

Comprehensive Plan and Code Amendments, File No. 2018-07

June 17, 2019

City of Hood River Planning Commission

June 17, 2019 Hearing - File No. 2018-07

- Streets and Transit Framework Recommendations
- Pedestrian and Bicycle Framework Deliberation



BACKGROUND - File No. 2018-07

- The Westside Area Concept Plan Report recommends amendments to the City's Comprehensive Plan, Transportation System Plan, Capital Facilities Plans, Zoning Map, Subdivision Ordinance and Zoning Ordinance.
- The Planning Commission is reviewing Westside Area Concept Plan Report, and refinements will be made prior to sending recommendations to the City Council.
- Policy and code updates identified in the process may not be limited to the Westside, and could be applied throughout the City and Urban Growth Area.

BACKGROUND - File No. 2018-07

- Tonight's hearing is a continuance of the legislative amendments hearing from June 3, 2019.
- Tonight's discussion is expected to include a summary of the Planning Commission's recommendations for the Westside Area Concept Plan Report's Streets and Transit Framework, as well as deliberation on the Pedestrian and Bicycle Framework.

Westside Area Concept Plan Process Roadmap, Meetings 12-14

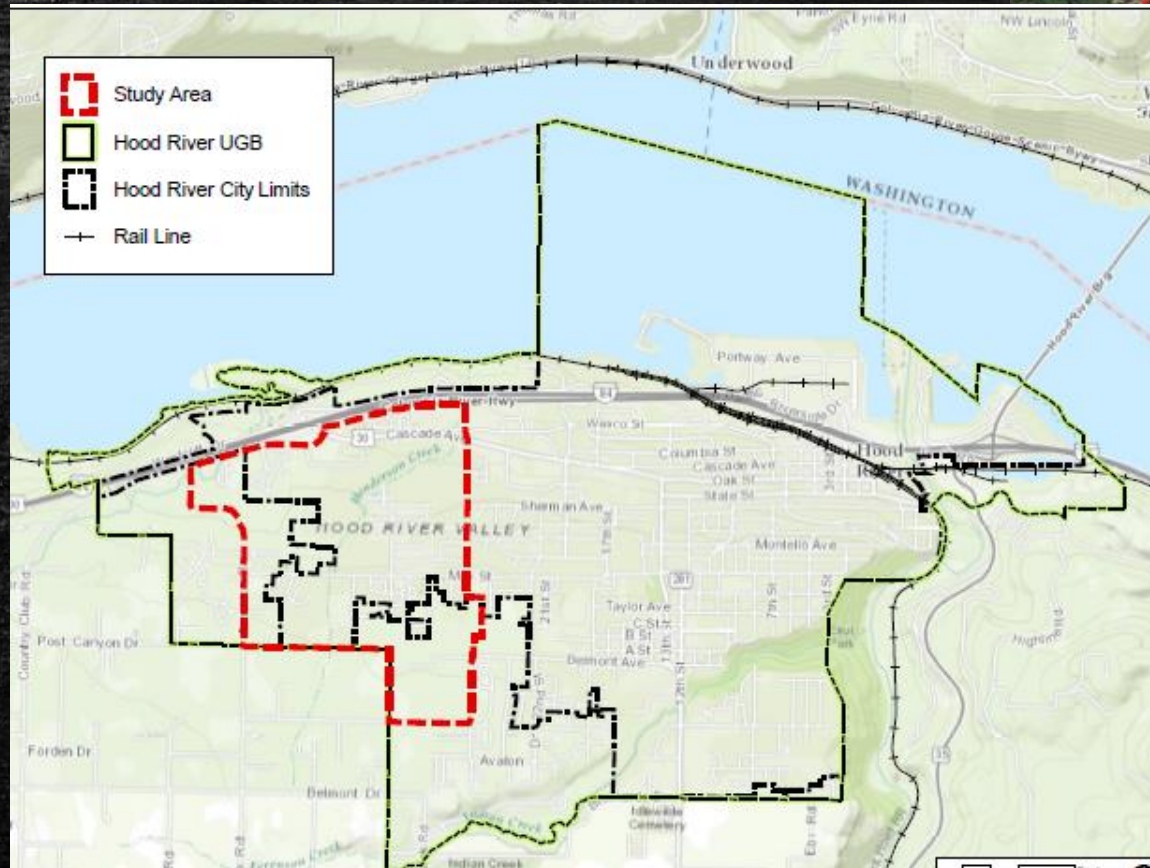
Step	Meeting	Topic
12	April 1, 2019 Planning Commission Public Hearing	<ul style="list-style-type: none">• City Planning Commission deliberation• Neighborhoods and Districts Framework
13	April 15, 2019 Planning Commission Public Hearing	<ul style="list-style-type: none">• City Planning Commission deliberation• Streets and Transit Framework
14	May 20, 2019 Planning Commission Public Hearing	<ul style="list-style-type: none">• City Planning Commission deliberation• Streets and Transit Framework• Pedestrian and Bicycle Framework

Westside Area Concept Plan Process Roadmap, Meetings 15-17

15	June 3, 2019 Planning Commission Public Hearing	<ul style="list-style-type: none">• City Planning Commission deliberation<ul style="list-style-type: none">• Streets and Transit Framework
16	June 17, 2019 Planning Commission Public Hearing	<ul style="list-style-type: none">• City Planning Commission deliberation<ul style="list-style-type: none">• Streets and Transit Framework summary of deliberation• Pedestrian and Bicycle Framework
17	Tentative July 1, 2019 Planning Commission Public Hearing	<ul style="list-style-type: none">• City Planning Commission deliberation<ul style="list-style-type: none">• Pedestrian and Bicycle Framework (if not completed on June 17)• Parks and Open Space Framework

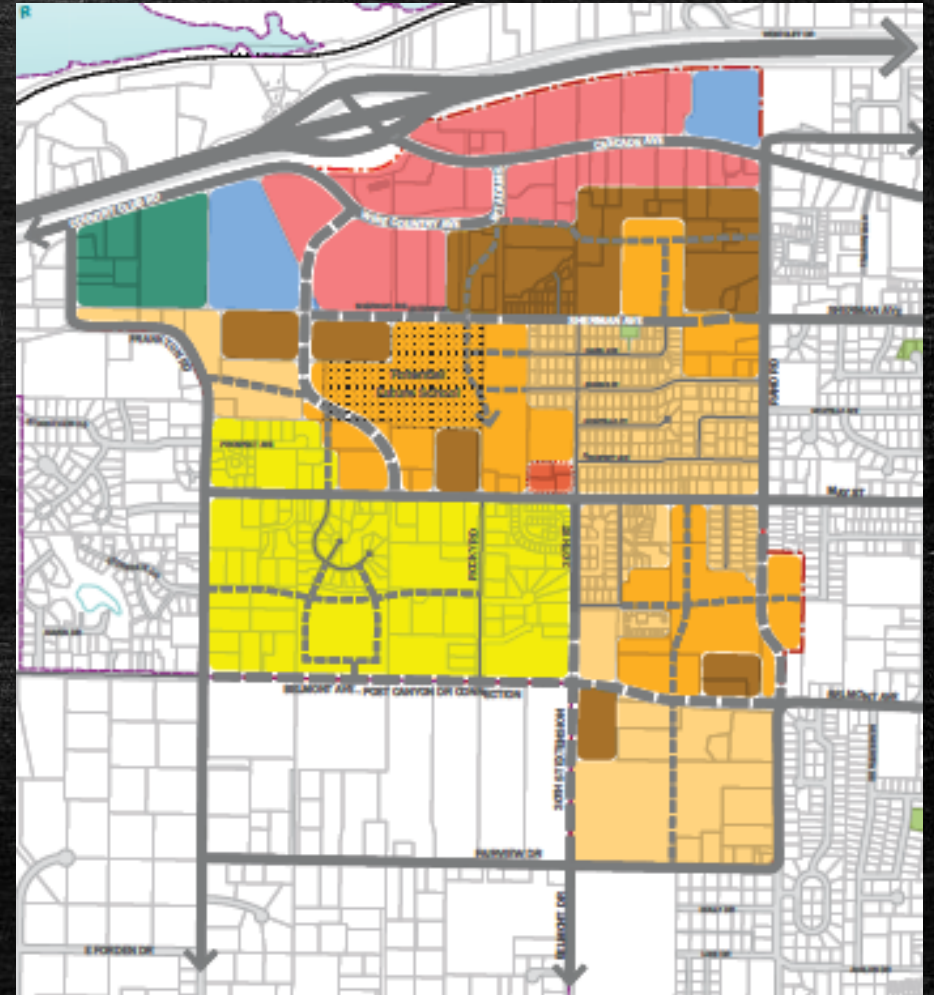
Westside Area Concept Plan Report Study Area

