



# CITY OF HOOD RIVER

PLANNING DEPARTMENT

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**To:** City of Hood River Planning Commission  
**From:** Kevin Liburdy, Senior Planner  
**Date:** March 9, 2021  
**Subject:** Transportation System Plan Amendment (File No. 2020-25) – Funding

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**Purpose:** The Planning Commission should review staff recommendations for the *financially constrained plan* in the amended Transportation System Plan (TSP) based on the Commission's knowledge of community values and priorities. The Commission's comments and recommendations on the overall approach should be forwarded to the City Council.

**Background:** Prior to finalizing the TSP amendments, the City must determine whether funding for projects will be based upon existing revenue sources including Transportation SDCs, or if it is likely that additional revenue will be generated to fund a broader list of projects. The City Council will determine if additional revenue will be sought and, if so, the method and the amount of funding that is reasonably likely to support projects in the TSP.

The proposed TSP amendments are narrow in scope, limited mostly to transportation system improvements on the west side of the city based on recommendations from the Westside Area Concept Plan Report and from the Planning Commission that were forwarded to Council in 2019. New projects are proposed for the motor vehicle, pedestrian and bicycle systems including off-street paths and trails. Staff coordinated with project consultant, DKS Associates, in preparation of cost estimates for new projects and updated cost estimates for existing projects in the TSP.

Projects in the TSP are listed in Table 1 Sidewalks, Table 2 Crossing Improvements, Table 3 Off-Street Facilities, Table 5 Bicycle Improvements, and Table 13, Motor Vehicle. These project lists (Attachment A) make up the "*preferred plan.*"

The TSP also must identify a subset of projects that aligns with anticipated funding, known as the "*financially constrained plan.*" The projects identified Westside planning process were added to the financially constrained plan in the draft TSP document. However, there is a significant gap (>\$90M) between the cost of the projects on this draft list and existing revenue sources.

Unless it is reasonably likely that additional funding will be made available for transportation projects, the financially constrained plan must be revised to include a much more limited set of projects. Staff recommendations for projects to be included in the financially constrained plan without additional funding are identified in Attachments B and C.

The TSP outlines potential funding sources for projects including State and County contributions, State and Federal appropriations, developer exactions, Urban Renewal Districts, Local Improvement Districts (LIDs), street utility fee, General Fund revenue, special assessments, employment taxes and grants. Another method of funding these projects is by increasing Transportation SDCs.

Hood River's Transportation SDC currently is \$2,059 for a single-family dwelling. Staff prepared a list of Transportation SDCs from over 20 other cities in Oregon for reference (see Attachment D). And, previously the City asked ECONorthwest about the relationship between SDCs and housing prices: <https://cityofhoodriver.gov/wp-content/uploads/2018/11/Housing-Market-Economics-FAQ-Final.pdf> (see pp. 8-9).

Staff recommendations for a broader list of projects to include in the financially constrained plan are identified in Attachments E and F. A Transportation SDC of approximately \$4,900 for single-family dwellings and an equivalent increase for other uses would provide sufficient funding (based on Hood River's existing Transportation SDC methodology).

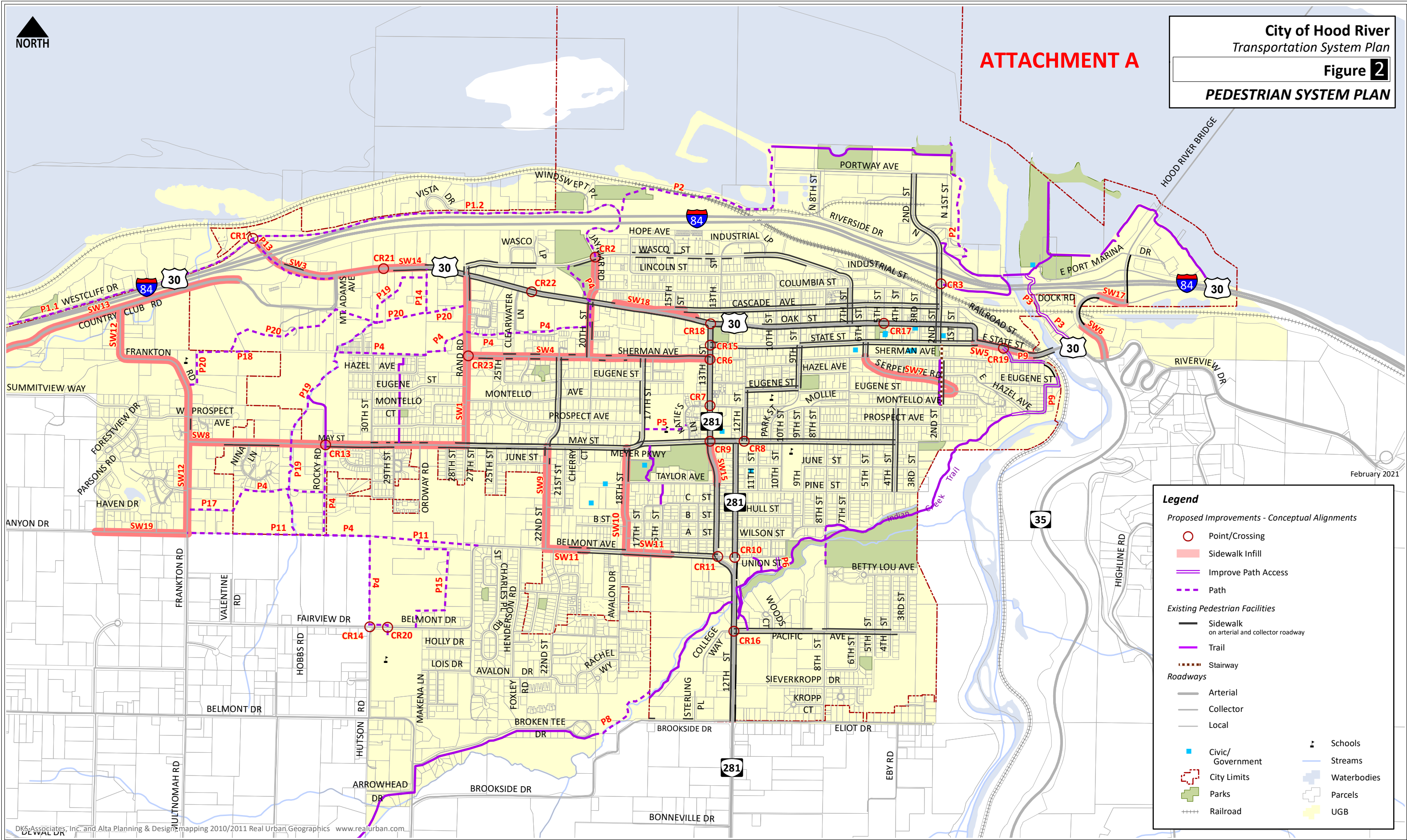
If the City Council supports a financially constrained plan with a broader list of projects through increasing Transportation SDCs, staff will evaluate an SDC increase and the SDC methodology consistent with the Council's affordable housing goals as a part of the System Development Charge Study that is included in the City's 2021 Work Plan.

