

GOAL 12 – TRANSPORTATION

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

1. Automobile

a. Policies

- i. Establish a network of arterials, collectors, and local streets that are interconnected, appropriately spaced to meet needs, and minimize out-of-direction travel.
- ii. Provide a county road system that meets the needs for travel between and through the county, recognizing the needs for both local and through travel, with OR 35 and the Hood River Highway (281) as the primary through routes.
- iii. Identify solutions to address the need for westside north-south circulation to accommodate westside growth.

b. Strategies

- i. Accommodate needs for all modes of travel through Transportation Demand Management (TDM) strategies and other measures.
- ii. To improve westside north-south circulation, investigate improvements to the existing road system, construction of a new westside access, TDM measures, and other alternatives.
- iii. Accommodate increased tourist traffic through better access to attractions, improved signage, and other measures.
- iv. Promote strategies that increase average automobile occupancy.

2. Bicycles and Pedestrians

a. Policies

- i. 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.
- ii. 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.
- iii. 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.

- iv. When development or redevelopment of land occurs, provide bike and pedestrian facilities that are consistent with standards and policies of the County TSP.
 - v. Provide connectivity to each area of the County for convenient multi-modal access.
- b. Strategies
- i. Recognize both local and through travel needs in designing bicycle and pedestrian facilities.
 - ii. Improve signing of bikeways, particularly destination signing.
 - iii. Require bikeways along arterials and major collectors.
 - iv. 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.
 - v. Locate and design recreational and bicycle pathways to balance the needs of people with resource protection in identified Natural Resource protection areas.
 - vi. Create alternative routes to specific destinations to avoid conflicts with other modes; provide signage to direct bicyclists to alternative routes.
 - vii. Investigate opportunities to site services, e.g., parking and camping, for cyclists.
 - viii. Investigate alternative funding sources, use of volunteer groups, and other methods for off-highway bikeway maintenance.
 - ix. At a minimum, provide five-foot shoulders to accommodate bicycle use on state highways and local arterial streets, and a minimum 4' shoulder on major collector streets where warranted.
 - x. Provide connections to local bicycle and hiking systems where feasible; provide signage or other means to facilitate access, as appropriate.
 - xi. Improve the safety of pedestrian crossings in rural centers, e.g., AGA and Davis Roads in Odell.
 - xii. Improve signing and lighting of pedestrian crossings in rural centers to improve pedestrian safety.
 - xiii. Develop an interconnected pedestrian system that includes Trail 400, HCRH, and Chinook Trail (loop hiking trail).
 - xiv. Promote strategies that increase the share of bicycle and pedestrian trips as a percentage of all trips.
 - xv. 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.
 - xvi. The construction and maintenance of the Columbia Gorge Trail and other State and Federal hiking, horse, and bicycle trails shall be supported.
 - xvii. Update the Draft Hood River County Bicycle and Pedestrian Plan.

3. **Public Transit**

a. Policy

- i. Promote the increased use of transit as a current and future alternative to automobiles and to serve the needs of the transportation disadvantaged in all areas of the County.

b. Strategies

- i. Ensure the continuity of transit services.
- ii. Investigate the feasibility of transit services to Washington communities to reduce commuting.
- iii. Utilize public transit as a primary means to ensure transportation accessibility for the transportation disadvantaged.
- iv. Incorporate public transit service needs in land use decisions.
- v. Investigate opportunities to provide shuttle services to ski areas.
- vi. Establish a multi-modal transportation center.
- vii. Encourage the Transit District to conduct an education campaign on available transit services.
- viii. Work with public transit providers to develop “Park and Ride” and “Park and Pool” lots and additional bus stops and shelters, as needed.
- ix. Promote strategies that increase the transit trips as a percentage of all trips.
- x. The provision of bus service connecting at least the communities of Parkdale, Mt. Hood and Odell with the City of Hood River shall be encouraged.
- xi. A local service organization or other group should be encouraged to promote carpooling.