Study area,
approximately 450 acres



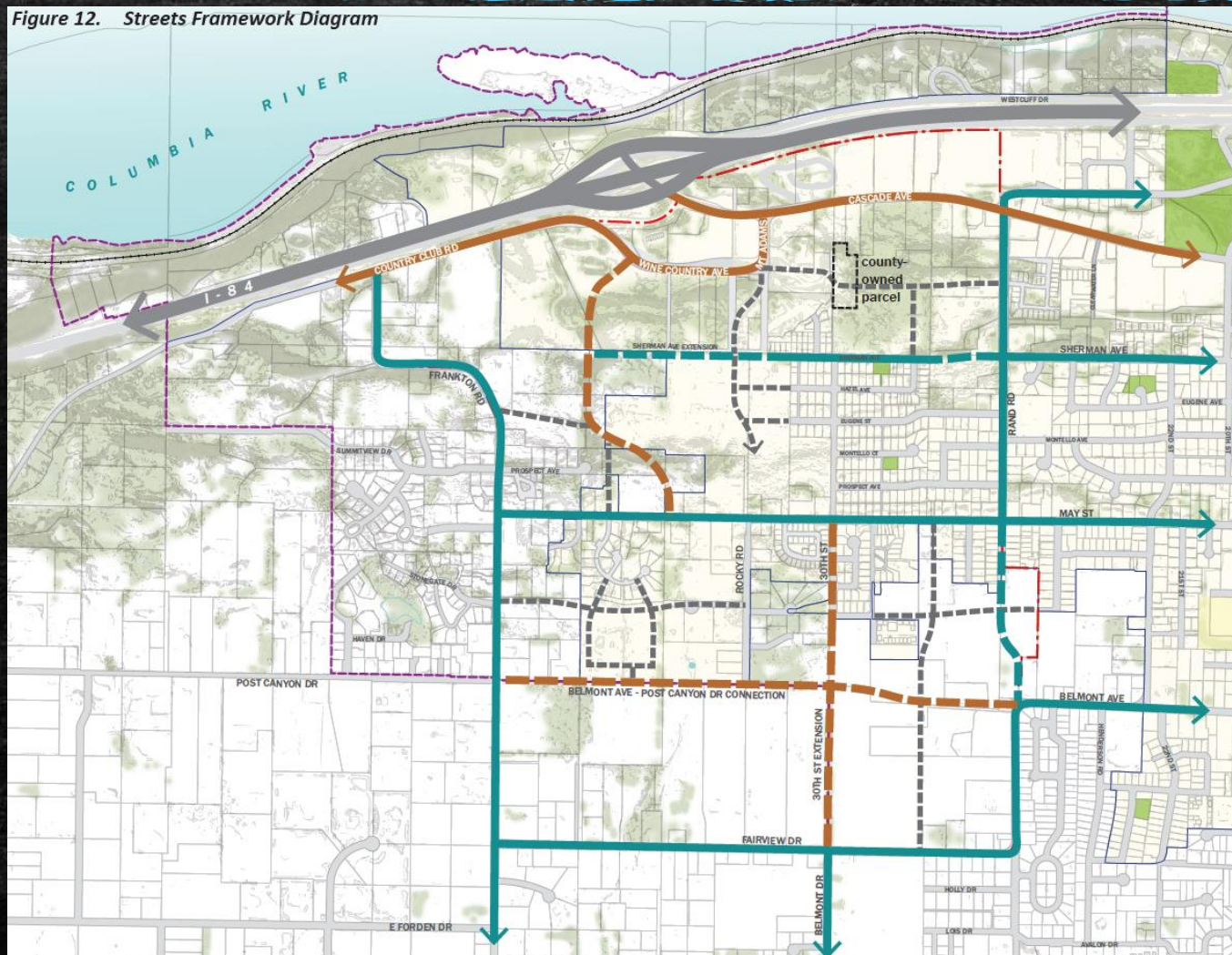
Westside Area Concept Plan Report Framework Plans

- Neighborhoods and Districts
- Streets and Transit
- Pedestrian and Bicycle Connections
- Parks and Open Space
- Land Use (three scenarios drafted)

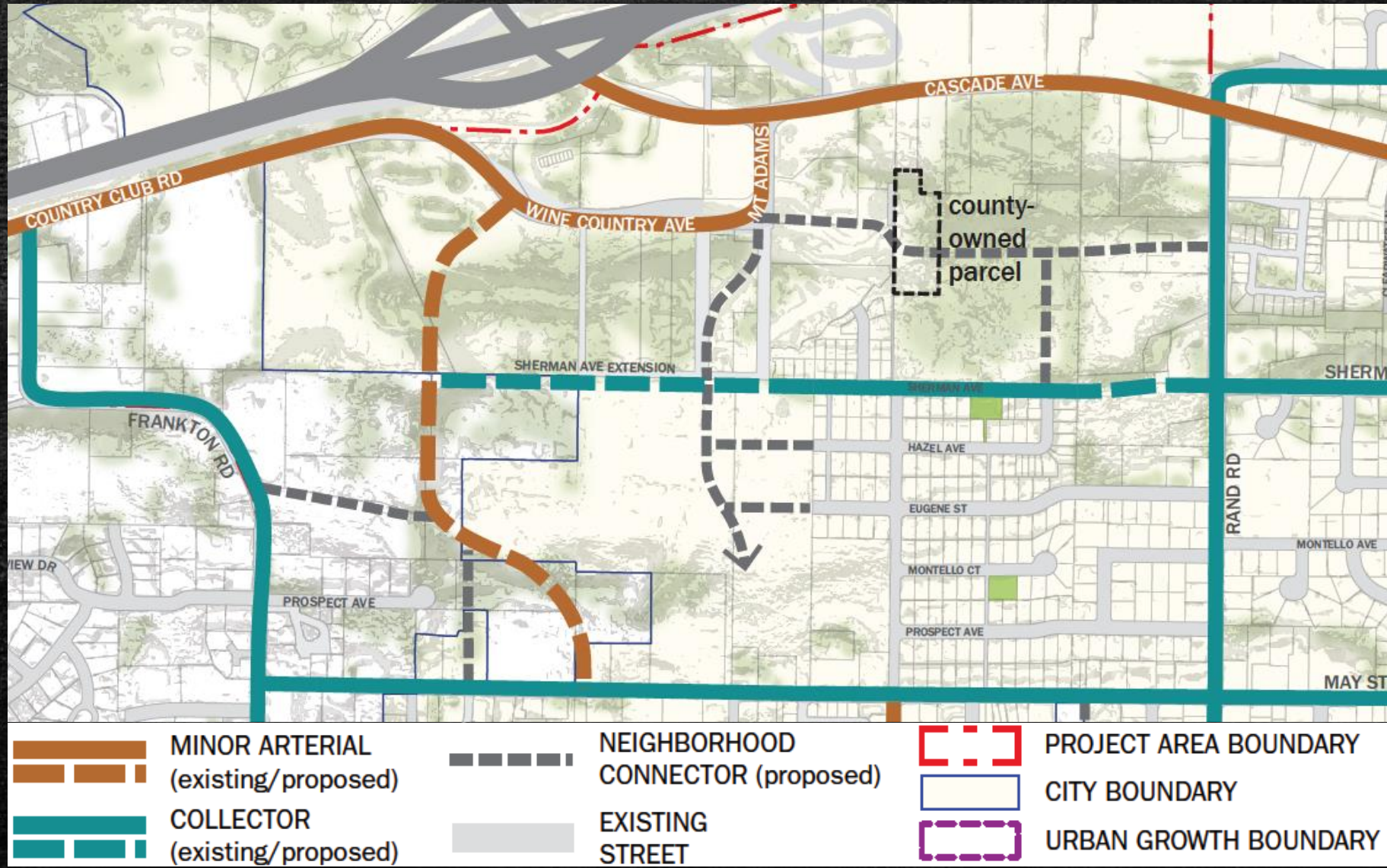


Legislative File No. 2018-07 Planning Commission Deliberation Streets and Transit Framework - 4/15, 5/20 & 6/03/2019

