

PEDESTRIAN AND BICYCLE FRAMEWORK

The Vision

The Westside Area is envisioned as an extremely walkable and bikeable part of the City, with on-street and off-street paths connecting neighborhoods to green spaces and services within Hood River and the surrounding area. The Westside Area is at the intersection of the Historic Columbia River Highway, the Westside Trail, and a popular route to the Post Canyon area west of the City.

Existing Plans

Planning for bicycle and pedestrian access in the Westside Area has to date been addressed in the Transportation System Plan, which includes “Modal Plans” for the pedestrian system and the bicycle system. These plans identify a number of bicycle and pedestrian projects within the Westside Area, largely limited to sidewalks and bike lanes on May St. and Rand Road, and the Westside Trail.

Bicycle and Pedestrian Framework

Pedestrian and bicycle routes are a key component of the Concept Plan. In the November 2016 online open house, connecting neighborhoods with bicycle lanes was the highest-ranked transportation issue, with nearly two-thirds of respondents rating the issue as “Very Important.” Off-street walking paths and a connected system of sidewalks also received high scores, with over half of respondents rating the issue as “Very Important.”

The Pedestrian and Bicycle Connections Framework (Figure 19) depicts a connected network of pedestrian paths, bike routes, and trails that go “to and through” each neighborhood and district of the Westside Area. The goal is to provide many options for active transportation and reduced reliance on vehicle travel. The plan builds on designated and existing routes, including the Historic Columbia River Highway State Trail, the Westside Trail, and routes in the adopted TSP. Other connections have been added to connect activity centers such as the planned parks and schools.

Each of the trail and path segments have been evaluated and classified. Table 1 and Table 2 describe the type, intended users, width, and surface type for each segment. The alignment, width, and surface types are preliminary and subject to refinement during design.



Hood River, OR
Photo Credit: Google Earth












Second Street Stairs, Hood River, OR
Photo Credit: Google Earth

Three Key Trails for the Westside

Three key trails are envisioned through the Westside Area, as shown in Figure 19. The Westside Trail, which currently connects from the Westside Elementary School to Sherman Avenue, will remain and be improved. A new trail along Henderson Creek is also proposed, which will provide access to nature and an opportunity to improve the condition of the creek. A third major trail along the ridgeline through groves of retained trees is also included.



















Table 1. Existing Bicycle and Pedestrian Facilities

Trail Segment	Type	Users	Approximate Width	Surface *
(A)	Westside Community Trail, between May & Sherman, then along Henderson Creek		~4'	Gravel, Natural Surface
(B)	Westside Community Trail, along Sherman		5'	Concrete Sidewalk
(C)	Fox Hollow Pedestrian Path		~4'	Asphalt
(D)	Westside Community Trail, on Rocky Road		~6'	Shared with Asphalt Road
(E)	Westside Community Trail, between Rocky Road & Fairview		~3'	Gravel
(F)	Westside Community Trail, west of Rocky Road		~4'	Gravel, Natural Surface
(G)	Belmont Rd/Fairview Bike Lanes		5'	Asphalt†
(H)	Westside Community Trail, north of Sherman		~4'	Concrete Sidewalk, Shared with Asphalt Road
(I)	Cascade Ave/Mt. Adams Ave Bike Lanes		~4'	Asphalt†

† These existing routes are high-stress for cyclists and should be upgraded to a wider and more clearly-marked or physically separated bike lane. See "Bicycle Routes by Stress Conditions" map.

* Wherever Westside Community Trail exists as gravel or natural surface, it should be upgraded to a firm and stable surface for improved accessibility.

Table 2. Proposed Bicycle and Pedestrian Framework Facilities

Trail Segment	Type	Users	Approximate Width [†]	Surface [*]
①	Historic Columbia River Hwy Trail		8'	Asphalt
②	Historic Columbia River Hwy Trail (design varies by segment; see map)		12'	Asphalt or Concrete
③	Westcliff Dr pedestrian path		6'	Concrete Sidewalk or other Firm & Stable Surface
④	Henderson Creek Trail		6'	Firm & Stable Surface
⑤	Westside Community Trail extension to Cascade Ave		~4'	Firm & Stable Surface
⑥	Westside Community Trail extension east and north to waterfront		~4'	Firm & Stable Surface
⑦	Bike Boulevards on Montello Ave, 17th St, 18th St, and 20th St		N/A (Shared Lane Markings)	Shared Asphalt Road
⑧	Rand Rd Bike Lanes		6'	Asphalt Bike Lane
⑨	May St Bike Lanes		6'	Asphalt Bike Lane
⑩	Upper Terrace Neighborhood Trail: May St to Fairview St		~10' Off-Street Path	Asphalt/Wide Sidewalk
⑪	Post Canyon bike lanes and off-street multi-use path		6' Bike Lane, 10' Off-Street Path	Asphalt or Concrete
⑫	Completion of Westside Community Trail connection west to Frankton Rd		~4'	Firm & Stable Surface
⑬	Sherman Ave Bike Route		N/A (Shared Lane Markings)	Shared Asphalt Road
⑭	Trail from Sherman Rd to Frankton Rd		~4'	Firm & Stable Surface
⑮	Frankton Rd Bike Lanes		6'	Asphalt Bike Lane
⑯	Country Club Rd Bike Lanes		6'	Asphalt Bike Lane
⑰	Future Minor Arterial Bike Lanes		6'	Asphalt Bike Lane
⑱	Ridgeline Trail north of Sherman		6'	Firm & Stable Surface

[†] Preliminary. Final cross-sections to be determined during design.

^{*} Preliminary. Final surface materials to be determined during design.