**Next Steps:** The Planning Commission's second hearing on the TSP amendments will be held on March 15, 2021. The Commission will forward recommendations to the City Council, and the Council's first hearing on the matter is scheduled April 12, 2021.

**Attachments:** [A – “Preferred Plan” project descriptions and Figures](#)  
[B – Map of recommended “financially constrained” projects \*\*without\*\* additional funding](#)  
[C - List of recommended “financially constrained” projects \*\*without\*\* additional funding](#)  
[D - SDC examples in Oregon](#)  
[E - Map of recommended “financially constrained” projects \*\*with\*\* additional funding](#)  
[F - List of recommended “financially constrained” projects \*\*with\*\* additional funding](#)



ATTACHMENT A



February 2021

**Legend**

*Proposed Improvements - Conceptual Alignments*

- Point/Crossing
- ▬ Sidewalk Infill
- ▬ Improve Path Access
- - - Path

*Existing Pedestrian Facilities*

- ▬ Sidewalk on arterial and collector roadway
- ▬ Trail
- ▬ Stairway

*Roadways*

- ▬ Arterial
- ▬ Collector
- ▬ Local

- Civic/Government
- Schools
- Streams
- City Limits
- Waterbodies
- Parks
- Parcels
- Railroad
- UGB

## Hood River Transportation System Plan

bicycle improvement concepts are included in the pedestrian system plan, but affect both modes.

**Table 1: Priority Sidewalk Infill Corridors – Preferred Plan**

| Project ID | Name/Location  | Cost Estimate* (High)                                 | Cost Estimate* (Low)                              | Note  |
|------------|--|---|---|---|
| SW1        | Rand Road  | <del>\$1,630,000</del><br><del>\$1,179,010,000</del>  | <del>\$745,000</del><br><del>\$537,460,000</del>  | Low estimate assumes sidewalks on east side of street only.   |
| SW2        | 20th Street  | <del>\$680,000</del><br><del>\$4920,000</del>         | <del>\$255,000</del><br><del>\$18155,000</del>    | Low estimate assumes sidewalks on west side of street only.   |
| SW3        | Cascade Avenue/HCRH-Westcliff Drive to Mt. Adams Avenue      | <del>\$205,000</del><br><del>\$14625,000</del>        | <del>\$205,000</del><br><del>\$14625,000</del>    | Estimate includes 6' sidewalk on the north side of the roadway.   |
| SW4        | Sherman Avenue   | <del>\$1,735,000</del><br><del>\$1,25075,000</del>    | <del>\$680,000</del><br><del>\$4920,000</del>     | Low estimate assumes sidewalks on north side of street only.  |
| SW5        | State Street   | <del>\$455,000</del><br><del>\$327280,000</del>       | <del>\$230,000</del><br><del>\$14630,000</del>    | Low estimate includes sidewalk on south side of street (sidewalk already exists on north side).               |
| SW6        | OR 35<br>(north of US 30)                                    | <del>\$- \$0</del>                                    | <del>\$- \$0</del>                                | This project is included as part of project MV16.   |
| SW7        | Serpentine Road/Eugene Street                                | <del>\$440,000</del><br><del>\$315270,000</del>       | <del>\$440,000</del><br><del>\$315270,000</del>   | Community input indicated that sidewalks on only one side of this street would be sufficient.                 |
| SW8        | May Street   | <del>\$1,510,000</del><br><del>\$1,2454,000</del>     | <del>\$570,000</del><br><del>\$549470,000</del>   | Low estimate assumes sidewalks on south side of street only.  |
| SW9        | 22nd Street  | <del>\$1,035,000</del><br><del>\$76470,000</del>      | <del>\$510,000</del><br><del>\$36815,000</del>    | Low estimate assumes sidewalks on west side of street only.   |
| SW10       | 18th Street  | <del>\$930,000</del><br><del>\$65751,000</del>        | <del>\$390,000</del><br><del>\$2840,000</del>     | Low estimate assumes sidewalks on east side of street only.   |
| SW11       | Belmont Avenue   | <del>\$820,000</del><br><del>\$5905,000</del>         | <del>\$400,000</del><br><del>\$28645,000</del>    | Low estimate assumes sidewalks on north side of street only.  |
| SW12       | Frankton Road  | <del>\$2,995,000</del><br><del>\$2,1661,855,000</del> | <del>\$505,000</del><br><del>\$36210,000</del>    | Low estimate assumes sidewalks on one side of street from May Street south to city limits (Post Canyon Road). |
| SW13       | Country Club Road  | <del>\$1,140,000</del><br><del>\$823705,000</del>     | <del>\$1,140,000</del><br><del>\$823705,000</del> | Sidewalk proposed for south side of the street only.  |
| SW14       | Cascade Avenue/HCRH (between Mt. Adams Avenue and Rand Road) | <del>\$365,000</del><br><del>\$26325,000</del>        | <del>\$150,000</del><br><del>\$1905,000</del>     | Widen sidewalks to 6' on both sides of the road, as adjacent development occurs.                              |

