GOAL 12 - TRANSPORTATION

A. Introduction:

Transportation facilities have far-reaching effects on our economy, land-use patterns, air quality, and the way of life of our society. A transportation system of a region is ideally a mix of transportation modes: automobile, truck, air, rail, mass-transit, boat, pedestrian and bicycle.

B. General:

The major modes of transportation in the Central Valley area are at present auto, trucks and rail. The County relies on commercial bus transportation by way of Hood River, with connections at Portland and The Dalles.

The role of transportation has had a major effect on the shaping of the City of Hood River and the Westside area. The original settlement was located on the shores of the Columbia River, which at that time, was the only major thoroughfare leading in or out of the area. From that point, Hood River grew to the south and west followed by, and in some cases preceded by, the road network. Very little growth occurred to the east because of the access problem created by the placement of the Hood River. As the town grew, it became evident that certain streets were being used as arterials. Along these arterials commercial districts grew. Both the Central Business District (CBD) and the Heights commercial district can be seen as examples of commercial centers developing along main arterials.

Once the bluff was breached and the Heights area reached, the road network took on a more geometric shape as the flatter terrain lended itself to straighter roads. Frequently, however, in the Heights area, roads followed property lines so as not to cut through orchards. The results have been many right angle turns in the Westside area roads.

One unique aspect of the Columbia Gorge is that it is not only one of the Pacific Northwest's outstanding scenic showplaces, it also serves as one of the region's major transportation corridors. The I-84 freeway is the most traveled east/west route for interstate traffic in the State. About 11,100 trucks and automobiles use the freeway each day (1977 State Highway Department statistic). An unknown number of bicyclists and hitchhikers also utilize the roadway. Two dozen freight and passenger trains travel along the Gorge daily. Freight and recreational boats use the river as a thoroughfare.

Ideally, a transportation system should be well-balanced with a number of alternative modes and means available. Presently this is not the case in Hood River. A well-balanced system might include automobile and truck networks, an airport, a mass-transit or public transportation system, pedestrian and bicycle pathways, railroad service and inter-city bus service. Hood River's transportation system relies almost exclusively on the automobile and truck. True, there is an airport and a railroad station, but the airport serves only private and charter customers and the railroad station has been closed to

passenger traffic since 1971. Hood River offers few alternatives to those who either choose not to drive or are unable to do so.

It is important to create and sustain a transportation system which is both consistent with proper land use, and compatible with the adjacent surroundings. The system should, where possible, enhance the surrounding environment, rather than degrade it with excessive noise and visual and air pollution.

C. Road Systems:

The development of a street system designed to reduce present congestion and to make room for future traffic increases without major changes in the City's character is complicated by three factors: (1) the crowding of the City into the corner created by the Columbia and Hood Rivers, (2) the steep slope running east and west through the city, and (3) the mismatching of north-south streets at May Street. East-west travel is limited by two of the three factors mentioned above. The steep slope has crowded the CBD and the major industrial area with their attendant high traffic generation into the northeast corner of the City. Access from the east is limited by the necessity of bridging the Hood River at State Street. As a result of the restricted eastern access coupled with a smaller number of east side travel destinations, the major portion of the traffic from the northeast corner of the City must travel west to the first point where it can conveniently climb the steep grade to the Heights. A major load of traffic is therefore placed on the 9th-Eugene-12th Street and the 13th-12th Street routes. Traffic directed toward the CBD from the Heights also must use those routes. In addition to the factors hindering east-west traffic, north-south traffic must cope with the jogs in street alignments found along May Street. The result is an increase in the number of required turning movements and impairment of traffic flows.

Primary and secondary arterials provide a network for high volume traffic, frequently on State roads, such as Highways 35 and 281. Both connect the City of Hood River with the middle and upper valleys. State Highway 35 (Mt. Hood Highway) runs north and south along the east side of the Hood River Valley. It is generally used by through traffic traveling north and south as it is broader and straighter than Highway 281, the area's other north-south highway. The Mt. Hood Highway connects such industry to the lower valley as lumber mills, fruit warehouses, and winter recreation areas including Mt. Hood Meadows and Cooper Spur. Highway 281, also known as the Dee Highway, runs through the Heights on Tucker Road and connects the lower and upper valleys. It has a higher traffic volume because of contingent commercial and residential areas than does Highway 35. Highway 281 also carries recreation traffic to Lost Lake and other parts of the Mt. Hood National Forest. The collector system is made up of a network of major streets which carry traffic from the residential, commercial, and industrial areas to the arterials. In simple terms these streets "collect" traffic and deposit it on the main thoroughfares. Below the collector network in the road system, are the minor streets and roads. The main purpose of these minor streets and roads is to facilitate intra-neighborhood movement.

Highway 35 is the primary arterial in the Central Valley area. It runs north and south along the east side of the Hood River Valley. It is used generally by through traffic traveling north and south due to the fact it is broader and straighter than Highway 281 (the Dee Highway), the other north-south highway in the Valley. Highway 35 (the Mt. Hood Highway) connects lumber mill and fruit warehouse and processing industries of the upper valley with the City of Hood River and radiating transportation facilities from Hood River. It also provides access to campgrounds and winter recreation areas such as Mt. Hood Meadows and Cooper Spur. The Dee Highway provides access to Lost Lake and other areas of the Mt. Hood National Forest, and connects the western part of the Hood River Valley with commercial, industrial, and residential uses within and around the City of Hood River. Highway 282 (the Odell Highway) connects the Dee Highway with Odell. Highways 35, 281 and 282 are in parts narrow, heavily traveled, and full of curves. There are a number of collectors that connect Highways 35 and 281.

Daily traffic counts on the major roads in the Central Valley are as follows (1976 figures). Highway 35: 2,600 at 0.1 mile north of Dethman Ridge Drive Jct.; 2,300 at 0.1 mile south of Dethman Ridge Drive jct.; 2,200 at 0.1 mile north of Davis Drive jct.; 1,800 at 0.1 mile south of Davis Drive jct.; 1,900 at 0.1 mile south of Central Vale Drive jct.; 2,000 at 0.1 mile north of Woodworth Drive jct.; 760 at 0.1 mile south of Cooper Spur Road jct. (location of Community of Mt. Hood). Highway 281 (Dee Highway): 1,800 at 0.1 mile west of Highway 282 jct.; 2,300 at 0.1 mile west of Summit Drive jct.; 1,650 at 0.1 mile south of Lost Lake Road jct.; 1,400 at 0.5 mile south of Woodworth Drive jct. Highway 282 (Odell Highway): Daily traffic counts range between 1,800 – 2,700 throughout the length of this highway.

The daily traffic counts for some of the collectors in the County range between the following numbers (1976 figures). Eastside Road: 300 to 380; Dethman Ridge Road: 560 to 750; Summit Drive: 700 to 910; Wy'east Road: 280 to 520; Lost Lake Road: 230 to 1,050; Trout Creek Ridge Road: 180 to 350; Woodworth Drive: 440 to 480; Cooper Spur Road: 930 to 1,000.

Discussions with the County Public Works Department indicate that no arterials or collectors in the Central Valley area are approaching their design capacity.

Interstate 84, the only arterial in the Columbia Gorge area, is maintained and administered by the Oregon Department of Transportation, State Highway Division under the guidelines of the Federal Department of Transportation. There are no plans for any major alteration of the freeway, although the Federal Department of Transportation does plan to change the name of the freeway to I-84. Following is a table which measures the freeway's use at various points within the Columbia Gorge area.