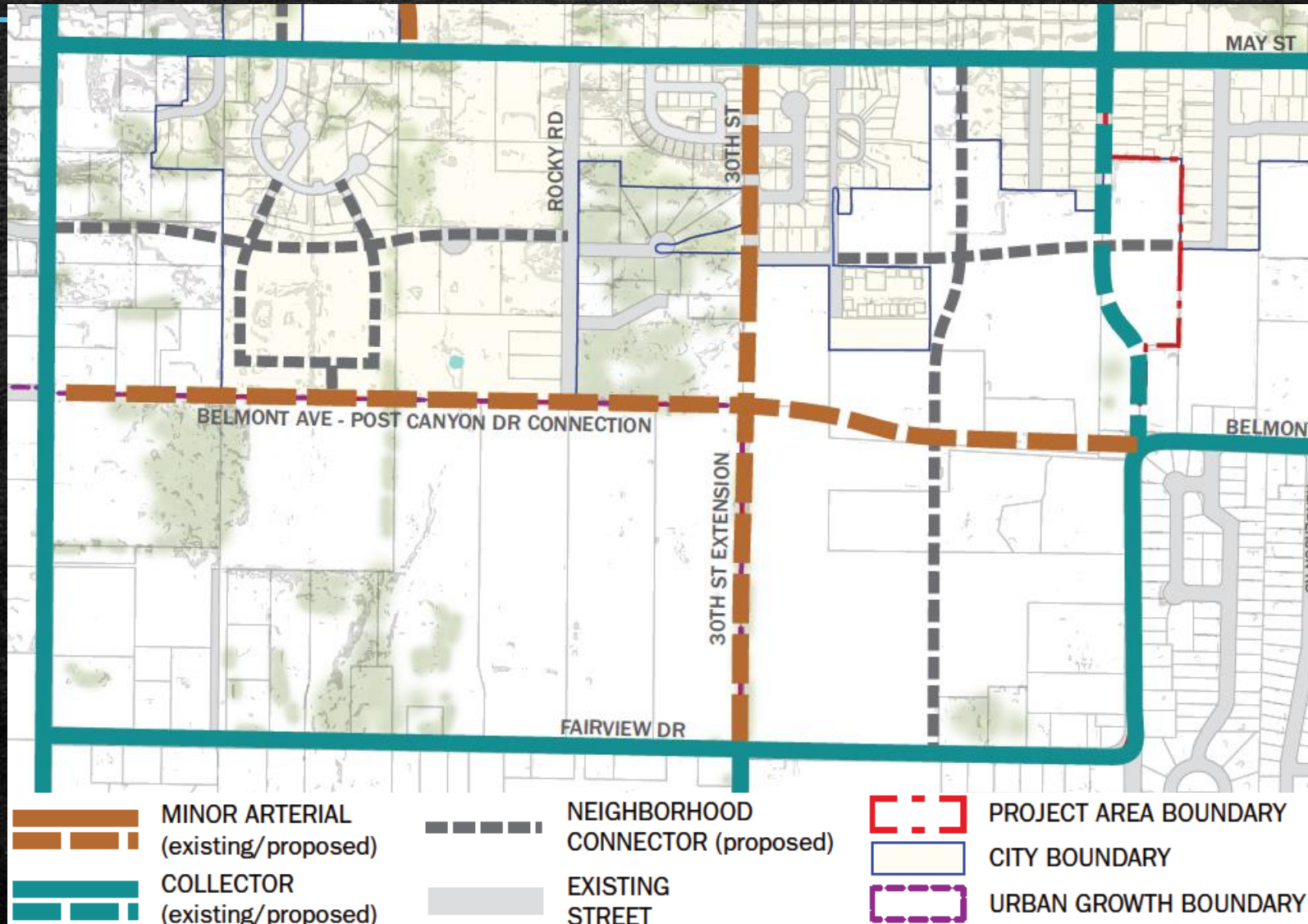
Figure 12. Streets Framework Diagram



Westside Area Concept Plan Report Streets and Transit Framework – North of May St.



Westside Area Concept Plan Report Streets and Transit Framework – South of May St.



Westside Area Concept Plan Report

Streets and Transit Framework

Policy Issues for Planning Commission input:

- Relocation of “Mt. Adams extension” (to Alignment D), including signals
- Refinement of traffic control method at intersection of Wine Country Ave./Mt. Adams Ave.
- Refinement of Neighborhood Connector locations
- New cross sections for Minor Arterial, Neighborhood Connectors and Local Streets to apply throughout City
- Traffic signal vs. roundabout at Cascade Ave./Mt. Adams Ave.
- Transportation system design and land use affect Transit feasibility
- 30th Avenue North of May Traffic Calming
- 30th Avenue South of May where temporary on street parking is converted back to bike lanes
- Update of the Transportation System Plan Financially Constrained List

Deliberation regarding the Streets and Transit Framework

Planning Commission Recommendations

Access Management: access management is a set of techniques that state and local governments can use to control access to highways, major arterials, and other roadways. The benefits of access management include improved movement of traffic, reduced crashes, and fewer vehicle conflicts. Access spacing increases the distance between traffic signals, thereby improving the flow of traffic on major arterials and reducing congestion. dedicated left- and right-turn lanes, indirect left-turns and Uturns, and roundabouts keep through-traffic flowing.

Roundabouts represent a potential solution for intersections with many conflict points. Two-way, left-turn lanes and non-traversable, raised medians are examples of some of the most effective means to regulate access and reduce accidents, these practices can increase the roadways' capacity, which is important in an evacuation.



USING HIGHWAYS DURING EVACUATION OPERATIONS FOR EVENTS WITH ADVANCE NOTICE

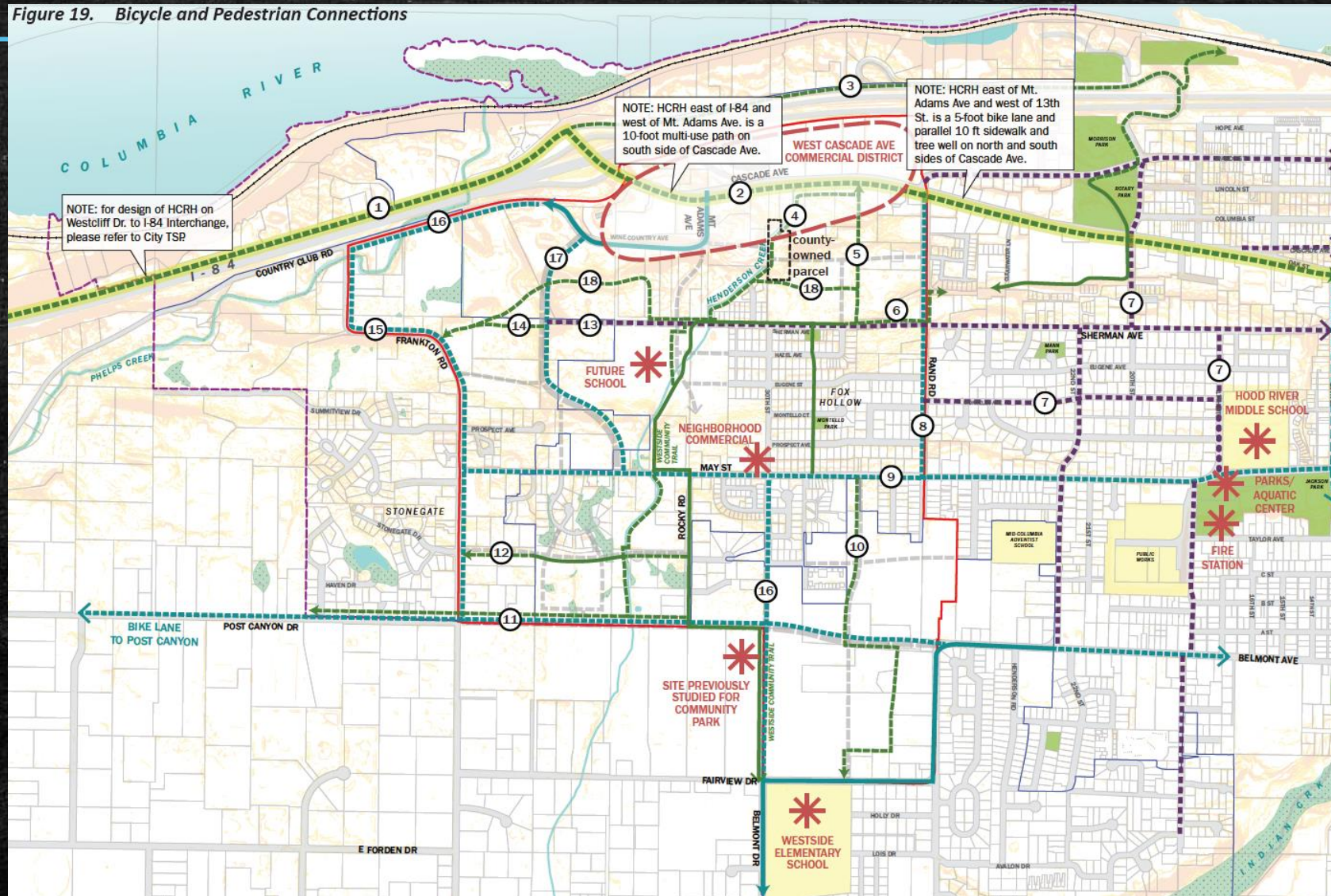
Routes to Effective Evacuation Planning Primer Series



U.S. Department of Transportation
Federal Highway Administration
Produced in collaboration with Intelligent Transportation Systems Joint Program Office (ITS JPO)

Legislative File No. 2018-07 Planning Commission Deliberation Bicycle and Pedestrian Framework – June 17, 2019

Figure 19. Bicycle and Pedestrian Connections



Westside Area Concept Plan Report

Bicycle & Pedestrian Framework

- The Bicycle & Pedestrian Framework depicts a 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 Community Trail, and routes in the adopted TSP.
- Other connections have been added to connect activity centers such as the planned parks and schools.

