made at a Public Open House.

While extremely important to bicycle transportation planning in the county, there's isn't any option for mention of the need for improvement: "Only projects in the public right of way and in unincorporated areas of Hood River County are proposed."

It seems to me there is a need to somehow, somewhere, mention a need for connection between HR and White Salmon/Bingen. If for no other reason than to let the state know that (one of) the largest needs for improvements is currently out of anyone's jurisdiction to plan for except the Port. The plan, on page 22, mentions that there's "overlapping government agencies and duplication of effort in regards to bicycle transportation." Yet, in my opinion, this isn't the problem with the HR Bridge. In regards to the HR Bridge, duplication isn't the problem. It's the opposite.

Again, I understand the original intended scope of this project is within HRC. I just would like to see the county at least officially document somewhere in this document that lack of bicycle access on the HR Bridge is a limiting factor. The report HRVRC and the Port of HR just completed, which might be used for reference, is available on our website: <http://www.hrvrc.org/resources/>

j

jonathan graca | hrvrc | po box 1544 | hood river, oregon 97031 | [www.hrvrc.org](http://www.hrvrc.org) | 541.490.3618

On Nov 16, 2009, at 11:46 AM, Anne Debbaut wrote:

Jonathan,

I will be sending out a draft bike plan to the Planning Commissioners, applicable agencies and yourselves on Wed. December 2<sup>nd</sup> for the PC work session on the 9th. I would like very much to have your

comments by the end of the day on Dec. 8<sup>th</sup> so that I can bring up your issues at the work session on the 9<sup>th</sup>. If you are able to email comments sooner than the 8<sup>th</sup>, I can forward them along to the PC.

Public comment is not generally taken at a work session. Remember that there was a Public Open House held that provided input for the plan and a Bicycle Advisory Committee was involved during the entire process.

If the PC is generally okay with the plan – we will schedule a hearing where the HRVRC and other citizens will be encouraged to comment.

Let me know more about what you were thinking and if you had something else in mind.

Regards,  
Anne

*Anne Debbaut*  
Senior Planner  
Hood River County Planning & Building Services  
601 State Street  
Hood River OR 97031  
541-387-6240  
[anne.debbaut@co.hood-river.or.us](mailto:anne.debbaut@co.hood-river.or.us)

**From:** Jonathan Graca [<mailto:jonathangraca@hrvrc.org>]  
**Sent:** Monday, November 16, 2009 10:32 AM  
**To:** Anne Debbaut  
**Subject:** Re: Bike Plan

If HRVRC and other citizens would like to comment on the bike plan, when is the best time?

Jonathan

jonathan graca | hrvrc | po box 1544 | hood river, oregon 97031 | [www.hrvrc.org](http://www.hrvrc.org) | 541.490.3618

On Oct 14, 2009, at 4:27 PM, Anne Debbaut wrote:

Jonathan,

I wanted to let you know that the Planning Commission Work Session for the Bike Plan is being rescheduled for the first meeting in December (12/9). A bike plan meeting scheduled for yesterday with the consultant was cancelled because she was unable to make it from Bend due to the weather. As we do not have any PC meetings in November, the next possible date is December 9<sup>th</sup>.

Regards,  
Anne

*Anne Debbaut*  
Senior Planner  
Hood River County Planning & Building Services  
601 State Street  
Hood River, OR 97031  
541-387-6840  
[anne.debbaut@co.hood-river.or.us](mailto:anne.debbaut@co.hood-river.or.us)





# Oregon

Theodore R. Kulongoski, Governor

Department of Land Conservation and Development

635 Capitol Street, Suite 150

Salem, OR 97301-2540

(503) 373-0050

Fax (503) 378-5518

www.lcd.state.or.us



February 6, 2007

Don Wiley  
Hood River County Public Works

Josette Griffiths  
Hood River County Planning

601 State Street  
Hood River OR 97031

Also via email: don.wiley@co.hood-river.or.us, josette.griffiths@co.hood-river.or.us,

**Regarding: Bicycle Plan**

(DLCD File 002-06)

Dear Mr. Wiley and Ms. Griffiths,

We are pleased to see that Hood River County is working to update the Transportation System Plan (TSP) with an entire plan devoted to bicycle issues. This is an important area of transportation planning, but sometime overlooked in a county TSP. We appreciate receiving a copy of the draft dated November 15, 2006.

We have reviewed the draft using Statewide Planning Goal 12 and Oregon Administrative Rule 660-012, commonly known as the Transportation Planning Rule (TPR). Listed below are "Compliance Recommendations" that identify TPR deficiencies and recommend appropriate actions to meet TPR requirements. "Comments" are of an advisory nature and are offered to strengthen usefulness of the draft as a planning document. "Compliments" are areas where the draft is above average in the quality of planning.

1. Compliment: Maintenance

Proper maintenance of bicycle facilities is easily overlooked, so it is good to see that maintenance is featured prominently in this plan. The statement that bicycle friendly policies will be, "adopted[ed] and incorporate[d] into normal road maintenance activities" (page 7) is a good policy.

2. Compliment: Roundabout

More and more communities are installing roundabouts as an efficient traffic control device, and it is good to see the idea considered for Hood River County (page 55 & 56). We would encourage consideration of roundabouts at other intersections that might otherwise be signalized.

3. Comment: Funding Plan

TPR 0040(1) requires that a TSP include a financing program. TPR 0040(3) describes the purpose of the financing program: "allow jurisdictions to assess the adequacy of existing and possible alternative funding mechanisms." The plan should determine the "ability of these and possible new mechanisms to fund the development of each transportation facility and major improvement."

The draft plan includes cost estimates for the selected projects, totaling \$3.15 million (page iv). The section of the draft addressing funding (page 14) does not include information on how much funding is likely to be available. As a result the draft is not able to determine whether the County has the ability to fund some or all of the planned projects.

A TSP is more useful to decision makers if it clearly states which projects are likely to be funded under current conditions, and which projects might be added with potential additional revenue. We recommend including information with each project classifying the project as committed funding, likely to be funded, or not likely to be funded.

4. Comment: Definite Language

Words like "should," "recommend," and "consider" are a problem. These words may be appropriate for a draft report; however, they will be inappropriate once the document is adopted as a plan. The plan should use definite language with words like "will" and "shall" so that the plan expresses the County's policy decisions. Several examples are listed below, but this is not a complete list.

Page	Draft Text	Suggested Text
8	To the extent practicable, pavement surfaces <u>should</u> be free of irregularities	To the extent practicable, pavement surfaces <u>must</u> be free of irregularities
9	bicycle <u>should</u> be considered in the time of the traffic signal	bicycle <u>shall</u> be considered in the time of the traffic signal
10	By using smaller aggregate (3/8 inch) and sweeping...the impacts on cyclists <u>can be</u> minimized.	The County <u>will</u> minimize the impact on cyclists by using smaller aggregate (3/8 inch) and sweeping...
20	marking of bicycle loops <u>would</u> help visitors	The County <u>will</u> mark bicycle loops to help visitors
60	<u>Typical</u> Bikeway Sections and Standards	<u>Adopted</u> Bikeway Sections and Standards. The County <u>hereby adopts</u> the following standards for County roadways.

5. Comment: Map Suggestions

Hills are a critical factor for bicyclists, and it would be helpful if the maps indicated where steep slopes exist on the bicycle routes. It would be helpful to include a map showing only the 11 projects that were selected (or perhaps the existing infrastructure with the selected projects) to distinguish these projects from the other alternatives considered but not selected.

Don Wiley and Josette Griffiths, Hood River County  
February 6, 2007  
Regarding: Amending the Transportation System Plan

Page 3 of 3  
(DLCD File 024-06)

We request that this letter be entered into the record of the proceedings. When additional information such as staff reports or revised drafts becomes available, we would appreciate receiving a copy. If there are significant changes to the proposal or significant new evidence, we would request that the record be held open at least seven days (but preferably fifteen days) pursuant to Oregon Revised Statutes (ORS) 197.763(4)(b), to allow us time to review and respond. Submitting computer files via email can speed our review. Naturally we would also request a copy of the final decision, within five working days as required by ORS 197.610.

If you have any questions please do not hesitate to contact me (503-373-0050 extension 254, gary.fish@state.or.us) or for question specific to the TPR, contact Matt Crall (503-373-0050 extension 272, matthew.crall@state.or.us).

Sincerely,



Gary Fish  
Regional Representative

cc: Land Use & Transportation Planner  
DOT Bicycle & Pedestrian Program  
DOT Region 1

County\Hood River\PAPAs\Proposals\2006\Hood River County 002-06\DLCD Response.doc

**Hood River County 2010 Bicycle Plan**

Notice of the Hearing



## Hood River County Planning & Building Services

601 State Street, Hood River OR 97031

MICHAEL BENEDICT, DIRECTOR  
(541) 387-6840 • FAX (541) 387-6873  
E-mail: [plan.dept@co.hood-river.or.us](mailto:plan.dept@co.hood-river.or.us)



DEAN A. NYGAARD, BUILDING OFFICIAL  
(541) 386-1306 • FAX (541) 387-6878  
E-mail: [building@co.hood-river.or.us](mailto:building@co.hood-river.or.us)


January 27, 2010

To:

Hood River County Planning Commission  
Bill Fashing, County Economic Dev.  
Brian Beebe, County Assessor  
Don Wiley, County Public Works  
Mike Matthews, County Env. Health  
Brent Gleason, County Forestry  
Bob Francis, City of Hood River  
Cindy Walbridge, City of Hood River  
Bernard Seeger, City of Cascade Locks  
John Morgan, City of Cascade Locks  
Lori Stirn, HRV Parks & Recreation  
Pat Evenson-Brady, HRC School District  
Nick Hogan, HRC School District  
Michael McElwee, Port of Hood River  
Bob Duddles, Crystal Springs Water Dist.  
Mark Beam, Ice Fountain Water District  
Phil Davis, Odell Water District  
Bill Harada, Parkdale Water District

Tim Annala, Oak Grove Water Coop.  
Ralph Lane, Odell Sanitary District  
Julie Routson, Parkdale Sanitary District  
Rick Brock, Farmers Irrigation District  
John Buckley, East Fork Irrigation District  
Doug Hart, Dee Irrigation District  
Cheryl Moore, Middle Fork Irrig. District  
Stephanie Pickering, Mt. Hood Irrig. Dist.  
Greg Borton, Odell and Pine Grove RFD  
Mike McCafferty, Parkdale RFD  
Jim Trammell, Westside RFD  
Gary Fish, DLCD  
Kristen Stallman, ODOT (Region 1)  
Michael Keyes, ODOT (District 2C)  
Jill Arens, Columbia River Gorge Comm.  
Jonathan Graca, HRV Residents Comm.  
Jean Godfrey, Mid-Columbia Growers Assoc.

Anne Saxby, Hood River SWCD  
Jennifer Wilson, Bicycle Advisory Committee (BAC), Volunteer  
Lisa Macy, BAC, Volunteer  
Norberto Maahs, BAC, Volunteer  
Peter Fotheringham, BAC, Volunteer  
Shane Wilson, BAC, Volunteer  
Jay Feldman, BAC, City of Cascade Locks  
Jeff Lorenzen, BAC, HRC School District  
Kevin Slagle, BAC, HR Ranger District  
Renee Vandegriend, BAC, HRV Parks & Rec  
Mike Hall, Property Owner  
Paula Friedman, Property Owner  
Alison McDonald, Property Owner  
Dave Bohlmann, Property Owner  
Peter Cornellison, Property Owner

From: Mike Benedict, Director, Planning & Building Services Department  
Anne Debbaut, Senior Planner 

**Re: Hood River County Planning Commission – Notice of Public Hearing**

The Hood River County Planning Commission will hold a Public Hearing on **WEDNESDAY, FEBRUARY 10, 2010 AT 7 PM** in the Board of County Commissioners' Conference Room on the first floor of the County Business Administration Building, 601 State Street, Hood River, Oregon, to take testimony on the following:

File Number: P-09-0109

Subject: **Bicycle Plan** for Hood River County. The purpose of the proposed action is to consider a request by the County Public Works Department to review the subject Bicycle Plan and associated changes to the Hood River County Comprehensive Plan and to recommend adoption by the County Board of Commissioners.

The purpose of the Bicycle Plan is to direct bicycle planning in coordination with land use planning to: 1) Encourage the use of bicycle transportation as a safe and convenient alternative to other transportation modes; 2) Identify bicycle projects for the next 20 years; 3) Ensure that bicycle projects are included when associated road projects are funded or when other funding opportunities present themselves; 4) Position the County for state and federal funding for these projects; and 5) Update the bicycle portion of the 2003 TSP in compliance with Oregon Administrative Rule (OAR) Division 12, Transportation Planning Rule.

The Plan recommends improvements to the bicycle transportation system including the following: 1 multi-use path; 10 county road projects; 5 State Highway projects; 3 State Highway intersection projects; and 1 Historic Columbia River Highway project comprised of four segments. These projects are located almost entirely in Hood River County outside the Urban Growth Boundaries of the Cities of Hood River and Cascade Locks, although segments of County Road located within the UGB of the City of Hood River are also included.

Staff Contact: Anne Debbaut, Senior Planner, Planning & Building Services at 541-387-6840, or email: [anne.debbaut@co.hood-river.or.us](mailto:anne.debbaut@co.hood-river.or.us).