TABLE 1
AVERAGE VEHICLES PER DAY 1979

Mile Post indicates distance from Pacific Highway Interstate 5 in Portland

MILEPOST	LOCATION	VEHICLES PER DAY
43.36	0.30 mile west of West Cascade Locks Interchange	11,700
43.86	0.20 mile east of West Cascade Locks Interchange	9,500
45.45	0.40 mile east of East Cascade Locks Interchange	10,800
47.61	0.30 mile east of Herman Creek Interchange	11,100
51.29	0.30 mile east of Wyeth Interchange	11,100
56.34	0.30 mile east of Viento Interchange	11,200
62.85	West city limits of Hood River, 1.07 miles west of 2nd Street Interchange	10,900

The freeway system, I-84, stretching along the Columbia River expedites inter-city and inter-regional movement. It runs east and west along the Columbia River shoreline. Hood River has three exits from the interstate freeway. The interchanges include that located at Westcliff Drive; the City Center exit, which carries traffic to the CBD; and a third exit which carries traffic south to Highway 35 and north to the Hood River Village commercial area.

There is only one local road in the Columbia Gorge. The County maintains Old Military Road (Herman Creek Road). It receives very small amounts of residential and recreational traffic. The right-of-way is wide enough to accommodate a substantial increase in use if in demand. The United States Forest Service owns a few fire roads throughout the area. Though their primary purpose is to provide fire fighters with access to forest lands, they are also used for recreational purposes. There are numerous parcels of land in the Columbia Gorge area which are "landlocked", that is, without road access to them. Because Interstate 84 is a limited access roadway, it is unlikely that this problem will be alleviated.

See Index to Transportation Plan Maps and MAPS #1, 2 and 3 which show transportation Plan Maps for the County.

D. Roadway Definitions:

Some standard definitions are helpful in discussing any road system.

1. Freeway: (National System of Interstate and Defense Highways) The designed function is the connection of major population centers and-the facilitation of quick traffic movement between them.

2. Arterial Roads and Streets:

   a. A State road or major street or road that is designed for high-traffic volume and high speeds and that connects regions or distributes traffic from one land-use or traffic generating area to another.

   b. New arterials will be developed with controlled access. Development along both new and existing arterials will be encouraged to cluster around common access points in order to maintain the traffic capacity of these routes.

   c. Parking along arterial streets will be limited in order to reduce congestion and conflict points. Each development will provide sufficient off-street parking space to accommodate its parking demand. Standards for off-street parking are established in the zoning regulations.

3. Collector Roads and Streets: Streets leading onto arterials, and those main streets used for traffic movement within residential, commercial and industrial areas. Collectors are primarily used for collecting traffic from access streets and channeling it onto arterials. A secondary purpose is to provide access to abutting properties.

4. Local Roads and Streets:

   a. (Also known as access street or road.) A road or street that provides access to abutting properties. Travel distances are relatively short, and speeds are generally slow.

   b. The design of local roads and streets will discourage their use by through traffic. Minor roads and streets should be relatively short and generally narrower than collector roads and streets. In built-up areas, loops, cul-de-sacs, and "T" intersections are favored to discourage unnecessary traffic.

5. Industrial Collectors: Well-designed, and specifically paved for industrial traffic, and well-maintained roads. These roads channel industrial traffic directly onto the industrial area without penetrating the CBD. They are designed to separate industrial traffic from non-industrial uses.

6. One-Way Couplet: A divided arterial (two streets running in opposite directions) generally located in a high volume, congested area.

E. Transportation and the Economy:

The City of Hood River is the transportation center for the entire Hood River County. This has been a major contributing factor to its growth. The County's major industries, fruit growing and processing and timber products, rely heavily on the transport of their

goods. Both industries depend on trucks more than any other mode, particularly in the short run. The economics of railroad transport frequently win out in the long run hauls, however. The manufacture of forest products is dependent on harvesting equipment, transferring logs to mills, and the transfer of lumber or plywood to other locations for further use and processing. The fruit industry depends on processing and shipment of fruit within the valley and to locations outside the valley.

The lumber mills in the Central Valley are located in Dee, Odell and Highway 35. All are adjacent to railroad or highway transportation facilities. The fruit industry in times past relied primarily on rail transport for the shipping of the fruit. In more recent times, there has been a shift to emphasis on truck transport. The reasons for the shift include the reluctance of railroads to handle perishable freight, and the fact that trucks can drive directly to wholesalers in city destinations without having to transfer cargoes. It costs the fruit industry additional money each time cargoes have to be shifted from one mode of transportation to another. A new development for the fruit industry is the recent heavy use of air freight. Cherries are now shipped to the Portland airport for air shipment to Japan.

Although rail freight is now a reduced proportion of the total freight transported in the County, rail nevertheless remains an important component of the overall transportation system from the viewpoint of the economy. The Mt. Hood Railroad, recently acquired by Union Pacific Railroad, serves the fruit storage and processing plants in the valley, and the lumber mill and hardwood plant at Odell and Dee respectively.

F. Transportation Needs:

The Citizen Advisory Group agreed to a draft policy calling for the provision of a Class III Bikeway (i.e., a shoulder wide enough to safely accommodate bicycles) along State Highways 35 and 281. When Highway 35 is straightened and widened during the next five years, the need for provision of a shoulder for bicyclists should be met. The State Highway Department has plans for the provision of a bikeway-pedestrian walkway extending on the east side of the Odell Highway north from the town Odell one quarter mile (with an additional quarter mile-long extension possible along the north side of the Odell Highway from Mud Alley westward). These plans may materialize if negotiations with Diamond Fruit Company are successful in providing an additional 15' wide right-of-way that is necessary for the bikeway. If built, the bikeway should make it safer for children and other bikers and pedestrians using this stretch of road. Funding for bikeways comes from State gasoline taxes. According to State Statutes, bicycle trails and footpaths must be established wherever a highway, road, or street is being constructed or relocated. Additional needs in the Central Valley area might include improving the safety facilities at all the railroad crossings on the Dee Highway and possibly at other locations. Under present budgeting priorities of the State Highway Division, it is unlikely railroad crossing warning signals will be installed in the near future. Dangerous intersections and stretches of road include the Pine Grove road junction, the railroad crossing on Ehrck Hill Drive, the junction of Dethman Ridge Drive and the Odell Highway, the curve on Summit Drive just east of the junction of Summit Drive and the

Dee Highway, the junction of Lost Lake Road and the Dee Highway, and the curve on Woodworth Drive southwest of the bridge over the East Fork of the Hood River. Traffic circulation in Odell needs improvement. The present parking arrangement makes traffic congested and dangerous in Odell. Angle parking might be a partial improvement. The hazards associated with the curves on Highway 35 between Odell and the Upper Valley should be alleviated by the highway construction now being carried out by the State Highway Department. If money is available and plans remain on schedule, the reconstruction of Highway 35 all the way from Odell to the Community of Mt. Hood should be completed in five years. The 1973 County Comprehensive Plan called for an extension and improvement of Baldwin Creek Drive. Plans called for it to be extended along the north bank of the East Fork Hood River to serve as a connecting road between Highways 35 and 281. It will be up to the Citizen Advisory Groups to evaluate the list of transportation-related needs in the County and make recommendations in the policies for the Comprehensive Plan.

The above information, conclusions and observations regarding the Columbia Gorge indicate that because I-84 has limited access new access roads are needed from highway interchanges to these parcels.

The Senior Citizen Blue Angel Bus Service provides one scheduled weekly run to Cascade Locks and can stop in the Columbia Gorge area if special arrangements are made. The Senior Citizen's station wagon, operated by Senior Citizen, Inc., in Hood River provides "on call" service to areas in the Hood River City Limits only and would not service the Columbia Gorge area. Neither of these vehicles have special vehicles for the handicapped. There was no indication from personnel at the Senior Citizen Center that additional service was needed. There is currently no other form of mass transit that makes stops in the Columbia Gorge unit. Both Amtrak and Greyhound pass through to stops in Cascade Locks and Hood River. The Transportation Plan done by Mid-Columbia Economic Development District (October, 1975) indicates that the entire Mid-Columbia area is deficient in bicycle paths (page 48). It also mentions that from Mosier west the bicycle traffic cannot be accommodated along I-84 or the remaining portion of the old highway. Trails in the Columbia Gorge are suitable for pedestrians and horses only and are not suitable for bicycles. Transportation facilities for the transportation disadvantaged, other than senior citizens are quite limited in the Columbia Gorge area. One taxi operates out of Hood River that would provide service to this area at a high cost compared to other transportation modes. Because development is very limited in the Gorge area, the need for additional forms of mass transit for the transportation dis-advantaged is minimal.