4. **Rail Service**

a. Policies

- i. Accommodate the movement of freight and excursion uses on rail.
- ii. Ensure interconnection of rail with other modes.

b. Strategies

- i. Make infrastructure improvements (railroad, streets, utilities, etc.) needed to enhance the investment climate for rail users.
- ii. Upgrade rail crossings in conjunction with other roadway improvements.
- iii. Maintain historic access points across the railroad to the river and to recreation sites. Develop additional formal crossings to allow recreational access to the Columbia River.
- iv. Promote excursion tourism uses on the Union Pacific Railroad (UPRR), with connections to the Washington side of the Gorge.
- v. Explore opportunities for dedicated service to ski areas from Portland via railroad/buses.

- vi. Provide additional signage, flashing lights at railroad crossings, e.g., at Government Rock.
- vii. Investigate opportunities for grade-separated crossings to replace at-grade crossings.
- viii. Explore railbanking opportunities if the Mt. Hood Railroad is closed.
- ix. Consistent with environmental constraints, promote double-tracking of UPRR sections to provide more capacity.
- x. Maintain active rail service to Parkdale for both freight and excursions.
- xi. Target industrial recruitment on rail shippers.
- xii. Promote passenger rail service to Hood River and Cascade Locks.

5. **Truck Freight**

- a. Policy
 - i. Ensure accommodation of truck freight to serve the farming and forestry sectors of the county's economy.
- b. Strategies
 - i. Address conflicts between farm vehicles and autos in the upper valley through signage and increased highway shoulder widths.
 - ii. Improve truck access to industrial sites, including turn and acceleration/deceleration lanes where appropriate.
 - iii. Develop a management plan for truck refuge during I-84 emergency and weather closures.
 - iv. Review and modify if needed, the current hazardous materials response program. Identify potentially unsafe locations (e.g., access/egress points to industrial sites) and develop necessary improvements to accommodate customary freight transport needs.
 - v. Participate in efforts to explore the need for and feasibility of long-term improvement to the bridge between Hood River and White Salmon/Bingen, Washington.

6. **Other Modes (e.g., air service, water transport, pipelines, telecommunications)**

- a. Policies
 - i. Promote transportation modes that reduce the reliance upon automobiles as the primary transportation mode.
 - ii. In order to not preclude future expansion of the airport, new residential and commercial land use that is not airport-related shall be controlled in the Airport Approach Zone "overlay zone."
 - iii. Barge service facilities will be expanded where warranted by industrial needs.
 - iv. Cascade Locks Airport will be maintained as an important emergency landing facility for the Columbia Gorge Area.

- v. Placement of new utility routes on existing transportation rights-of-way will be encouraged.

b. Strategies

- i. Implement land use regulations to protect against land use encroachments adjacent to airports.
- ii. In lieu of developing new airports, protect existing public use airports.
- iii. Investigate means to address conflicts associated with the proximity of private airports to highways, e.g., signage, land use controls, etc.
- iv. Improve access to port facilities.
- v. Identify means to reduce conflicts among commercial and recreational waterway users.
- vi. Accommodate pipelines in highway rights-of-way.
- vii. To the extent feasible, utilize pipeline rights-of-way as bicycle and pedestrian pathways and wildlife corridors.
- viii. Promote telecommunication technologies and programs that reduce vehicle miles traveled.
- ix. Coordinate the installation of fiber optics with highway improvements.
- x. Coordinate with the Department of Transportation to implement the highway improvements listed in the Statewide Transportation Improvement Program (STIP) that are consistent with the Transportation System Plan and comprehensive plan.
- xi. The “Hood River Airport Master Plan, 1977-2000: (Century West Engineering Corporation) shall be used as a guideline when decisions are made regarding land uses in and around the airport.
- xii. The Airport Approach Overlay Zone shall be used to administer land use and height restrictions on lands in the Columbia Gorge Area adjacent to the Cascade Locks Airport and in the area adjacent to the Hood River Airport to comply with Federal Aviation Regulation #77.

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

1. Policies

- a. In lieu of major capacity expansions, strive to maintain existing travel times for both autos and freight through high levels of facility management (acceleration/deceleration lanes, turn refuges, coordinated signals, and access management).
- b. Provide an interconnected network of local streets (alternate routes) in urban and rural community centers as development occurs.

- c. Extensions and improvements of existing roads will be considered as a means to help alleviate high traffic volume areas and mismatched streets.
- d. The alternatives recommended in the Hood River County, Westside Area North-South Feasibility Study will be taken into consideration when developing the County's transportation system (Spanovich-McFarlane and Associates, June, 1982), including the possibility of re-routing Hwy 281 from the west freeway exit to Windmaster Corner.

