

A. Widen and Realign to the North Alternative

This alternative would realign and shift the highway centerline to the north in order to provide for a standard clear zone on the south side of the highway, and widen for the 14-foot center turn lane median (see Figure 2-4). This alternative would bring this highway segment into compliance with highway standards, including clear zones, on both sides of the highway.

This alternative was not advanced for further study for the following reasons:

- It would remove more trees next to the highway than the Widen to the North Alternative.
- It would impact wetlands on the north side of the highway.

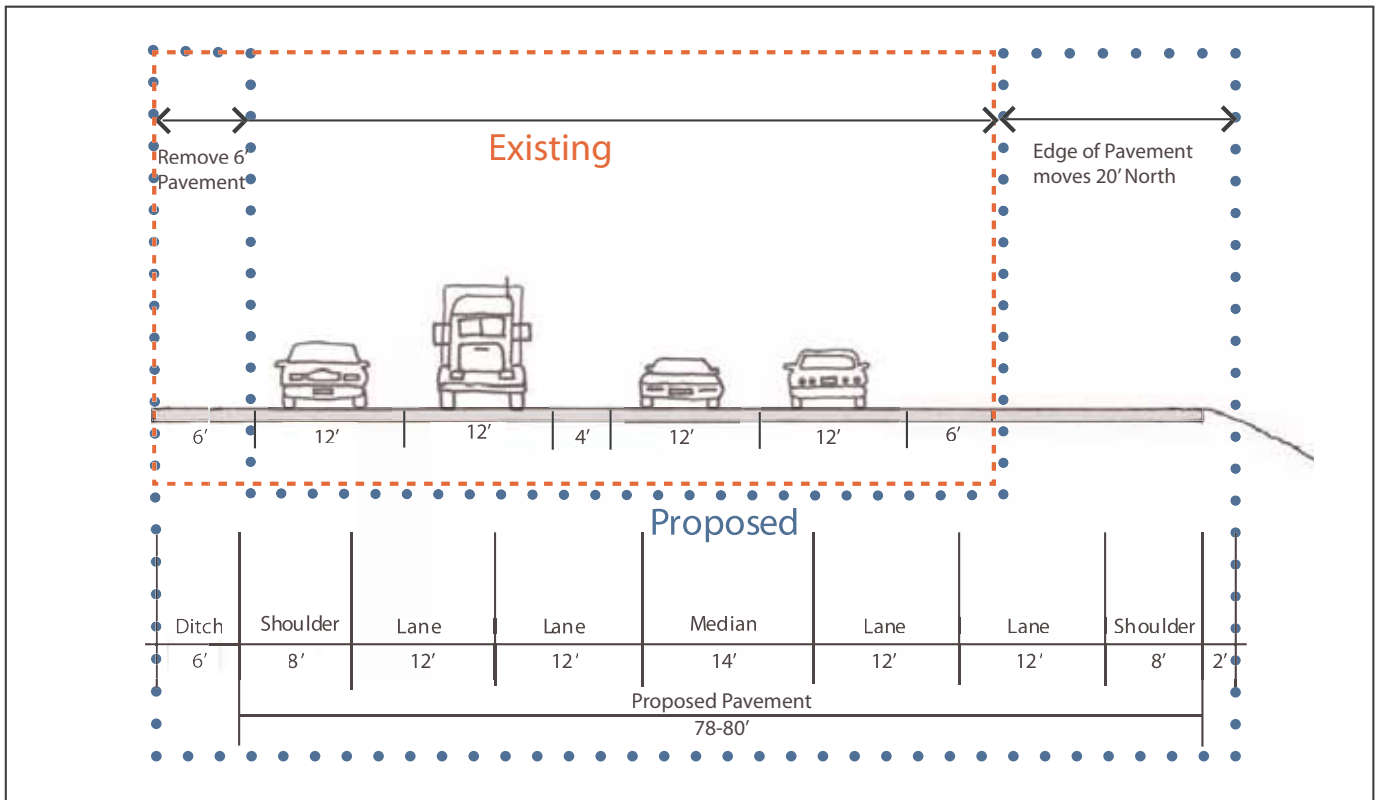


Figure 2-4: Widen and Realign to the North Alternative

B. Widen South Alternative

This alternative would widen the segment of the highway to the south only. The existing edge of pavement on the north side of the highway would stay where it is currently (see Figure 2-5). The alternative was identified to allow a comparison to the other widening alternatives.