Westside Area Concept Plan Report

Bicycle & Pedestrian Framework - TSP

- Planning for bicycle and pedestrian access is addressed in the City's Transportation System Plan, which includes "modal plans" for the pedestrian system and the bicycle system.
- These plans identify bicycle and pedestrian projects in the Westside Area including sidewalks and bike lanes, as well as the Westside Community Trail.
- TSP modal plans will need to be updated to implement new sidewalks, bike lanes, and possibly trails.

Westside Area Concept Plan Report

Bicycle & Pedestrian Framework

November 2016 online open house feedback:

- 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.”

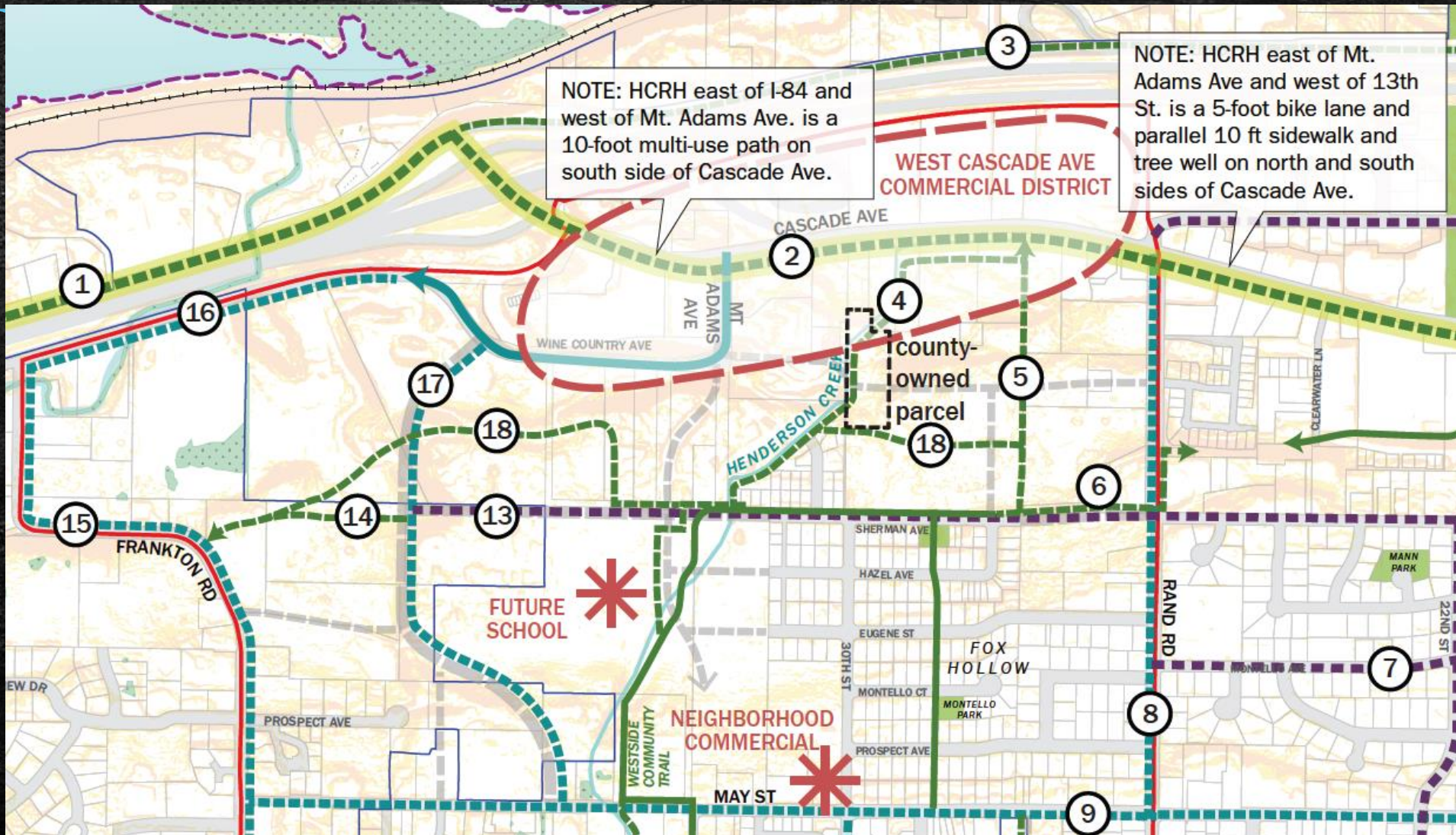
Westside Area Concept Plan Report

Bicycle & Pedestrian Framework

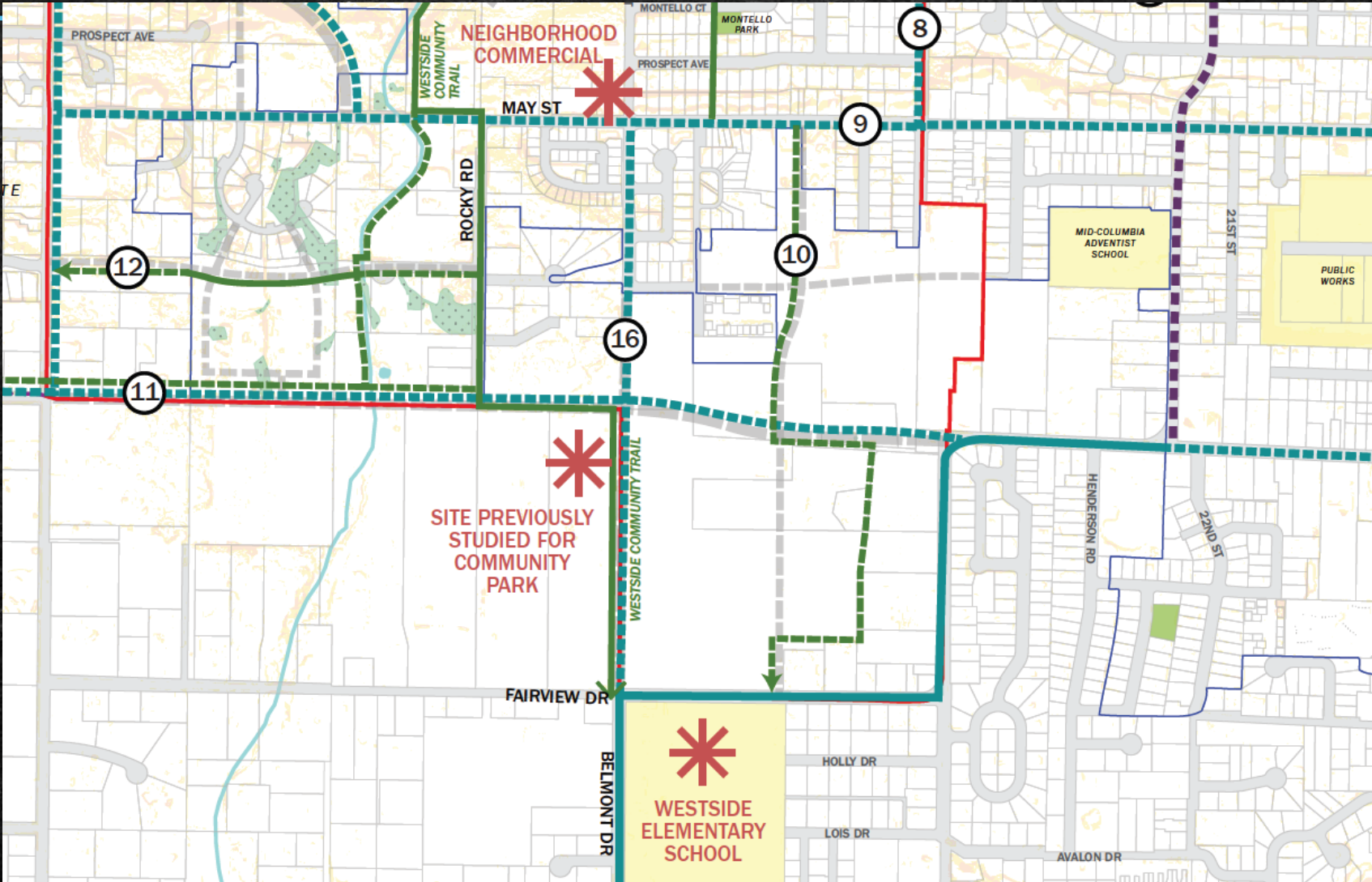
Three key trails are envisioned through the Westside Area.