## Hood River Transportation System Plan

| Project ID        | Name/Location   | Cost Estimate* (High)                               | Cost Estimate* (Low)                                   | Note   |
|-------------------|---|---|--|--|
| SW15              | 13th Street/OR281   | <del>\$165,000</del><br><del>\$1,170,000</del>      | <del>\$165,000</del><br><del>\$1,170,000</del>         | This project is to complete a sidewalk gap present on the east side of the street only.  |
| <del>SW16</del>   | <del>12<sup>th</sup> Street/OR 281</del>                  | <del>\$670,000</del>                                | <del>\$760,000</del>                                   | <del>This project is to complete a sidewalk gap present on the east side of the street only.</del>   |
| SW17              | OR 35 (near I-84)   | <del>\$100,000</del><br><del>\$760,000</del>        | <del>\$100,000</del><br><del>\$760,000</del>           | This project is to complete a sidewalk gap present on the east side of the street only.  |
| SW18              | Cascade Avenue (15 <sup>th</sup> to 20 <sup>th</sup> )    | <del>\$650,000</del><br><del>\$400,67,000</del>     | <del>\$650,000</del> —                                 | This project is to complete a sidewalk gap on the north side of Cascade Avenue. Project will likely require construction of retaining walls. As an optional alignment that may save cost, sidewalk could be constructed on the south side of Cascade Avenue from Oak Street to 15 <sup>th</sup> Street, with new crossings installed to use the concrete island at Cascade/Oak as a pedestrian refuge. |
| <del>SW19</del>   | <del>Post Canyon Drive (Franktown Road to West UGB)</del> | <del>\$655,000</del>                                | <del>\$655,000</del> —                                 | <del>Construct 5-foot sidewalks on north side of the street only.</del>  |
| <b>Total Cost</b> |   | <del>\$119,515,015.51</del><br><del>0,000,000</del> | <del>\$67,585,790,000</del><br><del>4,816,25,000</del> |  |

\* Cost estimates for sidewalk infill assume 6' curb-tight sidewalk with curb, gutter and drainage, and include project administration, mobilization, engineering/design and contingency. In areas where drainage improvements already exist, costs may be significantly lower. Cost estimates include planter strips only for projects along streets where adopted City standard cross sections indicate planter strips are required. Cost estimates are planning-level and do not include topographical/other site-specific issues that may increase overall cost. High estimates assume completion of sidewalks on both sides of the street; low estimates assume completion of sidewalk on one side of the street or other design as noted. For low estimates, the side of the street with the most existing sidewalks was used.

**Figure 2: Pedestrian System Plan**

## Hood River Transportation System Plan

The following crossing improvements are conceptual. Improvement feasibility and design would be determined through an engineering study required by the City (local roads) or ODOT (state highways) prior to installation of improvements.

**Table 2: Point/Crossing Improvement Projects – Preferred Plan**

| Project ID | Name/Location   | Description  | Cost Estimate*                                 |
|------------|---|--|--|
| CR1        | **Westcliff Drive & Cascade Avenue-HCRH               | <ul style="list-style-type: none"> <li>When signal is constructed as proposed, stripe crosswalks with protected crossing phase for pedestrians, and also provide crossings.</li> </ul>   | n/a  |
| CR2        | Wasco Avenue & 20th Street/<br>Jaymar Road            | <ul style="list-style-type: none"> <li>Stripe crosswalks on all legs of intersection and add advance warning signage.</li> </ul>   | <del>\$10,000</del> <del>\$65,000</del>        |
| CR3        | **2nd Avenue (I-84 Eastbound)                         | <ul style="list-style-type: none"> <li>Improve sight distance by reconstructing the southeast corner and realigning the east crosswalk to bring it closer to 2<sup>nd</sup> Street.</li> <li>Add advance stop bar on the northbound approach to protect pedestrian and bicyclists crossing the south leg of the intersection.</li> </ul> | <del>\$175,000</del><br><del>\$12395,000</del> |
| CR4        | <del>6th Street &amp; State Street</del>              | <ul style="list-style-type: none"> <li><del>Consider adding curb extension on State Street westbound on the NE corner of the intersection with a curb cut to help cyclists make a left turn using the crosswalk.</del></li> </ul>  | <del>\$185,000</del>                           |
| CR5        | <del>Hood River Bicycle &amp; Pedestrian Bridge</del> | <ul style="list-style-type: none"> <li><del>Pave approaches to bridge ramps on either side of bridge.</del></li> </ul>   | <del>\$185,000</del>                           |
| CR6        | **OR 281-13th Street & Sherman Avenue                 | <ul style="list-style-type: none"> <li>Consider striped crosswalks on north and/or south legs of intersection across 13th Street and add advance warning signage.</li> </ul>   | <del>\$10,000</del> <del>\$65,000</del>        |
| CR7        | **OR 281-13th Street & Montello Avenue                | <ul style="list-style-type: none"> <li>Add advance warning signage to existing crosswalk.</li> </ul>   | <del>\$10,000</del> <del>\$65,000</del>        |
| CR8        | 12th Street (North Leg) & May Street                  | <ul style="list-style-type: none"> <li>Consider adding curb extensions on the east leg of the intersection to reduce pedestrian crossing distance.</li> </ul>  | <del>\$60,000</del><br><del>\$4135,000</del>   |