ANY INTERESTED PERSON MAY APPEAR, OR SUBMIT WRITTEN SIGNED TESTIMONY. ALL WRITTEN TESTIMONY MUST BE RECEIVED BY THIS DEPARTMENT PRIOR TO THE HEARING DATE OR BE SUBMITTED AT THE HEARING.

Seven (7) days prior to the public hearing, the proposed Bicycle Plan will be available on the County Website ([www.co.hood-river.or.us](http://www.co.hood-river.or.us)) and for review or purchase (\$0.25/page) at the County Planning & Building Services Department (601 State Street, Hood River). For additional information or questions, please contact the Planning Department at: 541-387-6840 or email: [plan.dept@co.hood-river.or.us](mailto:plan.dept@co.hood-river.or.us).

HOOD RIVER NEWS  
for publication on Saturday, January 30<sup>th</sup>, 2010

NOTICE OF PUBLIC HEARING  
HOOD RIVER COUNTY PLANNING DEPARTMENT

The Hood River County Planning Commission will conduct a Public Hearing on Wednesday, February 10, 2010, beginning at 7 PM in the Board of County Commissioners' conference room on the first floor of the County Business Administration Building, 601 State Street, Hood River, to consider a request by the County Public Works Department to amend the Hood River County Comprehensive Plan and Zoning Ordinance by adopting a Bicycle Plan and related ordinance changes.

The purpose of the Bicycle Plan is to direct bicycle planning in coordination with land use planning to: 1) Encourage the use of bicycle transportation as a safe and convenient alternative to other transportation modes; 2) Identify priority bicycle projects for the next 20 years; 3) Ensure that bicycle projects are included when associated road projects are funded; and 4) Position the County for state and federal funding of these bicycle projects. The Plan recommends improvements to the bicycle transportation system including the following: 1 multi-use path; 10 county road projects; 5 State Highway projects; 3 State Highway intersection projects; and 1 Historic Columbia River Highway project comprised of four segments. These projects are located primarily in Hood River County outside the Urban Growth Boundaries of the Cities of Hood River and Cascade Locks, although segments of County Road located within the UGB of the City of Hood River are also included.

The proposed Bicycle Plan will update the bicycle portion of the 2003 Transportation System Plan (TSP) in compliance with Oregon Administrative Rule (OAR) Division 12, Transportation Planning Rule.

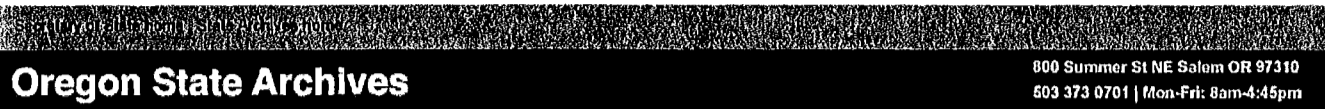
ANY INTERESTED PERSON MAY APPEAR, OR SUBMIT WRITTEN SIGNED TESTIMONY. ALL WRITTEN TESTIMONY MUST BE RECEIVED BY THIS DEPARTMENT PRIOR TO THE HEARING DATE OR BE SUBMITTED AT THE HEARING.

The Draft Bicycle Plan will be available February 3, 2010 on the County website ([www.co.hood-river.or.us](http://www.co.hood-river.or.us)) and for review or purchase (\$0.25/page) at the County Planning Department (601 State Street, Hood River). For additional information or questions please contact Anne Debbaut, Senior Planner, Hood River County Planning Department, at 541-387-6840 or Email: [anne.debbaut@co.hood-river.or.us](mailto:anne.debbaut@co.hood-river.or.us).

# Hood River County 2010 Bicycle Plan

Oregon Administrative Rule, Division 12, Transportation Planning

OAR 660-012-0000



Oregon Administrative Rules

[alpha links](#) | [numerical links](#) | [bulletins](#) | [filing resources](#) | [rules coordinators](#) | [about oars](#) | [search oars](#) | [buy oars](#) | [ors](#)

The Oregon Administrative Rules contain OARs filed through December 15, 2009

LAND CONSERVATION AND DEVELOPMENT DEPARTMENT

DIVISION 12

TRANSPORTATION PLANNING

660-012-0000

**Purpose**

(1) This division implements Statewide Planning Goal 12 (Transportation) to provide and encourage a safe, convenient and economic transportation system. This division also implements provisions of other statewide planning goals related to transportation planning in order to plan and develop transportation facilities and services in close coordination with urban and rural development. The purpose of this division is to direct transportation planning in coordination with land use planning to:

- (a) Promote the development of transportation systems adequate to serve statewide, regional and local transportation needs and the mobility needs of the transportation disadvantaged;
- (b) Encourage and support the availability of a variety of transportation choices for moving people that balance vehicular use with other transportation modes, including walking, bicycling and transit in order to avoid principal reliance upon any one mode of transportation;
- (c) Provide for safe and convenient vehicular, transit, pedestrian, and bicycle access and circulation;
- (d) Facilitate the safe, efficient and economic flow of freight and other goods and services within regions and throughout the state through a variety of modes including road, air, rail and marine transportation;
- (e) Protect existing and planned transportation facilities, corridors and sites for their identified functions;
- (f) Provide for the construction and implementation of transportation facilities, improvements and services necessary to support acknowledged comprehensive plans;
- (g) Identify how transportation facilities are provided on rural lands consistent with the goals;
- (h) Ensure coordination among affected local governments and transportation service providers and consistency between state, regional and local transportation plans; and
- (i) Ensure that changes to comprehensive plans are supported by adequate planned transportation facilities.

(2) In meeting the purposes described in section (1), 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.

(3) The extent of planning required by this division and the outcome of individual transportation plans will vary depending on community size, needs and circumstances. Generally, larger and faster growing communities and regions will need to prepare



more comprehensive and detailed plans, while smaller communities and rural areas will have more general plans. For all communities, the mix of planned transportation facilities and services should be sufficient to ensure economic, sustainable and environmentally sound mobility and accessibility for all Oregonians. Coordinating land use and transportation planning will also complement efforts to meet other state and local objectives, including containing urban development, reducing the cost of public services, protecting farm and forest land, reducing air, water and noise pollution, conserving energy and reducing emissions of greenhouse gases that contribute to global climate change.

(a) In all urban areas, coordinated land use and transportation plans are intended to provide safe and convenient vehicular circulation and to enhance, promote and facilitate safe and convenient pedestrian and bicycle travel by planning a well-connected network of streets and supporting improvements for all travel modes.

(b) In urban areas that contain a population greater than 25,000 persons, coordinated land use and transportation plans are intended to improve livability and accessibility by promoting the provision of transit service where feasible and more efficient performance of existing transportation facilities through transportation system management and demand management measures.

(c) Within metropolitan areas, coordinated land use and transportation plans are intended to improve livability and accessibility by promoting changes in the transportation system and land use patterns. A key outcome of this effort is a reduction in reliance on single occupant automobile use, particularly during peak periods. To accomplish this outcome, this division promotes increased planning for alternative modes and street connectivity and encourages land use patterns throughout urban areas that make it more convenient for people to walk, bicycle, use transit, use automobile travel more efficiently, and drive less to meet their daily needs. The result of applying these portions of the division will vary within metropolitan areas. Some parts of urban areas, such as downtowns, pedestrian districts, transit-oriented developments and other mixed-use, pedestrian-friendly centers, will be highly convenient for a variety of modes, including walking, bicycling and transit, while others will be auto-oriented and include more modest measures to accommodate access and circulation by other modes.

(3) This division sets requirements for coordination among affected levels of government and transportation service providers for preparation, adoption, refinement, implementation and amendment of transportation system plans. Transportation system plans adopted pursuant to this division fulfill the requirements for public facilities required under ORS 197.712(2)(e), Goal 11 and chapter 660, division 11, as they relate to transportation facilities. The rules in this division are not intended to make local government determinations "land use decisions" under ORS 197.015(10). The rules recognize, however, that under existing statutory and case law, many determinations relating to the adoption and implementation of transportation plans will be land use decisions.

Stat. Auth.: ORS 197.040

Stats. Implemented: ORS 195.012, 197.040, 197.712, 197.717, 197.732

Hist.: LCDC 1-1991, f. & cert. ef. 5-8-91; LCDD 6-1998 f. & cert. ef. 10-30-98; LCDD 6-2006, f. 7-13-06, cert. ef. 7-14-06

660-012-0005

#### Definitions

(1) "Access Management" means measures regulating access to streets, roads and highways from public roads and private driveways. Measures may include but are not limited to restrictions on the siting of interchanges, restrictions on the type and amount of access to roadways, and use of physical controls, such as signals and channelization including raised medians, to reduce impacts of approach road traffic on the main facility.

(2) "Accessway" means a walkway that provides pedestrian and or bicycle passage either between streets or from a street to a building or other destination such as a school, park, or transit stop. Accessways generally include a walkway and additional land on either side of the walkway, often in the form of an easement or right-of-way, to provide clearance and separation between the walkway and adjacent uses. Accessways through parking lots are generally physically separated from adjacent vehicle parking or parallel vehicle traffic by curbs or similar devices and include landscaping, trees and lighting. Where accessways cross driveways, they are generally raised, paved or marked in a manner which provides convenient access for pedestrians.

(3) "Affected Local Government" means a city, county or metropolitan service district that is directly impacted by a proposed transportation facility or improvement.

(4) "Approach Road" means a legally constructed, public or private connection that provides vehicular access either to or from or to and from a highway and an adjoining property.

(5) "At or near a major transit stop: "At" means a parcel or ownership which is adjacent to or includes a major transit stop generally including portions of such parcels or ownerships that are within 200 feet of a transit stop. "Near" generally means a parcel or ownership that is within 300 feet of a major transit stop. The term "generally" is intended to allow local governments through their plans and ordinances to adopt more specific definitions of these terms considering local needs and circumstances

consistent with the overall objective and requirement to provide convenient pedestrian access to transit.

(6) "Committed Transportation Facilities" means those proposed transportation facilities and improvements which are consistent with the acknowledged comprehensive plan and have approved funding for construction in a public facilities plan or the Six-Year Highway or Transportation Improvement Program.

(7) "Demand Management" means actions which are designed to change travel behavior in order to improve performance of transportation facilities and to reduce need for additional road capacity. Methods may include but are not limited to the use of alternative modes, ride-sharing and vanpool programs, and trip-reduction ordinances.

(8) "Influence area of an interchange" means the area 1,320 feet from an interchange ramp terminal measured on the crossroad away from the mainline.

(9) "Local streets" means streets that are functionally classified as local streets to serve primarily local access to property and circulation within neighborhoods or specific areas. Local streets do not include streets functionally classified as collector or arterials.

(10) "Local Street Standards" include but are not limited to standards for right-of-way, pavement width, travel lanes, parking lanes, curb turning radius, and accessways.

(11) "Major" means, in general, those facilities or developments which, considering the size of the urban or rural area and the range of size, capacity or service level of similar facilities or developments in the area, are either larger than average, serve more than neighborhood needs or have significant land use or traffic impacts on more than the immediate neighborhood:

(a) "Major" as it modifies transit corridors, stops, transfer stations and new transportation facilities means those facilities which are most important to the functioning of the system or which provide a high level, volume or frequency of service;

(b) "Major" as it modifies industrial, institutional and retail development means such developments which are larger than average, serve more than neighborhood needs or which have traffic impacts on more than the immediate neighborhood;

(c) Application of the term "major" will vary from area to area depending upon the scale of transportation improvements, transit facilities and development which occur in the area. A facility considered to be major in a smaller or less densely developed area may, because of the relative significance and impact of the facility or development, not be considered a major facility in a larger or more densely developed area with larger or more intense development or facilities.

(12) "Major transit stop" means:

(a) Existing and planned light rail stations and transit transfer stations, except for temporary facilities;

(b) Other planned stops designated as major transit stops in a transportation system plan and existing stops which:

(A) Have or are planned for an above average frequency of scheduled, fixed-route service when compared to region wide service. In urban areas of 1,000,000 or more population major transit stops are generally located along routes that have or are planned for 20 minute service during the peak hour; and

(B) Are located in a transit oriented development or within 1/4 mile of an area planned and zoned for:

(i) Medium or high density residential development; or

(ii) Intensive commercial or institutional uses within 1/4 mile of subsection (i); or

(iii) Uses likely to generate a relatively high level of transit ridership.

(13) "Metropolitan area" means the local governments that are responsible for adopting local or regional transportation system plans within a metropolitan planning organization (MPO) boundary. This includes cities, counties, and, in the Portland Metropolitan area, Metro.

(14) "Metropolitan Planning Organization (MPO)" means an organization located within the State of Oregon and designated by the Governor to coordinate transportation planning in an urbanized area of the state including such designations made subsequent to the adoption of this rule. The Longview-Kelso-Rainier MPO is not considered an MPO for the purposes of this rule.

(15) "Minor transportation improvements" include, but are not limited to, signalization, addition of turn lanes or

merge/deceleration lanes on arterial or collector streets, provision of local streets, transportation system management measures, modification of existing interchange facilities within public right of way and design modifications located within an approved corridor. Minor transportation improvements may or may not be listed as planned projects in a TSP where the improvement is otherwise consistent with the TSP. Minor transportation improvements do not include new interchanges; new approach roads within the influence area of an interchange; new intersections on limited access roadways, highways or expressways; new collector or arterial streets, road realignments or addition of travel lanes.

(16) "ODOT" means the Oregon Department of Transportation.

(17) "Parking Spaces" means on and off street spaces designated for automobile parking in areas planned for industrial, commercial, institutional or public uses. The following are not considered parking spaces for the purposes of OAR 660-012-0045 (5)(c): park and ride lots, handicapped parking, and parking spaces for carpools and vanpools.