2. Strategies

- a. Construct additional passing/climbing lanes as appropriate to maintain travel times, e.g., 13th Street in Hood River, Highway 281, OR 35 north of Neal Creek Road and between US 26 and Mt. Hood Meadows.
- b. Investigate improvements to the Highway 35/Highway 281 junction to promote safety and maintain travel times.
- c. Promote use of parallel routes to reduce reliance on state facilities for local trips.
- d. Improve signage to inform travelers of route choices available. Support development of traveler information systems, especially on the Mt. Hood Loop and SR 14.
- e. Develop an intermodal center(s) in the City of Hood River to improve both regional and local intermodal connectivity.
- f. Investigate opportunities and implications of county assumption of Forest Service roads and state highways.
- g. Investigate the need for improvements to reduce congestion and delay at Button Junction.
- h. Investigate the need for improvements to the Highway 35/I-84 interchange. Participate in other studies that are exploring changes to this intersection.
- i. Investigate the need for a left turn lane from Highway 35 to Cooper Spur Road.
- j. Participate in efforts to explore the need for and feasibility of long-term improvement to the bridge between Hood River and White Salmon/Bingen, Washington.
- k. Within the urban growth area of Hood River, implement policies of the City of Hood River regarding local street connectivity as urban development occurs. Policies include:
 - Design local streets to serve local traffic and limit non-neighborhood cut-through traffic.
 - For large developments, require creation of complete blocks bounded by a network of public and private streets.
 - Implement standards for block and cul-de-sac length appropriate for urban areas, as identified in the County development codes.
 - Provide additional pathways for bicycles and pedestrians for large blocks or cul-de-sacs that exceed certain standards as identified in the County development codes.

1. Utilize the City of Hood River’s Local Street Connectivity Plan in identifying locations for future local streets in the Hood River urban growth area, recognizing that proposed locations are conceptual in nature and may be modified based on factors such as topography, geography, demand for growth and services, and other conditions.

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

1. Policies
 - a. Access management and other transportation related land use controls will be used to help protect the rural nature of agricultural lands.
 - b. Industrial collectors shall be developed to provide for direct routes to industrial areas.
 - c. The use of common driveway access from two or more properties onto arterials and collectors shall be encouraged. Additional driveways should be connected to minor collectors and local roads when possible, and connected to arterials only as a last resort.
2. Strategies
 - a. Ensure coordination between the County and the State to effectively implement access management requirements as mandated for state highways in OAR 734-051 and to balance state requirements with the needs of specific land uses and property owners.
 - b. Ensure consistency in street classifications, and speed and access standards with other jurisdictions in the county.
 - c. Consolidate access points in rural centers; encourage creation of shared driveways on state highways, while maintaining existing access to individual properties and land uses where possible.
 - d. Adopt and implement access management standards for collector streets in urban growth areas consistent with those implemented by the cities of Hood River and Cascade Locks.
 - e. Adopt additional access management standards for other roads in the County, as appropriate and needed.
 - f. Achieve mobility standards for state facilities as established in the Oregon Highway Plan and further described in Chapter 3, Section 3.7 of the Transportation System Plan.
 - g. Investigate improvements included in Goal D below to improve traffic safety.
 - h. Develop requirements for special events to effectively manage traffic (e.g., required traffic management plans as part of a special event permitting process).
 - i. Descriptive direction signs should be placed on arterials carrying traffic from freeway interchanges.

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

1. Policies
 - a. Maintain existing facilities as the highest priority for the allocation of resources.
 - b. In laying out future road networks, where possible, roads shall parallel existing lots to avoid division of land under one ownership, unless no feasible alternative exists.
 - c. Performance standards should be considered as a possible means to help regulate commercial and industrial development.
 - d. High capacity road networks shall be developed for expected high growth and high density areas.

