



# CITY OF HOOD RIVER

PLANNING DEPARTMENT

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To: Planning Commission

From: Dustin Nilsen, Director of Planning

Date: May 15, 2019

Re: May 20, 2019 Hearing – Streets & Transit and Pedestrian & Bicycle Frameworks (File No. 2018-07)

During the public hearing on April 15, 2019, staff sought feedback from the public and Planning Commission regarding the Westside Concept Plan Draft Report's "Streets & Transit Framework" and "Pedestrian & Bicycle Framework."

Staff recommends that commission continue its reviews of the text for these Framework Plans in the Concept Plan Report prior to the hearing (pages identified below) and then deliberates with emphasis on the "Streets & Transit Framework" in order to forward a recommendation to the City Council for their consideration.

The information below summarizes the Work Plan presented March 18<sup>th</sup> and deliberation from April 15<sup>th</sup> for reference.

**STREETS FRAMEWORK (Concept Plan Report pp. 24-33, pg. 74, and Appendix B for roadway cross-sections and intersection plans)**

Staff Recommendation: The current Transportation System Plan be updated to include the Streets and Transit Framework as a refinement and update to the 2011 Plan. The concept plan will increase the specificity of future street layouts, cross sections, and project funding. Currently, all but one project is included in the City's TSP but many are not funded.

Concept approval is the first step in policy and regulatory implementation and its approval does not automatically implement new standards. Direct zoning code revisions are anticipated as part of the concept approval. Key to implementation is the update of the City's Transportation System Plan and engineering standards including:

- Updates to the project list (Move Projects to Funded List)
- Updates to the Motor Vehicle System Plan to be consistent with the Streets Framework including intersection design at Mount Adams and Cascade.
- Updates to the Pedestrian System Plan and Bicycle System Plan to be consistent with Pedestrian and Bicycle Framework (Recommendation that certain trails be included in the TSP)
- Updates to cross-sections for graphic changes and two new cross-sections: Minor Arterial Option (Alignment D) and the Neighborhood Connector street
- Text edits as needed to incorporate specific issues such as traffic calming on 30<sup>th</sup> Street north of May Street
- Refinement of the Mt. Adams /Wine Country intersection improvements; Roundabout or signal at Mount Adams and Cascade?

**Policy Issues highlighted by Planning Commission and General Consensus from April 15<sup>th</sup>, 2019:**

1. Relocation of "Mt. Adams extension" (to Alignment D), including signals  
*4/15/2019: PC supports relocating the "Mt. Adams extension" to "Alignment D". However, PC recommends looking at feasibility of roundabouts rather than traffic signals at Alignment D's intersections at Wine Country Ave. and May Street.*
2. Refinement of traffic control method at intersection of Wine Country Ave./Mt. Adams Ave.  
*4/15/2019: PC agrees with staff that an alternative solution should be considered for traffic control at intersection of Wine Country Ave. and Mt. Adams Ave. rather than installing a median barrier.*
3. Refinement of Neighborhood Connector locations  
*4/15/2019: PC recommends City Engineer determines preferred location for Neighborhood Connector north of Sherman - align with Max's Loop or place over existing stormwater lines to the east. PC recommends 60' ROW for 30th St. north of Sherman to Wine Country Ave., but suggested street design for limited vehicular traffic coupled with improved bike access.*
4. New cross sections for Minor Arterial, Neighborhood Connectors and Local Streets to apply throughout City  
*4/15/2019: PC requests at least two alternative cross sections for minor arterials with options for physical separation of bikes from cars, with info about maintenance issues.*
5. Traffic signal vs. roundabout at Cascade Ave./Mt. Adams Ave.  
*4/15/2019: PC did not reach conclusion on roundabout vs. signal at Cascade/Mt. Adams and would like to continue discussing at next hearing.*
6. Transportation system design and land use affect Transit feasibility  
*4/15/2019: Brief discussion of connection between land use and transit, and that streets must be designed to facilitate transit (e.g. roundabout geometry).*
7. 30th Avenue North of May Traffic Calming  
*4/15/2019: PC has no position on methods of traffic calming on 30th St., to be determined by City Engineer.*
8. 30th Avenue South of May where temporary on street parking is converted back to bike lanes  
*4/15/2019: Brief discussion of existing right-of-way width constraint immediately south of May Street.*
9. Update of the Transportation System Plan Financially Constrained List  
*4/15/2019: Brief discussion of Funding Memo in Concept Plan Appendix B, Technical Memorandum 6.1, December 20, 2017.*

**Additional Planning Commission comments from April 15<sup>th</sup>, 2019 not in the form of consensus:**

- Bike lanes not fully vetted - fine tune plan to put bike lanes where they will be used.
- Traffic model says "Alignment D" works only if 30th Street is not attractive.
- For 30th St. north of Sherman, need specific design for developers.
- Not sure if 5' or 6' sidewalk is appropriate.
- Discussion of the dangers of peds & bikes sharing path in comparison of bikes on street.
- Roundabout more expensive than signal, plus Historic Col. River Hwy concerns - wants gateway to look more like Troutdale.
- 5' wide sidewalks sufficient in residential areas.
- Cost estimates for roundabouts vs. signals?