- The “Westside Community Trail,” which currently connects from the Westside Elementary School to Sherman Avenue, will remain and be improved.
- A new “Henderson Creek Trail” is proposed, which can provide access to nature and an opportunity to improve the condition of the creek.
- A new “Ridgeline Trail” is proposed through the West and Middle Terrace Neighborhoods.

Westside Area Concept Plan Report Bicycle & Pedestrian Framework – North of May St.



Westside Area Concept Plan Report Bicycle & Pedestrian Framework – South of May St.













Westside Area Concept Plan Report

Bicycle & Pedestrian Framework

- Each of the trail and path segments have been evaluated and classified.

- Tables in the Concept Plan Report describe the type, intended users, width, and surface type for each segment.

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

- The alignment, width, and surface types are preliminary and subject to refinement during design.

Deliberation regarding the Bicycle and Pedestrian Framework

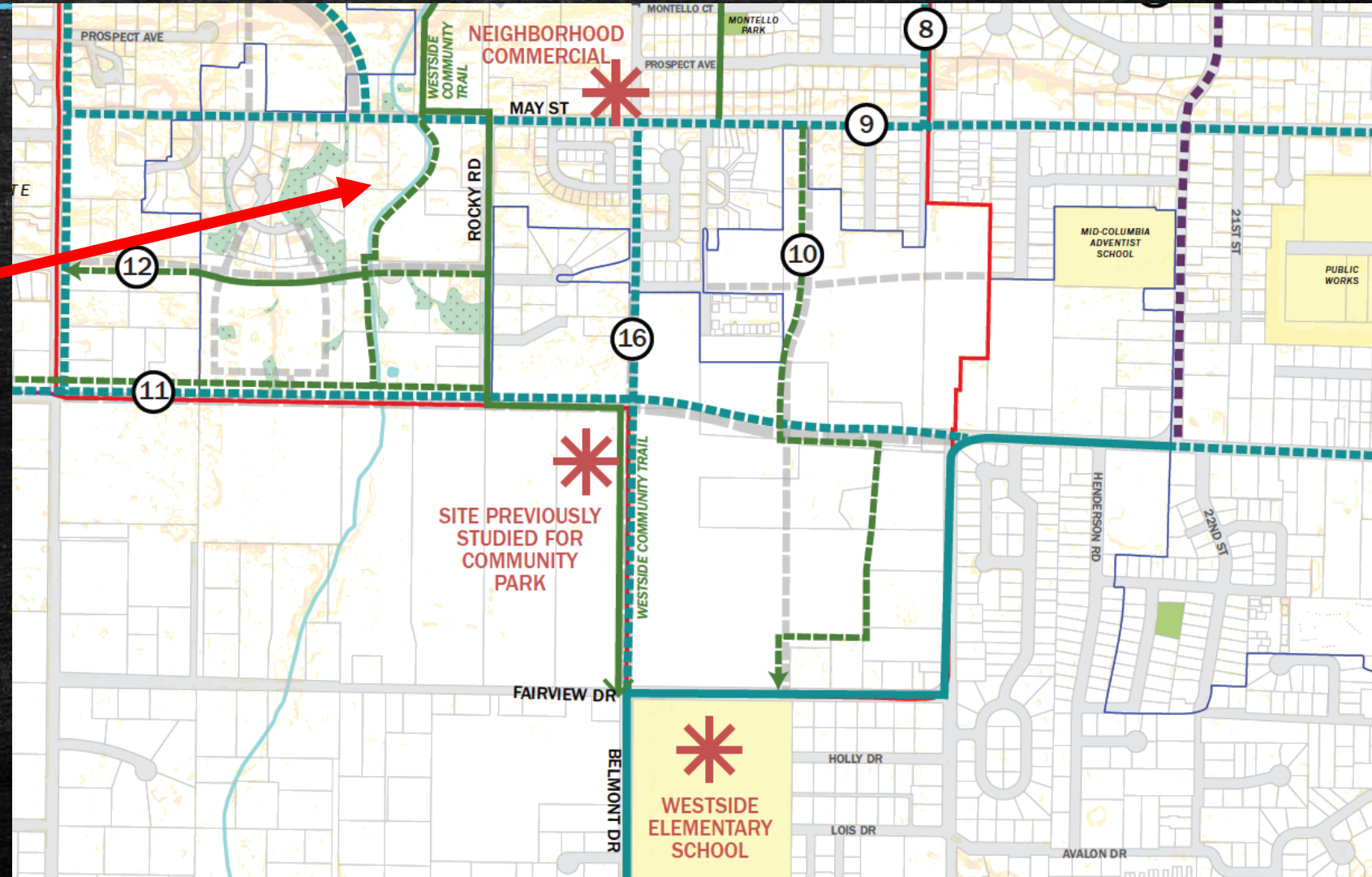
Issues:

- Support addition of “Henderson Creek Trail” and “Ridgeline Trail”?
- Ensure consistency and minimize redundancy between facilities in the Bicycle and Pedestrian Framework, and Streets and Transit Framework:
 - “Westside Community Trail” on Rocky Road should not put pedestrians on street; also, retain existing trail segment north of May St.
 - 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?
 - Is Trail Segment 11 (10’ multi-use path) needed along with a bike lane and sidewalk? Path may be an interim improvement until road and sidewalks are constructed.
 - Trail Segment 12 should be via Carr Drive rather than Blackberry Dr., through Willow Ponds to Rocky Rd.

Deliberation regarding the Bicycle and Pedestrian Framework

“Henderson Creek Trail”:

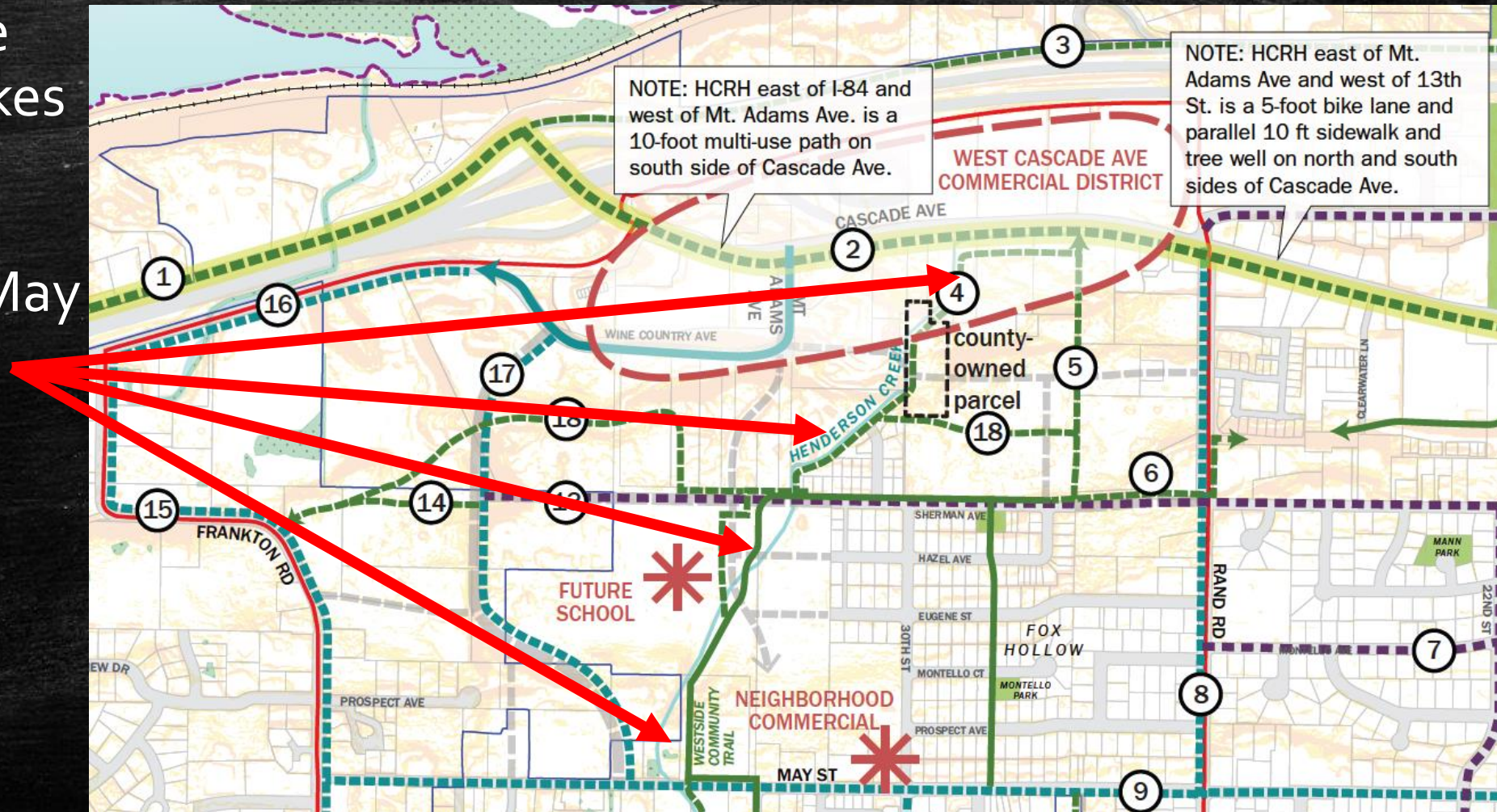
- Support trail inside a proposed buffer along the creek?
- Map refinement needed south of May St. to depict trail along creek corridor