2. Strategies
 - a. Preserve the roadway by investing in roadbed and pavement reconstruction as needed to minimize maintenance costs.
 - b. Maintain state roadway surface conditions pursuant to state pavement management system standards.
 - c. Maintain County roadway network Pavement Condition Index at 70 or above.
 - d. Ensure that speed limits are consistent with roadway geometry and other factors used to determine and designate appropriate posted speeds.
 - e. Improve intersections with limited sight distances by realignment and/or other means.
 - f. Target realignment and widening to sections with above average accident rates and to sections with high congestion rates where there is a favorable cost/benefit ratio.
 - g. In the short term, target pavement of substandard shoulders to “easy fix”/low cost areas.
 - h. Review and modify as needed maintenance priorities to focus on key locations, e.g., steep grade entering into Hood River and between Mt. Hood Meadows and the US 26/OR 35 intersection.
 - i. Strengthen enforcement of speed and weight restrictions to extend roadway longevity.
 - j. Upgrade substandard guardrails and shoulders.
 - k. Require mitigation for storm runoff with new developments.
 - l. Address drainage problems including those that affect the function and condition of the roadway (e.g., along Clark Creek section of OR 35 and steep downhill into Hood River); water ponding; lack of drainage systems for older highway sections; and drainage from I-84, US 30 and other state facilities onto private property.
 - m. Explore the use of cooperative agreements between the County and other road jurisdictions as a means to reduce maintenance costs on all agency-maintained roads.

- n. Work with the Gorge Commission, ODOT, and Forest Service to identify additional long-term aggregate sources.
- o. Explore use of a “green street” standard for use on selected roads to reduce stormwater runoff and impervious surfaces.
- p. Investigate long-term solutions to road wash-out problems along Highway 35 between Baseline Road and White River.¹
- q. The State Highway Department should be encouraged to place warning signals at all locations where arterials and collectors cross railways in the County.

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

- 1. Policy
 - a. Identify and implement measures to enhance transportation user safety and reduce accident rates.
- 2. Strategies
 - a. Target improvements to highway sections with above average accident rates based on Safety Priority Index System (SPIS) accident data compiled by ODOT.
 - b. Apply facility management techniques, including access management, to improve safety in congested areas.
 - c. Promote cooperative enforcement among police and sheriff offices and target enforcement activities to high-accident locations.
 - d. Investigate the need for more deer crossing warning signs in upper Hood River Valley.
 - e. Explore the need for larger clear zones to improve ice melt and decrease road kill.
 - f. Investigate the feasibility of signage to indicate lane locations when snow-covered.
 - g. Improve lighting at key locations (e.g., I-84/OR 35 intersection) and maintain delineation (e.g., fog lines, reflector buttons) to be highly visible.
 - h. Install safety barriers, e.g., guard rails, gabions, in high hazard locations to meet highway safety standards.
 - i. Install weather condition monitoring devices at strategic locations.
 - j. Review and modify if needed, the current hazardous materials response program. Identify potentially unsafe locations (e.g., access/egress points to industrial sites) and develop necessary improvements to accommodate customary freight transport needs.
 - k. Address needed safety improvements at OR 35/Odell Highway intersection, e.g., better signage, more downhill turning storage.
 - l. Investigate the need for additional school bus stop signage.

¹ This action is being investigated as part of the Highway 35 Feasibility Study, due to be completed in 2003.

- m. Investigate the need for and feasibility of reducing lateral grades to safe levels on all corners on Highway 35 between Highway 26 and Mt. Hood Meadows.
- n. Encourage ODOT to establish appropriate speed zones on County roads.
- o. All dangerous intersections and curves shall be studied by the Public Works Department and needed improvements recommended.

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

- 1. Policies
 - a. Transportation improvement projects shall avoid impacting identified natural areas, and will seek to rectify previous negative impacts to these resources when possible.
 - b. Transportation improvement projects shall minimize impacting identified scenic areas, and will seek opportunities to rectify previous negative impacts to these resources when possible.
 - c. The adverse effects of transportation on air quality should be minimized.
 - d. Energy efficient and low pollution transportation modes shall be encouraged.
 - e. The roadside stabilization role of living vegetation should be recognized.
- 2. Strategies
 - a. Integrate vegetation management measures into road management and maintenance activities to create and protect scenic vistas, e.g., scenic buffers for timber harvests, and to replace or mitigate for vegetation lost to transportation system projects.
 - b. Limit use of billboards and signs, particularly in scenic areas, consistent with County sign ordinances and related regulations. Investigate alternatives to billboards, e.g., Oregon Tourism Alliance travel information program.
 - c. Identify and construct additional roadside turnoffs at scenic viewpoints.
 - d. As part of transportation projects, implement protection measures for scenic resources identified in the Comprehensive Plan, where practical and feasible.
 - e. Implement recommendations on road improvement and maintenance practices from the Governor’s Salmon Recovery Plan, the Oregon Plan for Salmon and Watersheds, and the Hood River Watershed Action Plan.
 - f. Minimize impacts from the transportation system, particularly local roads connecting to OR 35, on wildlife migration routes.
 - g. Work with state, federal and local agencies and groups to reduce visual, air and noise pollution impacts related to Interstate 84.
 - h. Promote more energy-efficient freight movement by rail and water.
 - i. Promote the use of alternative fuels.

