

## **MINUTES**

REGULAR COUNCIL MEETING  
OF  
MARCH 15, 2010  
5:30 P.M.  
CITY HALL COUNCIL CHAMBER  
313 COURT STREET  
THE DALLES, OREGON

**PRESIDING:** Mayor Nikki Lesich

**COUNCIL PRESENT:** Bill Dick, Jim Wilcox, Dan Spatz, Brian Ahier

**COUNCIL ABSENT:** Carolyn Wood

**STAFF PRESENT:** City Manager Nolan Young, City Attorney Gene Parker, City Clerk Julie Krueger, Public Works Director Dave Anderson, Finance Director Kate Mast, Community Development Director Dan Durow, Senior Planner Dick Gassman, Police Chief Jay Waterbury, Finance Director Kate Mast

### **CALL TO ORDER**

Mayor Lesich called the meeting to order at 5:35 p.m.

### **ROLL CALL**

Roll call was conducted by City Clerk Krueger; Councilor Wood and Dick absent.

### **PLEDGE OF ALLEGIANCE**

Mayor Lesich invited the audience to join in the Pledge of Allegiance.

### **APPROVAL OF AGENDA**

It was moved by Spatz and seconded by Ahier to approve the agenda as presented. The motion carried unanimously, Wood and Dick absent.

MINUTES (Continued)  
Regular Council Meeting  
March 15, 2010  
Page 2

### **AUDIENCE PARTICIPATION**

None.

### **CITY MANAGER REPORT**

City Manager Young reported that staff was working on some grants for the Marine Terminal project, including a grant with EDA, a Connect Oregon III Grant, and that an opportunity had arisen last week to apply for a grant to help pay for the Lewis and Clark art work proposed for the festival area. Young said the Airport was also working on a Connect Oregon III grant for runway improvements which would be used in conjunction with a \$2 million FAA grant.

Young reminded the City Council that Budget Committee meetings were scheduled for the first week of May.

### **CITY ATTORNEY REPORT**

City Attorney Parker said he was in the process of filling the vacant Codes Enforcement Officer position, and expected to conduct interviews in the next week. Parker reported he had been working on several personnel issues recently.

**Councilor Dick in attendance at 5:42 p.m.**

### **CITY COUNCIL REPORTS**

Councilor Wilcox said Airport staff was confident they would receive funding for the airport runway improvement project through the Connect Oregon III grant process.

Councilor Spatz said the Community Outreach Team had traveled to Washington, D.C. last week and had successful meetings. He commended City staff for their work to apply for the art grant, saying they had accomplished the work in only three days.

### **Adoption of the City Council Goals for 2010-11 Fiscal Year**

It was moved by Ahier and seconded by Wilcox to adopt the 2010-11 Goals as presented. The motion carried unanimously, Wood absent.

Discussion Regarding 2010-11 Fiscal Year Council Fund Contractual Services

The City Council reviewed the current programs included in the Council Department budget. Councilor Wilcox asked why the Juvenile Work Program continued to be more expensive. City Manager Young said the figure was based on a portion of an employee salary to supervise the crew. Wilcox asked why the cost for the Riverfront Trail and street tree maintenance had increased in the past year. Young said those two programs had not been properly funded in the past for the amount of work being done.

Councilor Spatz asked if the Mural Society had requested funding for the upcoming year. City Manager Young said the donation in 2007-08 had been a one time request for repairs.

Mayor Lesich asked if the City had received quarterly reports from Six Rivers Mediation Service regarding a comparison between the number of cases and the amount paid by the City. City Manager Young said the amount budgeted for that service was not to pay for a specific number of cases, but to fund appropriate staff levels to handle the cases.

There was a discussion regarding the value of continuing to pay \$25,000 to Wasco County to pay for Discovery Center debt. It was noted the County was working on a solution to pay that debt, but they had requested the City's assistance for an additional year.

It was the consensus of the City Council to direct staff to bring the budget forward as presented for further consideration in Budget Committee meetings.

**CONSENT AGENDA**

It was moved by Wilcox and seconded by Spatz to approve the Consent Agenda as amended. The motion carried unanimously, Wood absent.

Items approved by Consent Agenda were: 1) approval of February 22, 2010 regular City Council meeting minutes, as amended; 2) Resolution No. 10-004 concurring with the Mayor's re-appointments to the Urban Renewal Advisory Committee; and 3) approval to declare Public Works Department vehicles and equipment as surplus property.

MINUTES (Continued)  
Regular Council Meeting  
March 15, 2010  
Page 4

### **ACTION ITEMS**

#### **General Ordinance No. 10-1303 Amending Certain Provisions of the Land Use Development Ordinance (LUDO)**

City Attorney Parker reviewed the staff report and said the ordinance had been posted according to Charter requirements, allowing the Council to adopt the ordinance by title if they desired. Parker said Councilor Wilcox had requested amendments number 29 and 31 be removed from the ordinance for additional discussion in the future.

Councilor Wilcox said the two amendments referred to new language banning wind energy in several districts, including the downtown business district, historic districts, and residential areas. He said no discussion had occurred regarding this issue and that in the future, wind technology could be modernized and work well in certain areas of the City. Wilcox asked that the items be excluded from adoption at this time.