## Hood River Transportation System Plan

| Project ID | Name/Location                           | Description   | Cost Estimate*   |
|------------|---|---|--|
| CR9        | **OR 281-13th Street & May Street       | <ul style="list-style-type: none"> <li>Consider interim improvement: Install a refuge island for pedestrians to help cross the right turn slip lane from westbound May Street onto 13th Street northbound.</li> <li>Consider interim improvement: Revise striping of crosswalk between new refuge island and northeast corner at an angle perpendicular to the slip lane and add advance warning signage to increase visibility.</li> <li>Interim improvement: Stripe new crosswalk on east leg of intersection between southeast corner and new refuge island.</li> <li>Interim improvement: Install pedestrian-activated rectangular rapid-flash beacons (RRFB) on east leg of intersection.</li> <li>Ultimate Improvement: Consider signaling intersection (not included in cost estimate).</li> </ul> | \$ <del>906,455</del> ,000<br>(\$ <del>430,500</del> ,000 if RRFB is not included) |
| CR10       | **OR 281-12th Street & Belmont Avenue   | <ul style="list-style-type: none"> <li>Stripe crosswalks on north and/or south legs of intersection across 12th Street and add advance warning signage.</li> </ul>  | <del>\$10,000</del> <del>\$65,000</del>  |
| CR11       | **OR 281-13th Street & Belmont Avenue   | <ul style="list-style-type: none"> <li>Interim Improvement: Stripe crosswalks on north and/or south legs of intersection across 13th Street and add advance warning signage.</li> <li>Interim Improvement: Consider installing a curb extension on one side of 13th Street to reduce crossing distances (pending reconfiguration of 13th Street).</li> <li>Ultimate Improvement: Traffic signal to be added to reduce motor vehicle delay will also improve pedestrian crossings.</li> </ul>  | <del>\$25,000</del><br><del>\$158,000</del>  |
| CR12       | <del>17th Street &amp; May Street</del> | <ul style="list-style-type: none"> <li><del>Extend curb on west to reduce turn radius and pedestrian crossing distance on 17<sup>th</sup> Street (southbound approach will be stopped with motor vehicle improvements, and stop sign will be removed from May Street).</del></li> </ul>   | <del>\$453,000</del>   |
| CR13       | Rocky Road & May Street                 | <ul style="list-style-type: none"> <li>Stripe crosswalks on east and/or west legs of intersection across May Street and add advance warning signage to assist crossing for future Westside Community Trail.</li> </ul>  | <del>\$10,000</del> <del>\$56,000</del>  |
| CR14       | Fairview Drive & Belmont Drive          | <ul style="list-style-type: none"> <li>Consider adding stop signs to Belmont Drive to make this intersection an all-way stop (future north-south extension of Mt. Adams Avenue will not have stop signs when street is extended).</li> <li>Stripe crosswalks on all legs of the intersection.</li> <li>Reconfigure intersection geometry to reduce the radius of the curve on Belmont Drive, to lower vehicle speeds.</li> <li>Consider installing curb extensions or refuge islands to reduce crossing distances.</li> </ul>   | <del>\$75,000</del><br><del>\$453,000</del>  |



## Hood River Transportation System Plan

| Project ID  | Name/Location   | Description  | Cost Estimate*                              |
|-------------|---|--|---|
| CR15        | **OR 281-13th Street & State Street-HCRH                                | <ul style="list-style-type: none"> <li>Consider striping crosswalks on east side of intersection across State Street.</li> </ul>   | <del>\$10,000</del> <del>\$65,000</del>     |
| CR16        | **OR 281-12th Street & Pacific Avenue                                   | <ul style="list-style-type: none"> <li>Add pedestrian countdown signal to help Indian Creek Trail users cross 12th Street safely.</li> <li>Install directional signage to encourage trail users to use the signalized intersection when crossing between segments of the Indian Creek Trail.</li> <li>Consider widening the sidewalk at the northeast and northwest corners to increase queuing capacity for bicyclists and pedestrians waiting to cross 12th Street (acquire right of way if necessary).</li> </ul> | <del>\$10,000</del> <del>\$65,000</del>     |
| CR17        | **5th Street & Oak Street-HCRH  | <ul style="list-style-type: none"> <li>Consider adding curb extension if SHPO approval can be obtained on east leg of intersection at existing crosswalk to reduce crossing distance and improve visibility.</li> </ul>  | <del>\$25,000</del><br><del>\$158,000</del> |
| CR18        | OR 281-13th Street & Oak Street-HCRH                                    | <ul style="list-style-type: none"> <li>Install advanced stop bar and advance warning signage for the eastbound right turn lane on the west leg of the intersection to encourage motor vehicles to yield to users.</li> </ul>   | <del>\$10,000</del> <del>\$65,000</del>     |
| CR19        | 2nd Street & State Street   | <ul style="list-style-type: none"> <li>Stripe crosswalks on east side of intersection across State Street and add advance warning signage.</li> </ul>  | <del>\$10,000</del> <del>\$65,000</del>     |
| CR20        | (Future) Westside Community Trail & Belmont Drive                       | <ul style="list-style-type: none"> <li>Add advance stop bars before crosswalk.</li> <li>Consider relocating crossing or closing school parking lot driveway in order to reduce complication of turning movements at the crossing.</li> <li>Complete project CR 14 (described previously) to improve nearby intersection at Fairview Drive and Belmont Drive, with the goal of reducing the speed of motorists approaching the crossing eastbound on Belmont Drive.</li> </ul>  | <del>\$10,000</del> <del>\$65,000</del>     |
| CR21        | **Cascade Avenue-HCRH (midblock between Mt. Adams Avenue and Rand Road) | <ul style="list-style-type: none"> <li>Consider installing midblock crosswalk with advance warning signage.</li> <li>Consider installing rectangular rapid flash beacons to improve motorist compliance if necessary after an observation period.</li> </ul>   | <del>\$45,000</del><br><del>\$295,000</del> |
| CR22        | **Cascade Avenue near-HCRH (midblock between Rand Road and 20th Street) | <ul style="list-style-type: none"> <li>Consider installing midblock crosswalk with median refuge island and advance warning signage.</li> <li>Consider installing rectangular rapid flash beacons to improve motorist compliance if necessary after an observation period.</li> </ul>  | <del>\$45,000</del><br><del>\$295,000</del> |
| <u>CR23</u> | <u>Sherman Road &amp; Rand Road</u>                                     | <ul style="list-style-type: none"> <li><u>Consider installing enhanced pedestrian/bicycle crossing treatments, which may include push-button actuated beacons and warning signage, to improve safety and mitigate sight distance limitations. <del>Install enhanced pedestrian crossing to improve safety</del></u></li> </ul>   | <del>\$80,000</del>                         |

## Hood River Transportation System Plan

| Project ID        | Name/Location | Description | Cost Estimate*          |
|-------------------|---------------|-------------|-------------------------|
| <b>Total Cost</b> |               |             | <b>\$44,720,524,000</b> |

\* All cost estimates include project administration, mobilization, engineering/design and contingency costs. Cost estimates are planning-level and do not include topographical/other site-specific issues that may increase overall cost.

