



June 17, 2019

Dear Planning Commission:

Thank you for the opportunity to provide input on the Bicycle and Pedestrian Framework of the Westside Area Concept Plan.

The bicycle and pedestrian network, like the street network, is made up of facilities that can be classified according to their purpose, context and users. Here is how we classify them:

1. **High-efficiency bike routes:** These routes are like the equivalent of an arterial in the street network and indeed, these bike lanes are included in the street section of major north-south and east-west routes including Alignment D, 30th St., May St., and the Post Canyon-Belmont extension. They are direct routes connecting primary uses and areas of town. As these bike lanes are on streets with high traffic volume, we recommend that the bike lanes are built as side paths, parallel to but off the roadway and separated from vehicular traffic by a planting strip. At minimum, these should be parking protected bike lanes.
2. **Neighborways:** These are residential streets designed for low volumes and speeds for auto traffic, where children can play, and bicycle and pedestrians are given priority. They are usually one, sometimes two blocks away from major streets and provide extended connections between neighborhoods, schools, squares, and parks. The concept plan shows a number of future sharrows. We think that some of these (Montello for instance) should have a neighborway treatment which includes many other traffic calming and wayfinding elements beyond just painted biker icons on the roadway (see attached illustration on neighborways). 18th Street is a major route for students accessing Hood River Middle School as well as a major north-south route for auto traffic. In this case, protected bike lanes are a more appropriate treatment for the street than sharrows.
3. **Off-road multi-use paths:** The trails along Henderson Creek, the Ridgeline trail and Westside trail should be designed as paved, multi-use paths that are safe and comfortable for walkers and bikers to share. They need to be constructed at adequate width to allow these two uses to co-exist comfortably. We recommend that the width of these trails be increased to 12 feet. These paths provide an active transportation network that is separate from the auto network making it more attractive and suitable for our most vulnerable residents. Today, the Westside trail

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and trail through Willow Ponds are preferred by kids and parents travelling to and from Westside Elementary because they feel safer on a route that has so few interactions with cars. These proposed off-road trails are greenways that retain and enhance natural features like Henderson Creek and groves of Oregon White Oak trees. As the city becomes more built up, these greenways will be a calming refuge. Ideally the greenways will connect future parks in the westside.



Finally, electric bikes will be a game changer in Hood River. Their use has exploded in just the last few years. The impact of electric bikes and designing a network that works well for them should be considered as part of this plan.

We are excited by a future where biking and walking aren't just for exercise but true transportation options for most of Hood River's residents.

Best,

A handwritten signature in black ink that reads "Heather Staten". The signature is written in a cursive, flowing style.

Heather Staten
Executive Director



What is a neighborway?

Neighborways are residential streets designed for low volumes and speeds for auto traffic, where children can play, and bicycle and pedestrians are given priority. They are usually one, sometimes two blocks away from major streets and provide extended connections between neighborhoods, schools, squares, and parks.

Neighborways can range from simple and quick treatments such as painted surfaces and wayfinding signage to more expensive things like moving curbs, plantings and public art.

Tools



Pavement Mural



Stencils



Traffic calming on Hudson Street at intersection of Lowell Street

Bump Outs at Corners



Signs



Gateway Treatments



Residential Parklet

Pulling it all together

Portland Oregon is a leader in Neighborways integrated with schools. As our program



Figure 19. Bicycle and Pedestrian Connections