It was moved by Wilcox and seconded by Spatz to amend General Ordinance No. 10-1303 by removing amendments #29 and 31 and re-numbering the remaining amendments accordingly. The motion carried unanimously, Wood absent.

City Clerk Krueger read General Ordinance No. 10-1303 by title.

It was moved by Ahier and seconded by Wilcox to adopt General Ordinance No. 10-1303 amending certain provisions of the Land Use Development Ordinance (LUDO) by title, as amended. The motion carried unanimously, Wood absent.

#### **Approval of Ground Lease With Juniper Investment for Property at the Airport**

City Attorney Parker reviewed the staff report.

It was moved by Spatz and seconded by Wilcox to authorize the City Manager, City Attorney and City Clerk to execute the Ground Lease between the City of The Dalles, Klickitat County and Juniper Investments, Inc. The motion carried unanimously, Wood absent.

#### **Resolution No. 10-005 Authorizing the City Manager to Sign a Joint Application Agreement for an EDA Grant for the Union Street Marine Terminal Rehabilitation Project**

City Manager Young reviewed the staff report.

It was moved by Spatz and seconded by Wilcox to adopt Resolution No. 10-005 authorizing the City Manager to sign a joint application agreement for an EDA grant for the Union Street Marine Terminal Rehabilitation Project. The motion carried unanimously, Wood absent.

### **DISCUSSION ITEMS**

#### **Discussion Regarding Proposed Language for Chenoweth Interchange Area Management Plan**

Senior Planner Gassman reviewed the staff report, noting the only remaining language issue was regarding private access. Gassman included proposed language to address the Council's concerns in the staff report.

City Attorney Parker reviewed a memorandum (attached as Exhibit "A") he prepared in response to a letter from Karen Feil, representing Hattenhauer Distributing and Doug Hattenhauer.

### **Recess**

Mayor Lesich recessed the meeting at 6:22 p.m. to allow the City Council an opportunity to read the memo.

### **Reconvene**

The meeting reconvened at 6:28 p.m.

City Attorney Parker summarized the staff responses to the letter. He noted that the City, County and Oregon Department of Transportation (ODOT) were clearly identified as the applicable agencies responsible for reviewing proposed updates to the Interchange Area Management Plan (IAMP). Parker suggested adding language to state other IAMP projects would be subject to re-evaluation during the future development of the Webber Street IAMP. He noted the new language approved by the Oregon Traffic Commission (OTC) included the option of a round about or signal. Parker said the current language regarding to modification of access in the event of a capital improvement or project, was consistent with state administrative rules.

Senior Planner Gassman noted the Oregon Traffic Commission had already adopted the Chenoweth IAMP, but they knew it may come back for amendments if there were any significant changes from the City.

Councilor Wilcox said staff had done an excellent job of responding to the letter from Ms. Feil, saying her questions had been responded to.

Councilor Spatz agreed, saying the City Council's intent had been clarified well.

Councilor Ahier asked why the word "increase" needed to be included in staff's suggested language to replace the bullet points on page 152. City Manager Young said staff was trying to present a neutral position.

Councilor Dick said he had never received information confirming that the Attorney General's Office would not allow language calling out a specific property. He said he was uneasy with the power of ODOT. Dick said language to guarantee access was good, but he wanted the State to acknowledge the Council's concerns and he did not believe there was any harm in adding specific language to protect access #13.

City Attorney Parker said language on page 152 guaranteed access permit protection to all existing private accesses.

The Council was in agreement with the language proposed in the City Attorney's memo addressing amendments A through C.

Councilor Spatz said he was satisfied with the language addressing amendment D. Councilor Wilcox agreed, saying it was more fairly stated to guarantee protection to all access points, and seemed wrong to specifically protect only one access point.

City Manager Young said he had concerns spelling out the rights to one specific access, saying it could set a precedent and was not needed in the IAMP unless there was a specific reason for it.

Doug Hattenhauer, 3205 Doane Road, The Dalles, said there was no difference between public and private accesses. He said it did not appear that the State was concerned with the City's language proposals since they had adopted the Plan without the City's approval. Hattenhauer expressed concern that if West Sixth Street was widened, he could lose access to his property.

Staff was directed to bring the final language for Council consideration at a future meeting.

MINUTES (Continued)  
Regular Council Meeting  
March 15, 2010  
Page 7

**ADJOURNMENT**

Being no further business, the meeting adjourned at 7:08 p.m.

---

Submitted by/  
Julie Krueger, MMC  
City Clerk

SIGNED:

  
Nikki L. Lesich, Mayor

ATTEST:

  
Julie Krueger, MMC, City Clerk



## CITY OF THE DALLES

313 COURT STREET  
THE DALLES, OREGON 97058

(541) 296-5481 ext. 1122  
FAX (541) 296-6906

### MEMORANDUM

TO: Honorable Mayor and City Council  
Nolan Young, City Manager

FROM: Gene E. Parker, City Attorney GP

DATE: March 15, 2010

RE: Review of Karen Feil's letter of March 9, 2010, on behalf of Hattenhauer  
Distributing Co. and Doug Hattenhauer

City staff has had an opportunity to review the letter dated March 9, 2010, by Karen Feil on behalf of her clients, Hattenhauer Distributing Co. and Doug Hattenhauer. Staff offers the following information in response to the issues and concerns outlined in Ms. Feil's letter.