The FES page 72-74 indicates that traffic on the major highways in the Mt. Hood area are at volumes less than the designated capacity. The Mt. Hood Plan, page 22, states that the current road system is adequate. Some upgrading should occur, primarily to provide adequate parking which has been a problem in Parkdale. The buildings are generally located too close to the road to allow for provision of adequate parking. As the need increases, off-street parking lots will have to be established.

No need has been established for an extensive system of mass transit in the Mt. Hood Unit, either south to the ski areas, or north to Hood River. The area is served by the Blue Angel bus (once a week) and the Senior Citizen station wagon (on call). There are no established bicycle routes in the area, and due to the steep topography of some of this area, particularly north to Hood River and Odell, it is unlikely that the bicycle will be used as an alternative to the automobile .

Facilities for transportation disadvantaged other than senior citizens is limited in the Mt. Hood area also. Generally the area is too sparsely settled to warrant a need for additional mass transit facilities.

G. River:

Boat traffic is commonplace on the Columbia River. During 1978, 14,000 boats traveled through the Bonneville Dam locks just west of the area (U.S. Department of the Army Corps of Engineers, Report of Commerce for Willamette, Columbia and Snake Rivers, 1978). Nearly all of these boats floated in at least a portion of the Columbia Gorge area.

Commercial river vehicles greatly outnumber recreational crafts. About 13,400 commercial towboats, barges, and log rafts passed through the locks in 1978, compared to only 543 pleasure crafts. Petroleum products and fertilizer are the chief freight shipped upstream. Rafted logs and grain make up the bulk of the downstream loads.[1]

The United States Army Corps of Engineers maintains the river channel and regulates the locks. They identify no problems with the Columbia Gorge's water corridor. The river will be raised in 1981 by the new Bonneville powerhouse. This will have no significant affect on the channel's ability to accommodate river travel on the Columbia River (Corps of Engineers, 8/3/79).

Barge service is also available and there are docking facilities at the Hood River Port Marina for pleasure and boat traffic.

H. Bicycle and Pedestrian:

Few bicycle and pedestrian paths are presently maintained within the community. However, there are sidewalks within the city limits which are designed to handle pedestrian traffic. Bicycle use within and around the city is continuing to grow due to the residents' greater energy-consciousness, health benefits, and the availability of bicycles. However, because of steep slopes, wind, and precipitation, bicycle use will probably not grow as much as would be expected for a town this size. To meet the need, and to encourage additional bicycle use, the State has provided that one percent (1%) of the monies returned to cities and counties from the State gasoline tax will be used for the construction of bikeways and related items.

[1] U.S. Department of the Army Corps of Engineers, Report of Commerce for Willamette, Columbia and Snake Rivers, 1978.

Bikeways can be separated into three different classes, all of which have their own standards and costs. Class 1 bikeways are separated from motorized traffic and are used by both pedestrians and bicyclists. This class of bikeway is the safest for all concerned, but also requires the greatest cost for easements and construction.

Class 2 bikeways are adjacent to motorized traffic, but a physically separate land (separate by an extended curb) is provided. Cists and level of safety are somewhat less than Class 1 bikeways.

Class 3 bikeways share the roadway with motorized vehicles. Routes are usually designated by signs, stripes or other visual markings. Costs and level of safety are the lowest of any bikeways.

Most of the Hood River area's bikeways are Class 3 with most of these being provided on a State Highway (Highway 35). Some parks and school areas provide Class 1 bikeways, as is the case with Jackson Park. There is, however, no inter-connected bikeway which runs through the City or to the schools.

I. Bus Service:

The Greyhound Bus System provides inter-city service to the City of Hood River/Westside area with five trips to Portland daily. It also runs daily to eastern cities. There is no scheduled local city bus service and due to the high cost of initiating a mass-transit or public transportation system, the development of such would not be economically feasible at this time. However, this alternative to the automobile should be kept in reserve for consideration at such time maintained through donations and revenue sharing. The school district provides transportation for students to their respective schools. One taxi service is employed in the Hood River community.

Bus transportation in the Central Valley area is limited. Other than school bus service and the Blue Angel Bus, there is no scheduled bus service in the upper valley at present. The LCDC Transportation Goal, among other things, calls for the accommodation of the needs of the transportation disadvantaged. The Blue Angel Bus partially fulfills this goal. The Blue Angel Bus offers service to those over 55 years in age. It runs between the communities of Parkdale, Mt. Hood and Hood River on Thursdays; and provides service between Odell and Hood River on Fridays. The Blue Angel Bus is funded in part by the County and in part by donations. The Hood River Seniors Station Wagon Service provides transportation for seniors in emergencies.

In view of the LCDC Transportation Goal and the draft policy agreed to by the Citizen Advisory Group earlier in the summer calling for the encouragement of bus service connecting at least the communities of Parkdale, Mt. Hood and Odell with the City of Hood River, bus service in addition to that provided by the Blue Angel Bus is needed. One option is to establish a Public Transportation District. This is a separate local government with taxing powers. A move to create such a district in the Mid-Columbia area was voted down in the May, 1974 election. Jackson County in southern Oregon,

recently passed a similar measure. Another option to provide bus service is to have local government support a bus service that carries a ridership not limited to seniors and children.

J. Rail:

In 1882 the Oregon Railroad and Navigation Company completed the first railway line to run along the Columbia River. The line was, and still is, used for both freight and passenger service. Union Pacific now owns the rail line. They recently completed an improvement project which upgraded the line above Amtrak and Federal Railroad Administration standards. The Company says there are no problems with the line and has no future plans in the making (Union Pacific Railroad, July 3, 1979).

Freight rail service is provided by the Union Pacific Railroad which travels along the Columbia River shoreline, and the Mt. Hood Railroad which runs from the upper valley to the lower valley. The Mt. Hood Railroad generally provides inter-regional freight service while the Union Pacific provides inter-regional service. Beginning in the spring of 1977, Amtrack will provide passenger rail service to Hood River. Trips will be limited, however, to one both east and west per day.

Amtrack and Greyhound both offer public transportation through the Columbia Gorge, but neither stop in the area. Though passenger train service is infrequent (one trip each direction per day), buses operate five times daily in each direction. The Amtrak train is currently operating on a temporary basis, and may be discontinued in a few years. Greyhound has no future plans beyond their current service.

K. Air:

The Hood River County Airport, operated by the Hood River Port District, is available to chartered and private aircraft only. the forest and fruit industries are presently the biggest users. The Port of Hood River is now working on a master plan for the airport. The intent is to expand the present facilities. Other than personal-use airstrips, there are no aircraft facilities in the Central Valley area. There is no scheduled air service in Hood River County.

The Cascade Locks State Airport is located approximately 1½ miles west of the Columbia Gorge Area Boundary within the Cascade Locks UGB. Maps #4 and 5 show the location in reference to the Columbia Gorge area. It serves as an important emergency landing strip for the Columbia Gorge area. The Cascade Locks State Airport is in the Cascade Locks Urban Growth Boundary and portions are in the City Limits. The Cascade Locks Plan has been acknowledged, consequently when the City updates their plan they are responsible for including the specific location of the airport in their plan. Maps #4 and 5 show in general the location of the airport. When the County's Plan Map is completed, it will show in general the location. The Cascade Locks State airport serves as an important emergency landing strip for the Columbia Gorge area.