\*\*The establishment of marked crosswalks at unsignalized approaches or mid-block crossings, or modification of existing approaches/crossings of state highways will require the completion of an engineering study and approval by the State Traffic Engineer and ODOT.

In addition to point and intersection improvements, facilities such as paths and trails can create both efficient commuter routes and recreational opportunities for bicycling and walking. Proposed off-street facilities are listed in Table 3 below and can be viewed on both Figure 2: Pedestrian Network and Figure 4: Bicycle Network. The alignments of proposed off-street facilities seen in Figures 2: Pedestrian Network and Figure 4: Bicycle Network are conceptual. The City will work with developers to finalize the location and alignment of all identified trail and path projects. A typical cross section for path design is proposed in Figure 3a and a typical cross section for a high-speed and high-volume path is proposed in Figure 3b. Generally, these trails are located to minimize the overall length of trail parallel to street segments or relying on sidewalks. In locations where this is unavoidable, however, the proposed trail will be constructed as a multi-use path with parallel protected bike lanes.

**Table 3: Off-Street Bicycle & Pedestrian Facility Projects – Preferred Plan**

| Project ID | Name/Location   | Cost Estimate*  | Note   |
|------------|---|---|--|
| P1         | <a href="#">Westcliff Drive Pedestrian Path</a>       | <del>A future refinement plan will produce an alternative cross-section for Westcliff Drive</del> | <del>Westcliff provides an east-west pedestrian connection through Hood River connecting to the HCRH trail. The path along the north side of Westcliff Drive is intended to serve pedestrians only, with bicycles sharing the roadway with motor vehicles. See Figure 6E.</del>  |
| P1.1       | <a href="#">Historic Columbia River Highway Trail</a> | <del>\$2,405,000</del><br>\$1,724,000   | <del>Construct an asphalt path sidewalk (6 feet wide) along the north side of Westcliff Drive from the west UGB east to Exit 62. The sidewalk is intended to serve pedestrians only, with bicycles sharing the roadway with motor vehicles. A future refinement plan may be completed to produce an alternative cross section for Westcliff Dr. west of Exit 62.</del> |

## Hood River Transportation System Plan

| Project ID      | Name/Location   | Cost Estimate*   | Note   |
|-----------------|---|--|--|
| P1.2            | <a href="#">Westcliff Dr. Pedestrian Path</a>                         | <del>\$3,555,000</del><br><del>\$2,151,000</del>   | <a href="#">Construct a path-sidewalk (6 feet wide) along Westcliff Drive from Exit 62 east to Westside Community Trail (via Wasco Street).</a> - The sidewalk is intended to serve pedestrians only, with bicycles sharing the roadway with motor vehicles. -A future refinement plan may be completed to produce an alternative cross section for Westcliff Dr. east of Exit 62. |
| P2              | Waterfront Path   | <del>\$1,820,000</del><br><del>\$1,314,125,000</del>   | Proposed path connecting Westcliff Drive to the existing paths along the Columbia River.   |
| P3              | Waterfront Path Access from US 30                                     | <del>\$375,000</del><br><del>\$269,300,000</del>   | Proposed alternative access to the Waterfront Path from east of downtown.  |
| P4              | Westside Community Trail  | <del>Off-street segments of p</del><br><del>Project already funded by Hood River Valley Parks &amp; Recreation; on-street segment along Rocky Road will cost</del><br><del>\$1,220,000</del> | <a href="#">Extend Westside Community Trail east to connect with the existing trail at 20th Street.</a> <del>This previously proposed path being pursued by Hood River Valley Parks &amp; Recreation would create a key link in Hood River's bicycle and pedestrian networks.</del>  |
| P5              | Hood River Middle School Path   | <del>\$45,000</del><br><del>\$295,000</del>  | This previously proposed connection through the Hood River Middle School campus being pursued by the Hood River County School District through the school's Safe Routes to Schools program would create a key link in Hood River's bicycle and pedestrian networks.  |
| P6              | Indian Creek Trail Access from Union Street                           | <del>\$10,000</del><br><del>\$65,000</del>   | Soft surface trail improvements to formalize access to the Indian Creek Trail from Union Street.   |
| <del>P7P7</del> | <del>Cascade Avenue between Mt Adams Avenue and Westcliff Drive</del> | <del>\$255,000</del>   | <del>Project removed during to be consistent with the Westside Area Concept Plan Report December 2017 amendment. Proposed 10' path along the south side of Cascade Avenue between Mt Adams Avenue and Westcliff Drive. See SW3 for sidewalk on north side of the roadway.</del>  |
| P8              | Indian Creek Trail, Segment 2   | Pending future easement, project will be funded by Hood River Valley Parks & Recreation  | This previously proposed segment of the Indian Creek Trail being pursued by Hood River Valley Parks & Recreation would create a key link in Hood River's bicycle and pedestrian networks.  |