#### Response to Item A -- Concerning Staff Report No. 10-012

The conflict stems from language in Part D of Councilor Dick's Motion to Amend and add to the Plan a Deviation Access protection to access #13 (Hattenhauer's northern driveway). The conflict, as identified by ODOT staff, is that ORS 374.305 provides that persons who seek a private access to a state highway must apply for a permit. ORS 374.310 provides the Oregon Department of Transportation can adopt reasonable rules and regulations for the permit issuance process.

ODOT has adopted an administrative rule (OAR 734-051-0135) which provides for the granting of a deviation from Access Management Spacing Standards. OAR 734-051-0135(3) provides that the Region Access Management Engineer for the State has the authority to approve a deviation if certain specific criteria is found to exist. The conflict stems from including language in the IAMP that would give the City Council the apparent authority to grant a deviation access, when that authority is vested in ODOT by state statute and state administrative rule.

#### Response to Amendment A

As a preliminary matter, City staff was advised on March 11, 2010, that the Oregon Transportation Commission had approved the Chenoweth IAMP. Staff has obtained a copy of the version approved by the OTC, which was last revised in February 2009, and has observed that it

City Council Meeting Minutes  
March 15, 2010

Exhibit "A"  
Page 1 of 13



contains some different provisions than some of the provisions cited in Ms. Feil's letter. Staff's memorandum will include copies of the applicable provisions from the version of the IAMP which was approved by the OTC.

On page 173 of the IAMP, the City of The Dalles, Wasco County, and ODOT are clearly identified as the applicable agencies responsible for reviewing proposed updates to the IAMP, which could include projects E-2 and W-1. The language reflects the intent that the initial review of the IAMP "triggers" shall occur at the staff level through a meeting which is initiated by the City of The Dalles or ODOT. The IAMP provides that, "If the findings and conclusions from the IAMP review meeting demonstrate the need for an update to the plan, participants will initiate an IAMP update process." As part of that process, any proposed update to the plan, which could include the proposed implementation of projects E-2 or W-1, would need to be reviewed by the Planning Commission and City Council.

To clarify the process, staff would recommend that the following sentence be inserted at the top of page 174, to replace the sentence which begins with the words "Once completed":

"Once the review process at the staff level as described above has been completed, any proposed IAMP updates will be required to go through a legislative process, requiring public hearings before the Planning Commission and City Council, and adoption of the update by the City Council as an amendment to the City of The Dalles Transportation System Plan, which update would need to be adopted by the Wasco County Board of Commissioners (if affected) and the Oregon Transportation Commission as an update to the Oregon Highway Plan."

#### Response to Amendment B

To address the issue of including language concerning reconsideration of the I-84 Chenoweth IAMP Projects, staff would recommend the seventh bullet item under Phase 2 of the Phasing Plan on page 140 be revised to include the following sentence:

"Other I-84 Chenoweth IAMP projects may be subject to reevaluation during the future development of the Webber Street IAMP."

#### Response to Amendment C

Copies of Figures 7-6, 7-7, 7-8, and 7-11 in the IAMP approved by the OTC show Project W-2 as a roundabout or a signal. Staff would recommend that language be added in the third box on Table 9-1 on page 178, and to the fourth box on Table 9-1 on page 180 to include the option for a signal for the roundabout at River Road and West 6<sup>th</sup> Street.

Response to Amendment D

OAR 734-051-0135(1) provides that ODOT will consider a deviation from the access management standards when an approach does not meet spacing standards and the approach is consistent with safety factors listed in OAR 734-051-0080(9). ORS 734-051-0080(9)(b) lists traffic character as one of the safety factors considered by ODOT. ODOT has adopted an administrative rule concerning project delivery which applies to highway and interchange operations projects, or other highway and interchange projects. OAR 734-051-0285(1) includes the following language:

“The Department encourages the development of Access Management Strategies and Access Management Plans during project delivery to maintain and improve highway performance and safety by improving system efficiency and management before adding capacity.”

The justification as set forth by Councilor Dick, cited in Ms. Feil’s letter, does not fit within any of the listed criteria for approval of a deviation under OAR 734-051-0135. Staff believes the language included in the version approved by the OTC, referring to potential modification of the accesses in the event of a capital improvement on the project site, or development/redevelopment of the project site, is consistent with the state administrative rules concerning the granting of a deviation from the state’s access standards.

One potential option the Council may want to consider is to replace the entire paragraph at the top of page 152, and the list of bullet items, with the following sentences:

“The private access points on the section of West 6<sup>th</sup> Street administered by ODOT are controlled by the provisions of ORS 374 and OAR 734-051. Nothing in the I-84 Chenoweth IAMP can increase or decrease the access rights of the property owners.”

be administered through the City's existing System Development Charge (SDC) program but will have its own methodology for assessing fees (*See Appendix "I"*). Because the STSDC involves a new fee, state law and City regulation requires that it be adopted through a formal amendment process that includes a public review and comment period and approval of the new methodology by ordinance [ORD 3-8.4(B)]. Pursuant to the existing City ordinance, the procedure to enact an STSDC improvement fee includes adopting a plan that contains the list of projects needed to serve growth in the fee area (in this case, adoption of the IAMP) and providing written notice at least 30 days prior to adoption of the proposed fee to those who have requested notice [ORD 3-8.8].