(18) "Pedestrian connection" means a continuous, unobstructed, reasonably direct route between two points that is intended and suitable for pedestrian use. Pedestrian connections include but are not limited to sidewalks, walkways, accessways, stairways and pedestrian bridges. On developed parcels, pedestrian connections are generally hard surfaced. In parks and natural areas, pedestrian connections may be soft-surfaced pathways. On undeveloped parcels and parcels intended for redevelopment, pedestrian connections may also include rights of way or easements for future pedestrian improvements.

(19) "Pedestrian district" means a comprehensive plan designation or implementing land use regulations, such as an overlay zone, that establish requirements to provide a safe and convenient pedestrian environment in an area planned for a mix of uses likely to support a relatively high level of pedestrian activity. Such areas include but are not limited to:

(a) Lands planned for a mix of commercial or institutional uses near lands planned for medium to high density housing; or

(b) Areas with a concentration of employment and retail activity; and

(c) Which have or could develop a network of streets and accessways which provide convenient pedestrian circulations.

(20) "Pedestrian plaza" means a small semi-enclosed area usually adjoining a sidewalk or a transit stop which provides a place for pedestrians to sit, stand or rest. They are usually paved with concrete, pavers, bricks or similar material and include seating, pedestrian scale lighting and similar pedestrian improvements. Low walls or planters and landscaping are usually provided to create a semi-enclosed space and to buffer and separate the plaza from adjoining parking lots and vehicle maneuvering areas. Plazas are generally located at a transit stop, building entrance or an intersection and connect directly to adjacent sidewalks, walkways, transit stops and buildings. A plaza including 150-250 square feet would be considered "small."

(21) "Pedestrian scale" means site and building design elements that are dimensionally less than those intended to accommodate automobile traffic, flow and buffering. Examples include ornamental lighting of limited height; bricks, pavers or other modules of paving with small dimensions; a variety of planting and landscaping materials; arcades or awnings that reduce the height of walls; and signage and signpost details that can only be perceived from a short distance.

(22) "Planning Period" means the twenty-year period beginning with the date of adoption of a TSP to meet the requirements of this rule.

(23) "Preliminary Design" means an engineering design which specifies in detail the location and alignment of a planned transportation facility or improvement.

(24) "Reasonably direct" means either a route that does not deviate unnecessarily from a straight line or a route that does not involve a significant amount of out-of-direction travel for likely users.

(25) "Refinement Plan" means an amendment to the transportation system plan, which resolves, at a systems level, determinations on function, mode or general location which were deferred during transportation system planning because detailed information needed to make those determinations could not reasonably be obtained during that process.

(26) "Regional Transportation Plan" or "RTP" means the long-range transportation plan prepared and adopted by a metropolitan planning organization for a metropolitan area as provided for in federal law.

(27) "Roads" means streets, roads and highways.

(28) "Rural community" means areas defined as resort communities and rural communities in accordance with OAR 660-022-0010 (6) and (7). For the purposes of this division, the area need only meet the definitions contained in the Unincorporated Communities Rule although the area may not have been designated as an unincorporated community in accordance with OAR 660-022-0020.

(29) "Transit-Oriented Development (TOD)" means a mix of residential, retail and office uses and a supporting network of roads, bicycle and pedestrian ways focused on a major transit stop designed to support a high level of transit use. The key features of transit oriented development include:

(a) A mixed-use center at the transit stop, oriented principally to transit riders and pedestrian and bicycle travel from the surrounding area;

(b) High density of residential development proximate to the transit stop sufficient to support transit operation and neighborhood commercial uses within the TOD;

(c) A network of roads, and bicycle and pedestrian paths to support high levels of pedestrian access within the TOD and high levels of transit use.

(30) "Transportation Facilities" means any physical facility that moves or assist in the movement of people or goods including facilities identified in OAR 660-012-0020 but excluding electricity, sewage and water systems.

(31) "Transportation System Management Measures" means techniques for increasing the efficiency, safety, capacity or level of service of a transportation facility without increasing its size. Examples include, but are not limited to, traffic signal improvements, traffic control devices including installing medians and parking removal, channelization, access management, ramp metering, and restriping of high occupancy vehicle (HOV) lanes.

(32) "Transportation Needs" means estimates of the movement of people and goods consistent with acknowledged comprehensive plan and the requirements of this rule. Needs are typically based on projections of future travel demand resulting from a continuation of current trends as modified by policy objectives, including those expressed in Goal 12 and this rule, especially those for avoiding principal reliance on any one mode of transportation.

(33) "Transportation Needs, Local" means needs for movement of people and goods within communities and portions of counties and the need to provide access to local destinations.

(34) "Transportation Needs, Regional" means needs for movement of people and goods between and through communities and accessibility to regional destinations within a metropolitan area, county or associated group of counties.

(35) "Transportation Needs, State" means needs for movement of people and goods between and through regions of the state and between the state and other states.

(36) "Transportation Project Development" means implementing the transportation system plan (TSP) by determining the precise location, alignment, and preliminary design of improvements included in the TSP based on site-specific engineering and environmental studies.

(37) "Transportation Service" means a service for moving people and goods, such as intercity bus service and passenger rail service.

(38) "Transportation System Plan (TSP)" means a plan for one or more transportation facilities that are planned, developed, operated and maintained in a coordinated manner to supply continuity of movement between modes, and within and between geographic and jurisdictional areas.

(39) "Urban Area" means lands within an urban growth boundary, two or more contiguous urban growth boundaries, and urban unincorporated communities as defined by OAR 660-022-0010(9). For the purposes of this division, the area need only meet the definition contained in the Unincorporated Communities Rule although the area may not have been designated as an unincorporated community in accordance with OAR 660-022-0020.

(40) "Urban Fringe" means:

(a) Areas outside the urban growth boundary that are within 5 miles of the urban growth boundary of an MPO area; and

(b) Areas outside the urban growth boundary within 2 miles of the urban growth boundary of an urban area containing a population greater than 25,000.

(41) Vehicle Miles of Travel (VMT): means automobile vehicle miles of travel. Automobiles, for purposes of this definition, include automobiles, light trucks, and other similar vehicles used for movement of people. The definition does not include buses, heavy trucks and trips that involve commercial movement of goods. VMT includes trips with an origin and a destination within the MPO boundary and excludes pass through trips (i.e., trips with a beginning and end point outside of the MPO) and external trips (i.e., trips with a beginning or end point outside of the MPO boundary). VMT is estimated prospectively through the use of

metropolitan area transportation models.

(42) "Walkway" means a hard surfaced area intended and suitable for use by pedestrians, including sidewalks and surfaced portions of accessways.

Stat. Auth.: ORS 197.040

Stats. Implemented: ORS 195.012, 197.040, 197.712, 197.717, 197.732

Hist.: LCDC 1-1991, f. & cert. ef. 5-8-91; LCDC 3-1995, f. & cert. ef. 3-31-95; LCDC 4-1995, f. & cert. ef. 5-8-95; LCDD 6-1998, f. & cert. ef. 10-30-98; LCDD 3-2005, f. & cert. ef. 4-11-05; LCDD 6-2006, f. 7-13-06, cert. ef. 7-14-06

#### 660-012-0010

##### Transportation Planning

(1) As described in this division, transportation planning shall be divided into two phases: transportation system planning and transportation project development. Transportation system planning establishes land use controls and a network of facilities and services to meet overall transportation needs. Transportation project development implements the TSP by determining the precise location, alignment, and preliminary design of improvements included in the TSP.

(2) It is not the purpose of this division to cause duplication of or to supplant existing applicable transportation plans and programs. Where all or part of an acknowledged comprehensive plan, TSP either of the local government or appropriate special district, capital improvement program, regional functional plan, or similar plan or combination of plans meets all or some of the requirements of this division, those plans or programs may be incorporated by reference into the TSP required by this division. Only those referenced portions of such documents shall be considered to be a part of the TSP and shall be subject to the administrative procedures of this division and ORS Chapter 197.

(3) It is not the purpose of this division to limit adoption or enforcement of measures to provide convenient bicycle and pedestrian circulation or convenient access to transit that are otherwise consistent with the requirements of this division.

Stat. Auth.: ORS 183, ORS 197.040 & ORS 197.245

Stats. Implemented: ORS 195.025, ORS 197.040, ORS 197.230, ORS 197.245, ORS 197.712 & ORS 197.717

Hist.: LCDC 1-1991, f. & cert. ef. 5-8-91; LCDC 4-1995, f. & cert. ef. 5-8-95

#### 660-012-0015

##### Preparation and Coordination of Transportation System Plans

(1) ODOT shall prepare, adopt and amend a state TSP in accordance with ORS 184.618, its program for state agency coordination certified under ORS 197.180, and OAR 660-012-0030, 660-012-0035, 660-012-0050, 660-012-0065 and 660-012-0070. The state TSP shall identify a system of transportation facilities and services adequate to meet identified state transportation needs:

(a) The state TSP shall include the state transportation policy plan, modal systems plans and transportation facility plans as set forth in OAR 731, Division 15;

(b) State transportation project plans shall be compatible with acknowledged comprehensive plans as provided for in OAR 731, Division 15. Disagreements between ODOT and affected local governments shall be resolved in the manner established in that division.

(2) MPOs and counties shall prepare and amend regional TSPs in compliance with this division. MPOs shall prepare regional TSPs for facilities of regional significance within their jurisdiction. Counties shall prepare regional TSPs for all other areas and facilities:

(a) Regional TSPs shall establish a system of transportation facilities and services adequate to meet identified regional transportation needs and shall be consistent with adopted elements of the state TSP;

(b) Where elements of the state TSP have not been adopted, the MPO or county shall coordinate the preparation of the regional TSP with ODOT to assure that state transportation needs are accommodated;

(c) Regional TSPs prepared by MPOs other than metropolitan service districts shall be adopted by the counties and cities within the jurisdiction of the MPO. Metropolitan service districts shall adopt a regional TSP for areas within their jurisdiction;

(d) Regional TSPs prepared by counties shall be adopted by the county.

(3) Cities and counties shall prepare, adopt and amend local TSPs for lands within their planning jurisdiction in compliance with this division:

(a) Local TSPs shall establish a system of transportation facilities and services adequate to meet identified local transportation needs and shall be consistent with regional TSPs and adopted elements of the state TSP;

(b) Where the regional TSP or elements of the state TSP have not been adopted, the city or county shall coordinate the preparation of the local TSP with the regional transportation planning body and ODOT to assure that regional and state transportation needs are accommodated.

(4) Cities and counties shall adopt regional and local TSPs required by this division as part of their comprehensive plans. Transportation financing programs required by OAR 660-012-0040 may be adopted as a supporting document to the comprehensive plan.

(5) The preparation of TSPs shall be coordinated with affected state and federal agencies, local governments, special districts, and private providers of transportation services.

(6) Mass transit, transportation, airport and port districts shall participate in the development of TSPs for those transportation facilities and services they provide. These districts shall prepare and adopt plans for transportation facilities and services they provide. Such plans shall be consistent with and adequate to carry out relevant portions of applicable regional and local TSPs. Cooperative agreements executed under ORS 197.185(2) shall include the requirement that mass transit, transportation, airport and port districts adopt a plan consistent with the requirements of this section.

(7) Where conflicts are identified between proposed regional TSPs and acknowledged comprehensive plans, representatives of affected local governments shall meet to discuss means to resolve the conflicts. These may include:

(a) Changing the draft TSP to eliminate the conflicts; or

(b) Amending acknowledged comprehensive plan provision to eliminate the conflicts;

(c) For MPOs which are not metropolitan service districts, if conflicts persist between regional TSPs and acknowledged comprehensive plans after efforts to achieve compatibility, an affected local government may petition the Commission to resolve the dispute.

Stat. Auth.: ORS 183 & ORS 197.040

Stats. Implemented: ORS 184.618, ORS 195.025, ORS 197.040, ORS 197.180, ORS 197.230, ORS 197.245, ORS 197.712 & ORS 197.717

Hist.: LCDC 1-1991, f. & cert. ef. 5-8-91

#### **660-012-0016**

##### **Coordination with Federally-Required Regional Transportation Plans in Metropolitan Areas**

(1) In metropolitan areas, local governments shall prepare, adopt, amend and update transportation system plans required by this division in coordination with regional transportation plans (RTPs) prepared by MPOs required by federal law. Insofar as possible, regional transportation system plans for metropolitan areas shall be accomplished through a single coordinated process that complies with the applicable requirements of federal law and this division. Nothing in this rule is intended to make adoption or amendment of a regional transportation plan by a metropolitan planning organization a land use decision under Oregon law.

(2) When an MPO adopts or amends a regional transportation plan that relates to compliance with this division, the affected local governments shall review the adopted plan or amendment and either:

(a) Make a finding that the proposed regional transportation plan amendment or update is consistent with the applicable provisions of adopted regional and local transportation system plan and comprehensive plan and compliant with applicable provisions of this division; or

(b) Adopt amendments to the relevant regional or local transportation system plan that make the regional transportation plan and the applicable transportation system plans consistent with one another and compliant with applicable provisions of this division. Necessary plan amendments or updates shall be prepared and adopted in coordination with the federally-required plan update or amendment. Such amendments shall be initiated no later than 30 days from the adoption of the RTP amendment or update and shall be adopted no later than one year from the adoption of the RTP amendment or update or according to a work plan approved

by the commission. A plan amendment is "initiated" for purposes of this subsection where the affected local government files a post-acknowledgement plan amendment notice with the department as provided in OAR chapter 660, division 18.