- Concern with eliminating Neighborhood Connector between Wine Country and Sherman, as provides access to future school site.
- Need diagrams of cross sections in different format to help in evaluation - want options and criteria for review.
- Roundabout not appropriate for gateway, but maybe at Wine Country and Mt. Adams?
- Concern re: "bikeability" of steep roads - suggests Henderson Creek may provide diagonal path that works best for bikes going uphill.
- Questions need for Neighborhood Connector street in "road cut" between Wine Country and Sherman Ave., maybe ped/bike only?
- Not a proponent of taking bikes off of streets in favor of multi-use paths - creates challenges at intersections.
- Advocate for roundabouts, could install signage for gateway at Cascade/Mt. Adams.
- 5' sidewalk OK in residential areas, wider in commercial.
- Like moving bike lanes off street.
- OK with stairs only in "road cut" between Wine Country and Mt. Adams.
- Henderson Creek alignment preferred for bikes due to grade but plan currently anticipates use of 6' trail by pedestrians only.
- Need a matrix board of streets for bike routes.
- Asserts peds & bikes sharing path is safer than bikes on street.
- Supports "8-80" rule for design.
- Open to roundabout at Cascade/Mt. Adams as gateway, especially if design reduces "choke point" for traffic.

#### **4/15/2019 Other Notes and Guidance:**

- See 4/26/17 TAC/PAC packet pp. 76-95 for roundabout analysis, and pp.115-116 for 2010 Exit 62 HCRH design concept.
- Larry K. suggests looking at new bike lane on 102nd Ave. in Edmonton, Alberta as a good example. (on street with physical separation) Good view of the path and spirited discussions of modes.
  - <https://edmontonjournal.com/news/local-news/102-avenue-bike-lanes-problematic-for-some-edmonton-drivers>
  - <https://edmontonjournal.com/news/local-news/someone-is-going-to-get-creamed-102-avenue-shared-use-sidewalk-worries-pedestrians-cyclists-homeowners>
- See [FHA Small Town and Rural Multimodal Networks book](#)
  - Background information and FHWA discussion on paths relating to physical separation of walks and paths from.

#### **PEDESTRIAN AND BICYCLE CONNECTIONS FRAMEWORK (Concept Plan Report pp. 34-37 and pp. 98-100)**

Status: The Pedestrian and Bike Framework Plan should be adopted to accompany the streets Framework as a refinement and update to the 2011 Transportation System Plan and will also serve as part of the Open Space Plan Framework, where off-street trail connections overlap and capital facilities will be programmed.

The concept plan will advance the specificity of future street layouts and project funding demands, it will also provide a linkage between open space, recreation, and transportation plans.

Important Touch Points for Planning Commission:

- Code Changes will influence sections of 17.20 of the Zoning Code as well as references within the subdivision ordinance.
- Land Dedication and Fee in Lieu Requirements in the Zoning Code
- Coordination of Bike and Ped Improvements Between TSP and Park and Open Space Framework
- Verify if there is overlap between sidewalks, bike and trail facilities and determine what should be funded.

**Policy Questions and Issues for Planning Commission feedback:**

1. Does Planning Commission Support the addition of Henderson Creek and Ridgeline trails as proposed?
2. Where overlapping facilities occur in the Bicycle and Pedestrian Framework, and Streets and Transit Framework, does Planning Commission have input on overlapping infrastructure? Specifically:
  - Are Trail Segments 5 (4' firm and stable surface) and 10 (10' off-street asphalt or concrete path) needed parallel to future Neighborhood Connector streets with street provided bike facilities?
  - Is Trail Segment 11 (10' multi-use path) needed along with 6' bike lane and sidewalk? Is path an interim improvement until road and sidewalks are constructed?
3. Does Planning Commission support leaving the Westside Community Trail along Rocky Road on street or should it be placed on a sidewalk or sidepath?
4. Does Planning Commission support moving Trail Segment 12 to Carr Drive rather than Blackberry Dr., through Willow Ponds to Rocky Rd.