## MONITORING ELEMENTS

The purpose of the IAMP is to ensure that capacity at the interchange is preserved for its intended function. The IAMP needs to remain dynamic and responsive to development and changes to the adopted land use and transportation plans. To accomplish this goal, monitoring should be agreed upon by the City of The Dalles, Wasco County, and ODOT in an Intergovernmental Agreement (IGA) identifying triggers for reviewing the IAMP and how development within the Overlay District will be reviewed and coordinated with all parties.

### ***Intergovernmental Agreement (IGA)***

To ensure that the Chenoweth IAMP continues to preserve operational integrity and safety of the I-84 Chenoweth Interchange, the City of The Dalles, Wasco County, and ODOT will develop an Intergovernmental Agreement (IGA) stipulating each agency's funding obligations to the transportation improvements in the Plan and to the following monitoring and update program:

- The agencies will review the IAMP pursuant to the "triggers" described below to ensure that the original assumptions and recommendations regarding the interchange, local circulation system, funding obligations, access management, land use management, and coordination efforts are still appropriate and effective given the current and projected future conditions inside the interchange management area. This review should be conducted through a meeting initiated by the City of The Dalles or ODOT and should include all affected agencies.
- In addition to the established triggers for IAMP review, the agencies can request a review of the IAMP at any time if, in their determination, specific land use or transportation changes warrant a review of the underlying assumptions and/or recommendations within the IAMP.
- If the participants in the IAMP review meeting agree that, once the impacts of the "trigger" that necessitated the review are examined, an IAMP amendment is not warranted, a recommendation of "no action" may be documented and submitted in the form of a letter to the City of The Dalles City Council, Wasco County Court, and the Oregon Transportation Commission.
- If the findings and conclusions from the IAMP review meeting demonstrate the need for an update to the plan, review participants will initiate an IAMP update process. Initial steps in

updating the IAMP will include scoping the planning process, identifying funding, and outlining a schedule for plan completion. Once completed, IAMP updates will be required to be legislatively adopted, requiring a City Council public hearing, as an amendment to the City of The Dalles Transportation System Plan and will be adopted by Wasco County Court (if affected) and the Oregon Transportation Commission as an update to the Oregon Highway Plan.

#### IAMP Review Triggers

Periodically, the IAMP implementation program will need to be evaluated to ensure it is accomplishing this goal. Events that will trigger an IAMP review include:

- Every fifth year from the date of IAMP adoption or latest update.
- Every cumulative addition of 250,000 sq. ft. of floor area within the IMSA.
- Cumulative trips from approved development within the IMSA exceed the combined trip budget for the subject parcels by more than 200 trips.
- Plan map and zone changes that have a "significant affect" per the Transportation Planning Rule<sup>4</sup> and impact the I-84 Chenoweth Interchange.<sup>5</sup>
- Mobility measures at the River Road/I-84 Ramp Terminal intersections or River Road/West 6<sup>th</sup> Street/US 30 intersection exceed the forecasted mobility measures presented in Section 7.

It is recommended that the IAMP monitoring program be linked to a review of the system development charge methodology and fees associated with the Overlay District. Examining the STSDC program as part of an IAMP update will ensure that sufficient revenue is being generated to finance necessary improvements. During an IAMP review, trips may be reallocated, provided that the overall area total for the Overlay District is not exceeded.

#### **Development Review within the Overlay District**

The following outlines the transportation requirements for development and zone change applications within the Chenoweth Interchange Overlay District and describes how The City of The

---

<sup>4</sup> Plan map or zone changes that result in equal to or less trips than included in the Trip Allocation Budget (*see Appendix "C"*) would not have a "significant affect".

<sup>5</sup> A City amendment of the UGB in the vicinity of the interchange would also require an IAMP update, as land would be re-designated to allow urban uses. The Dalles Growth Management Report (2007) documents the City's intent to amend the Urban Growth Boundary and designate URA areas to the north/northwest of the city, including lands in the vicinity of the interchange. While the City has not adopted the report in its entirety through a legislative process, supportive source reports and analyses, such as the population forecast, have been adopted. Due to uncertainty as to when, or if, the UGB may be expanded within the National Scenic Area, the IAMP assumes that areas outside of the current UGB will not generate new trips within the 20-year planning horizon. The IAMP should be amended to reflect a revised future growth scenario when the UGB is updated.

## **Phasing Plan**

Four roadway improvement phases (near-term, mid-term, long-term, and vision beyond planning horizon) were developed in order to estimate the amount of new development that could occur within the IMSA before implementation of various components of the local access and circulation plan are required. These phases were developed as planning milestones, since improvements will likely be needed incrementally as development occurs. The phases are intended to show the increments of development that can occur before major improvements (e.g., new east-west crossing, Chenoweth Interchange Bridge widening, intersection control treatments, etc.) are needed.