The Hood River Airport Master Plan, 1977-2000 (Century West Engineering Corporation) details plans for development and expansion of the Hood River Airport (see Map #6). Included in the Plan are buffer areas of low density farm use to the east and west of the runways. These areas are designated "Farm" in the City/Westside Plan. The Airport Master Plan recommends that an "Airport Overlay Zone" be developed and applied to these areas that would "restrict conditional and other uses allowed by the underlying EFU Zone to those compatible to the airport operation. In general, this would exclude housing and public and commercial uses which attract numbers of people."[2] Discussion on the compatibility of surrounding uses is given on page 20 of the Airport Master Plan Summary Document. Generally the Plan indicates that although there are some conflicting uses such as residences to the south and commercial uses to the west, the costs of purchasing the property and relocating the uses would be too great. It states that farm use zoning and height restrictions around the airport will guard against incompatible uses.

The County has prepared an "Airport Approach Overlay Zone" to be applied to areas adjacent to both Hood River and Cascade Locks Airports. The purpose of the overlay zone is to place height and other restrictions on these areas in conformance with FAR Part 77.

L. Additional Policies/Ordinance Changes:

Additional research necessary to meet the requirements of the LCDC resulted in the following additional policies, strategies, etc.:

1. 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 around the airport.

2. Needs of the transportation disadvantaged shall be met by encouraging alternative modes of transportation in all areas of the County.

3. Cascade Locks Airport will be maintained as an important emergency landing facility for the Columbia Gorge area.

4. Adopt the "Airport Approach Overlay Zone" as part of the County Zoning Ordinance.

5. Recommend that when the City of Cascade Locks updates their Comprehensive Plan, they indicate relocation of the Cascade Locks State Airport and also consider applying the Airport Height Combining Zone to the Cascade Locks State Airport in the UGA and City Limits.

6. Amend Section 55.50 of the Zoning Ordinance as follows:

[2] Century West Engineering Corporation, "Hood River Airport Master Plan, 1977-2000", page 46.

"The following types of structures or structural parts are not subject to the building height limitation of this ordinance, except for those within the "Airport Approach Overlay Zone", excluding those structures necessary to airport operation: chimneys, tanks, church spires, belfries, domes, monuments, fire and hose towers, elevator shafts, transmission towers, smokestacks, flagpoles, radio or television towers or other similar projections."

M. Conclusions and Observations: Findings:

l. The City of Hood River/Westside and Central Valley areas do not have a well-balanced transportation system.

2. The LCDC Transportation Goal calls for not placing principal reliance upon any one mode of transportation, minimizing adverse social, economic, and environmental impacts and costs, conserving energy and meeting the needs of the transportation disadvantaged.

3. The County is dependent on rail, truck and air (via Portland International Airport) for the export of its agricultural, wood products and other commodities.

4. The Columbia Gorge area serves as one of the Pacific Northwest's most important transportation corridors.

5. Steep ground running east and west through the City of Hood River is a major deterrent to smooth traffic flow.

6. The mismatching of streets causes an increase in the number of required turns and interrupts the smooth flow of traffic, frequently causing congestion.

7. Access is limited to the east because of the location of the Hood River.

8. The new approach bridge, from I-84 onto Highway 35 has decreased to some extent the traffic using the State Street bridge, and has created a safer and more direct access to Highway 35 and to the Hood River Village commercial area.

9. The intersection of Highway 35 and I-84 is not developed to accommodate or encourage tourist traffic to visit the upper valley and the resort areas in the Mt. Hood National Forest.

10. The linear or strip development pattern has caused high traffic volumes on 12th Street/Tucker Road.

11. Strip commercial development increases the number and length of trips needed for shopping, is difficult to serve with a public transportation system, and increases the chance of traffic accidents occurring.

12. High traffic volume is generated by retail establishments which encourages new retail establishments, which in turn generate additional traffic.

13. Turning on and off 12th Street/Tucker Road to and from retail establishments is time consuming, interrupts the traffic flow, and is frequently dangerous.

14. If 12th Street on the Heights was redesignated as a one-way street between May and Belmont Streets (with 13th Street carrying traffic the opposite direction) the present congestion would be lessened to a great degree. Also, the street would be able to handle higher volumes of traffic.

15. There is a lack of adequate circulation routes through the City to the Central Business District and the freeway.

16. A circumferential highway is needed to provide a close-in loop around the heavily urbanized area. With such a route, traffic headed for the valley beyond the city and traffic headed from the upper valley to I-84 would not have to traverse the Heights commercial area. This in turn would help to reduce the high traffic volumes associated with 12th Street on the Heights.

17. All traffic traveling from the lower valley to the upper valley must use either Highway 35 on the east side or Highway 281 through the Heights area.

18. There is a need for an industrial collector to help re-route industrial traffic around the Central Business District.

19. Potential high density development along Elliot Road and Pacific Avenue would generate more traffic in that area causing an additional strain on the already overcrowded Tucker Road.

20. Because of the anticipated development of the Pacific Avenue-Elliot Road area, a collector loop should be designed to serve the area.

21. Parking within the Central Business District is limited. This problem could be alleviated with the installation of a one-stop, centralized parking area within or contingent to the CBD.

22. Limited off-street loading due to the lack of alleys exists in the CBD .

23. The traffic control lights system on the arterial running through the CBD (Oak Street) is limited to but three cautionary lights. One is located at the intersection of 2nd and Oak Streets, one at the intersection of 9th and Oak Streets and the other is at the intersection of 13th and Oak Streets. As the area grows and pedestrian and vehicular traffic increase, the installation of additional traffic control lights should be considered as a means to insure a safe and smooth traffic flow.

24. The intersection of 12th and May Streets is a high congestion area. A large part of this problem can be attributed to traffic heading south on the 9th-Eugene-12th Street route.

25. There are possible alternatives to the circumferential highway. They include:

    a. Indian Creek Road north from Windmaster Corner to May Street to freeway interchange. This secondary arterial suggested as one alternative to the circumferential highway would accomplish the following objectives:

        (1) Provide a close-in circumferential route around the urbanized area.

        (2) Help alleviate the present high traffic volume found on the 12th Street-Tucker Road arterial.

        (3) Facilitate the goal of providing for close-in intensive urban development.

        (4) Provide better access to arterials and collectors from the Hood River Valley High School.

        (5) Provide for better access for fire and police protection.

    b. Westward extension of Tucker Road from the Oregon State University Experiment Station to Multnomah Way northward on Multnomah Way extension and Frankton Road to I-84. This secondary arterial could be considered also an one alternative to the circumferential highway and would accomplish the following objectives:

        (1) Provide an extension to the close-in circumferential route of the urbanized area.

        (2) Facilitate the goal of providing for close-in intensive urban development.

        (3) It would divide little agricultural land.

        (4) Provide additional access to arterials and collectors from the Hood River Valley High School.

        (5) Provide for better access for fire and police protection.

26. The Valley relies heavily on the automobile and trucks for movement of people and goods. Rail shares some of the transportation load for freight.

27. Carpooling generally works for the public interest. A local service organization or other group should be encouraged to promote a carpooling service.

28. Visibility problems need correcting on the curve on Woodworth Drive southwest of the bridge over the East Fork of the Hood River.

29. No arterials or collectors in the Central Valley area are approaching their design capacity.

30. Traffic circulation and parking needs improvement in the community of Odell.

31. I-84 is a limited access road. As such, it land locks some private parcels of land.

32. The few local roads in the Columbia Gorge area are engineered so that they can accommodate additional traffic.

33. Other than school bus and the Blue Angel Bus Service, there is no local bus service or public transportation service in the County at the present time due to the high costs of development and a relative lack of need.

34. There is no taxi service in the Central Valley area.

35. The Central Valley area relies on commercial bus transportation by way of Hood River with connections at Portland and The Dalles.

