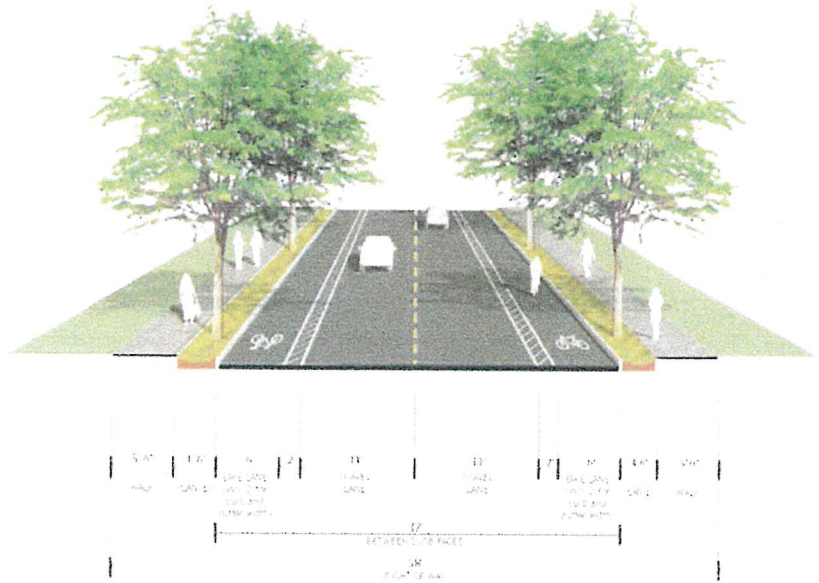


Street and Bicycle/Pedestrian Framework Recommendations from Thrive Hood River

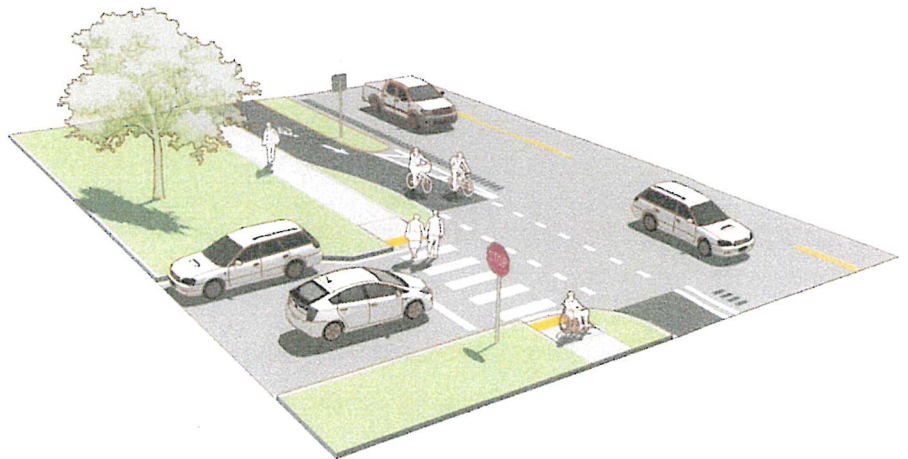
Alternative Sections for Arterials:

The sections for arterials (Cascade Ave., Alignment D and the Post Canyon/Belmont extension) in the Westside Plan are shown with unprotected bike lanes, where bikes are separated from vehicular traffic by nothing more than paint as shown at right:

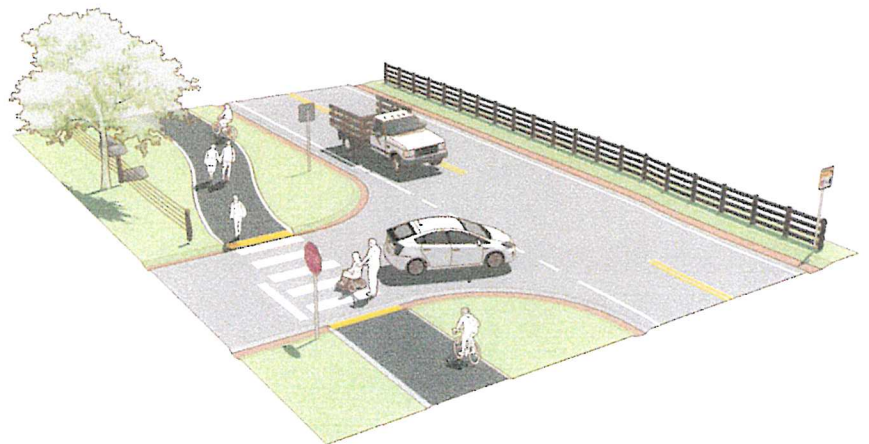


Thrive’s Recommendation: For streets with a high volume of vehicular traffic, provide bike facilities that are separated from vehicular traffic. Here are two examples.

Option 1: Separate walking path and biking path protected from roadway by planting strip



Option 2: Wide multi-use path separated from roadway by planting strip. 8-80 design and greater comfort for bikes than unprotected bike lanes on road. We would use this design for other arterials as well: Mt. Adams extension, Belmont, 30th.