The major components of each improvement phase are summarized below. Figure 7-5 through Figure 7-8 illustrates the lane configurations at the study intersections under each of the following improvement phases:

### *Phase 1 – Near-term Improvements (Figure 7-5)*

- Traffic signal installed at West 6th Street/Hostetler Street intersection (Project #W4)
- Restriping of River Road overpass of I-84 to provide 4-lane cross-section (Project #I1)

### *Phase 2 – Mid-term Improvements and Actions (Figure 7-6)*

- Roundabout constructed at River Road/River Trail Way (Project #E10)
- Traffic signal installed at River Road/I-84 Westbound Ramp Terminal, westbound and off-ramp approach widening (Project #I2)
- Traffic signal installed at River Road/I-84 Eastbound Ramp Terminal and eastbound approach widening (Project #I3)
- Roundabout or signal constructed at River Road/West 6th Street (US 30) (Project #W2)
- Roundabout or signal installed at West 6th Street/Chenoweth Loop (Project #W3)
- At the first triggered IAMP review, reevaluate improvement projects shown in Table 7-2 (W-1: 6th Street Median and E-2: Grade-Separated Crossing of the UP Railroad at Hostetler) based on updated forecasts.
- During the future development of the Webber Street IAMP, reevaluate the need for 6th Street widening (Project W-5).

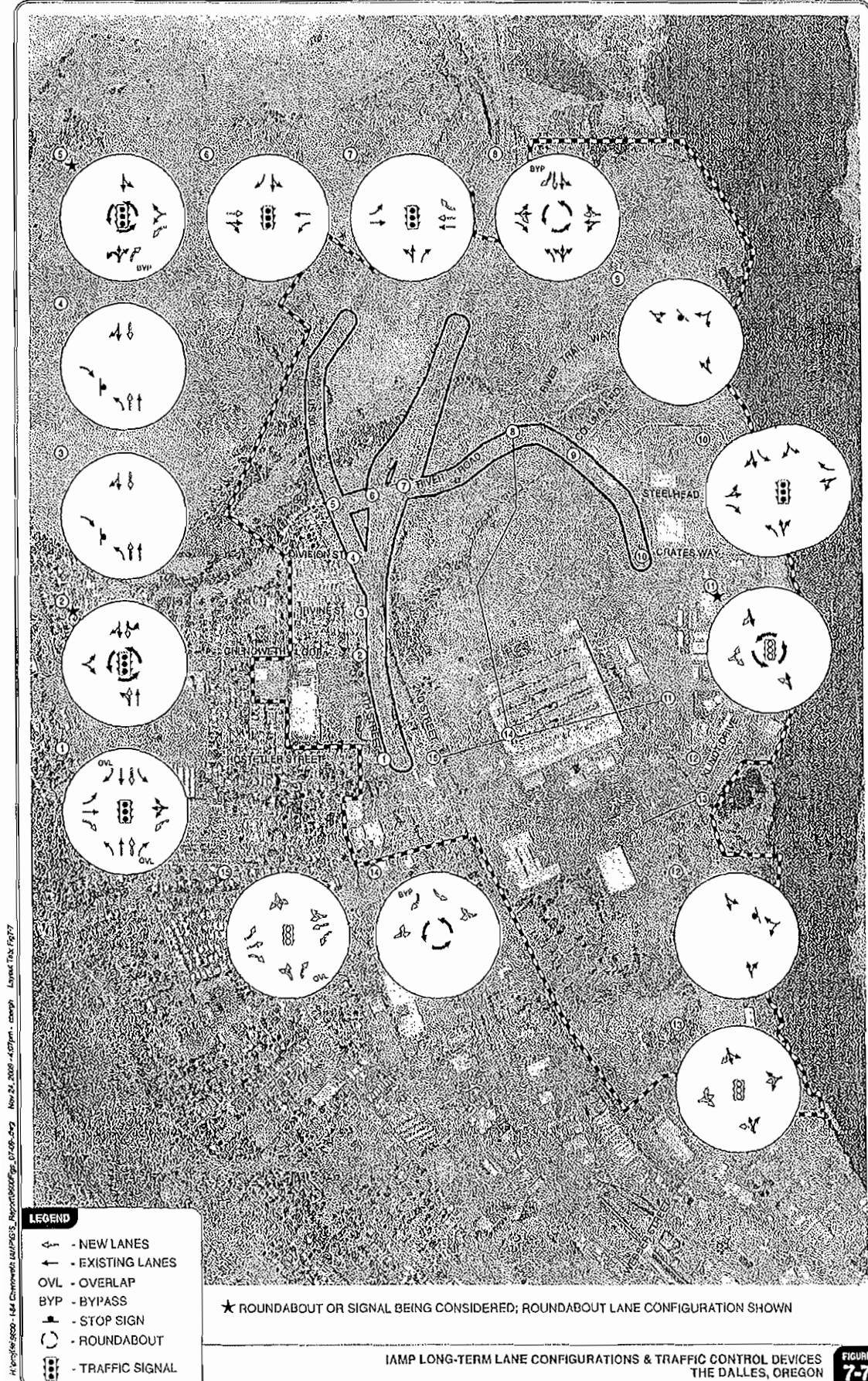
### *Phase 3 – Long-term Improvements (Figure 7-7)*