36. Public transportation in the Gorge area is accommodated by both Amtrak and Greyhound.

37. The railroad presents no land-use conflicts. There are no plans for any major change in the line.

38. The freight rail system provides part of the transportation network for industrial goods.

39. Rail passenger service will be available to Hood River on a limited scale in the spring of 1977.

40. River travel is primarily of commercial nature.

41. Barge service should be studied as a partial alternative industrial transportation system.

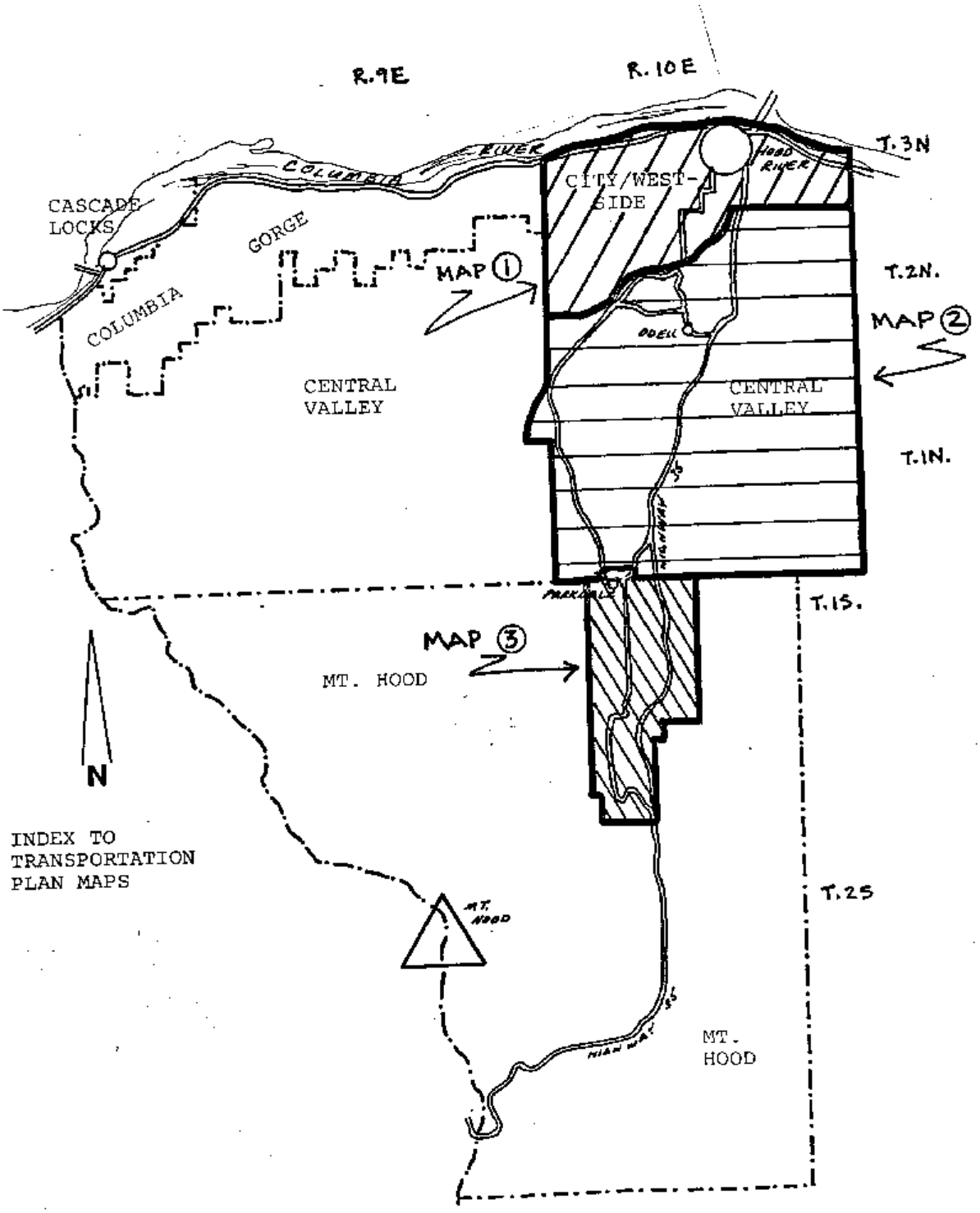
42. The Hood River Airport, owned by the Port of Hood River, serves the small plane transportation needs of Central Valley area residents.

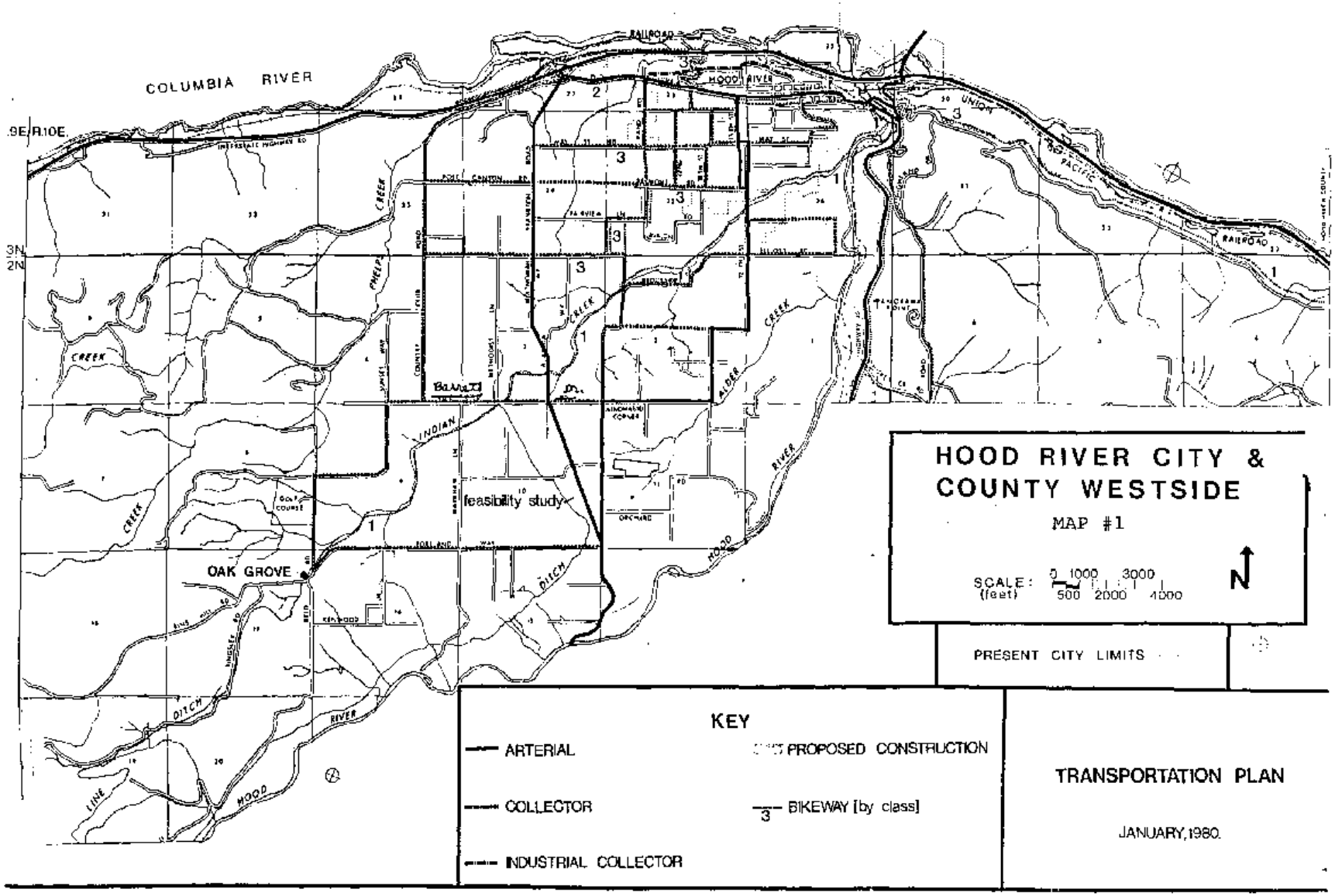
43. A plan is being developed by the Hood River Port District to expand the airport facilities.