The Widen South Alternative was not advanced for further study for the following reasons:

- It would impact private properties and utilities on the south side of the highway. It could require removing or relocating three businesses (motel, tavern and tattoo parlor), a private pump house and utilities on the south side of the highway. It would require acquisition of property from most property owners on the south side of the highway.
- It would use property from the Wildwood Recreation Site. This would require a Section

4(f) evaluation because it is a public park property.

- It would require additional Section 4(f) evaluation of the pristine, high priority, historic Barlow Road trace that has been identified on the south side within the Wildwood Recreation Site.
- It would impact wetlands.
- It would require removal of trees on the south side of the highway.

Section 4(f) of the Department of Transportation Act calls for a "...special effort to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites." A transportation project using publicly owned parks, recreation areas, wildlife refuges or historic sites may be approved only if there is no prudent and feasible alternative and all possible planning has been done to minimize harm to the site.

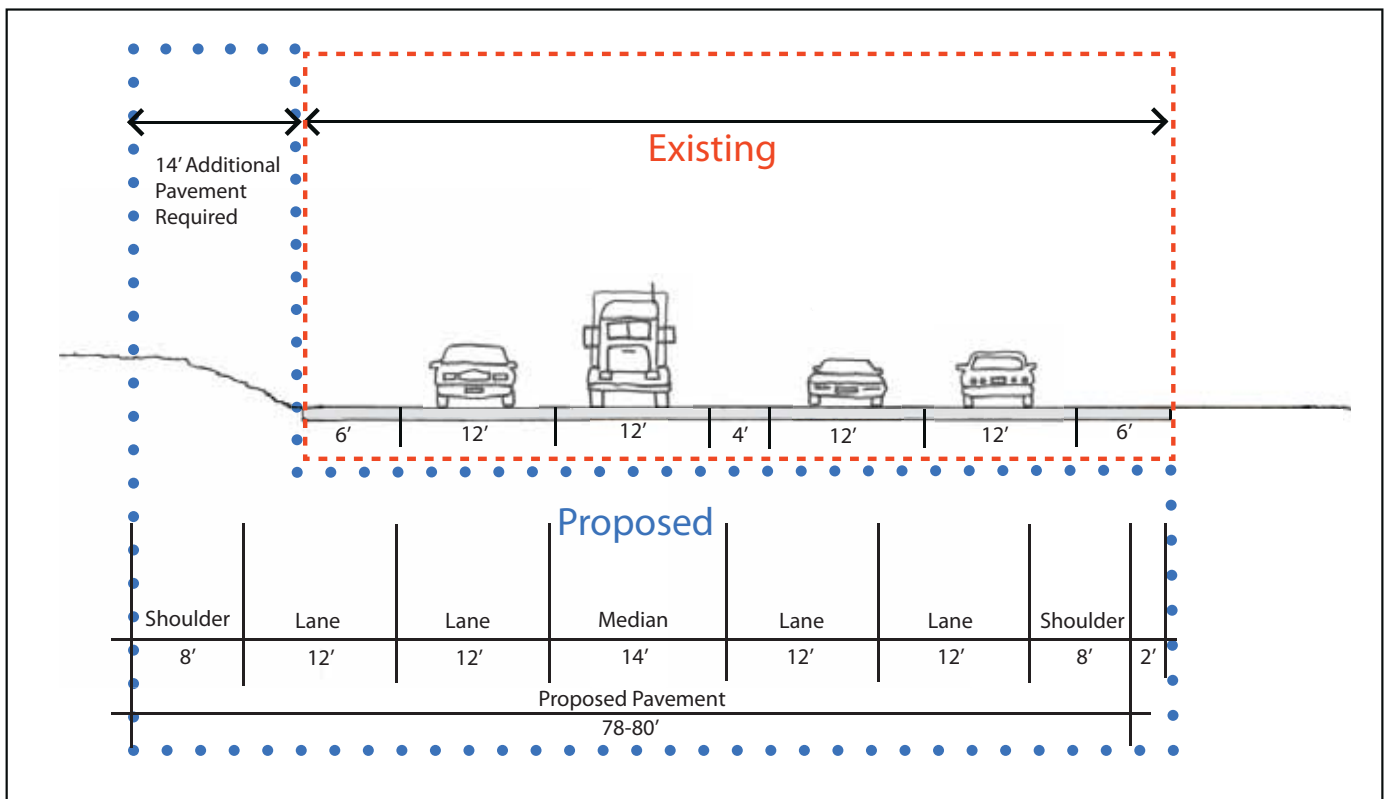


Figure 2-5: Widen to the South Alternative

C. Widen to the North and South Alternative

This alternative would include equal widening to the north and south. The centerline of the highway would remain in the same location as it is currently (See Figure 2-6). This alternative was identified to investigate minimizing impacts to trees and properties in comparison to the other alternatives.