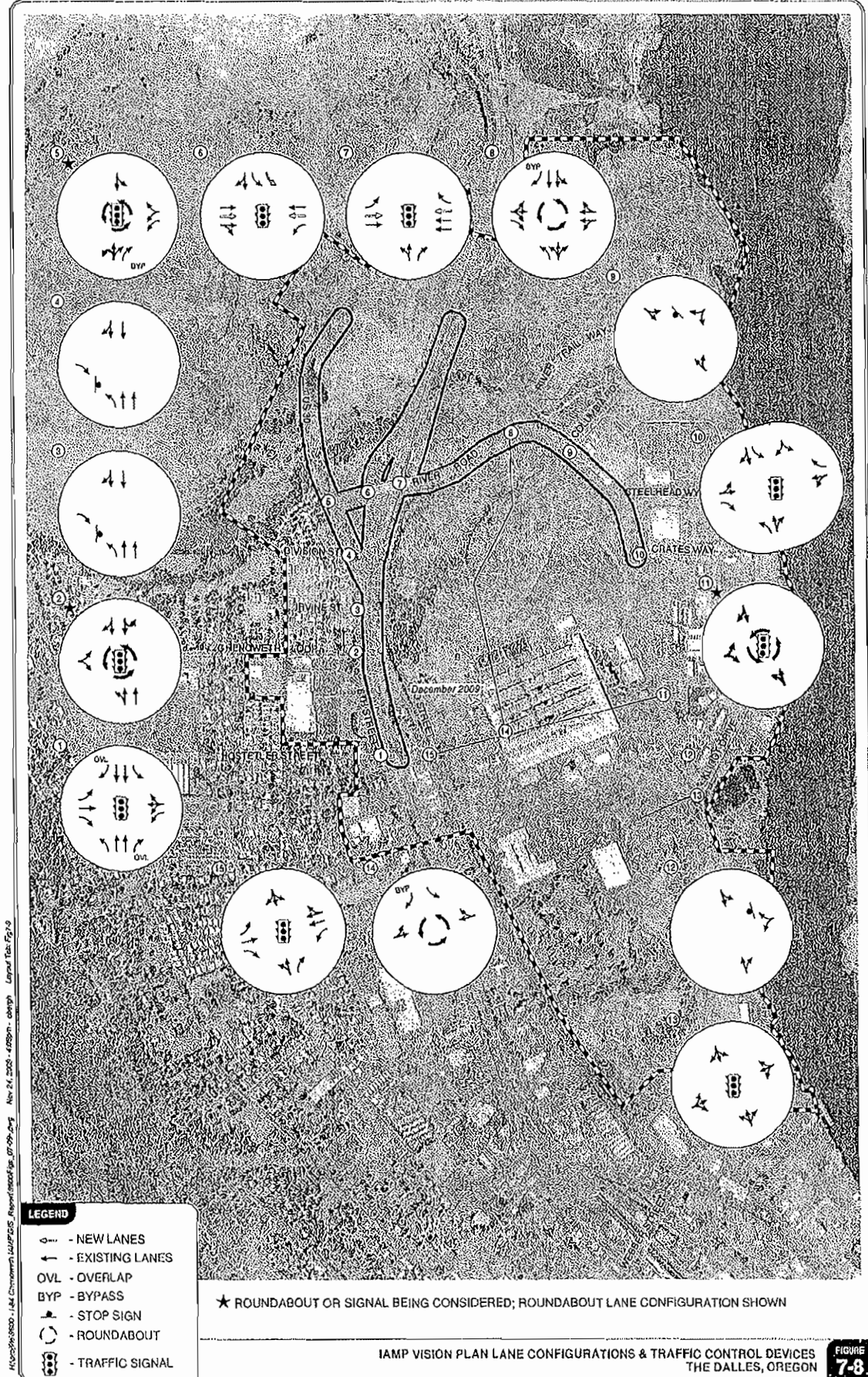
- Construct new east-west connection at Hostetler Street, either as an at-grade crossing (pending approval by ODOT Rail and UPRR) or a railroad undercrossing of Hostetler Street (Projects #E2, E2B, E3)
- Construct new collector roadway that extends River Trail Way from River Road to the Hostetler Street Extension (Project #E1)
- Provide dual westbound left-turns at River Road/West 6th Street (US 30) roundabout or signal (Project #W2)