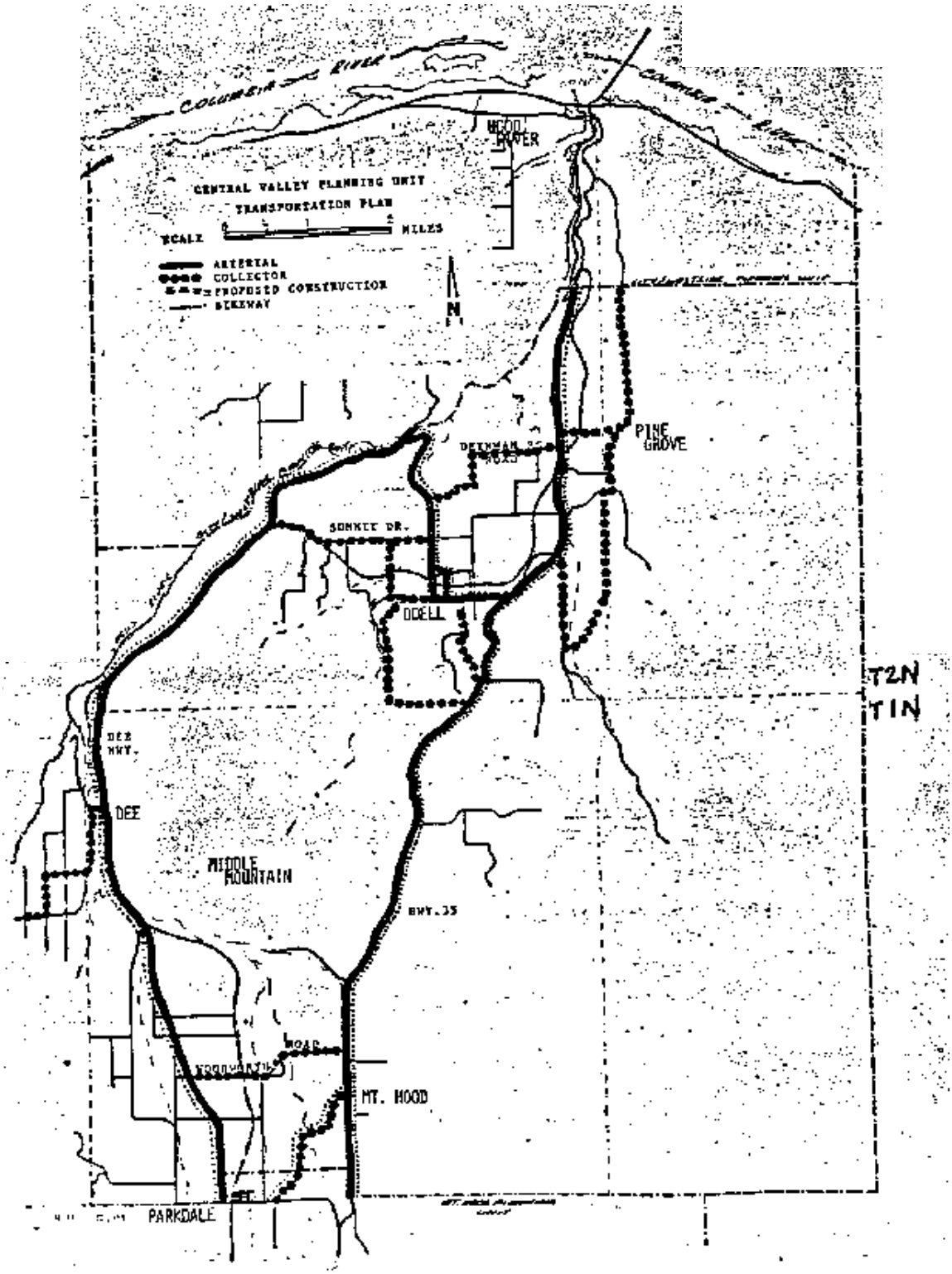
44. There is a lack of designated bicycle paths in the communities of Hood River and Odell and along Highways 35 and 281.

45. A good bicycle and/or pedestrian path leading to the Hood River Village and the port-industrial area is needed.

46. Support and adopt inclusion of additional policies, strategies, recommendations and ordinance changes noted in Section "L" (Additional Policies/Ordinance Changes).

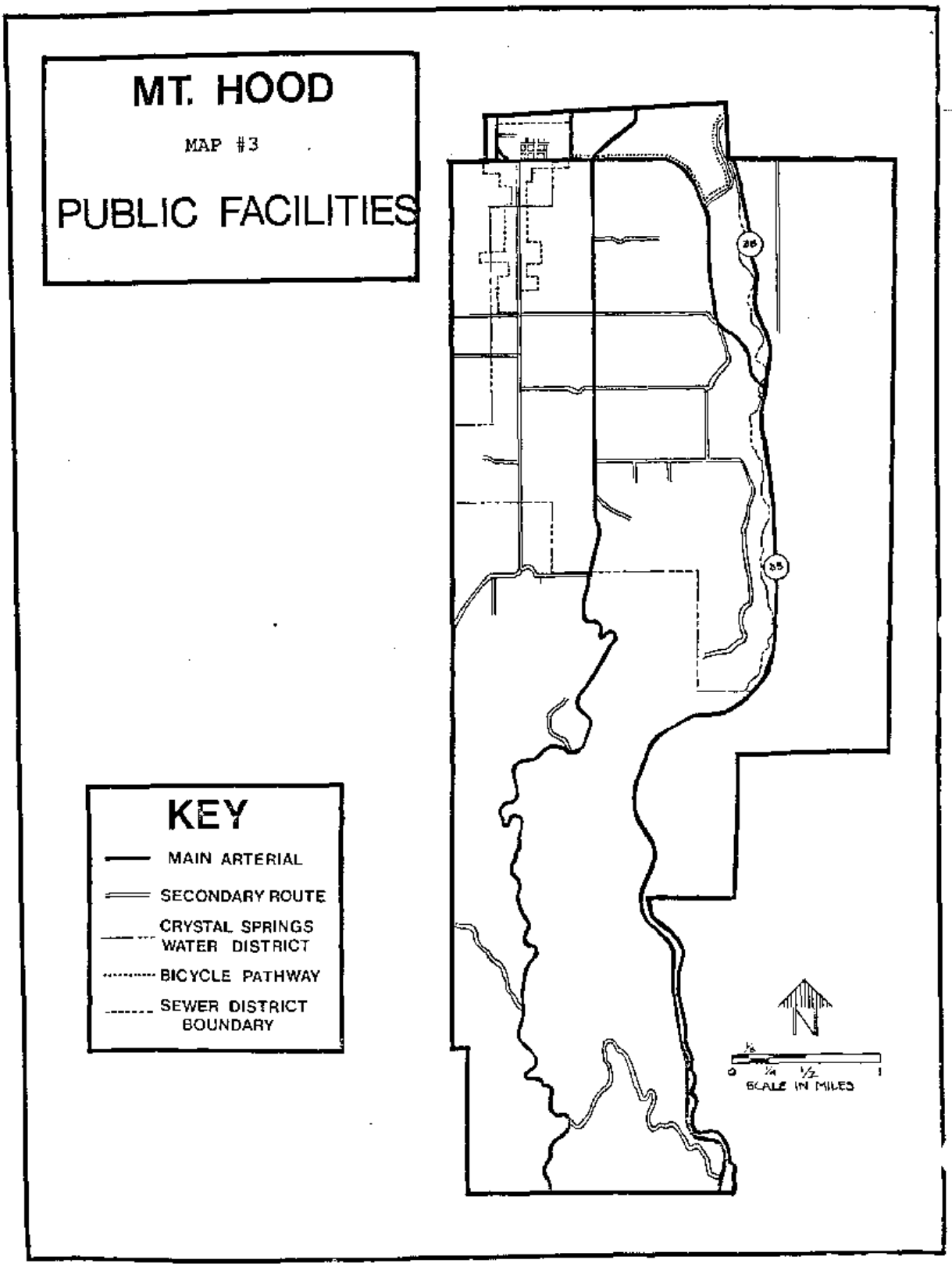

R.9E
R.10E
T.3N
T.2N.
T.1N.
T.1S.
T.2S
COLUMBIA RIVER
CASCADE LOCKS
GORGE
COLUMBIA
MAP ①
MAP ②
MAP ③
CITY/WEST-SIDE
HOOD RIVER
ODELL
CENTRAL VALLEY
CENTRAL VALLEY
MARKHAM
MT. HOOD
MT. HOOD
MT. HOOD
N
INDEX TO TRANSPORTATION PLAN MAPS

