

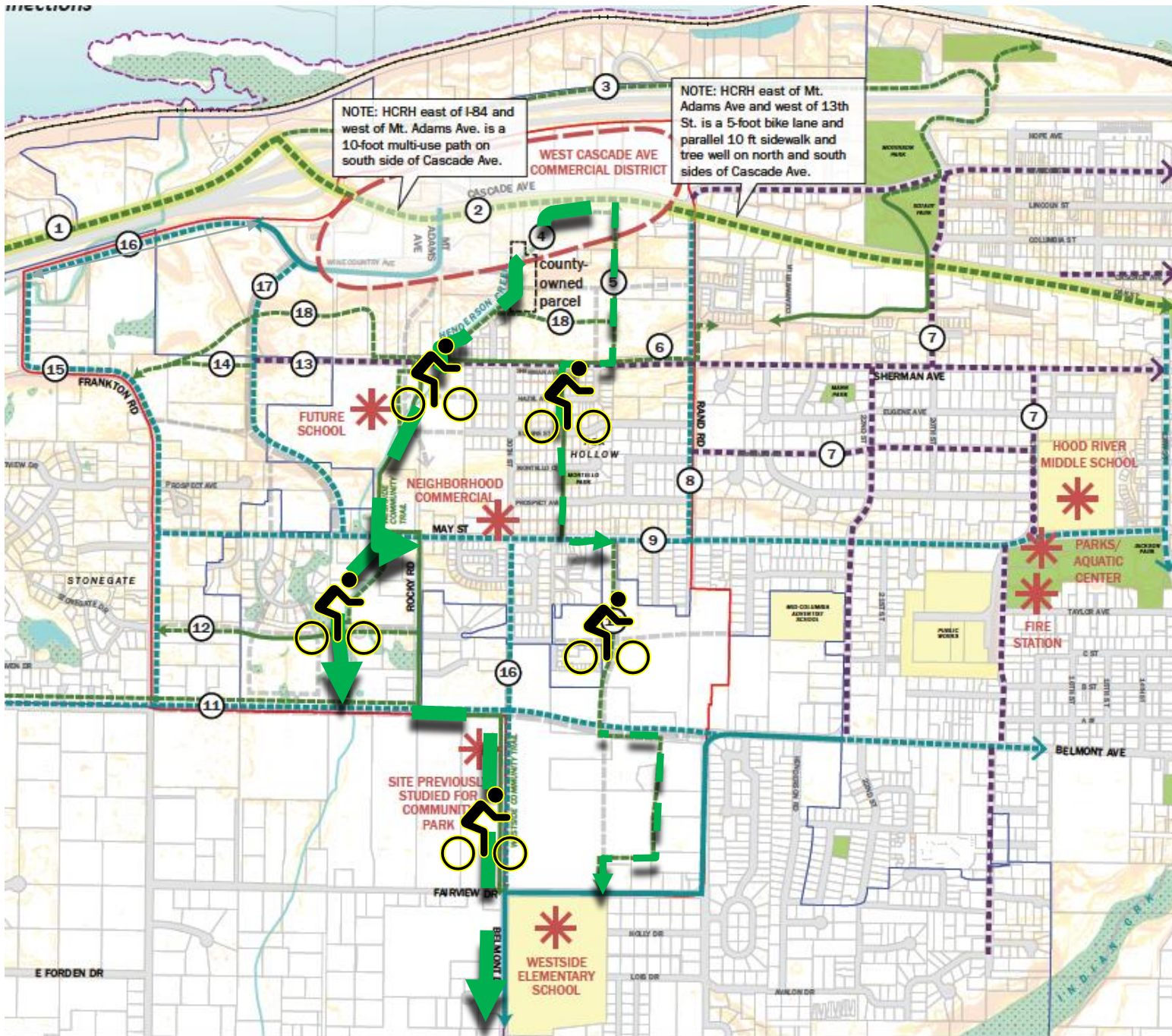
HOOD RIVER
WESTSIDE AREA
Concept Plan

CONCEPT PLAN REPORT

Pedestrian and Bike Framework Planning Commission Recommendation

Facility

- Off Road Trails 
- Physically Separated Bike and Ped Street Facility 
- On Street Bike Facility and Sidewalk 
- Pedestrian Only 
- Bike Boulevard/Neighborway shown in Purple on existing streets