Deliberation regarding the Bicycle and Pedestrian Framework

“Henderson Creek Trail”:

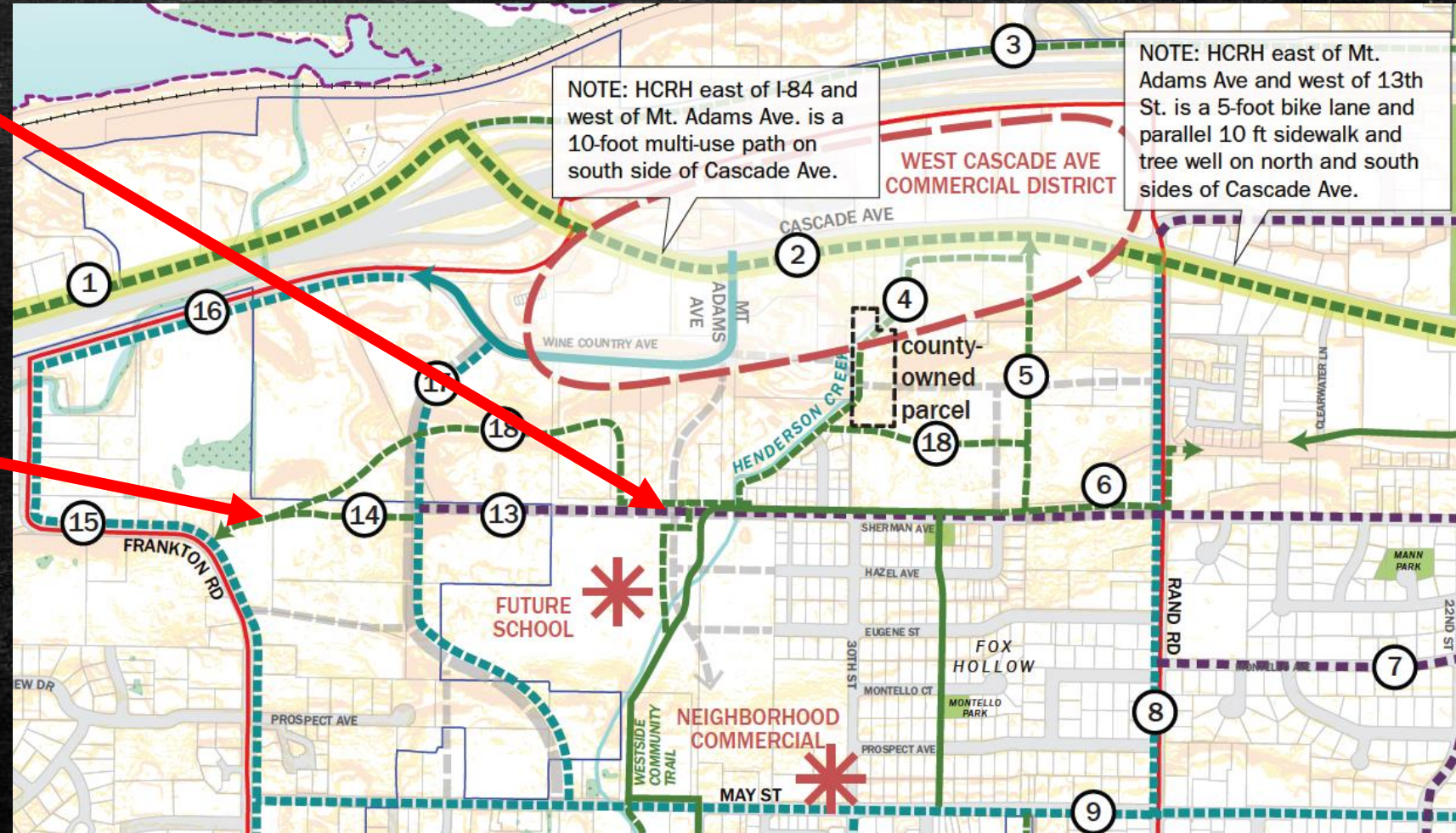
- Segments may be sidewalks with bikes on streets.
- Map refinements needed north of May St.



Deliberation regarding the Bicycle and Pedestrian Framework

“Ridgeline Trail”:

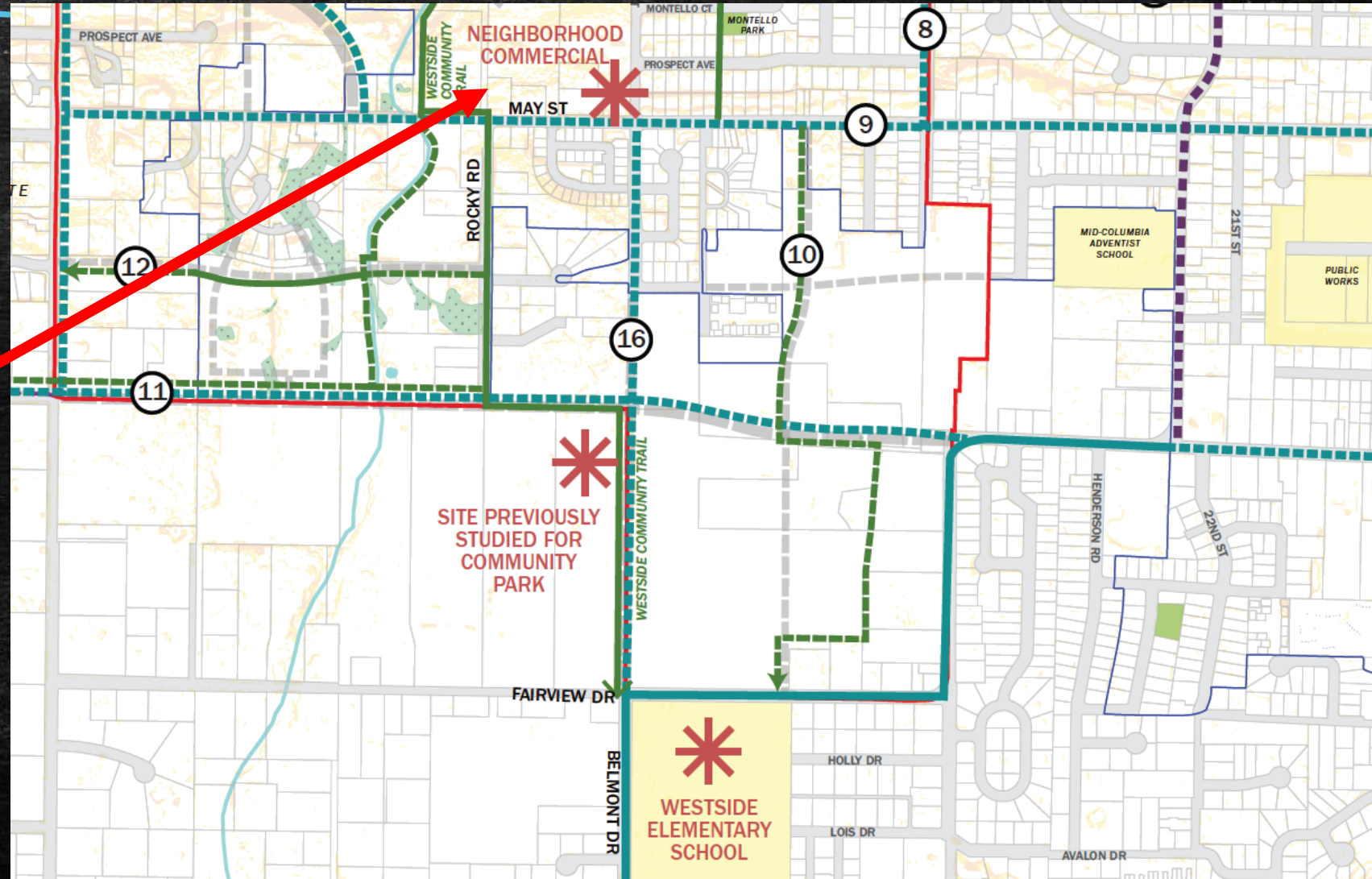
- Support new trail?
- Segments may be sidewalks with bikes on street (e.g. along portion of Sherman Ave.).
- Refinement of location needed near Frankton Rd.