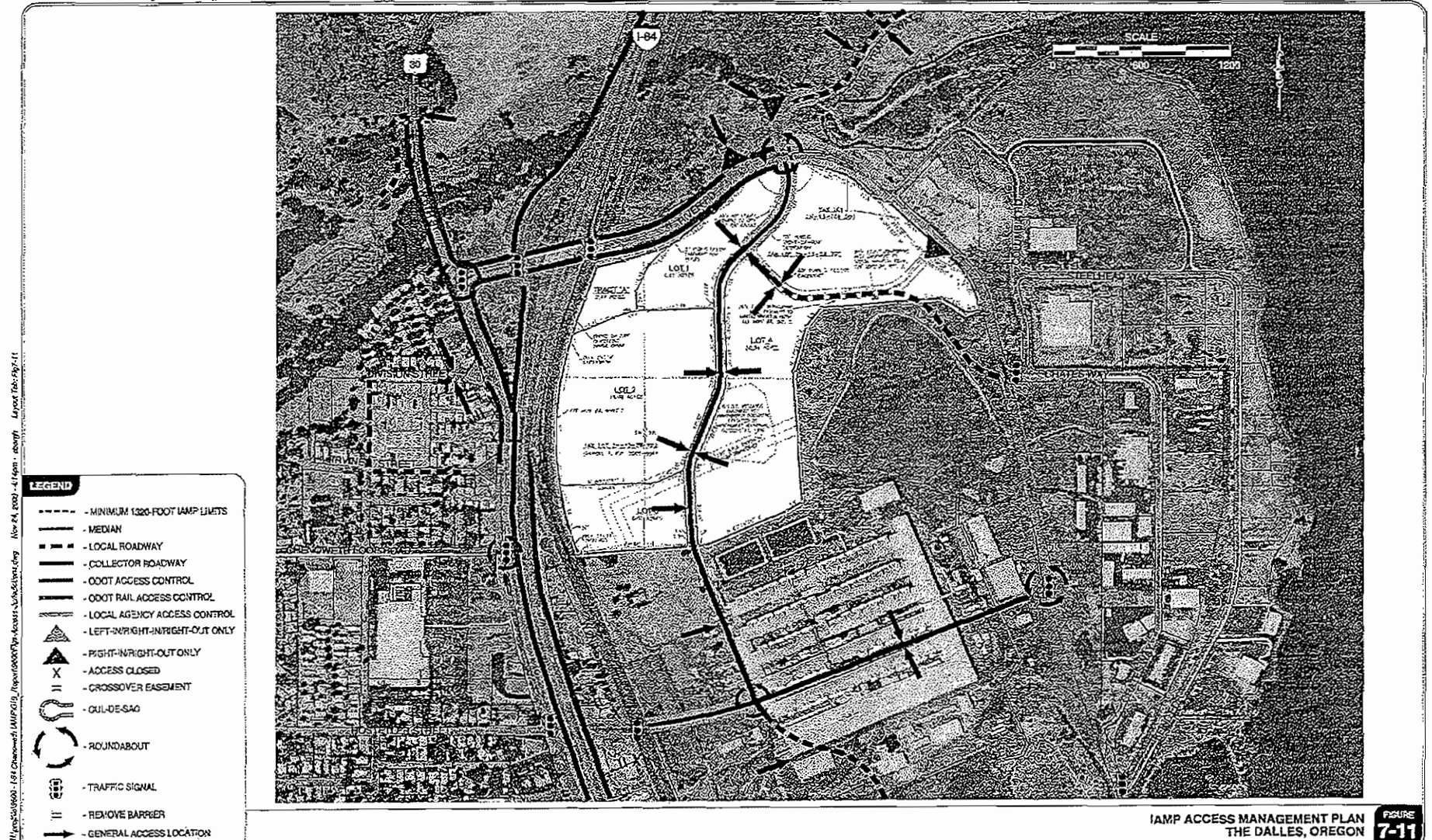






KITTelson & Associates, Inc. I-84 Chanoweth Interchange Area Management Plan, December 2009, Figure 7-8





KITTELSON & ASSOCIATES, INC.  
TRANSPORTATION ENGINEERING / PLANNING

## OAR and OHP Compliance

The following section discusses the Oregon Administrative Rule (OAR) and 1999 Oregon Highway Plan (OHP) policy based compliance issues that pertain to the development of the I-84 Chenoweth IAMP.

### OAR COMPLIANCE

The I-84 Chenoweth IAMP was developed in collaboration with the City of The Dalles, Wasco County, and ODOT and was developed in accordance with the guidelines set forth in the State of Oregon's Oregon Administrative Rules for Interchange Access Management Planning and Interchange Area Management Planning. Table 9-1 identifies the required planning elements from OAR 734-051 and documents how the I-84 Chenoweth IAMP satisfies the requirements.