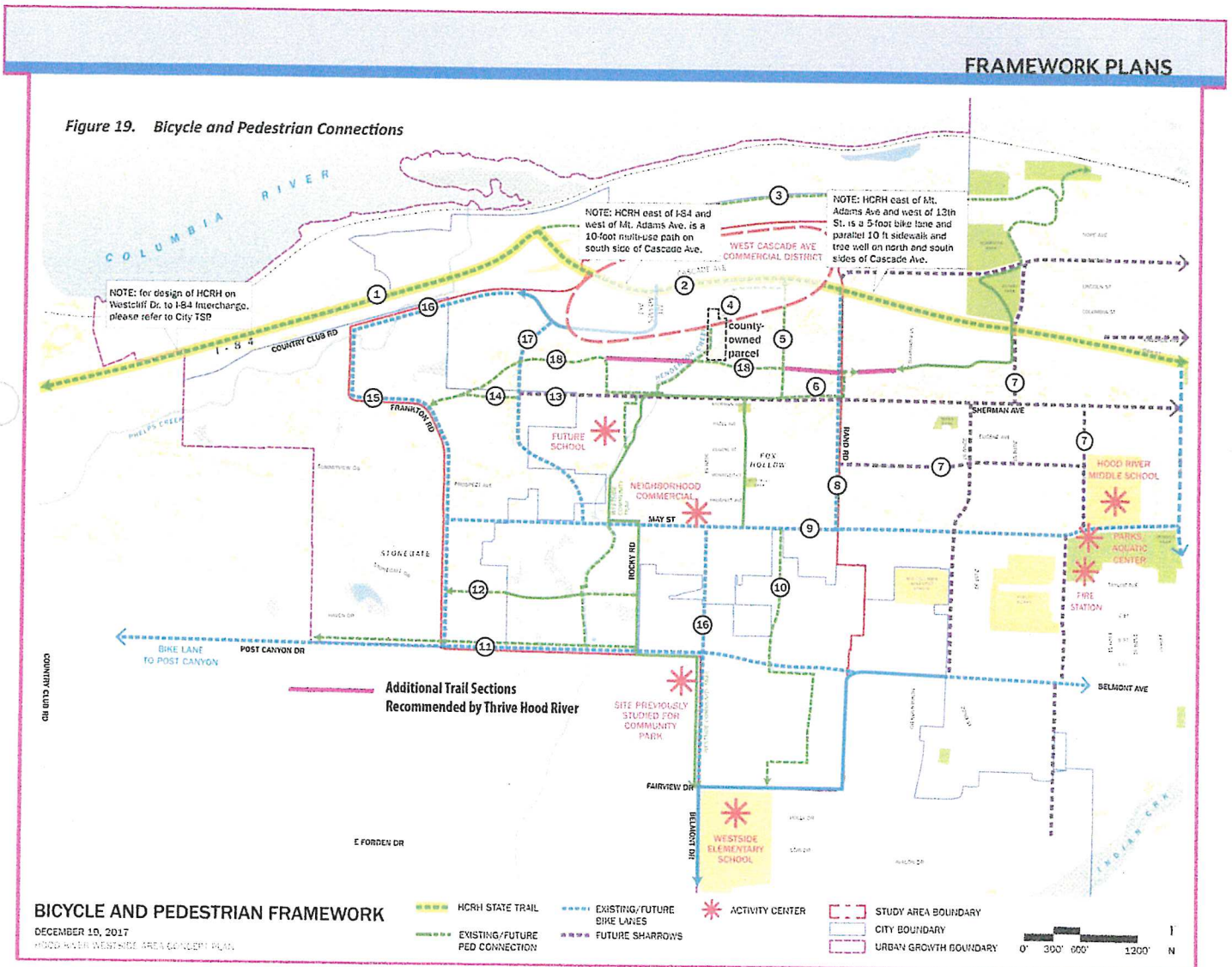


Bicycle and Pedestrian Framework:

1. Henderson Creek and Ridgeline Trails:

Thrive strongly supports these proposed trails with several additional recommendations:

- Consider making them wider (10') multi-use paths like the Westside Community Trail. Along Henderson Creek, consider making the trail corridor 30' to 50' wide to retain more of the natural stream edge and vegetation.
- The proposed trail takes several diversions that take the trail away from its natural route and direct the trail onto sidewalks along city streets. We believe a true, continuous off-road trail is a better asset for the community. The sections shown in pink below illustrate our preferred route which would allow true east-west connectivity. The trail over Mt. Adams extension would likely need to be a pedestrian bridge because the road will require significant excavation.



2. Westside Trail on Rocky Road: At Rocky Road the trail should move onto sidewalks rather than continuing to be on the street as it is currently. Right now Rocky Road is a very quiet dead end street, but once the Post Canyon/Belmont arterial is complete, Rocky Road will likely get used by traffic travelling south from May. All of these trails should be included in the TSP as they are transportation facilities. We believe these will be key walking and biking routes for many trips in the Westside. Time is of the essence. Easements for these trails should be obtained as soon as possible. When the consultants devised their plan, the tree cover of Oregon oaks on the ridgeline was one of the proposed trail's most attractive features. Many of those trees are now gone. We recommend that your Commission consider modifying the City's code so that it is more protective of natural features