(c) In the Portland Metropolitan area, compliance with this section shall be accomplished by Metro through adoption of required findings or an amendment to the regional transportation system plan.

(3) Adoption or amendment of a regional transportation plan relates to compliance with this division for purposes of section (2) if it does one or more of the following:

(a) Changes plan policies;

(b) Adds or deletes a project from the list of planned transportation facilities, services or improvements or from the financially-constrained project list required by federal law;

(c) Modifies the general location of a planned transportation facility or improvement;

(d) Changes the functional classification of a transportation facility; or

(e) Changes the planning period or adopts or modifies the population or employment forecast or allocation upon which the plan is based.

(4) The following amendments to a regional transportation plan do not relate to compliance with this division for purposes of section (2):

(a) Adoption of an air quality conformity determination;

(b) Changes to a federal revenue projection;

(c) Changes to estimated cost of a planned transportation project; or

(d) Deletion of a project from the list of planned projects where the project has been constructed or completed.

(5) Adoption or amendment of a regional transportation plan that extends the planning period beyond that specified in the applicable acknowledged comprehensive plan or regional transportation system plan is consistent with the requirements of this rule where the following conditions are met:

(a) The future year population and employment forecasts are consistent with those adopted by the relevant county or counties for the metropolitan area. Where a county's adopted population or employment forecast is for a period of time shorter than the federally-required planning period, an MPO forecast is consistent with the county's adopted forecast if it extrapolates the adopted county forecast consistent with:

(A) The adopted forecast for long-term growth rate for the county, and

(B) A continuation of metropolitan area share of county population and employment growth;

(b) Land needed to accommodate future urban density population and employment and other urban uses is identified in a manner consistent with Goal 14 and relevant rules;

(c) Urban density population and employment are allocated to designated centers and other identified areas to provide for implementation of the metropolitan area's integrated land use and transportation plan or strategy; and

(d) Urban density population and employment or other urban uses are allocated to areas outside of an acknowledged urban growth boundary only where:

(A) The allocation is done in conjunction with consideration by local governments of possible urban growth boundary amendments consistent with Goal 14 and relevant rules, and

(B) The RTP clearly identifies the proposed UGB amendments and any related projects as illustrative and subject to further review and approval by the affected local governments.

Stat. Auth.: ORS 197.040

Stats. Implemented: ORS 195.012, 197.040, 197.712, 197.717, 197.732

Hist.; LCDD 6-2006, f. 7-13-06, cert. ef. 7-14-06

**660-012-0020**

**Elements of Transportation System Plans**

(1) A TSP shall establish a coordinated network of transportation facilities adequate to serve state, regional and local transportation needs.

(2) The TSP shall include the following elements:

(a) A determination of transportation needs as provided in OAR 660-012-0030;

(b) A road plan for a system of arterials and collectors and standards for the layout of local streets and other important non-collector street connections. Functional classifications of roads in regional and local TSP's shall be consistent with functional classifications of roads in state and regional TSP's and shall provide for continuity between adjacent jurisdictions. The standards for the layout of local streets shall provide for safe and convenient bike and pedestrian circulation necessary to carry out OAR 660-012-0045(3)(b). New connections to arterials and state highways shall be consistent with designated access management categories. The intent of this requirement is to provide guidance on the spacing of future extensions and connections along existing and future streets which are needed to provide reasonably direct routes for bicycle and pedestrian travel. The standards for the layout of local streets shall address:

(A) Extensions of existing streets;

(B) Connections to existing or planned streets, including arterials and collectors; and

(C) Connections to neighborhood destinations.

(c) A public transportation plan which:

(A) Describes public transportation services for the transportation disadvantaged and identifies service inadequacies;

(B) Describes intercity bus and passenger rail service and identifies the location of terminals;

(C) For areas within an urban growth boundary which have public transit service, identifies existing and planned transit trunk routes, exclusive transit ways, terminals and major transfer stations, major transit stops, and park-and-ride stations. Designation of stop or station locations may allow for minor adjustments in the location of stops to provide for efficient transit or traffic operation or to provide convenient pedestrian access to adjacent or nearby uses.

(D) For areas within an urban area containing a population greater than 25,000 persons, not currently served by transit, evaluates the feasibility of developing a public transit system at buildout. Where a transit system is determined to be feasible, the plan shall meet the requirements of paragraph (2)(c)(C) of this rule.

(d) A bicycle and pedestrian plan for a network of bicycle and pedestrian routes throughout the planning area. The network and list of facility improvements shall be consistent with the requirements of ORS 366.514;

(e) An air, rail, water and pipeline transportation plan which identifies where public use airports, mainline and branchline railroads and railroad facilities, port facilities, and major regional pipelines and terminals are located or planned within the planning area. For airports, the planning area shall include all areas within airport imaginary surfaces and other areas covered by state or federal regulations;

(f) For areas within an urban area containing a population greater than 25,000 persons a plan for transportation system management and demand management;

(g) A parking plan in MPO areas as provided in OAR 660-012-0045(5)(c);

(h) Policies and land use regulations for implementing the TSP as provided in OAR 660-012-0045;

(i) For areas within an urban growth boundary containing a population greater than 2500 persons, a transportation financing program as provided in OAR 660-012-0040.

(3) Each element identified in subsections (2)(b)-(d) of this rule shall contain:



(a) An inventory and general assessment of existing and committed transportation facilities and services by function, type, capacity and condition:

(A) The transportation capacity analysis shall include information on:

- (i) The capacities of existing and committed facilities;
- (ii) The degree to which those capacities have been reached or surpassed on existing facilities; and
- (iii) The assumptions upon which these capacities are based.

(B) For state and regional facilities, the transportation capacity analysis shall be consistent with standards of facility performance considered acceptable by the affected state or regional transportation agency;

(C) The transportation facility condition analysis shall describe the general physical and operational condition of each transportation facility (e.g., very good, good, fair, poor, very poor).

(3)(b) A system of planned transportation facilities, services and major improvements. The system shall include a description of the type or functional classification of planned facilities and services and their planned capacities and performance standards;

Stat. Auth.: ORS 197.040

Stats. Implemented: ORS 195.012, 197.040, 197.712, 197.717, 197.732

Hist.: LCDC 1-1991, f. & cert. ef. 5-8-91; LCDC 4-1995, f. & cert. ef. 5-8-95; LCDD 6-2006, f. 7-13-06, cert. ef. 7-14-06

#### **660-012-0025**

##### **Complying with the Goals in Preparing Transportation System Plans; Refinement Plans**

(1) Except as provided in section (3) of this rule, adoption of a TSP shall constitute the land use decision regarding the need for transportation facilities, services and major improvements and their function, mode, and general location.

(2) Findings of compliance with applicable statewide planning goals and acknowledged comprehensive plan policies and land use regulations shall be developed in conjunction with the adoption of the TSP.

(3) A local government or MPO may defer decisions regarding function, general location and mode of a refinement plan if findings are adopted that:

- (a) Identify the transportation need for which decisions regarding function, general location or mode are being deferred;
- (b) Demonstrate why information required to make final determinations regarding function, general location, or mode cannot reasonably be made available within the time allowed for preparation of the TSP;
- (c) Explain how deferral does not invalidate the assumptions upon which the TSP is based or preclude implementation of the remainder of the TSP;
- (d) Describe the nature of the findings which will be needed to resolve issues deferred to a refinement plan; and
- (e) Set a deadline for adoption of a refinement plan prior to initiation of the periodic review following adoption of the TSP.

(4) Where a Corridor Environmental Impact Statement (EIS) is prepared pursuant to the requirements of the National Environmental Policy Act of 1969, the development of the refinement plan shall be coordinated with the preparation of the Corridor EIS. The refinement plan shall be adopted prior to the issuance of the Final EIS.

Stat. Auth.: ORS 183 & 197.040

Stats. Implemented: ORS 195.025, 197.040, 197.230, 197.245, 197.712, 197.717

Hist.: LCDC 1-1991, f. & cert. ef. 5-8-91; LCDD 6-2006, f. 7-13-06, cert. ef. 7-14-06

#### **660-012-0030**

##### **Determination of Transportation Needs**

(1) The TSP shall identify transportation needs relevant to the planning area and the scale of the transportation network being

planned including:

- (a) State, regional, and local transportation needs;
  - (b) Needs of the transportation disadvantaged;
  - (c) Needs for movement of goods and services to support industrial and commercial development planned for pursuant to OAR 660-009 and Goal 9 (Economic Development).
- (2) Counties or MPO's preparing regional TSP's shall rely on the analysis of state transportation needs in adopted elements of the state TSP. Local governments preparing local TSP's shall rely on the analyses of state and regional transportation needs in adopted elements of the state TSP and adopted regional TSP's.
- (3) Within urban growth boundaries, the determination of local and regional transportation needs shall be based upon:
- (a) Population and employment forecasts and distributions that are consistent with the acknowledged comprehensive plan, including those policies that implement Goal 14. Forecasts and distributions shall be for 20 years and, if desired, for longer periods; and
  - (b) Measures adopted pursuant to OAR 660-012-0045 to encourage reduced reliance on the automobile.
- (4) In MPO areas, calculation of local and regional transportation needs also shall be based upon accomplishment of the requirement in OAR 660-012-0035(4) to reduce reliance on the automobile.

Stat. Auth.: ORS 183 & 197.040

Stats. Implemented: ORS 195.025, 197.040, 197.230, 197.245, 197.712, 197.717

Hist.: LCDC 1-1991, f. & cert. ef. 5-8-9; LCDD 6-2006, f. 7-13-06, cert. ef. 7-14-06

#### **660-012-0035**

##### **Evaluation and Selection of Transportation System Alternatives**

- (1) The TSP shall be based upon evaluation of potential impacts of system alternatives that can reasonably be expected to meet the identified transportation needs in a safe manner and at a reasonable cost with available technology. The following shall be evaluated as components of system alternatives:
- (a) Improvements to existing facilities or services;
  - (b) New facilities and services, including different modes or combinations of modes that could reasonably meet identified transportation needs;
  - (c) Transportation system management measures;
  - (d) Demand management measures; and
  - (e) A no-build system alternative required by the National Environmental Policy Act of 1969 or other laws.
- (2) Local governments in MPO areas of larger than 1,000,000 population shall, and other governments may also, evaluate alternative land use designations, densities, and design standards to meet local and regional transportation needs. Local governments preparing such a strategy shall consider:
- (a) Increasing residential densities and establishing minimum residential densities within one quarter mile of transit lines, major regional employment areas, and major regional retail shopping areas;
  - (b) Increasing allowed densities in new commercial office and retail developments in designated community centers;
  - (c) Designating lands for neighborhood shopping centers within convenient walking and cycling distance of residential areas; and
  - (d) Designating land uses to provide a better balance between jobs and housing considering:
    - (A) The total number of jobs and total of number of housing units expected in the area or subarea;

- (B) The availability of affordable housing in the area or subarea; and
- (C) Provision of housing opportunities in close proximity to employment areas.
- (3) The following standards shall be used to evaluate and select alternatives:
  - (a) The transportation system shall support urban and rural development by providing types and levels of transportation facilities and services appropriate to serve the land uses identified in the acknowledged comprehensive plan;
  - (b) The transportation system shall be consistent with state and federal standards for protection of air, land and water quality including the State Implementation Plan under the Federal Clean Air Act and the State Water Quality Management Plan;
  - (c) The transportation system shall minimize adverse economic, social, environmental and energy consequences;
  - (d) The transportation system shall minimize conflicts and facilitate connections between modes of transportation; and
  - (e) The transportation system shall avoid principal reliance on any one mode of transportation by increasing transportation choices to reduce principal reliance on the automobile. In MPO areas this shall be accomplished by selecting transportation alternatives which meet the requirements in section (4) of this rule.
- (4) In MPO areas, regional and local TSPs shall be designed to achieve adopted standards for increasing transportation choices and reducing reliance on the automobile. Adopted standards are intended as means of measuring progress of metropolitan areas towards developing and implementing transportation systems and land use plans that increase transportation choices and reduce reliance on the automobile. It is anticipated that metropolitan areas will accomplish reduced reliance by changing land use patterns and transportation systems so that walking, cycling, and use of transit are highly convenient and so that, on balance, people need to and are likely to drive less than they do today.
- (5) MPO areas shall adopt standards to demonstrate progress towards increasing transportation choices and reducing automobile reliance as provided for in this rule:
  - (a) The commission shall approve standards by order upon demonstration by the metropolitan area that:
    - (A) Achieving the standard will result in a reduction in reliance on automobiles;
    - (B) Achieving the standard will accomplish a significant increase in the availability or convenience of alternative modes of transportation;
    - (C) Achieving the standard is likely to result in a significant increase in the share of trips made by alternative modes, including walking, bicycling, ridesharing and transit;
    - (D) VMT per capita is unlikely to increase by more than five percent; and
    - (E) The standard is measurable and reasonably related to achieving the goal of increasing transportation choices and reducing reliance on the automobile as described in OAR 660-012-0000.
  - (b) In reviewing proposed standards for compliance with subsection (a), the commission shall give credit to regional and local plans, programs, and actions implemented since 1990 that have already contributed to achieving the objectives specified in paragraphs (A)-(E) above;
  - (c) If a plan using a standard, approved pursuant to this rule, is expected to result in an increase in VMT per capita, then the cities and counties in the metropolitan area shall prepare and adopt an integrated land use and transportation plan including the elements listed in paragraphs (A)-(E) below. Such a plan shall be prepared in coordination with the MPO and shall be adopted within three years of the approval of the standard.
    - (A) Changes to land use plan designations, densities, and design standards listed in subsections (2)(a)-(d);
    - (B) A transportation demand management plan that includes significant new transportation demand management measures;
    - (C) A public transit plan that includes a significant expansion in transit service;
    - (D) Policies to review and manage major roadway improvements to ensure that their effects are consistent with achieving the adopted strategy for reduced reliance on the automobile, including policies that provide for the following:

- (i) An assessment of whether improvements would result in development or travel that is inconsistent with what is expected in the plan;
  - (ii) Consideration of alternative measures to meet transportation needs;
  - (iii) Adoption of measures to limit possible unintended effects on travel and land use patterns including access management, limitations on subsequent plan amendments, phasing of improvements, etc.; and
  - (iv) For purposes of this section a "major roadway expansion" includes new arterial roads or streets and highways, the addition of travel lanes, and construction of interchanges to a limited access highway
- (E) Plan and ordinance provisions that meet all other applicable requirements of this division.
- (d) Standards may include but are not limited to:
- (A) Modal share of alternative modes, including walking, bicycling, and transit trips;
  - (B) Vehicle hours of travel per capita;
  - (C) Vehicle trips per capita;
  - (D) Measures of accessibility by alternative modes (i.e. walking, bicycling and transit); or
  - (E) The Oregon Benchmark for a reduction in peak hour commuting by single occupant vehicles.
- (e) Metropolitan areas shall adopt TSP policies to evaluate progress towards achieving the standard or standards adopted and approved pursuant to this rule. Such evaluation shall occur at regular intervals corresponding with federally-required updates of the regional transportation plan. This shall include monitoring and reporting of VMT per capita.
- (6) A metropolitan area may also accomplish compliance with requirements of subsection (3)(e), sections (4) and (5) by demonstrating to the commission that adopted plans and measures are likely to achieve a five percent reduction in VMT per capita over the 20-year planning period. The commission shall consider and act on metropolitan area requests under this section by order. A metropolitan area that receives approval under this section shall adopt interim benchmarks for VMT reduction and shall evaluate progress in achieving VMT reduction at each update of the regional transportation system plan.
- (7) Regional and local TSPs shall include benchmarks to assure satisfactory progress towards meeting the approved standard or standards adopted pursuant to this rule at regular intervals over the planning period. MPOs and local governments shall evaluate progress in meeting benchmarks at each update of the regional transportation plan. Where benchmarks are not met, the relevant TSP shall be amended to include new or additional efforts adequate to meet the requirements of this rule.
- (8) The commission shall, at regular intervals, evaluate the results of efforts to achieve the reduction in VMT and the effectiveness of approved plans and standards in achieving the objective of increasing transportation choices and reducing reliance on the automobile.
- (9) Where existing and committed transportation facilities and services have adequate capacity to support the land uses in the acknowledged comprehensive plan, the local government shall not be required to evaluate alternatives as provided in this rule.
- (10) Transportation uses or improvements listed in OAR 660-012-0065(3)(d) to (g) and (o) and located in an urban fringe may be included in a TSP only if the improvement project identified in the Transportation System Plan as described in section (12) of this rule, will not significantly reduce peak hour travel time for the route as determined pursuant to section (11) of this rule, or the jurisdiction determines that the following alternatives can not reasonably satisfy the purpose of the improvement project:
- (a) Improvements to transportation facilities and services within the urban growth boundary;
  - (b) Transportation system management measures that do not significantly increase capacity; or
  - (c) Transportation demand management measures. The jurisdiction needs only to consider alternatives that are safe and effective, consistent with applicable standards and that can be implemented at a reasonable cost using available technology.
- (11) An improvement project significantly reduces peak hour travel time when, based on recent data, the time to travel the route is reduced more than 15 percent during weekday peak hour conditions over the length of the route located within the urban fringe. For purposes of measuring travel time, a route shall be identified by the predominant traffic flows in the project area.

(12) A "transportation improvement project" described in section (10) of this rule:

(a) Is intended to solve all of the reasonably foreseeable transportation problems within a general geographic location, within the planning period; and

(b) Has utility as an independent transportation project.

Stat. Auth.: ORS 183, 197.040, 197.245

Stats. Implemented: ORS 195.025, 197.040, 197.230, 197.245, 197.712, 197.717

Hist.: LCDC 1-1991, f. & cert. ef. 5-8-91; LCDC 3-1995, f. & cert. ef. 3-31-95; LCDC 4-1995, f. & cert. ef. 5-8-95; LCDD 6-1998, f. & cert. ef. 10-30-98; LCDD 6-2006, f. 7-13-06, cert. ef. 7-14-06

**660-012-0040**

**Transportation Financing Program**

(1) For areas within an urban growth boundary containing a population greater than 2,500 persons, the TSP shall include a transportation financing program.

(2) A transportation financing program shall include the items listed in (a)-(d):

(a) A list of planned transportation facilities and major improvements;

(b) A general estimate of the timing for planned transportation facilities and major improvements;

(c) A determination of rough cost estimates for the transportation facilities and major improvements identified in the TSP; and

(d) In metropolitan areas, policies to guide selection of transportation facility and improvement projects for funding in the short-term to meet the standards and benchmarks established pursuant to 0035(4)-(6). Such policies shall consider, and shall include among the priorities, facilities and improvements that support mixed-use, pedestrian friendly development and increased use of alternative modes.

(3) The determination of rough cost estimates is intended to provide an estimate of the fiscal requirements to support the land uses in the acknowledged comprehensive plan and allow jurisdictions to assess the adequacy of existing and possible alternative funding mechanisms. In addition to including rough cost estimates for each transportation facility and major improvement, the transportation financing plan shall include a discussion of the facility provider's existing funding mechanisms and the ability of these and possible new mechanisms to fund the development of each transportation facility and major improvement. These funding mechanisms may also be described in terms of general guidelines or local policies.

(4) Anticipated timing and financing provisions in the transportation financing program are not considered land use decisions as specified in ORS 197.712(2)(e) and, therefore, cannot be the basis of appeal under ORS 197.610(1) and (2) or 197.835(4).

(5) The transportation financing program shall provide for phasing of major improvements to encourage infill and redevelopment of urban lands prior to facilities and improvements which would cause premature development of urbanizable lands or conversion of rural lands to urban uses.

Stat. Auth.: ORS 183 & 197

Stats. Implemented: ORS 197.040

Hist.: LCDC 1-1991, f. & cert. ef. 5-8-91; LCDC 4-1995, f. & cert. ef. 5-8-95; LCDC 11-1995, f. & cert. ef. 12-22-95; LCDD 6-1998, f. & cert. ef. 10-30-98

**660-012-0045**

**Implementation of the Transportation System Plan**

(1) Each local government shall amend its land use regulations to implement the TSP.

(a) The following transportation facilities, services and improvements need not be subject to land use regulations except as

necessary to implement the TSP and, under ordinary circumstances do not have a significant impact on land use:

(A) Operation, maintenance, and repair of existing transportation facilities identified in the TSP, such as road, bicycle, pedestrian, port, airport and rail facilities, and major regional pipelines and terminals;

(B) Dedication of right-of-way, authorization of construction and the construction of facilities and improvements, where the improvements are consistent with clear and objective dimensional standards;

(C) Uses permitted outright under ORS 215.213(1)(m) through (p) and 215.283(1)(k) through (n), consistent with the provisions of 660-012-0065; and

(D) Changes in the frequency of transit, rail and airport services.

(b) To the extent, if any, that a transportation facility, service or improvement concerns the application of a comprehensive plan provision or land use regulation, it may be allowed without further land use review if it is permitted outright or if it is subject to standards that do not require interpretation or the exercise of factual, policy or legal judgment;

(c) In the event that a transportation facility, service or improvement is determined to have a significant impact on land use or to concern the application of a comprehensive plan or land use regulation and to be subject to standards that require interpretation or the exercise of factual, policy or legal judgment, the local government shall provide a review and approval process that is consistent with 660-012-0050. To facilitate implementation of the TSP, each local government shall amend its land use regulations to provide for consolidated review of land use decisions required to permit a transportation project.

(2) Local governments shall adopt land use or subdivision ordinance regulations, consistent with applicable federal and state requirements, to protect transportation facilities, corridors and sites for their identified functions. Such regulations shall include:

(a) Access control measures, for example, driveway and public road spacing, median control and signal spacing standards, which are consistent with the functional classification of roads and consistent with limiting development on rural lands to rural uses and densities;

(b) Standards to protect future operation of roads, transitways and major transit corridors;

(c) Measures to protect public use airports by controlling land uses within airport noise corridors and imaginary surfaces, and by limiting physical hazards to air navigation;

(d) A process for coordinated review of future land use decisions affecting transportation facilities, corridors or sites;

(e) A process to apply conditions to development proposals in order to minimize impacts and protect transportation facilities, corridors or sites;

(f) Regulations to provide notice to public agencies providing transportation facilities and services, MPOs, and ODOT of:

(A) Land use applications that require public hearings;

(B) Subdivision and partition applications;

(C) Other applications which affect private access to roads; and

(D) Other applications within airport noise corridors and imaginary surfaces which affect airport operations; and

(g) Regulations assuring that amendments to land use designations, densities, and design standards are consistent with the functions, capacities and performance standards of facilities identified in the TSP.

(3) Local governments shall adopt land use or subdivision regulations for urban areas and rural communities as set forth below. The purposes of this section are to provide for safe and convenient pedestrian, bicycle and vehicular circulation consistent with access management standards and the function of affected streets, to ensure that new development provides on-site streets and accessways that provide reasonably direct routes for pedestrian and bicycle travel in areas where pedestrian and bicycle travel is likely if connections are provided, and which avoids wherever possible levels of automobile traffic which might interfere with or discourage pedestrian or bicycle travel.

(a) Bicycle parking facilities as part of new multi-family residential developments of four units or more, new retail, office and institutional developments, and all transit transfer stations and park-and-ride lots;

(b) On-site facilities shall be provided which accommodate safe and convenient pedestrian and bicycle access from within new subdivisions, multi-family developments, planned developments, shopping centers, and commercial districts to adjacent residential areas and transit stops, and to neighborhood activity centers within one-half mile of the development. Single-family residential developments shall generally include streets and accessways. Pedestrian circulation through parking lots should generally be provided in the form of accessways.

(A) "Neighborhood activity centers" includes, but is not limited to, existing or planned schools, parks, shopping areas, transit stops or employment centers;

(B) Bikeways shall be required along arterials and major collectors. Sidewalks shall be required along arterials, collectors and most local streets in urban areas, except that sidewalks are not required along controlled access roadways, such as freeways;

(C) Cul-de-sacs and other dead-end streets may be used as part of a development plan, consistent with the purposes set forth in this section;

(D) Local governments shall establish their own standards or criteria for providing streets and accessways consistent with the purposes of this section. Such measures may include but are not limited to: standards for spacing of streets or accessways; and standards for excessive out-of-direction travel;

(E) Streets and accessways need not be required where one or more of the following conditions exist:

(i) Physical or topographic conditions make a street or accessway connection impracticable. Such conditions include but are not limited to freeways, railroads, steep slopes, wetlands or other bodies of water where a connection could not reasonably be provided;

(ii) Buildings or other existing development on adjacent lands physically preclude a connection now or in the future considering the potential for redevelopment; or

(iii) Where streets or accessways would violate provisions of leases, easements, covenants, restrictions or other agreements existing as of May 1, 1995, which preclude a required street or accessway connection.

(c) Where off-site road improvements are otherwise required as a condition of development approval, they shall include facilities accommodating convenient pedestrian and bicycle travel, including bicycle ways along arterials and major collectors;

(d) For purposes of subsection (b) "safe and convenient" means bicycle and pedestrian routes, facilities and improvements which:

(A) Are reasonably free from hazards, particularly types or levels of automobile traffic which would interfere with or discourage pedestrian or cycle travel for short trips;

(B) Provide a reasonably direct route of travel between destinations such as between a transit stop and a store; and

(C) Meet travel needs of cyclists and pedestrians considering destination and length of trip; and considering that the optimum trip length of pedestrians is generally 1/4 to 1/2 mile.

(e) Internal pedestrian circulation within new office parks and commercial developments shall be provided through clustering of buildings, construction of accessways, walkways and similar techniques.

(4) To support transit in urban areas containing a population greater than 25,000, where the area is already served by a public transit system or where a determination has been made that a public transit system is feasible, local governments shall adopt land use and subdivision regulations as provided in (a)-(g) below:

(a) Transit routes and transit facilities shall be designed to support transit use through provision of bus stops, pullouts and shelters, optimum road geometrics, on-road parking restrictions and similar facilities, as appropriate;

(b) New retail, office and institutional buildings at or near major transit stops shall provide for convenient pedestrian access to transit through the measures listed in (A) and (B) below.

(A) Walkways shall be provided connecting building entrances and streets adjoining the site;

(B) Pedestrian connections to adjoining properties shall be provided except where such a connection is impracticable as provided for in OAR 660-012-0045(3)(b)(E). Pedestrian connections shall connect the on site circulation system to existing or proposed streets, walkways, and driveways that abut the property. Where adjacent properties are undeveloped or have potential for

redevelopment, streets, accessways and walkways on site shall be laid out or stubbed to allow for extension to the adjoining property;

(C) In addition to (A) and (B) above, on sites at major transit stops provide the following:

(i) Either locate buildings within 20 feet of the transit stop, a transit street or an intersecting street or provide a pedestrian plaza at the transit stop or a street intersection;

(ii) A reasonably direct pedestrian connection between the transit stop and building entrances on the site;

(iii) A transit passenger landing pad accessible to disabled persons;

(iv) An easement or dedication for a passenger shelter if requested by the transit provider; and

(v) Lighting at the transit stop.