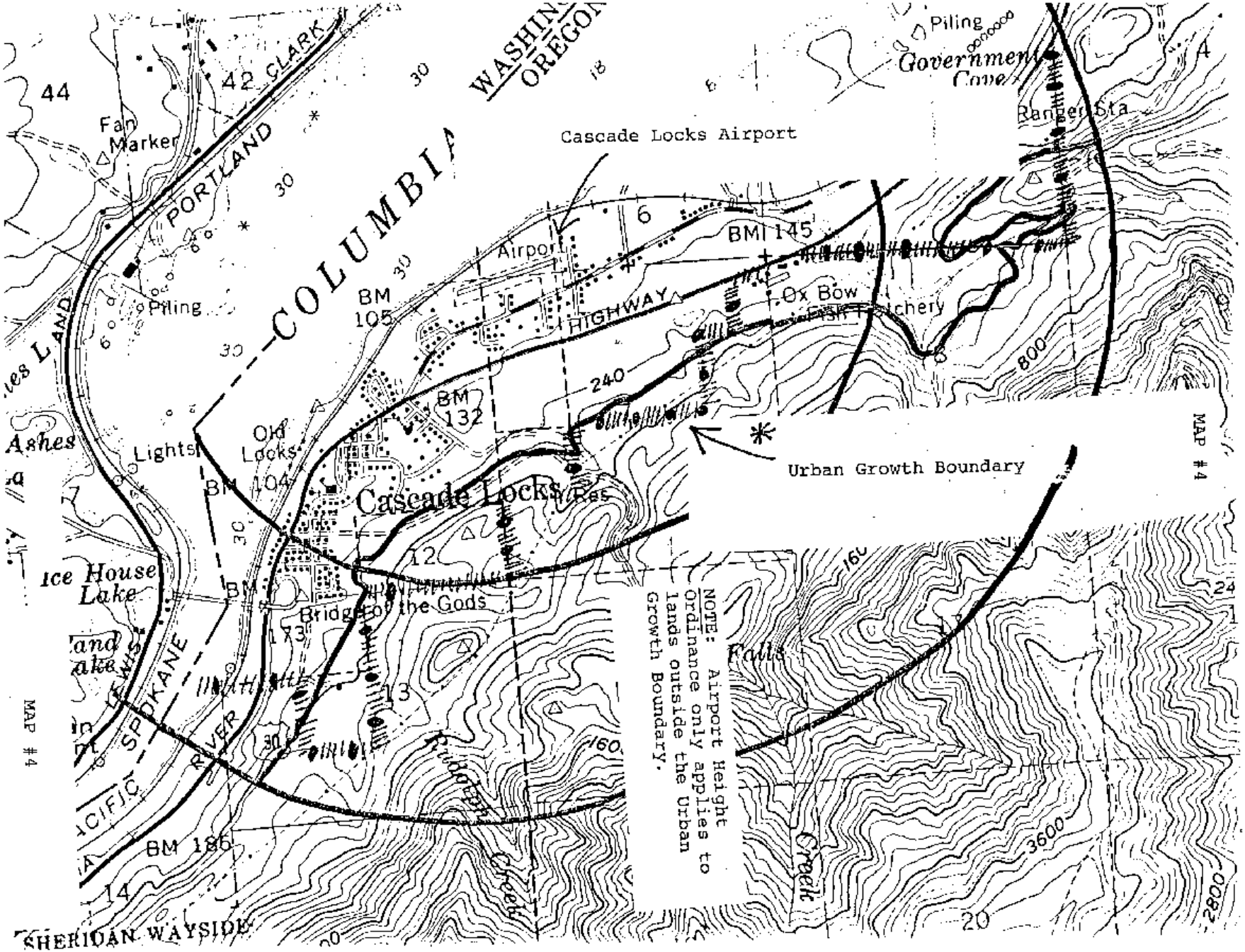

COLUMBIA RIVER
HOOD RIVER
RAILROAD
UNION PACIFIC
INTERSTATE HIGHWAY 84
9E/R10E
3N
2N
PHELPS CREEK
INDIAN CREEK
ALDER CREEK
feasibility study
OAK GROVE
DITCH
HOOD RIVER
LINE
HOOD RIVER COUNTY
HOOD RIVER CITY & COUNTY WESTSIDE
MAP #1
SCALE: (feet) 0 1000 3000 / 500 2000 4000
N
PRESENT CITY LIMITS
KEY
ARTERIAL
COLLECTOR
INDUSTRIAL COLLECTOR
PROPOSED CONSTRUCTION
BIKEWAY [by class]
TRANSPORTATION PLAN
JANUARY, 1980.