## Hood River Transportation System Plan

| Project ID     | Name/Location   | Cost Estimate*                          | Note  |
|----------------|---|---|---|
| P9             | Indian Creek Trail Access from Sherman Avenue                                     | <del>\$585,000</del><br>\$423,600       | Improvements to connection between 2 <sup>nd</sup> Street & State Street and the northern end of the Indian Creek Trail. Cost estimate assumes construction of a sidewalk on one side of the street along this route.   |
| <del>P10</del> | <del>Port of Hood River Path</del>  | <del>\$309,265,000</del>                | <del>The Port of Hood River is actively pursuing construction of this new path that would improve the connection between the Hood River Bicycle &amp; Pedestrian Bridge and the existing Waterfront Path.</del>   |
| P11            | Post Canyon Path  | <del>\$1,070,000</del><br>\$771,660,000 | A road extension of Belmont Avenue to Post Canyon Drive is proposed. Sidewalk and bike lane would be included as part of that construction. However, this project <u>is an interim improvement</u> to construct a <u>10-foot wide</u> east-west path between Belmont Avenue and Frankton Road, aligned with Post Canyon Drive. <del>The segment between Frankton Road and 30<sup>th</sup> Street could be constructed as an interim improvement or as a complimentary one is a priority interim improvement.</del> The alignment of this path should remain within the urban growth boundary and should avoid the National Scenic Area. |
| <del>P12</del> | <del>Indian Creek Trail (segment parallel to 12<sup>th</sup> Street/OR 284)</del> | <del>\$215,000</del>                    | <del>Proposed path along an existing segment of the Indian Creek Trail to improve access across Indian Creek east of 12<sup>th</sup> Street/OR 284.</del>   |
| <u>P13</u>     | <u>Historic Columbia River Highway Trail, south side of Cascade Avenue</u>        | <del>\$1,640,000</del><br>\$1,185,000   | <u>Construct an asphalt or concrete path (120 feet wide) on the south side of Cascade Avenue between Westcliff Drive and Mt. Adams Avenue.</u>  |
| <u>P14</u>     | <u>30<sup>th</sup> Street North Extension</u>                                     | <del>\$75,000</del><br>\$359,000        | <u>Construct 6-foot bike lanes and 5-foot sidewalks between 30<sup>th</sup> Street to Mt. Adams Avenue/Wine Country Avenue</u>  |
| <u>P154</u>    | <u>Westside Community Trail extension to Cascade Avenue</u>                       | <del>\$65,000</del><br>\$67,000         | <u>Extend the Westside Community Trail (about 4 feet wide) north between <del>between Sherman Avenue</del> Wine Country Avenue Extension and Cascade Avenue. This trail will connect to a new north-south neighborhood connector between Sherman Avenue and the Wine Country Avenue extension with the specific alignment to be determined. Alignment options include Max's Place or over the existing stormwater utilities to the east.</u>  |
| <u>P165</u>    | <u>Upper Terrace Neighborhood Trail</u>   | <del>\$1,425,000</del><br>\$1,322,000   | <u>Construct Upper Terrace Neighborhood Trail (about 6 feet wide) between <del>May Street</del> Post Canyon Drive and Fairview Drive.</u>   |

## Hood River Transportation System Plan

| Project ID        | Name/Location   | Cost Estimate*  | Note  |
|-------------------|---|---|---|
| <del>P176</del>   | <del>Post Canyon Drive Bike Lanes and Sidewalks</del>           | <del>\$778,000</del>                                    | <del>Construct 6-foot bike lanes and 5-foot sidewalks between Frankton Road and West UGB Boundary</del>   |
| <del>P187</del>   | <del>West Community Trail extension west to Frankton Road</del> | <del>\$110,000</del><br><del>\$103,000</del>            | <del>Extend the Westside Community Trail (about 4 feet wide minimum 5-foot-wide sidewalk) west to align with Carr Drive between Rocky Road terminus of project P4 and Frankton Road.</del>  |
| <del>P198</del>   | <del>Trail from Sherman Avenue to Frankton Road</del>           | <del>\$50,000</del><br><del>\$112,000</del>             | <del>Construct a trail (about 4 feet wide) from intersection of Sherman Avenue and Westside Drive Alignment D to Frankton Road west to Ridgeline Trail (trails merge, then P20 connects to Frankton Road).</del>  |
| <del>P2019</del>  | <del>Henderson Creek Trail</del>                                | <del>\$3,910,000</del><br><del>\$620,000</del>          | <del>Construct a trail asphalt or concrete path (about 6 feet wide) from May Street/Fairview Drive the south UGB/Belmont Avenue Post Canyon Drive extension (MV7) to Cascade Avenue in a buffer along adjacent to Henderson Creek, including where the creek may have been piped.</del> |
| <del>P240</del>   | <del>Ridgeline Trail north of Sherman Ave</del>                 | <del>\$2,245,000</del><br><del>\$776,000</del>          | <del>Construct a trail (about 6 feet wide) from Sherman Ave Rand Road to Frankton Road.</del>   |
| <b>Total Cost</b> |   | <del>\$120,530,213,1</del><br><del>4082723207,000</del> |   |

\* All cost estimates include project administration, mobilization, engineering/design and contingency costs. Cost estimates are planning-level and do not include topographical/other site-specific issues that may increase overall cost.