(c) Local governments may implement (4)(b)(A) and (B) above through the designation of pedestrian districts and adoption of appropriate implementing measures regulating development within pedestrian districts. Pedestrian districts must comply with the requirement of (4)(b)(C) above;

(d) Designated employee parking areas in new developments shall provide preferential parking for carpools and vanpools;

(e) Existing development shall be allowed to redevelop a portion of existing parking areas for transit-oriented uses, including bus stops and pullouts, bus shelters, park and ride stations, transit-oriented developments, and similar facilities, where appropriate;

(f) Road systems for new development shall be provided that can be adequately served by transit, including provision of pedestrian access to existing and identified future transit routes. This shall include, where appropriate, separate accessways to minimize travel distances;

(g) Along existing or planned transit routes, designation of types and densities of land uses adequate to support transit.

(5) In MPO areas, local governments shall adopt land use and subdivision regulations to reduce reliance on the automobile which:

(a) Allow transit-oriented developments (TODs) on lands along transit routes;

(b) Implements a demand management program to meet the measurable standards set in the TSP in response to 660-012-0035(4);

(c) Implements a parking plan which:

(A) Achieves a 10% reduction in the number of parking spaces per capita in the MPO area over the planning period. This may be accomplished through a combination of restrictions on development of new parking spaces and requirements that existing parking spaces be redeveloped to other uses;

(B) Aids in achieving the measurable standards set in the TSP in response to OAR 660-012-0035(4);

(C) Includes land use and subdivision regulations setting minimum and maximum parking requirements in appropriate locations, such as downtowns, designated regional or community centers, and transit oriented-developments; and

(D) Is consistent with demand management programs, transit-oriented development requirements and planned transit service.

(d) As an alternative to (c) above, local governments in an MPO may instead revise ordinance requirements for parking as follows:

(A) Reduce minimum off-street parking requirements for all non-residential uses from 1990 levels;

(B) Allow provision of on-street parking, long-term lease parking, and shared parking to meet minimum off-street parking requirements;

(C) Establish off-street parking maximums in appropriate locations, such as downtowns, designated regional or community centers, and transit-oriented developments;

(D) Exempt structured parking and on-street parking from parking maximums;



(E) Require that parking lots over 3 acres in size provide street-like features along major driveways (including curbs, sidewalks, and street trees or planting strips); and

(F) Provide for designation of residential parking districts.

(e) Require all major industrial, institutional, retail and office developments to provide either a transit stop on site or connection to a transit stop along a transit trunk route when the transit operator requires such an improvement.

(6) In developing a bicycle and pedestrian circulation plan as required by 660-012-0020(2)(d), local governments shall identify improvements to facilitate bicycle and pedestrian trips to meet local travel needs in developed areas. Appropriate improvements should provide for more direct, convenient and safer bicycle or pedestrian travel within and between residential areas and neighborhood activity centers (i.e., schools, shopping, transit stops). Specific measures include, for example, constructing walkways between cul-de-sacs and adjacent roads, providing walkways between buildings, and providing direct access between adjacent uses.

(7) Local governments shall establish standards for local streets and accessways that minimize pavement width and total right-of-way consistent with the operational needs of the facility. The intent of this requirement is that local governments consider and reduce excessive standards for local streets and accessways in order to reduce the cost of construction, provide for more efficient use of urban land, provide for emergency vehicle access while discouraging inappropriate traffic volumes and speeds, and which accommodate convenient pedestrian and bicycle circulation. Notwithstanding section (1) or (3) of this rule, local street standards adopted to meet this requirement need not be adopted as land use regulations.

Stat. Auth.: ORS 183 & 197

Stats. Implemented: ORS 197.040

Hist.: LCDC 1-1991, f. & cert. ef. 5-8-91; LCDC 4-1995, f. & cert. ef. 5-8-95; LCDC 11-1995, f. & cert. ef. 12-22-95; LCDD 6-1998, f. & cert. ef. 10-30-98; LCDD 3-2004, f. & cert. ef. 5-7-04; LCDD 6-2006, f. 7-13-06, cert. ef. 7-14-06

660-012-0050

#### **Transportation Project Development**

(1) For projects identified by ODOT pursuant to OAR chapter 731, division 15, project development shall occur in the manner set forth in that division.

(2) Regional TSPs shall provide for coordinated project development among affected local governments. The process shall include:

(a) Designation of a lead agency to prepare and coordinate project development;

(b) A process for citizen involvement, including public notice and hearing, if project development involves land use decision-making. The process shall include notice to affected transportation facility and service providers, MPOs, and ODOT;

(c) A process for developing and adopting findings of compliance with applicable statewide planning goals, if any. This shall include a process to allow amendments to acknowledged comprehensive plans where such amendments are necessary to accommodate the project; and

(d) A process for developing and adopting findings of compliance with applicable acknowledged comprehensive plan policies and land use regulations of individual local governments, if any. This shall include a process to allow amendments to acknowledged comprehensive plans or land use regulations where such amendments are necessary to accommodate the project.

(3) Project development addresses how a transportation facility or improvement authorized in a TSP is designed and constructed. This may or may not require land use decision-making. The focus of project development is project implementation, e.g. alignment, preliminary design and mitigation of impacts. During project development, projects authorized in an acknowledged TSP shall not be subject to further justification with regard to their need, mode, function, or general location. For purposes of this section, a project is authorized in a TSP where the TSP makes decisions about transportation need, mode, function and general location for the facility or improvement as required by this division.

(a) Project development does not involve land use decision-making to the extent that it involves transportation facilities, services or improvements identified in OAR 660-012-0045(1)(a); the application of uniform road improvement design standards and other uniformly accepted engineering design standards and practices that are applied during project implementation; procedures and standards for right-of-way acquisition as set forth in the Oregon Revised Statutes; or the application of local, state or federal rules and regulations that are not a part of the local government's land use regulations.

(b) Project development involves land use decision-making to the extent that issues of compliance with applicable requirements requiring interpretation or the exercise of policy or legal discretion or judgment remain outstanding at the project development phase. These requirements may include, but are not limited to, regulations protecting or regulating development within floodways and other hazard areas, identified Goal 5 resource areas, estuarine and coastal shoreland areas, and the Willamette River Greenway, and local regulations establishing land use standards or processes for selecting specific alignments. They also may include transportation improvements required to comply with ORS 215.296 or 660-012-0065(5). When project development involves land use decision-making, all unresolved issues of compliance with applicable acknowledged comprehensive plan policies and land use regulations shall be addressed and findings of compliance adopted prior to project approval.

(c) To the extent compliance with local requirements has already been determined during transportation system planning, including adoption of a refinement plan, affected local governments may rely on and reference the earlier findings of compliance with applicable standards.

(4) Except as provided in section (1) of this rule, where an Environmental Impact Statement (EIS) is prepared pursuant to the National Environmental Policy Act of 1969, project development shall be coordinated with the preparation of the EIS. All unresolved issues of compliance with applicable acknowledged comprehensive plan policies and land use regulations shall be addressed and findings of compliance adopted prior to issuance of the Final EIS.

(5) If a local government decides not to build a project authorized by the TSP, it must evaluate whether the needs that the project would serve could otherwise be satisfied in a manner consistent with the TSP. If identified needs cannot be met consistent with the TSP, the local government shall initiate a plan amendment to change the TSP or the comprehensive plan to assure that there is an adequate transportation system to meet transportation needs.

(6) Transportation project development may be done concurrently with preparation of the TSP or a refinement plan

Stat. Auth.: ORS 183 & 197.040

Stats. Implemented: ORS 195.025, 197.040, 197.230, 197.245, 197.712 197.717

Hist.: LCDDC 1-1991, f. & cert. ef. 5-8-91; LCDD 2-1999, f. & cert. ef. 1-12-99; LCDD 6-2006, f. 7-13-06, cert. ef. 7-14-06

#### **660-012-0055**

##### **Timing of Adoption and Update of Transportation System Plans; Exemptions**

(1) MPOs shall complete regional TSPs for their planning areas by May 8, 1996. For those areas within a MPO, cities and counties shall adopt local TSPs and implementing measures within one year following completion of the regional TSP:

(a) If by May 8, 2000, a Metropolitan Planning Organization (MPO) has not adopted a regional transportation system plan that meets the VMT reduction standard in OAR 660-012-0035(4) and the metropolitan area does not have an approved alternative standard established pursuant to OAR 660-012-0035(5), then the cities and counties within the metropolitan area shall prepare and adopt an integrated land use and transportation plan as outlined in OAR 660-012-0035(5)(c)(A)-(E). Such a plan shall be prepared in coordination with the MPO and shall be adopted within three years;

(b) When an area is designated as an MPO or is added to an existing MPO, the affected local governments shall, within one year of adoption of the regional transportation plan, adopt a regional TSP in compliance with applicable requirements of this division and amend local transportation system plans to be consistent with the regional TSP.

(c) Local governments in metropolitan areas may request and the commission may by order grant an extension for completing an integrated land use and transportation plan required by this division. Local governments requesting an extension shall set forth a schedule for completion of outstanding work needed to complete an integrated land use and transportation plan as set forth in OAR 660-012-0035. This shall include, as appropriate:

- (A) Adoption of a long-term land use and transportation vision for the region;
- (B) Identification of centers and other land use designations intended to implement the vision;
- (C) Adoption of housing and employment allocations to centers and land use designations; and
- (D) Adoption of implementing plans and zoning for designated centers and other land use designations.

(d) Local governments within metropolitan areas that are not in compliance with the requirements of this division to adopt or implement a standard to increase transportation choices or have not completed an integrated land use and transportation plan as required by this division shall review plan and land use regulation amendments and adopt findings that demonstrate that the proposed amendment supports implementation of the region's adopted vision, strategy, policies or plans to increase transportation

choices and reduce reliance on the automobile.

A plan or land use regulation amendment supports implementation of an adopted regional strategy, policy or plan for purposes of this section if it achieves the following as applicable:

- (A) Implements the strategy or plan through adoption of specific plans or zoning that authorizes uses or densities that achieve desired land use patterns;
- (B) Allows uses in designated centers or neighborhoods that accomplish the adopted regional vision, strategy, plan or policies; and
- (C) Allows uses outside designated centers or neighborhood that either support or do not detract from implementation of desired development within nearby centers.

(2) For areas outside an MPO, cities and counties shall complete and adopt regional and local TSPs and implementing measures by May 8, 1997.

(3) By November 8, 1993, affected cities and counties shall, for non-MPO urban areas of 25,000 or more, adopt land use and subdivision ordinances or amendments required by OAR 660-012-0045(3), (4)(a)-(f) and (5)(d). By May 8, 1994 affected cities and counties within MPO areas shall adopt land use and subdivision ordinances or amendments required by OAR 660-012-0045(3), (4)(a)-(e) and (5)(e). Affected cities and counties which do not have acknowledged ordinances addressing the requirements of this section by the deadlines listed above shall apply OAR 660-012-0045(3), (4)(a)-(g) and (5)(e) directly to all land use decisions and all limited land use decisions.

(4)(a) Affected cities and counties that either:

(A) Have acknowledged plans and land use regulations that comply with this rule as of May 8, 1995, may continue to apply those acknowledged plans and land use regulations; or

(B) Have plan and land use regulations adopted to comply with this rule as of April 12, 1995, may continue to apply the provisions of this rule as they existed as of April 12, 1995, and may continue to pursue acknowledgment of the adopted plans and land use regulations under those same rule provisions provided such adopted plans and land use regulations are acknowledged by April 12, 1996. Affected cities and counties that qualify and make this election under this paragraph shall update their plans and land use regulations to comply with the 1995 amendments to OAR 660-012-0045 as part of their transportation system plans.

(b) Affected cities and counties that do not have acknowledged plans and land use regulations as provided in subsection (a) of this section, shall apply relevant sections of this rule to land use decisions and limited land use decisions until land use regulations complying with this amended rule have been adopted.

(5) Cities and counties shall update their TSPs and implementing measures as necessary to comply with this division at each periodic review subsequent to initial compliance with this division. Local governments within metropolitan areas shall amend local transportation system plans to be consistent with an adopted regional transportation system plan within one year of the adoption of an updated regional transportation system plan or by a date specified in the adopted regional transportation system plan.

(6) The director may grant a whole or partial exemption from the requirements of this division to cities under 10,000 population and counties under 25,000 population, and for areas within a county within an urban growth boundary that contains a population less than 10,000. Eligible jurisdictions may request that the director approve an exemption from all or part of the requirements in this division. Exemptions shall be for a period determined by the director or until the jurisdiction's next periodic review, whichever is shorter.

(a) The director's decision to approve an exemption shall be based upon the following factors:

(A) Whether the existing and committed transportation system is generally adequate to meet likely transportation needs;

(B) Whether the new development or population growth is anticipated in the planning area over the next five years;

(C) Whether major new transportation facilities are proposed which would affect the planning areas;

(D) Whether deferral of planning requirements would conflict with accommodating state or regional transportation needs; and

(E) Consultation with the Oregon Department of Transportation on the need for transportation planning in the area, including measures needed to protect existing transportation facilities.