Deliberation regarding the Bicycle and Pedestrian Framework

“Westside Community Trail”:

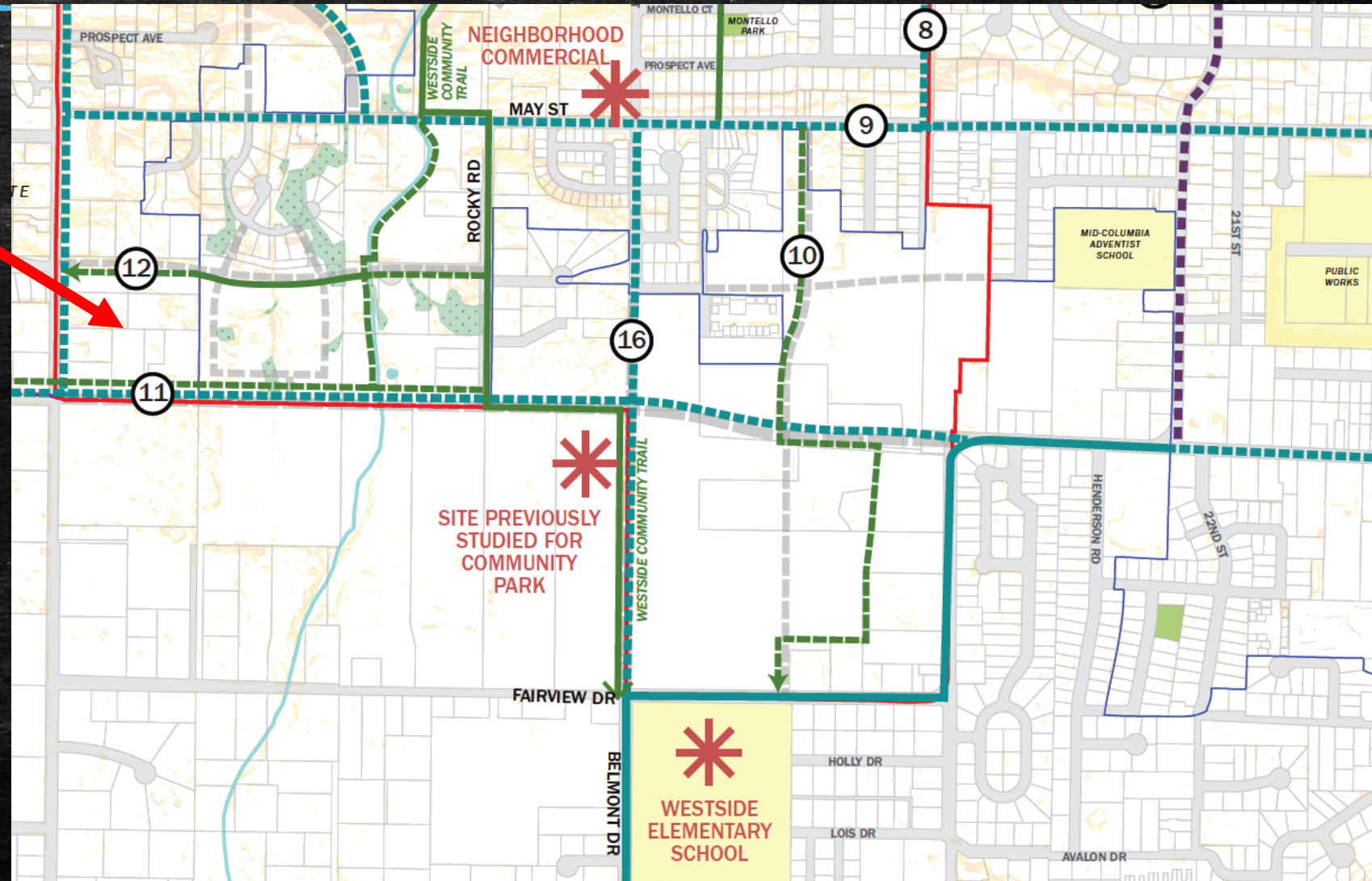
- Along Rocky Rd., pedestrians should not be on street.
- Retain existing segment immediately north of May St.



Deliberation regarding the Bicycle and Pedestrian Framework

“Westside Community Trail”:

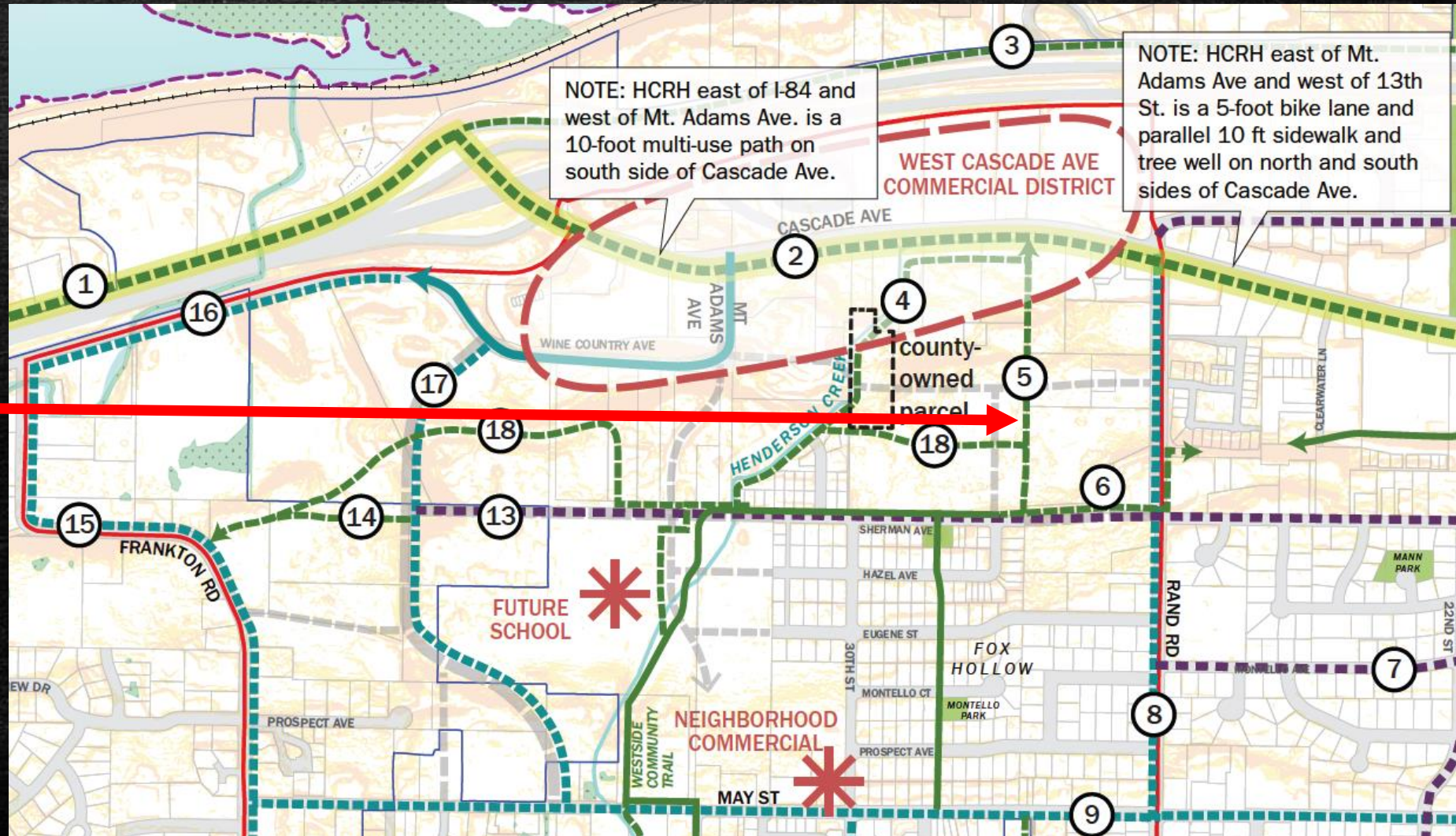
- Trail Segment 12 off of Frankton Rd. should be via Carr Drive rather than Blackberry Dr., through Willow Ponds to Rocky Rd.