This alternative was not advanced for further study for the following reasons:

- It would not save trees. The total number of trees removed would be nearly the same as for other alternatives because trees would be removed from both sides of the highway.
- It would require acquisition of private property from property owners on the south side of the highway and displacement of three businesses and a private pump house.

- It would require the use of property from the Wildwood Recreation site. This would require evaluation as a Section 4(f) resource because it is a park property.
- It would require additional Section 4(f) evaluation of the pristine, high priority, historic Barlow Road trace that has been identified on the south side within the Wildwood Recreation Site.

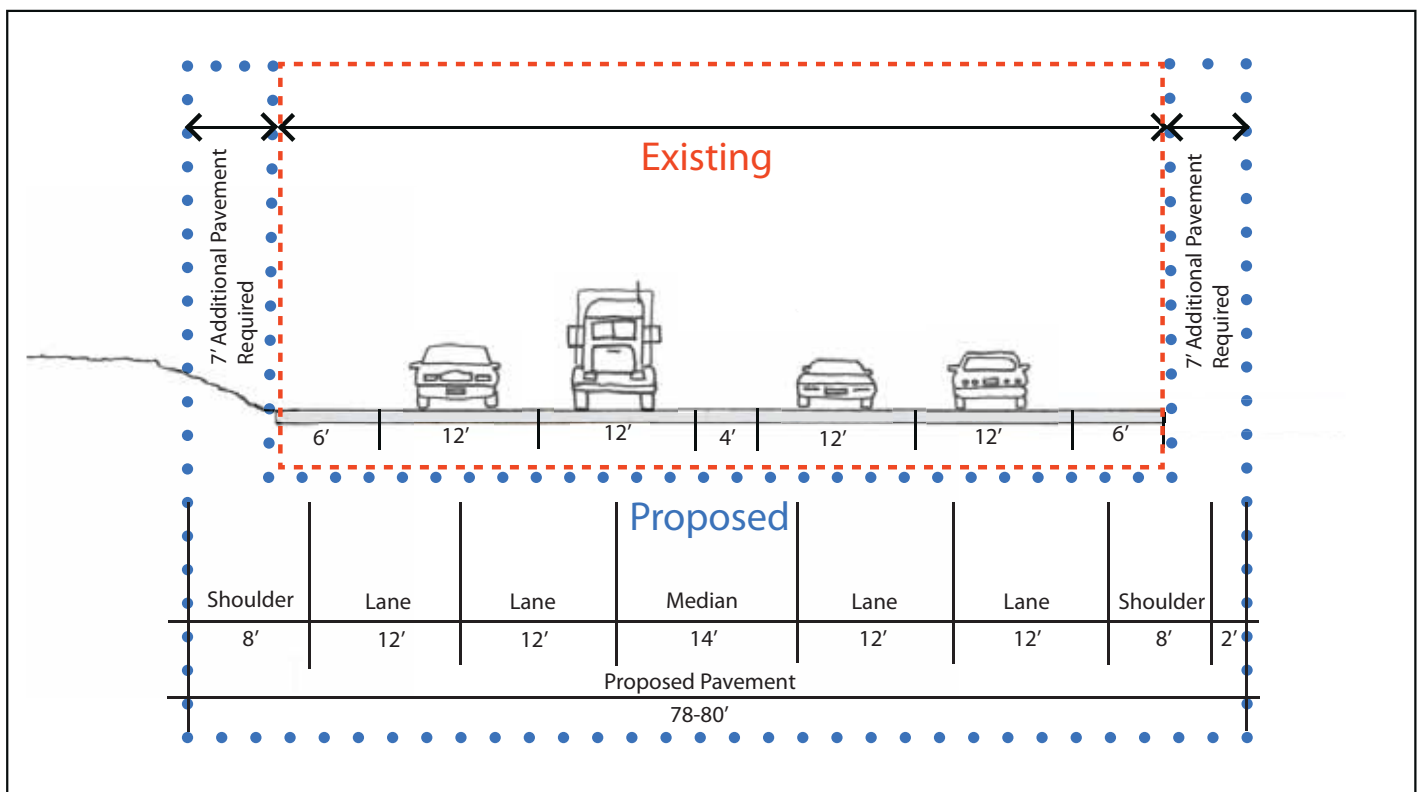


Figure 2-6: Widen to the North and South Alternative

D. Relocate BLM Access Alternative

This alternative would provide a continuous left turn median for driveway and street accesses up to the BLM corridor and then transition back to the 4-foot median. The alternative was proposed with the thought that the elimination of BLM's access to the Wildwood Recreation Site could eliminate the need for the left turn median in this section. See Figure 2-3 b for BLM boundaries and entrance into the Wildwood Recreation Site. Figure 2-7 shows the various access options that were identified and evaluated.

This alternative was not advanced for further study for the following reasons:

- It would not save the large trees because it would not eliminate the need to widen the highway. There would still be a need for a 14-foot wide left turn lane for turns to and from the other access points outside the BLM corridor. The length of roadway needed to taper from five lanes to four lanes

would require widening and the consequent removal of large trees.

- It would remove trees within the Wildwood Recreation Site and/or acquired property for the construction of a new roadway from Cascade Drive or Maple Street into the Site.
- It would have greater impacts to vegetation and wildlife habitat than the other alternatives due to construction of a new access road.
- It would alter the traffic flow in the Wildwood Recreation Site, which is not desired by BLM.
- It would move Wildwood Recreation Site traffic to Camino Rio Drive/Cascade Drive or Maple Street where it would pass through private property and by recreational vehicle and camp sites or residences.
- It would require the acquisition of private property or easements for the new access road.