(b) The director's decision to grant an exemption under this section is appealable to the commission as provided in OAR 660-002-0020 (Delegation of Authority Rule)

(7) Portions of TSPs and implementing measures adopted as part of comprehensive plans prior to the responsible jurisdiction's periodic review shall be reviewed pursuant to OAR chapter 660, division 18, Post Acknowledgment Procedures.

Stat. Auth.: ORS 183, 197.040 & 197.245

Stats. Implemented: ORS 195.025, 197.040, 197.230, 197.245, 197.610 - 197.625, 197.628 - 197.646, 197.712 & 197.717

Hist.: LCDC 1-1991, f. & cert. ef. 5-8-91; LCDC 1-1993, f. & cert. ef. 6-15-93; LCDC 4-1995, f. & cert. ef. 5-8-95; LCDD 6-1998, f. & cert. ef. 10-30-98; LCDD 2-2000, f. & cert. ef. 2-4-00; LCDD 3-2004, f. & cert. ef. 5-7-04; LCDD 6-2006, f. 7-13-06, cert. ef. 7-14-06

#### 660-012-0060

##### Plan and Land Use Regulation Amendments

(1) 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 shall put in place measures as provided in section (2) of this rule to assure that allowed land uses are consistent with the identified function, capacity, and performance standards (e.g. level of service, volume to capacity ratio, etc.) of the facility. A plan or land use regulation amendment significantly affects a transportation facility if it would:

(a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);

(b) Change standards implementing a functional classification system; or

(c) As measured at the end of the planning period identified in the adopted transportation system plan:

(A) Allow land uses or levels of development that would result in types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;

(B) Reduce the performance of an existing or planned transportation facility below the minimum acceptable performance standard identified in the TSP or comprehensive plan; or

(C) Worsen the performance of an existing or planned transportation facility that is otherwise projected to perform below the minimum acceptable performance standard identified in the TSP or comprehensive plan.

(2) Where a local government determines that there would be a significant effect, compliance with section (1) shall be accomplished through one or a combination of the following:

(a) Adopting measures that demonstrate allowed land uses are consistent with the planned function, capacity, and performance standards of the transportation facility.

(b) Amending the TSP or comprehensive plan to provide transportation facilities, improvements or services adequate to support the proposed land uses consistent with the requirements of this division; such amendments shall include a funding plan or mechanism consistent with section (4) or include an amendment to the transportation finance plan so that the facility, improvement, or service will be provided by the end of the planning period.

(c) Altering land use designations, densities, or design requirements to reduce demand for automobile travel and meet travel needs through other modes.

(d) Amending the TSP to modify the planned function, capacity or performance standards of the transportation facility.

(e) Providing other measures as a condition of development or through a development agreement or similar funding method, including transportation system management measures, demand management or minor transportation improvements. Local governments shall as part of the amendment specify when measures or improvements provided pursuant to this subsection will be provided.

(3) Notwithstanding sections (1) and (2) of this rule, a local government may approve an amendment that would significantly affect an existing transportation facility without assuring that the allowed land uses are consistent with the function, capacity and performance standards of the facility where:

- (a) The facility is already performing below the minimum acceptable performance standard identified in the TSP or comprehensive plan on the date the amendment application is submitted;
- (b) In the absence of the amendment, planned transportation facilities, improvements and services as set forth in section (4) of this rule would not be adequate to achieve consistency with the identified function, capacity or performance standard for that facility by the end of the planning period identified in the adopted TSP;
- (c) Development resulting from the amendment will, at a minimum, mitigate the impacts of the amendment in a manner that avoids further degradation to the performance of the facility by the time of the development through one or a combination of transportation improvements or measures;
- (d) The amendment does not involve property located in an interchange area as defined in paragraph (4)(d)(C); and
- (e) For affected state highways, ODOT provides a written statement that the proposed funding and timing for the identified mitigation improvements or measures are, at a minimum, sufficient to avoid further degradation to the performance of the affected state highway. However, if a local government provides the appropriate ODOT regional office with written notice of a proposed amendment in a manner that provides ODOT reasonable opportunity to submit a written statement into the record of the local government proceeding, and ODOT does not provide a written statement, then the local government may proceed with applying subsections (a) through (d) of this section.

(4) Determinations under sections (1)-(3) of this rule shall be coordinated with affected transportation facility and service providers and other affected local governments.

(a) In determining whether an amendment has a significant effect on an existing or planned transportation facility under subsection (1)(c) of this rule, local governments shall rely on existing transportation facilities and services and on the planned transportation facilities, improvements and services set forth in subsections (b) and (c) below.

(b) Outside of interstate interchange areas, the following are considered planned facilities, improvements and services:

(A) Transportation facilities, improvements or services that are funded for construction or implementation in the Statewide Transportation Improvement Program or a locally or regionally adopted transportation improvement program or capital improvement plan or program of a transportation service provider.

(B) Transportation facilities, improvements or services that are authorized in a local transportation system plan and for which a funding plan or mechanism is in place or approved. These include, but are not limited to, transportation facilities, improvements or services for which: transportation systems development charge revenues are being collected; a local improvement district or reimbursement district has been established or will be established prior to development; a development agreement has been adopted; or conditions of approval to fund the improvement have been adopted.

(C) Transportation facilities, improvements or services in a metropolitan planning organization (MPO) area that are part of the area's federally-approved, financially constrained regional transportation system plan.

(D) Improvements to state highways that are included as planned improvements in a regional or local transportation system plan or comprehensive plan when ODOT provides a written statement that the improvements are reasonably likely to be provided by the end of the planning period.

(E) Improvements to regional and local roads, streets or other transportation facilities or services that are included as planned improvements in a regional or local transportation system plan or comprehensive plan when the local government(s) or transportation service provider(s) responsible for the facility, improvement or service provides a written statement that the facility, improvement or service is reasonably likely to be provided by the end of the planning period.

(c) Within interstate interchange areas, the improvements included in (b)(A)-(C) are considered planned facilities, improvements and services, except where:

(A) ODOT provides a written statement that the proposed funding and timing of mitigation measures are sufficient to avoid a significant adverse impact on the Interstate Highway system, then local governments may also rely on the improvements identified in paragraphs (b)(D) and (E) of this section; or

(B) There is an adopted interchange area management plan, then local governments may also rely on the improvements identified in that plan and which are also identified in paragraphs (b)(D) and (E) of this section.

(d) As used in this section and section (3):

- (A) Planned interchange means new interchanges and relocation of existing interchanges that are authorized in an adopted transportation system plan or comprehensive plan;
- (B) Interstate highway means Interstates 5, 82, 84, 105, 205 and 405; and
- (C) Interstate interchange area means:
- (i) Property within one-half mile of an existing or planned interchange on an Interstate Highway as measured from the center point of the interchange; or
- (ii) The interchange area as defined in the Interchange Area Management Plan adopted as an amendment to the Oregon Highway Plan.
- (e) For purposes of this section, a written statement provided pursuant to paragraphs (b)(D), (b)(E) or (c)(A) provided by ODOT, a local government or transportation facility provider, as appropriate, shall be conclusive in determining whether a transportation facility, improvement or service is a planned transportation facility, improvement or service. In the absence of a written statement, a local government can only rely upon planned transportation facilities, improvements and services identified in paragraphs (b)(A)-(C) to determine whether there is a significant effect that requires application of the remedies in section (2).
- (5) The presence of a transportation facility or improvement shall not be a basis for an exception to allow residential, commercial, institutional or industrial development on rural lands under this division or OAR 660-004-0022 and 660-004-0028.
- (6) In determining whether proposed land uses would affect or be consistent with planned transportation facilities as provided in 0060(1) and (2), local governments shall give full credit for potential reduction in vehicle trips for uses located in mixed-use, pedestrian-friendly centers, and neighborhoods as provided in (a)-(d) below:
- (a) Absent adopted local standards or detailed information about the vehicle trip reduction benefits of mixed-use, pedestrian-friendly development, local governments shall assume that uses located within a mixed-use, pedestrian-friendly center, or neighborhood, will generate 10% fewer daily and peak hour trips than are specified in available published estimates, such as those provided by the Institute of Transportation Engineers (ITE) Trip Generation Manual that do not specifically account for the effects of mixed-use, pedestrian-friendly development. The 10% reduction allowed for by this section shall be available only if uses which rely solely on auto trips, such as gas stations, car washes, storage facilities, and motels are prohibited;
- (b) Local governments shall use detailed or local information about the trip reduction benefits of mixed-use, pedestrian-friendly development where such information is available and presented to the local government. Local governments may, based on such information, allow reductions greater than the 10% reduction required in (a);
- (c) Where a local government assumes or estimates lower vehicle trip generation as provided in (a) or (b) above, it shall assure through conditions of approval, site plans, or approval standards that subsequent development approvals support the development of a mixed-use, pedestrian-friendly center or neighborhood and provide for on-site bike and pedestrian connectivity and access to transit as provided for in 0045(3) and (4). The provision of on-site bike and pedestrian connectivity and access to transit may be accomplished through application of acknowledged ordinance provisions which comply with 0045(3) and (4) or through conditions of approval or findings adopted with the plan amendment that assure compliance with these rule requirements at the time of development approval; and
- (d) The purpose of this section is to provide an incentive for the designation and implementation of pedestrian-friendly, mixed-use centers and neighborhoods by lowering the regulatory barriers to plan amendments which accomplish this type of development. The actual trip reduction benefits of mixed-use, pedestrian-friendly development will vary from case to case and may be somewhat higher or lower than presumed pursuant to (a) above. The Commission concludes that this assumption is warranted given general information about the expected effects of mixed-use, pedestrian-friendly development and its intent to encourage changes to plans and development patterns. Nothing in this section is intended to affect the application of provisions in local plans or ordinances which provide for the calculation or assessment of systems development charges or in preparing conformity determinations required under the federal Clean Air Act.
- (7) Amendments to acknowledged comprehensive plans and land use regulations which meet all of the criteria listed in (a)-(c) below shall include an amendment to the comprehensive plan, transportation system plan the adoption of a local street plan, access management plan, future street plan or other binding local transportation plan to provide for on-site alignment of streets or accessways with existing and planned arterial, collector, and local streets surrounding the site as necessary to implement the requirements in Section 0020(2)(b) and Section 0045(3) of this division:
- (a) The plan or land use regulation amendment results in designation of two or more acres of land for commercial use;
- (b) The local government has not adopted a TSP or local street plan which complies with Section 0020(2)(b) or, in the Portland

Metropolitan Area, has not complied with Metro's requirement for street connectivity as contained in Title 6, Section 3 of the Urban Growth Management Functional Plan; and

(c) The proposed amendment would significantly affect a transportation facility as provided in 0060(1).

(8) A "mixed-use, pedestrian-friendly center or neighborhood" for the purposes of this rule, means:

(a) Any one of the following:

(A) An existing central business district or downtown;

(B) An area designated as a central city, regional center, town center or main street in the Portland Metro 2040 Regional Growth Concept;

(C) An area designated in an acknowledged comprehensive plan as a transit oriented development or a pedestrian district; or

(D) An area designated as a special transportation area as provided for in the Oregon Highway Plan.

(b) An area other than those listed in (a) which includes or is planned to include the following characteristics:

(A) A concentration of a variety of land uses in a well-defined area, including the following:

(i) Medium to high density residential development (12 or more units per acre);

(ii) Offices or office buildings;

(iii) Retail stores and services;

(iv) Restaurants; and

(v) Public open space or private open space which is available for public use, such as a park or plaza.

(B) Generally include civic or cultural uses;

(C) A core commercial area where multi-story buildings are permitted;

(D) Buildings and building entrances oriented to streets;

(E) Street connections and crossings that make the center safe and conveniently accessible from adjacent areas;

(F) A network of streets and, where appropriate, accessways and major driveways that make it attractive and highly convenient for people to walk between uses within the center or neighborhood, including streets and major driveways within the center with wide sidewalks and other features, including pedestrian-oriented street crossings, street trees, pedestrian-scale lighting and on-street parking;

(G) One or more transit stops (in urban areas with fixed route transit service); and

(H) Limit or do not allow low-intensity or land extensive uses, such as most industrial uses, automobile sales and services, and drive-through services.

Stat. Auth.: ORS 183 & 197.040

Stats. Implemented: ORS 195.025, 197.040, 197.230, 197.245, 197.610 - 197.625, 197.628 - 197.646, 197.712, 197.717 & 197.732

Hist.: LCDC 1-1991, f. & cert. ef. 5-8-91; LCDD 6-1998, f. & cert. ef. 10-30-98; LCDD 6-1999, f. & cert. ef. 8-6-99; LCDD 3-2005, f. & cert. ef. 4-11-05

#### **660-012-0065**

##### **Transportation Improvements on Rural Lands**

(1) This rule identifies transportation facilities, services and improvements which may be permitted on rural lands consistent with Goals 3, 4, 11, and 14 without a goal exception.