- j. Design roadway improvements and new facilities to minimize surface runoff and pollutants.
- k. Identify solutions to resolve existing drainage problems.
- l. Improve the collection of sand and gravel from roadways to avoid/minimize impacts to water courses.
- m. Encourage and implement standards for road construction that minimize pavement width, consistent with other goals and policies related to safety and bicycle and pedestrian mobility.
- n. Investigate use of natural drainage facilities in developing/constructing transportation facilities.
- o. Encourage undergrounding of utilities, where feasible and appropriate.
- p. Minimize noise impacts through enforcement of current County noise ordinances and consideration of other measures (e.g., sound walls).
- q. Transportation systems should be planned to utilize existing facilities and rights-of-way provided that such use is consistent with the environmental and energy policies of the State.
- r. The State shall be encouraged to provide litter cans on all State-funded highways.

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

- 1. Policies
 - a. Encourage efficient transportation services that reduce vehicle miles traveled and promote a live/work balance, e.g., increased densities, infill and clustered development, mixed uses, maximum parking ratios, and circulation systems that reduce out-of-direction travel.
 - b. Design transportation system improvements to preserve community livability and to avoid, minimize or eliminate impacts to sensitive cultural resources and other community resources.
 - c. Ensure that land use regulations support the provision of efficient transportation services.
 - d. Major transportation facilities shall avoid dividing existing economic farm units unless no feasible alternatives exist.
 - e. Additional transportation facilities that would detract from the County's scenic beauty should not be constructed.
 - f. Recreational opportunities should be served by public transportation.
 - g. All area-wide transportation studies and plans should conform with the County's comprehensive plan.
 - h. Historical roads should be revitalized for recreational use and historic preservation.
- 2. Strategies
 - a. Integrate transportation system improvements identified through rural community planning efforts into the county Transportation System Plan.

- b. Promote cooperation between ODOT and local governments in planning and project development.
- c. Utilize access management to limit the impacts of new development on highway congestion.
- d. Work with ODOT to ensure that the needs and input of local property owners in the County are balanced with mobility objectives and state requirements in approving or controlling access to properties located adjacent to state highways.
- e. Maintain standards for setbacks adjacent to state rights-of-way.
- f. Take advantage of multi-modal capabilities/capacities to promote development that is not solely auto/truck dependent.
- g. Encourage building siting and design to reduce noise and visual impacts from adjacent transportation facilities.
- h. Encourage compact development patterns in urban areas to reduce infrastructure needs and miles traveled.
- i. Consider the findings of ODOT's draft Environmental Impact Statements and Environmental Assessments as integral parts of the land use decision-making procedures.
- j. Transportation systems should be planned to utilize existing facilities and rights-of-way provided that such use is consistent with the social or land use policies of the State.
- k. The County Planning Commission shall review all local and regional transportation plans to ensure compliance with the Comprehensive Plan.
- l. The Public Works Department, Planning Department and interested citizens shall design a plan to improve traffic circulation, parking, and pedestrian safety in Odell.
- m. Additional interpretive signs should be provided at rest areas, turnouts and the Old Dalles-Sandy Wagon Road to give travelers a better understanding of the Gorge's geological and cultural characteristics.

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

- 1. Policies
 - a. Recognize Regional Strategies for important County industries such as agriculture, developed and other recreation, tourism and software.
 - b. Grant high priority to projects that promote efficient transportation system connections to existing and planned industrial and commercial sites.
 - c. Improve convenient access to a variety of recreational opportunities.
- 2. Strategies
 - a. Promote I-84/OR 35 as an alternative route from Portland to Mt. Hood recreation areas. Specific strategies could include signage on I-84 near Troutdale and Hood River identifying OR 35 as an alternative route.
 - b. Provide connections to recreational trails.