**Figure 3a: Path Typical Cross Section**

## Hood River Transportation System Plan

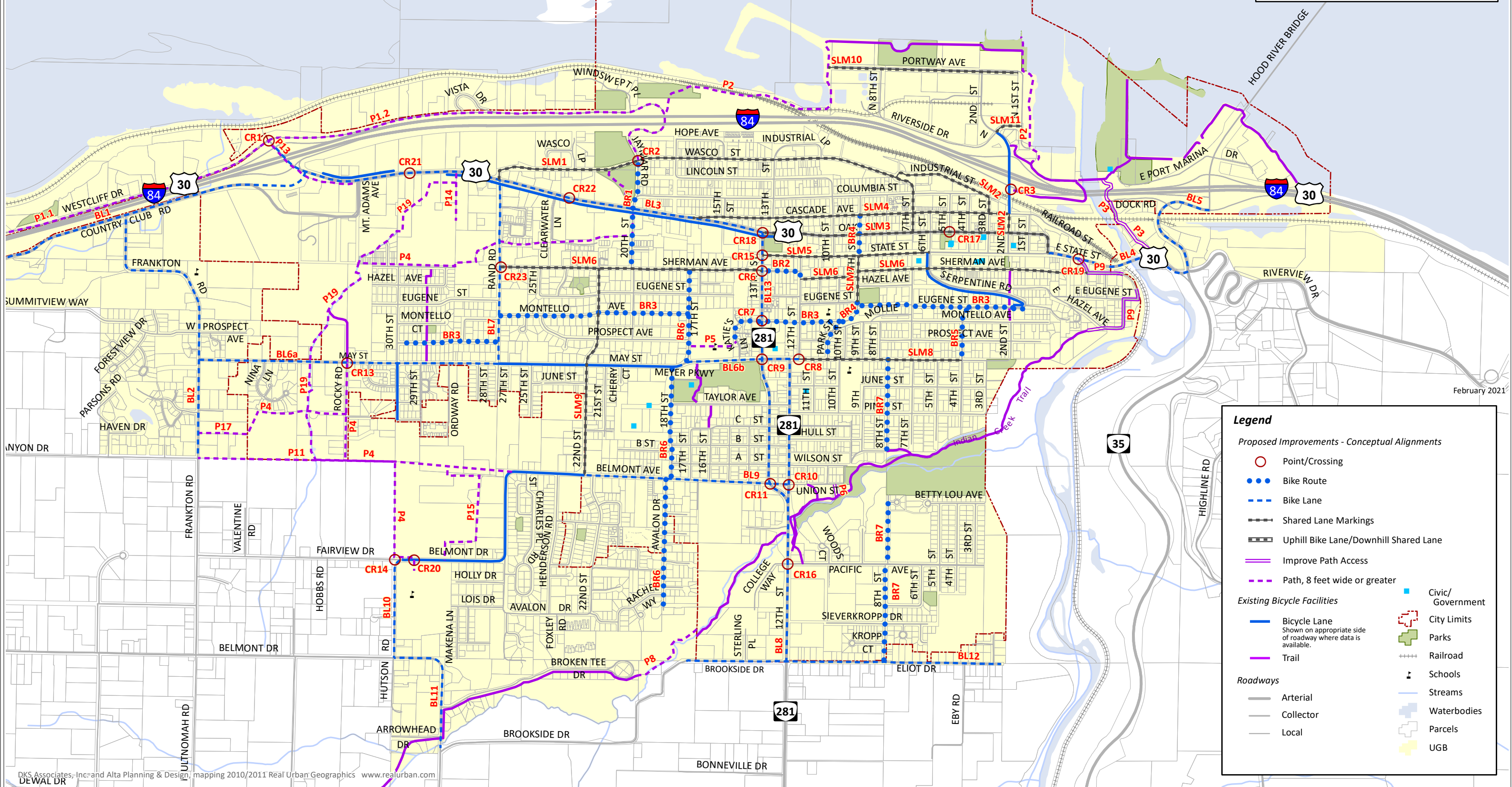
projects already listed, Table 4 provides optional programs in support of bicycle and pedestrian needs for future consideration.

**Table 4: Optional Citywide and Bicycle and Pedestrian Programs**

| Name   | Description  | Cost Estimate  |
|--|--|--|
| ADA/Curb Ramp Upgrade Program                  | Upgrade curb ramps and eliminate gaps in ADA access along prioritized pedestrian routes near key destinations.   | Example: \$20,000/year. Fixed or percentage amount annually for capital improvements.  |
| “Smart Trips” Individualized Marketing Program | Develop an outreach program targeted at residents in neighborhoods receiving new bicycle and pedestrian infrastructure to encourage them to walk and bike more often. Distribute walking and bicycling maps; partner with local businesses for coupon incentives; organize group walks and rides to local recreational and commercial destinations. Administer before/after travel survey to evaluate effectiveness. | Example: \$20,000. (Variable by size; assume ~\$10/person in program area).  |
| Bicycle/Pedestrian Connections to Transit      | Coordinate infrastructure upgrades near transit stops and park and rides to improve access and amenities targeted at increasing ridership.   | Example: \$20,000/year. Fixed or percentage amount annually for capital improvements.  |
| Safe Routes to Schools Curriculum              | Leverage ODOT Safe Routes Program with local investment to bring Safe Routes curriculum to all area K-8 schools.   | Example: \$20,000/year. Fixed or percentage amount annually for capital improvements.  |
| Bicycle Wayfinding Signage                     | Implement a bicycle wayfinding signage program to assist new bicyclists in choosing comfortable routes, and to help visiting bicyclists navigate through the city.   | Example: \$100,000. Assumes one sign every 800 feet each direction along the <del>~20 mile</del> 20-mile proposed bicycle network, including 30% for design/engineering. |
| Bicycle Parking Program                        | Implement bicycle rack design and placement standards; review development applications for compliance; coordinate with sidewalk installation by developments or in city projects.  | Example: \$5,000/year. Can be funded through fees for developments requesting related design variances.  |

## Bicycle System Plan

The Bicycle System Plan identifies improvements to the bicycle network in the City of Hood River for the next twenty years. Bicycles often use the same facilities as pedestrians, so to avoid overlap this section focuses primarily on bicycle-specific facilities. After review of the existing facilities and with input from City staff, stakeholder groups, and Hood River residents, projects were proposed to improve the efficiency and access for bicyclists within Hood River. The summary of the existing bicycle system and deficiencies, which served as the basis for proposed projects, can be found in the Existing Conditions Memorandum included in the appendix.



**Legend**

*Proposed Improvements - Conceptual Alignments*

- Point/Crossing
- Bike Route
- Bike Lane
- Shared Lane Markings
- Uphill Bike Lane/Downhill Shared Lane
- Improve Path Access
- Path, 8 feet wide or greater

*Existing Bicycle Facilities*

- Bicycle Lane  
Shown on appropriate side of roadway where data is available.
- Trail

*Roadways*

- Arterial
- Collector
- Local

- Civic/Government
- City Limits
- Parks
- Railroad
- Schools
- Streams
- Waterbodies
- Parcels
- UGB

**Recommended Bicycle Projects**

Improvements to the bicycle network include completion of bike lanes (requiring a six-foot shoulder) by restriping streets where space is available and through roadway expansion on streets in outer Hood River where shoulders are narrow or do not exist. Several streets in and near downtown are proposed to be treated with shared lane markings (also known as “sharrows”, example shown at right [103]) and signs where space is not available to add bike lanes. In many Hood River neighborhoods, streets are proposed for bike boulevardsbike routes: comfortable, low traffic streets where bicycles share the road with vehicles. Bike boulevardsBike routes can be treated with wayfinding signage and pavement markings in order to emphasize to drivers that they should expect to encounter bicyclists. Additional analysis will be necessary to identify specific treatments on each bike boulevardbike route corridor.