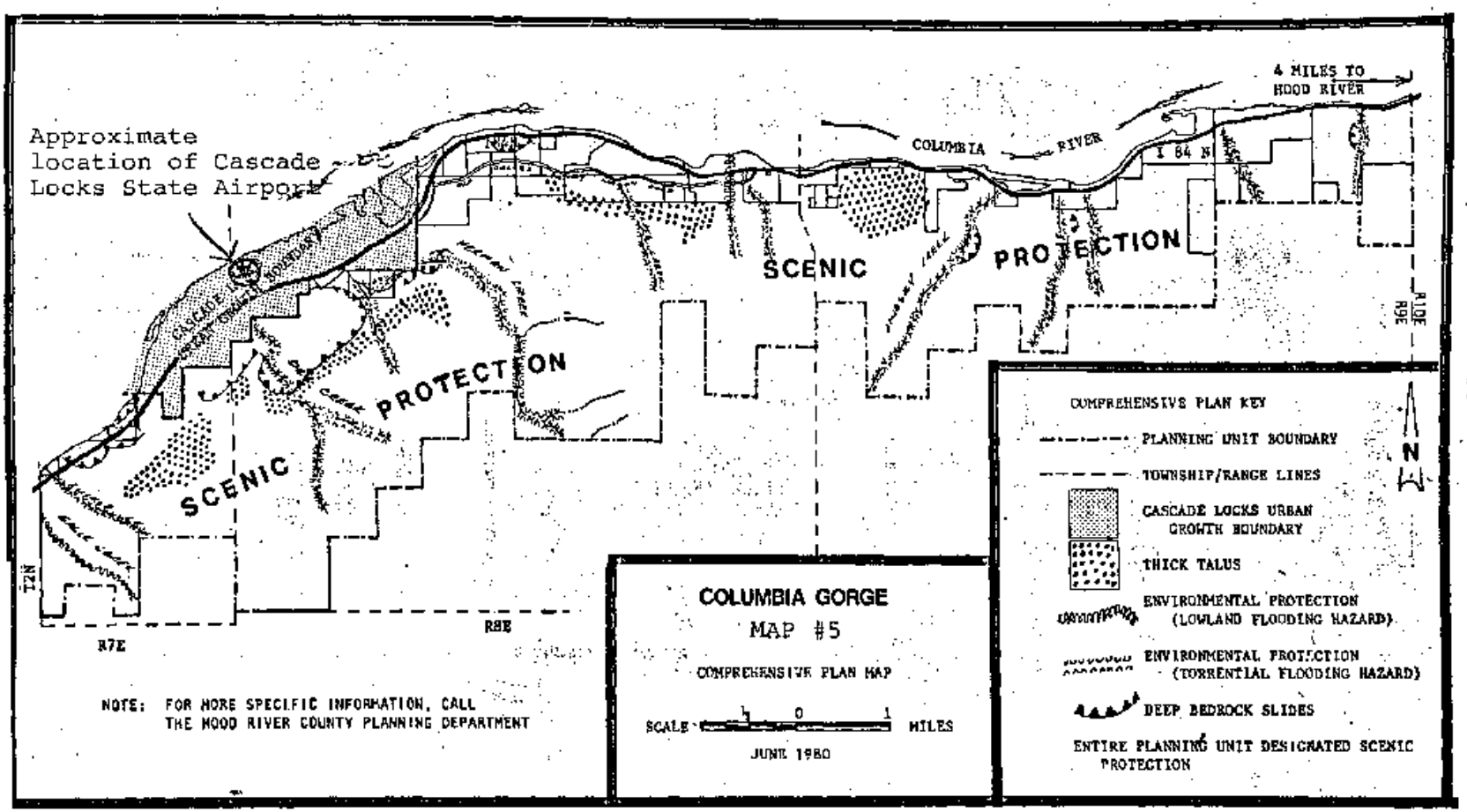


MAP #2

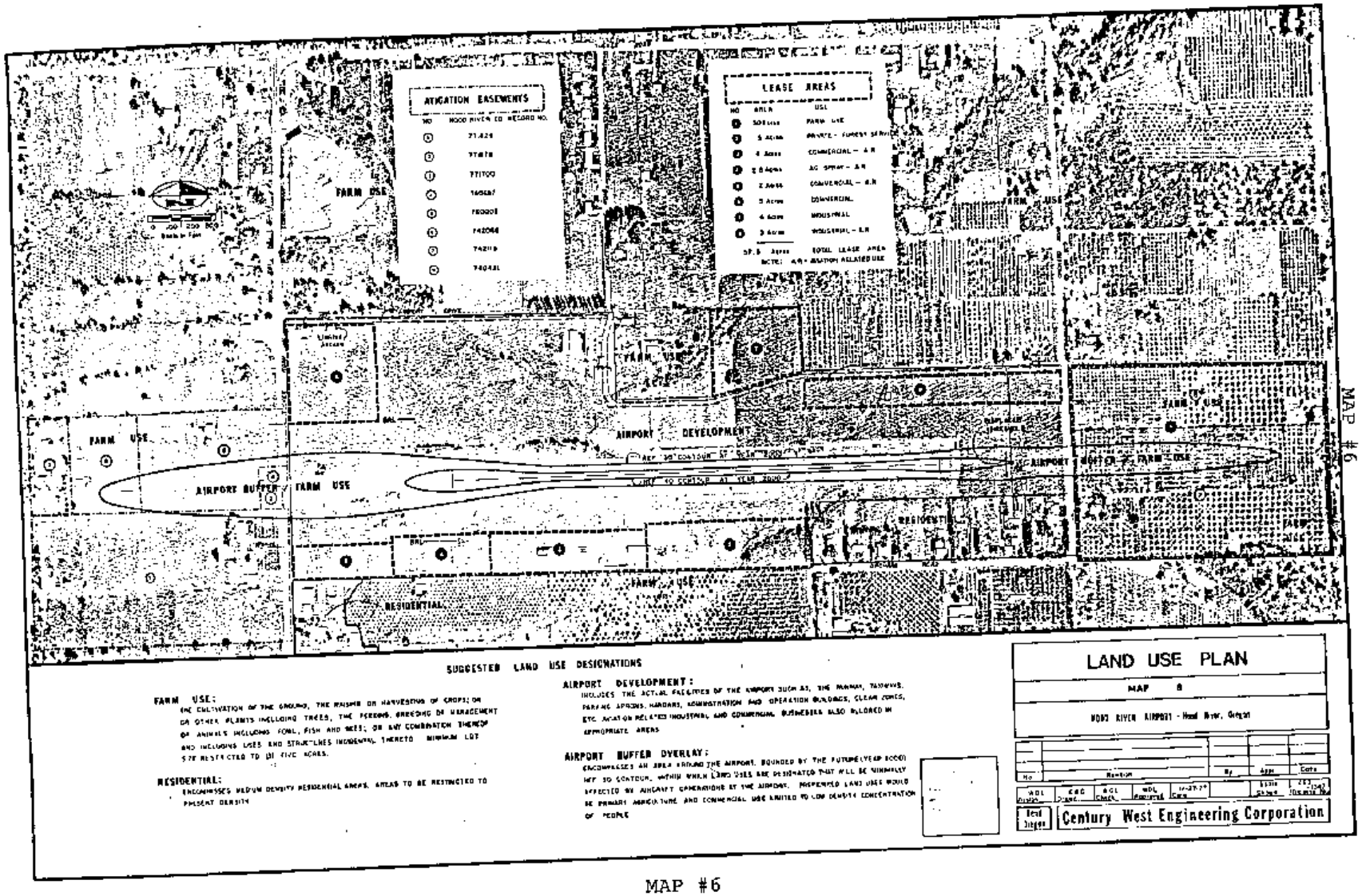
CENTRAL VALLEY TRANSPORTATION MAP


MT. HOOD
MAP #3
PUBLIC FACILITIES
KEY
MAIN ARTERIAL
SECONDARY ROUTE
CRYSTAL SPRINGS WATER DISTRICT
BICYCLE PATHWAY
SEWER DISTRICT BOUNDARY
26
85
0
¼
½
1
SCALE IN MILES


Cascade Locks Airport
Urban Growth Boundary
Cascade Locks
Bridge of the Gods
Old Locks
Lights
Ox Bow Fish Hatchery
Ranger Sta
Piling
Fan Marker
Airport
HIGHWAY
PORTLAND
42 CLARK
COLUMBIA
WASHIN
OREGON
BM 105
BM 132
BM 104
BM 173
BM 186
BM 145
Ice House Lake
SPOKANE
RIVER
Falls
Creek
SHERIDAN WAYSIDE
MAP #4
MAP #4
NOTE: Airport Height Ordinance only applies to lands outside the Urban Growth Boundary.


Approximate location of Cascade Locks State Airport
4 MILES TO HOOD RIVER
COLUMBIA RIVER
I 84 N
SCENIC PROTECTION
SCENIC PROTECTION
R10E
R9E
R8E
R7E
T2N
NOTE: FOR MORE SPECIFIC INFORMATION, CALL THE HOOD RIVER COUNTY PLANNING DEPARTMENT
COLUMBIA GORGE
MAP #5
COMPREHENSIVE PLAN MAP
SCALE 0 1 MILES
JUNE 1980
COMPREHENSIVE PLAN KEY
PLANNING UNIT BOUNDARY
TOWNSHIP/RANGE LINES
CASCADE LOCKS URBAN GROWTH BOUNDARY
THICK TALUS
ENVIRONMENTAL PROTECTION (LOWLAND FLOODING HAZARD)
ENVIRONMENTAL PROTECTION (TORRENTIAL FLOODING HAZARD)
DEEP BEDROCK SLIDES
ENTIRE PLANNING UNIT DESIGNATED SCENIC PROTECTION
N

MAP #5



MAP #6

MAP #6

Source: Century West Engineering Corporation, "Hood River Airport Master Plan, 1977-2000".