(2) For the purposes of this rule, the following definitions apply:

- (a) "Access Roads" means low volume public roads that principally provide access to property or as specified in an acknowledged comprehensive plan;
- (b) "Collectors" means public roads that provide access to property and that collect and distribute traffic between access roads and arterials or as specified in an acknowledged comprehensive plan;
- (c) "Arterials" means state highways and other public roads that principally provide service to through traffic between cities and towns, state highways and major destinations or as specified in an acknowledged comprehensive plan;
- (d) "Accessory Transportation Improvements" means transportation improvements that are incidental to a land use to provide safe and efficient access to the use;
- (e) "Channelization" means the separation or regulation of conflicting traffic movements into definite paths of travel by traffic islands or pavement markings to facilitate the safe and orderly movement of both vehicles and pedestrians. Examples include, but are not limited to, left turn refuges, right turn refuges including the construction of islands at intersections to separate traffic, and raised medians at driveways or intersections to permit only right turns. "Channelization" does not include continuous median turn lanes;
- (f) "Realignment" means rebuilding an existing roadway on a new alignment where the new centerline shifts outside the existing right of way, and where the existing road surface is either removed, maintained as an access road or maintained as a connection between the realigned roadway and a road that intersects the original alignment. The realignment shall maintain the function of the existing road segment being realigned as specified in the acknowledged comprehensive plan;
- (g) "New Road" means a public road or road segment that is not a realignment of an existing road or road segment.

(3) The following transportation improvements are consistent with Goals 3, 4, 11, and 14 subject to the requirements of this rule:

- (a) Accessory transportation improvements for a use that is allowed or conditionally allowed by ORS 215.213, 215.283 or OAR chapter 660, division 6 (Forest Lands);
- (b) Transportation improvements that are allowed or conditionally allowed by ORS 215.213, 215.283 or OAR chapter 660, division 6 (Forest Lands);
- (c) Channelization not otherwise allowed under subsections (a) or (b) of this section;
- (d) Realignment of roads not otherwise allowed under subsection (a) or (b) of this section;
- (e) Replacement of an intersection with an interchange;
- (f) Continuous median turn lane;
- (g) New access roads and collectors within a built or committed exception area, or in other areas where the function of the road is to reduce local access to or local traffic on a state highway. These roads shall be limited to two travel lanes. Private access and intersections shall be limited to rural needs or to provide adequate emergency access.
- (h) Bikeways, footpaths and recreation trails not otherwise allowed as a modification or part of an existing road;
- (i) Park and ride lots;
- (j) Railroad mainlines and branchlines;
- (k) Pipelines;
- (l) Navigation channels;
- (m) Replacement of docks and other facilities without significantly increasing the capacity of those facilities;
- (n) Expansions or alterations of public use airports that do not permit service to a larger class of airplanes; and
- (o) Transportation facilities, services and improvements other than those listed in this rule that serve local travel needs. The travel



capacity and performance standards of facilities and improvements serving local travel needs shall be limited to that necessary to support rural land uses identified in the acknowledged comprehensive plan or to provide adequate emergency access.

(4) Accessory transportation improvements required as a condition of development listed in subsection (3)(a) of this rule shall be subject to the same procedures, standards and requirements applicable to the use to which they are accessory.

(5) For transportation uses or improvements listed in subsections (3)(d) to (g) and (o) of this rule within an exclusive farm use (EFU) or forest zone, a jurisdiction shall, in addition to demonstrating compliance with the requirements of ORS 215.296:

(a) Identify reasonable build design alternatives, such as alternative alignments, that are safe and can be constructed at a reasonable cost, not considering raw land costs, with available technology. The jurisdiction need not consider alternatives that are inconsistent with applicable standards or not approved by a registered professional engineer;

(b) Assess the effects of the identified alternatives on farm and forest practices, considering impacts to farm and forest lands, structures and facilities, considering the effects of traffic on the movement of farm and forest vehicles and equipment and considering the effects of access to parcels created on farm and forest lands; and

(c) Select from the identified alternatives, the one, or combination of identified alternatives that has the least impact on lands in the immediate vicinity devoted to farm or forest use.

(6) Notwithstanding any other provision of this division, if a jurisdiction has not met the deadline for TSP adoption set forth in OAR 660-012-0055, or any extension thereof, a transportation improvement that is listed in section (5) of this rule and that will significantly reduce peak hour travel time as provided in OAR 660-012-0035(10) may be allowed in the urban fringe only if the jurisdiction applies either:

(a) The criteria applicable to a "reasons" exception provided in Goal 2 and OAR 660, division 4; or

(b) The evaluation and selection criteria set forth in OAR 660-012-0035.

Stat. Auth.: ORS 183, 197.040, 197.245, 215.213, 215.283, 215.296

Stats. Implemented: ORS 195.025, 197.040, 197.230, 197.245, 197.712, 197.717, 197.232, 215.213, 215.283

Hist.: LCDC 1-1991, f. & cert. ef. 5-8-91; LCDC 3-1995, f. & cert. ef. 3-31-95; LCDD 6-2006, f. 7-13-06, cert. ef. 7-14-06

#### 660-012-0070

#### Exceptions for Transportation Improvements on Rural Land

(1) Transportation facilities and improvements which do not meet the requirements of OAR 660-012-0065 require an exception to be sited on rural lands.

(a) A local government approving a proposed exception shall adopt as part of its comprehensive plan findings of fact and a statement of reasons that demonstrate that the standards in this rule have been met. A local government denying a proposed exception shall adopt findings of fact and a statement of reasons explaining why the standards in this rule have not been met. However, findings and reasons denying a proposed exception need not be incorporated into the local comprehensive plan.

(b) The facts and reasons relied upon to approve or deny a proposed exception shall be supported by substantial evidence in the record of the local exceptions proceeding.

(2) When an exception to Goals 3, 4, 11, or 14 is required to locate a transportation improvement on rural lands, the exception shall be taken pursuant to ORS 197.732(1)(c), Goal 2, and this division. The exceptions standards in OAR chapter 660, division 4 and OAR chapter 660, division 14 shall not apply. Exceptions adopted pursuant to this division shall be deemed to fulfill the requirements for goal exceptions required under ORS 197.732(1)(c) and Goal 2.

(3) An exception shall, at a minimum, decide need, mode, function and general location for the proposed facility or improvement:

(a) The general location shall be specified as a corridor within which the proposed facility or improvement is to be located, including the outer limits of the proposed location. Specific sites or areas within the corridor may be excluded from the exception to avoid or lessen likely adverse impacts. Where detailed design level information is available, the exception may be specified as a specific alignment;

(b) The size, design and capacity of the proposed facility or improvement shall be described generally, but in sufficient detail to allow a general understanding of the likely impacts of the proposed facility or improvement and to justify the amount of land for the proposed transportation facility. Measures limiting the size, design or capacity may be specified in the description of the

proposed use in order to simplify the analysis of the effects of the proposed use;

(c) The adopted exception shall include a process and standards to guide selection of the precise design and location within the corridor and consistent with the general description of the proposed facility or improvement. For example, where a general location or corridor crosses a river, the exception would specify that a bridge crossing would be built but would defer to project development decisions about precise location and design of the bridge within the selected corridor subject to requirements to minimize impacts on riparian vegetation, habitat values, etc.;

(d) Land use regulations implementing the exception may include standards for specific mitigation measures to offset unavoidable environmental, economic, social or energy impacts of the proposed facility or improvement or to assure compatibility with adjacent uses.

(4) To address Goal 2, Part II(c)(1) the exception shall provide reasons justifying why the state policy in the applicable goals should not apply. Further, the exception shall demonstrate that there is a transportation need identified consistent with the requirements of OAR 660-012-0030 which cannot reasonably be accommodated through one or a combination of the following measures not requiring an exception:

(a) Alternative modes of transportation;

(b) Traffic management measures; and

(c) Improvements to existing transportation facilities.

(5) To address Goal 2, Part II(c)(2) the exception shall demonstrate that non-exception locations cannot reasonably accommodate the proposed transportation improvement or facility. The exception shall set forth the facts and assumptions used as the basis for determining why the use requires a location on resource land subject to Goals 3 or 4.

(6) To determine the reasonableness of alternatives to an exception under sections (4) and (5) of this rule, cost, operational feasibility, economic dislocation and other relevant factors shall be addressed. The thresholds chosen to judge whether an alternative method or location cannot reasonably accommodate the proposed transportation need or facility must be justified in the exception.

(a) In addressing sections (4) and (5) of this rule, the exception shall identify and address alternative methods and locations that are potentially reasonable to accommodate the identified transportation need.

(b) Detailed evaluation of such alternatives is not required when an alternative does not meet an identified threshold.

(c) Detailed evaluation of specific alternative methods or locations identified by parties during the local exceptions proceedings is not required unless the parties can specifically describe with supporting facts why such methods or locations can more reasonably accommodate the identified transportation need, taking into consideration the identified thresholds.

(7) To address Goal 2, Part II(c)(3), the exception shall:

(a) Compare the long-term economic, social, environmental and energy consequences of the proposed location and other alternative locations requiring exceptions. The exception shall describe the characteristics of each alternative location considered by the jurisdiction for which an exception might be taken, the typical advantages and disadvantages of using the location for the proposed transportation facility or improvement, and the typical positive and negative consequences resulting from the transportation facility or improvement at the proposed location with measures designed to reduce adverse impacts;

(b) Determine whether the net adverse impacts associated with the proposed exception site, with mitigation measures designed to reduce adverse impacts, are significantly more adverse than the net impacts from other locations which would also require an exception. A proposed exception location would fail to meet this requirement only if the affected local government concludes that the impacts associated with it are significantly more adverse than the other identified exception sites. The exception shall include the reasons why the consequences of the needed transportation facility or improvement at the proposed exception location are not significantly more adverse than would typically result from the same proposal being located in areas requiring a goal exception other than the proposed location. Where the proposed goal exception location is on resource lands subject to Goals 3 or 4, the exception shall include the facts used to determine which resource land is least productive; the ability to sustain resource uses near the proposed use; and the long-term economic impact on the general area caused by irreversible removal of the land from the resource base; and

(c) The evaluation of the consequences of general locations or corridors need not be site-specific, but may be generalized consistent with the requirements of section (3) of this rule. Detailed evaluation of specific alternative locations identified by parties during the local exceptions proceeding is not required unless such locations are specifically described with facts to support the

assertion that the locations have significantly fewer net adverse economic, social, environmental and energy impacts than the proposed exception location.

(8) To address Goal 2, Part II(c)(4), the exception shall:

(a) Describe the adverse effects that the proposed transportation improvement is likely to have on the surrounding rural lands and land uses, including increased traffic and pressure for nonfarm or highway oriented development on areas made more accessible by the transportation improvement;

(b) Demonstrate how the proposed transportation improvement is compatible with other adjacent uses or will be so rendered through measures designed to reduce adverse impacts. Compatible is not intended as an absolute term meaning no interference or adverse impacts of any type with adjacent uses; and

(c) Adopt as part of the exception, facility design and land use measures which minimize accessibility of rural lands from the proposed transportation facility or improvement and support continued rural use of surrounding lands.

(9)(a) Exceptions taken pursuant to this rule shall indicate on a map or otherwise the locations of the proposed transportation facility or improvement and of alternatives identified under subsection (4)(c), sections (5) and (7) of this rule.

(b) Each notice of a public hearing on a proposed exception shall specifically note that a goal exception is proposed and shall summarize the issues in an understandable manner.

(10) An exception taken pursuant to this rule does not authorize uses other than the transportation facilities or improvements justified in the exception.

(a) Modifications to unconstructed transportation facilities or improvements authorized in an exception shall not require a new exception if the modification is located entirely within the corridor approved in the exception.

(b) Modifications to constructed transportation facilities authorized in an exception shall require a new exception, unless the modification is permitted without an exception under OAR 660-012-0065(3)(b)-(f). For purposes of this rule, minor transportation improvements made to a transportation facility or improvement authorized in an exception shall not be considered a modification to a transportation facility or improvement and shall not require a new exception.

(c) Notwithstanding subsections (a) and (b) of this section, the following modifications to transportation facilities or improvements authorized in an exception shall require new goal exceptions:

(A) New intersections or new interchanges on limited access highways or expressways, excluding replacement of an existing intersection with an interchange.

(B) New approach roads located within the influence area of an interchange.

(C) Modifications that change the functional classification of the transportation facility.

(D) Modifications that materially reduce the effectiveness of facility design measures or land use measures adopted pursuant to subsection (8)(c) of this rule to minimize accessibility to rural lands or support continued rural use of surrounding rural lands, unless the area subject to the modification has subsequently been relocated inside an urban growth boundary.

Stat. Auth.: ORS 183 & 197.040

Stats. Implemented: ORS 195.025, 197.040, 197.230, 197.245, 197.712, 197.717, 197.732

Hist.: LCDC 1-1991, f. & cert. ef. 5-8-91; LCDD 3-2004, f. & cert. ef. 5-7-04; LCDD 6-2006, f. 7-13-06, cert. ef. 7-14-06

The official copy of an Oregon Administrative Rule is contained in the Administrative Order filed at the Archives Division, 800 Summer St. NE, Salem, Oregon 97310. Any discrepancies with the published version are satisfied in favor of the Administrative Order. The Oregon Administrative Rules and the Oregon Bulletin are copyrighted by the Oregon Secretary of State. [Terms and Conditions of Use](#)

[Alphabetical Index by Agency Name](#)

[Numerical Index by OAR Chapter Number](#)

[Search the Text of the OARs](#)

[Questions about Administrative Rules?](#)

[Link to the Oregon Revised Statutes \(ORS\)](#)

[Return to Oregon State Archives Home Page](#)

Hood River County  
Planning & Building Services  
831 State Street  
Hood River, OR 97031

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

Priority Mail  
Certified Price



UNITED STATES POSTAGE  
02 1M  
0054234223 APR 02 2010  
MAILED FROM ZIP CODE 97031  
**\$ 04.90<sup>00</sup>**