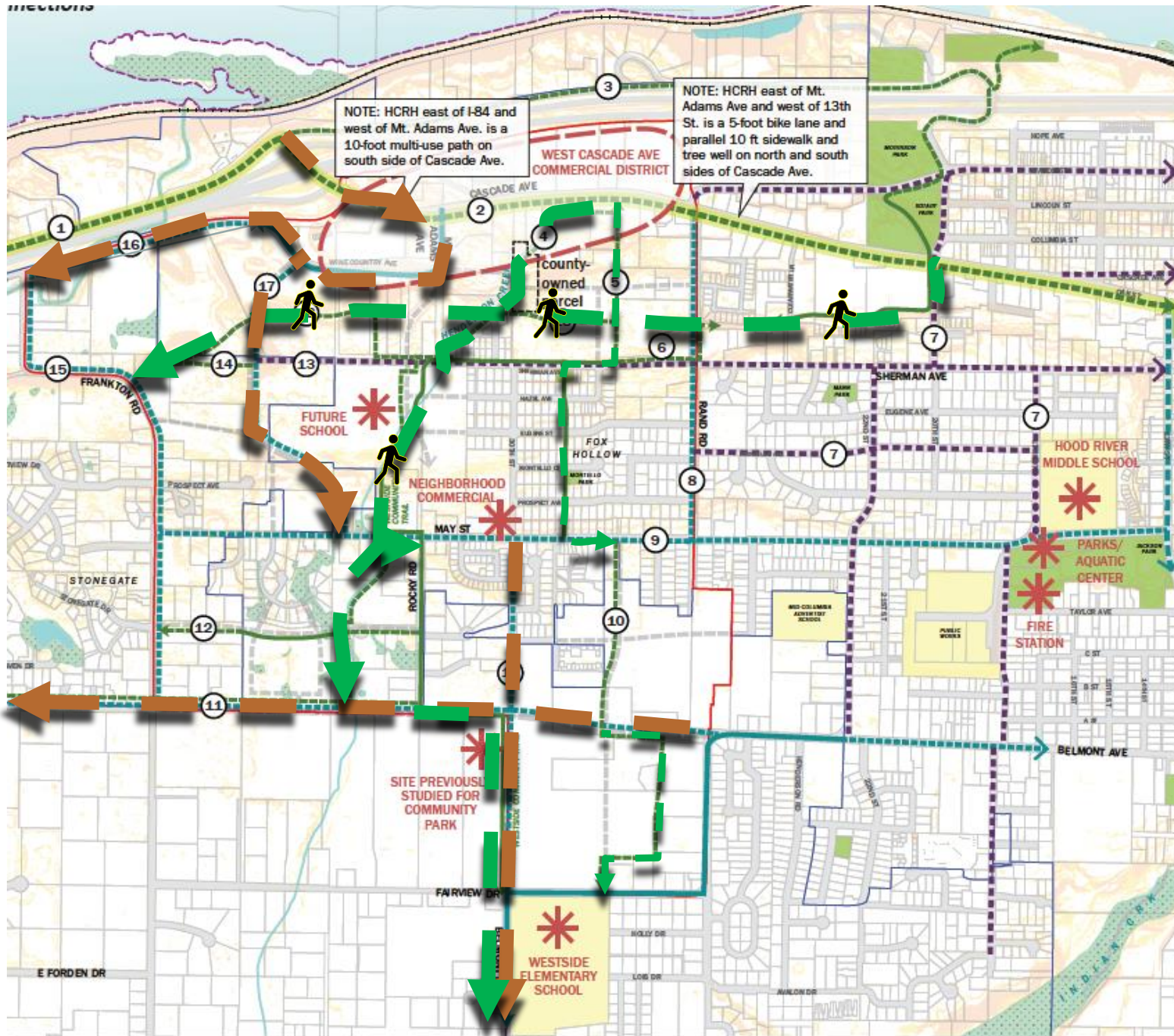
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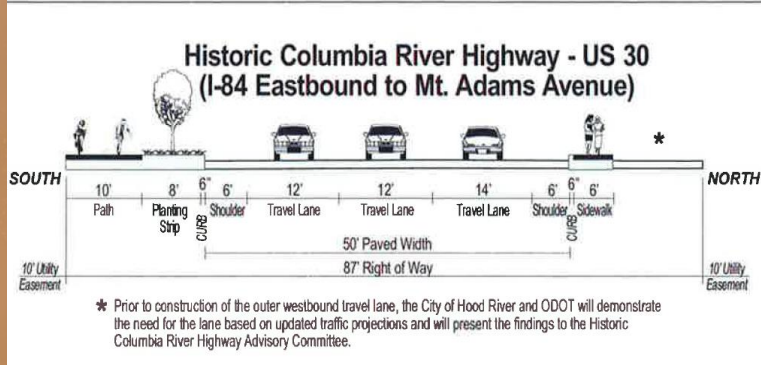
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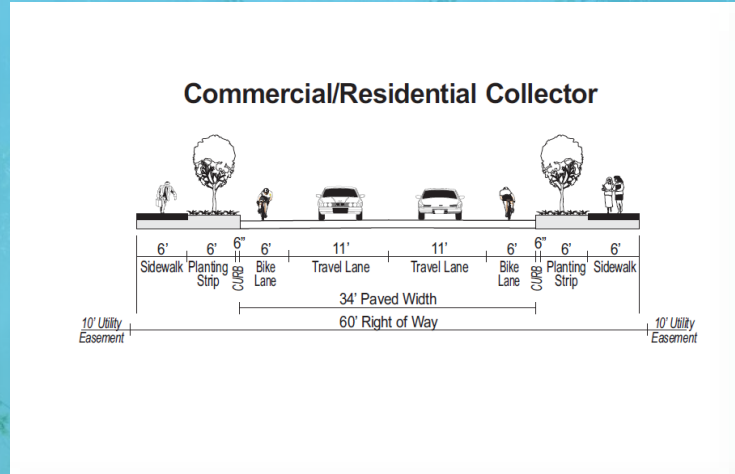
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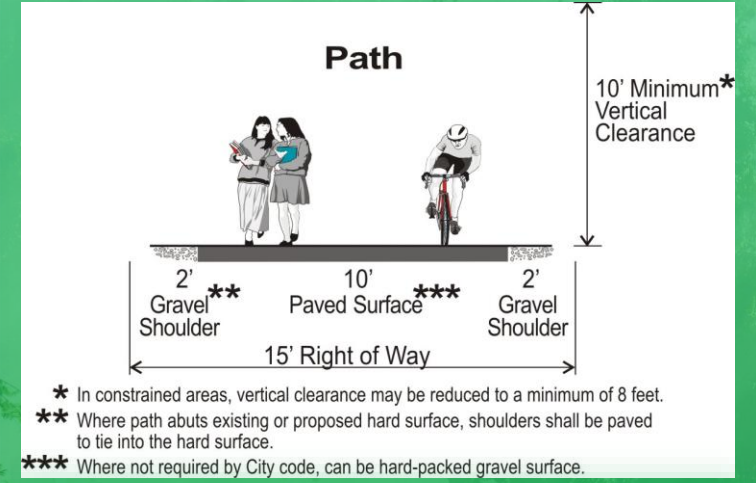
Physically Separated Ped and Bike Facility