Deliberation regarding the Bicycle and Pedestrian Framework

Trail Segment 5 (4' firm and stable surface):

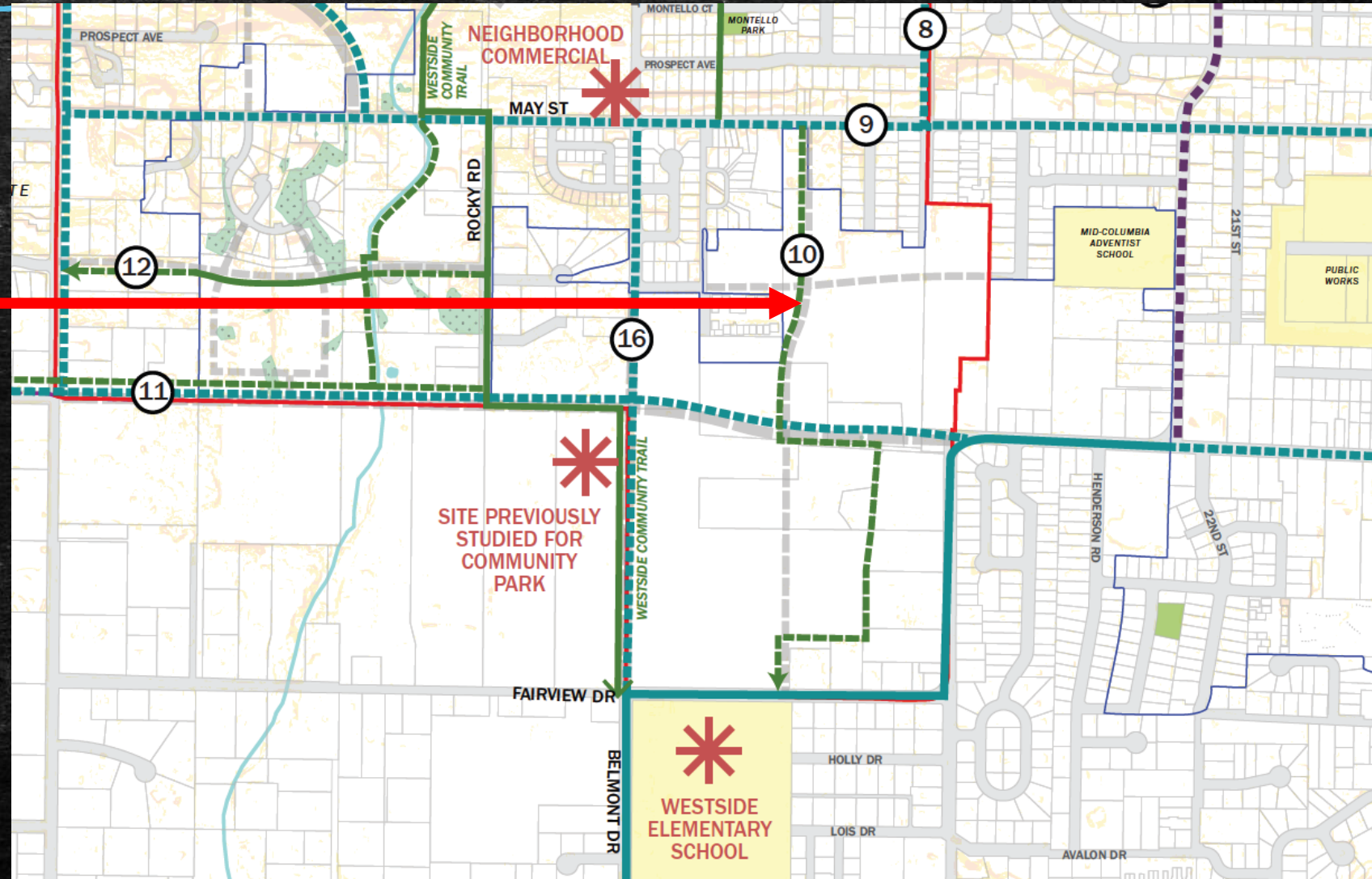
- May need to include stairs
- Is it needed parallel to future Neighborhood Connector street with sidewalks?



Deliberation regarding the Bicycle and Pedestrian Framework

Trail Segment 10
(10' off-street
asphalt or
concrete path):

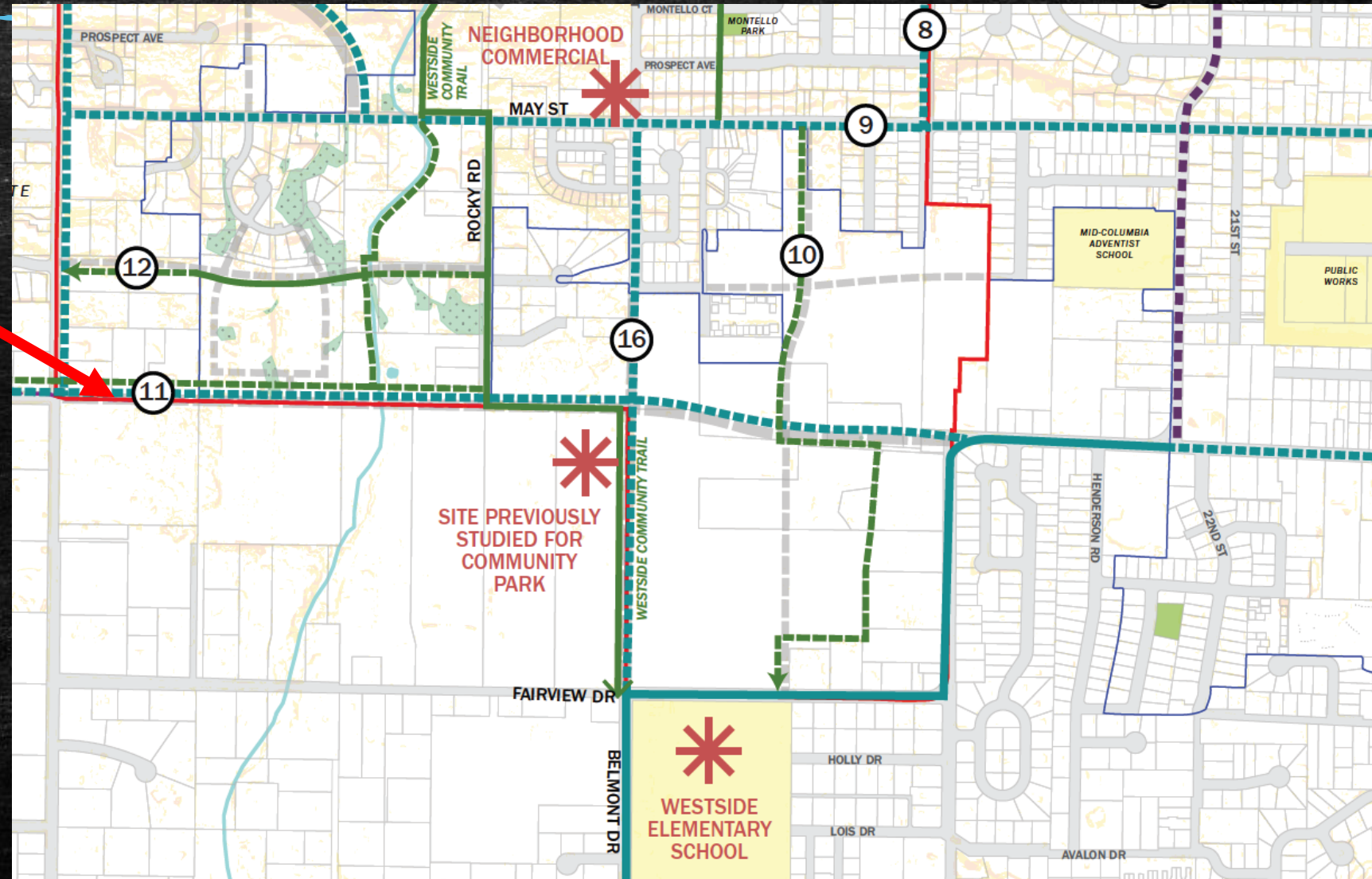
- Is it needed parallel to future Neighborhood Connector street with sidewalks?



Deliberation regarding the Bicycle and Pedestrian Framework

Trail Segment 11
(10' multi-use path):

- Is it needed along with a bike lane and sidewalk?
- Path could be an interim improvement until road and sidewalks are constructed.



File No. 2018-07

Staff suggests a motion
to continue the Planning Commission's hearing
for File No. 2018-07
to Monday, July 1, 2019
at 5:30pm in the City Council Chambers
for further hearing and discussion.