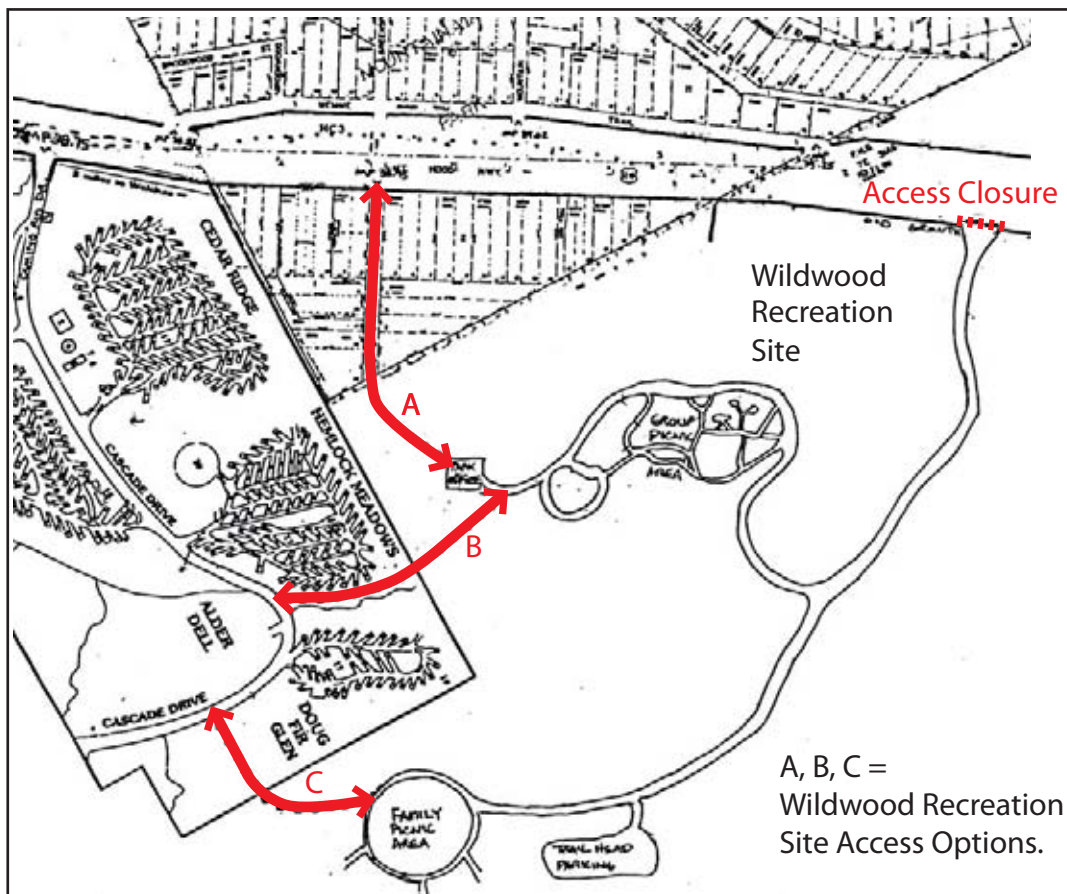


Figure 2-7: Relocate BLM Access Alternative

E. Median Barrier Alternative

This alternative would place a barrier in the median that would prohibit cars from making left turns onto or off of the Highway through the section that currently contains the 4-foot median. The median barrier would necessitate opportunities for drivers to turn around at each end of the median. This alternative was proposed with the thought that it might reduce the impact to the trees and still achieve the desired result of reducing accidents through this section.

This alternative was not advanced for further study for the following reasons:

- It would impact more trees than the Widen to the North Alternative, due to the required widening.
- It would not decrease the need for widening the highway because there would be a need to provide inside shoulders next to the median barrier. Normal median width for 4 lanes plus barrier is 18 feet, 4 feet wider than for a center turn lane. This would be the widest alternative.
- It would require turnarounds or jug handles and traffic lights at each end of the median. The turnarounds must be large enough to accommodate tractor-trailer trucks. Acquisition of property would be required for the turnarounds.
- It would impact wetlands (west end) due to land needed for turnarounds.
- It would impact forested areas, particularly on the east end where the access would intersect E. Arrah Wanna Boulevard south of the highway.
- It would cause new safety problems. Long deceleration lanes would be required for the turnarounds, conflicting with existing driveways and street accesses. Drivers may make illegal U-turns out of center lanes, rather than taking jug handle turnarounds. Potentially, it could simply move accident locations to turnaround locations.
- It may increase response times for emergency vehicles.
- It would present an obstacle to animals and

pedestrians attempting to cross the highway.

- It would create out of direction travel for some non-local motorists and for most local motorists.
- It would present maintenance concerns such as: increased maintenance costs for barriers and impact attenuators; obstacle to snow plowing and sanding operations; obstacle to drainage, causing standing water.