On Street Bike Facility and Sidewalk



Off Street Path and Trail



Separated Bike Lane

Exclusion for Bicycles
The bike lane provides space to bike. The exclusion is to other vehicles.

Physical Separation
The separated bike lane should be defined from the roadway, with curbing, materials, a curb, or other delineation.

Benefits

- Provides a more comfortable experience on high-speed and high-volume roadways than shared shoulders.
- Separated bike lanes offer bicyclists a similar riding experience to dedicated bike lanes.
- Offers an increased sense of security for bicyclists in areas with high volumes of motor vehicles, when paved with materials.
- Can reduce the incidence of sidewalk riding and potential user conflicts.

Considerations

- Reflects a more clear visual and physical separation between the roadway and the bike lane.
- If a wide landscaped buffer may be needed, should be paved with materials.
- Requires a side curbside arrangement to provide for separation, sidewalks, and bike lane areas.

Speed and Volume
For use on roads with high motor vehicle volume and moderate to high-speed motor vehicle traffic.

Network
On primary arterials, on major roads through and across communities.

Land Use
For use on urban streets with moderate to high volumes of bicyclists and pedestrian use.

Advisory Shoulder

Yield to Bicyclists
Motorists must yield to bicyclists and pedestrians if present or other vehicles traveling in opposite directions travel.

Advisory Shoulder
Provides shared space for bicyclists and occasional pedestrian travel.

Benefits

- Provides a delineated but non-exclusive space available for bicycling and a readily identifiable space for dedicated shoulders.
- May reduce some types of crashes. Does not replace motor vehicle travel lanes.
- Minimizes potential impacts to visual or natural resources through efficient use of existing space.
- Requires well-located and small trees, shrubs, and hard-landscaping.

Speed and Volume
Allow appropriate on-street use with low to moderate volume and moderate speed motor vehicles.

Network
Adds to operational connectivity between built-up areas.

Land Use
For use on urban, suburban, and within built-up areas with bicycle and pedestrian demand and desired available paved roadway surface.