**TABLE 9-1 OAR 734-051 ISSUES ADDRESSED**

<b>OAR 734-0051-0155 Requirement</b>	<b>How Addressed</b>	<b>Report Reference</b>
Should be developed no later than the time the interchange is being developed or redeveloped -0155(7)(a)	This plan was developed in order to determine the future impacts of recent land use decisions on the function of the interchange. The plan was completed before any of the identified improvements to the interchange are necessary.	Section 1
Should identify opportunities to improve operations and safety in conjunction with roadway projects and property development or redevelopment and adopt strategies and development standards to capture those opportunities -0155(7)(b)	The access and land use management elements identified in this plan, as well as incorporated into the proposed land development ordinance amendments and a proposed ordinance for a new Supplemental Transportation System Development Charge, will result in operational and capacity improvements.	Section 1 Section 6 Section 7 Section 8
Should include short, medium, and long-term actions to improve operations and safety in the interchange area -0155(7)(c)	The IAMP includes a phasing plan for the transportation system improvements, which includes a threshold analysis for determining how much development can be accommodated by each phase of improvements. Phase 1 (intersection improvements) includes short-term actions necessary to accommodate 10% of full build-out of the area. Phase 2 mid-term improvements include signaling the interchange ramp terminals and a series of roundabouts on the local street system, will accommodate 55% of full build-out of the area. The Hostetler Street Connection is the major component of Phase 3, long-term improvements, which will allow for 75% build-out. The final phase is the long-term "Vision Improvements. This Phase 4 will likely occur beyond the 20-year time horizon and involves bridge widening to accommodate a 6-lane cross-section.  The proposed Access Management Plan can be developed concurrently with improvements at all locations with the exception of along West 6th Street where it cannot be fully implemented until both proposed roundabouts on West 6th Street are operational (Phase 3).	Section 7 Section 8



THE PLAN WILL DETERMINE		
OAR 734-051-0155 Requirement	Determination	Report Reference
Driveway and roadway spacing and connections	The operational analysis considered all access points and intersections within approximately ½ mile from the existing I-84 Chenoweth Interchange, including all key intersections that have potential to affect traffic operations in the interchange area over the planning period. The resulting Access Management Plan implements the ¼ mile spacing requirements with the exception of public street access points on River Road at River Trail Way and on 6 <sup>th</sup> Street at Division Street and Irvine Street.	Section 7
Local street connections to ensure adequate access to properties and off-highway circulation	The IAMP includes a proposed local street circulation pattern (Figure 7-1, Transportation Improvement Plan, and Table 7-1).	Section 7 Section 8
Median treatments	Median treatments are proposed for West 6 <sup>th</sup> Street to meet ODOT access management standards (Figure 7-1, Transportation Improvement Plan).	Section 7
Location and type of traffic control devices needed to ensure safe and efficient operations in the operational area of the interchange	Signalizing the ramp terminals is included in Phase 2 improvements. Roundabouts at River Road/River Trail Way, River Road/West 6 <sup>th</sup> Street (US 30), and West 6 <sup>th</sup> Street/Chenoweth Loop are also planned as part of Phase 2. Signals at the Hostetler under-crossing are included in Phase 3 improvements. Figure 7-7 shows all necessary traffic control within the IMSA.	Section 7
Location of sidewalks and bicycle lanes	Sidewalks and bicycle lanes will be constructed on the local street system consistent with City standards. Bridge widening in Phase 4 (expected sometime beyond the IAMP planning horizon) will include sidewalks and bicycle lanes.	Section 7
Sidewalk and bicycle lane crossings (highway and ramp crossings)	NA – See above.	NA
Location of potential transit facilities (turnouts, shelters, park and ride areas)	Transit facilities were not considered as part of the IAMP because fixed route transit service does not exist nor is planned within the study area.	NA
Is new policy language needed in the City of The Dalles and/or Wasco County Comprehensive Plan to support adequate long-term interchange operations?	The City of The Dalles and Wasco County will amend their respective Transportation System Plans to incorporate the interchange policy statement (see Section 8). In addition, the City will amend its zoning ordinance to implement transportation demand management measures and development review standards.	Section 8

In the near- and mid-term no access modifications will be made to the four existing private access approaches located on the west side of West 6th Street unless land use changes occur involving the properties served by these accesses or if increases in traffic volumes on West 6th Street warrant a modification for operation and safety reasons. ODOT guarantees Access Permit protection, as allowed within ORS374.305 & 310, to all existing private accesses. Each will remain a valid access as long as the existing uses remain on property/site (per OAR734.051.0045) and there is no capital improvement project that would trigger review of the access (per OAR734.051.0285). An access evaluation will be required, but is not limited to, when any of the following land use actions occur within 1,320 feet of the I-84 ramp terminal intersections:

- Modifications to existing land use or zoning;
- Changes to plan amendment designations;
- Construction of new buildings;
- Increases in floor space of existing buildings;
- Division or consolidation of property boundaries;
- Changes in the character of traffic using the driveway/approach;
- Safety or operational improvements;
- Changes to internal site circulation design or inter-parcel circulation;
- Reestablishment of a property's use (after discontinuance for two years or more that trigger a Traffic Impact Assessment as defined below) that occurs on the parcels served by the approaches; or,
- Capital improvement projects.

### ***Long-Term Access Management Implementation***

As traffic volumes increase with new development, access management can help maintain the operational integrity and safety of the primary roadways. Access management goals for each access identified in Figure 7-11 are outlined in Table 7-5. In general, the types of improvements identified include:

- Modifying, mitigating or removing existing approaches pursuant to an access management strategy as part of the highway project development and delivery process (OAR 734-051). This may include restricting left-turning egress movements along West 6th Street by constructing a raised median;
- Improving traffic safety and operations by improving the local street network to provide alternate access, better local street connections to the highway, and reducing conflict points. This may include consolidating access on West 6th Street from private approaches and minor public streets where traffic can be rerouted to a major public approach; and,