What about other types of alternatives?

Other types of solutions to specific transportation problem could, in some circumstances, solve the identified problems in an area. These types of solutions were considered and not evaluated further as described below.

A. Travel Demand Management

Travel demand management techniques are generally accepted as methods to reduce automobile travel on a congested roadway. Examples of travel demand management include carpooling, park and ride lots, flex time and telecommuting. According to the U.S. Department of Transportation, these techniques become more productive as traffic congestion increases in volume to capacity ratios. However, these techniques are more appropriate to commuting traffic in an urban setting than vacation or tourist traffic in a rural setting. Travel demand management by itself would not solve the purpose of the project to improve the safety problem caused by left turns to and from US 26.

B. Pedestrian and Bicycle Travel

Consideration for pedestrian and bicycle travel is included in the Widen to the North Alternative by incorporating 8-ft shoulders on each side of the highway. This would be an improvement over the present narrow shoulders. In addition, the design of the widening would not preclude the future development of a walking and biking trail parallel to the highway. An informal foot trail exists now on a portion of the north side of US 26 and this may be developed in the future. Adding pedestrian and bicycle improvements, by itself, would not address the purpose of the project to improve the safety problem caused by left turns to and from US 26. See Figure 2-3 (c) for the location of the informal walking trail between E. Wildwood Avenue and Hoodland Church.

C. Public Transit

The Mountain Express, a public transportation service, serves customers along US 26 between Sandy and Rhododendron, Monday through Friday. One Greyhound bus per day travels between Portland to Bend on US 26. Improving public transportation, by itself, would not address the purpose of the project to improve the safety problem caused by left turns to and from US 26.

D. Rail

No freight or passenger rail transportation currently exists in the Mt. Hood corridor along US 26 and none is proposed.