- c. Promote the marketing of the Mt. Hood Loop, the “Fruit Loop” and other tour routes within the County.
- d. Promote bicycle-related tourism and recreation.
- e. Promote excursions, water, and year-round recreation uses.
- f. Support projects identified through the Regional Strategies Program and other economic development activities through appropriate transportation system improvements.
- g. In coordination with ODOT and the Forest Service, provide adequate snow-parks to meet recreation demand.
- h. Participate in efforts to explore the need for and feasibility of long-term improvement to the bridge between Hood River and White Salmon/Bingen, Washington.
- i. Transportation systems should be planned to utilize existing facilities and rights-of-way provided that such use is consistent with the economic policies of the State.

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

- 1. Policies
 - a. Identify sources and strategies to fund needed transportation system improvements.
 - b. The transportation system shall provide facilities and services at the least possible cost to the community and the environment, as long as it does not conflict with other goals.
- 2. Strategies
 - a. Allocate resources to highway and roadway projects according to the following priorities:
 - i. Maintenance of the existing facility to ensure that it remains safe and functional, e.g., fixing potholes;
 - ii. Preservation of the roadway by investing in roadbed and pavement as needed to minimize maintenance costs;
 - iii. Safety improvements;
 - iv. Managing the existing system to maximize capacity/operation; and
 - v. Capacity improvements.
 - b. Investigate alternative mechanisms to finance transportation system improvements, e.g., public/private partnerships, tollways, road maintenance improvement districts, systems development charges, etc.
 - c. County Planning and Public Works shall establish a Capital Improvements Program (CIP) to implement the Transportation System Plan.

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

1. Policies
 - a. Provide for an adequate system of local roads and streets for access and circulation within the interchange areas that minimizes local traffic through the interchanges and on the interchange cross roads.
 - b. Provide safe and efficient operations between the connecting roadways (and the local street network, if applicable) within adopted IAMP management areas in the UGA.
 - c. Ensure that changes to the planned land use system are consistent with the preservation of the long-term transportation function of the interchange and the associated local street system.
 - d. Recognize the importance of the interchange function to support the County's economic development goals and plans, including providing access to family wage jobs in the downtown, at the waterfront, and in west Hood River.
 - e. Partner with ODOT to ensure that system capacity for regional through trips and the timeliness of freight movements are considered when developing and implementing transportation plans and projects on Hood River area freight routes.
 - f. Support the design of the Historic Highway that provides a distinctive roadway character that is consistent with the goal to preserve the identity of that transportation corridor.
 - g. Working in conjunction with ODOT, help ensure that the functional capacity and safety of I-84 interchanges in Hood River are preserved and that sufficient revenue is generated to finance necessary improvements.
 - h. Support the design of the Historic Highway in the vicinity of Exit 62 as a gateway into the City of Hood River.
 - i. Partner with ODOT to ensure that planned improvements to the local roadway system are consistent with the proposed improvements to Exit 62, and also that those local system improvements enhance safety and reduce turning conflicts in the vicinity of the interchange.
 - j. Support safe bicycle and pedestrian facilities in the vicinity of Exit 62 that provide connectivity throughout the area and to destinations along the proposed Historic Columbia River Highway State Trail and the Hood River Valley.
 - k. Recognize the strategic importance of Exit 63 as an essential transportation facility that provides access to two major employment districts, Downtown Hood River and the Waterfront, and plays a critical role in the vitality of these two regional employment areas.
 - l. Support construction of safe and efficient bicycle and pedestrian facilities in the vicinity of Exit 63 that encourage employees to travel to work via alternative modes of transportation and to provide opportunities for

residents and visitors alike to access recreational opportunities along the Columbia River.

- m. Recognize the vital role Exit 64 has in providing regional connectivity between destinations in Hood River County and the rest of the state, via I-84, and in Washington State via OR 35.
- n. Support safe bicycle and pedestrian facilities in the vicinity of Exit 64 that provide recreational access to the Columbia River and to the Historic Columbia River Highway State Trail.

2. Strategies

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