**[103] Example of a sharrow pavement marking**

Preferred Plan Bicycle projects can be viewed in Figure 4: Bicycle Network, and are listed in Table 5 below. Construction of new roadways identified in the Motor Vehicle System Plan are not included in Table 5, but will include construction of bicycle facilities appropriate to the street classification of the new roadway.

Many other bicycle improvement projects also benefit pedestrian transportation, such as intersection and crossing improvements, connectivity improvements, and paths. These shared pedestrian and bicycle improvement concepts were previously described in the Pedestrian System Plan section.

**Table 5: Bicycle Improvement Projects – Preferred Plan**

| Project ID | Name/Location                  | Facility Type | Cost Estimate*                                     | Note  |
|------------|--------------------------------|---------------|--|---|
| BL1        | Country Club Road              | Bike Lanes    | <del>\$580,000</del><br><del>\$41365,00</del><br>0 | Roadway expansion   |
| BL2        | Frankton Road                  | Bike Lanes    | <del>\$540,000</del><br><del>\$38840,00</del><br>0 | Roadway expansion   |
| BL3        | Cascade Avenue-Oak Street-HCRH | Bike Lanes    | <del>\$220,000</del><br><del>\$1358,000</del>      | Intermittent bike lanes exist; assumes restriping along half of corridor length |



## Hood River Transportation System Plan

| Project ID           | Name/Location   | Facility Type  | Cost Estimate*                                      | Note   |
|----------------------|---|--|---|--|
| BL4                  | State Street  | Bike Lanes   | <del>\$130,000</del><br><del>\$9380,000</del>       | Restriping   |
| BL5                  | OR 35/Hood River Bridge                                     | Bike Lanes   | <del>\$110,000</del><br><del>\$765,000</del>        | Restriping   |
| BL6a                 | May Street ( <a href="#">Frankton Rd to Rand Rd</a> )       | Bike Lanes   | <del>\$715,000</del><br><del>\$516890,000</del>     | Roadway expansion; <u>on-street parking to be allowed on one side of the street only or prohibited on both sides</u> |
| <a href="#">BL6b</a> | <a href="#">May Street (Rand Rd 17th Street to 12th St)</a> | <a href="#">Bike Lanes</a>                                 | <del>\$140,000</del><br><del>\$499,000</del>        | <a href="#">Roadway expansion</a>  |
| BL7                  | Rand Road   | Bike Lanes   | <del>\$335,000</del><br><del>\$2410,000</del>       | Roadway expansion  |
| BL8                  | 12th Street/13th Street/HCRH                                | Bike Lanes   | <del>\$400,000</del><br><del>\$28645,000</del><br>0 | Restriping   |
| BL9                  | Belmont Avenue  | Bike Lanes   | <del>\$180,000</del><br><del>\$12810,000</del><br>0 | Restriping   |
| BL10                 | Belmont Drive/ Hudson Road                                  | Bike Lanes   | <del>\$190,000</del><br><del>\$13415,000</del><br>0 | Roadway expansion  |
| BL11                 | Indian Creek Road   | Bike Lanes   | <del>\$255,000</del><br><del>\$18155,000</del><br>0 | Roadway expansion  |
| BL12                 | Brookside Drive/Eliot Drive                                 | Bike Lanes   | <del>\$585,000</del><br><del>\$42360,000</del><br>0 | Roadway expansion  |
| BL13                 | 13th Street   | Bike Lanes   | <del>\$115,000</del><br><del>\$8270,000</del>       | Restriping.  |
| <del>BLSLM1</del>    | <del>Serpentine Road/6th Street/Eugene Street</del>         | <del>Uphill Bike Lane/ Downhill Shared Lane Markings</del> | <del>\$470,000</del>                                | <del>Restriping</del>  |
| SLM1                 | Wasco Street/7th Street                                     | Shared Lane Markings                                       | <del>\$60,000</del><br><del>\$4135,000</del>        |  |
| SLM2                 | Industrial Street/3rd Street/2nd Street                     | Shared Lane Markings                                       | <del>\$20,000</del><br><del>\$120,000</del>         |  |
| SLM3                 | Oak Street/Front Street                                     | Shared Lane Markings                                       | <del>\$35,000</del><br><del>\$230,000</del>         |  |

## Hood River Transportation System Plan

| Project ID          | Name/Location                                   | Facility Type                                      | Cost Estimate*                                      | Note  |
|---------------------|---|--|---|---|
| SLM4                | Cascade Avenue                                  | Shared Lane Markings                               | <del>\$35,000</del><br><del>\$230,000</del>         |   |
| SLM5                | State Street                                    | Shared Lane Markings                               | <del>\$20,000</del><br><del>\$230,000</del>         |   |
| SLM6                | Sherman Avenue                                  | Shared Lane Markings                               | <del>\$65,000</del><br><del>\$470,000</del>         |   |
| SLM7                | 9 <sup>th</sup> Street/Park Street              | Shared Lane Markings                               | <del>\$10,000</del><br><del>\$65,000</del>          |   |
| SLM8                | May Street                                      | Shared Lane Markings                               | <del>\$20,000</del><br><del>\$102,000</del>         |   |
| SLM9                | 22 <sup>nd</sup> Street                         | Shared Lane Markings                               | <del>\$25,000</del><br><del>\$185,000</del>         |   |
| SLM10               | Portway Avenue                                  | Shared Lane Markings                               | <del>\$25,000</del><br><del>\$185,000</del>         |   |
| SLM11               | Riverside Drive                                 | Shared Lane Markings                               | <del>\$10,000</del><br><del>\$65,000</del>          | Shared lane markings and wayfinding signs between N 2 <sup>nd</sup> Street and P10. |
| <del>BLVD1BR1</del> | 20th Street/Jaymar Road                         | <del>Bike Boulevard</del><br><del>Bike Route</del> | <del>\$45,000</del><br><del>\$259,000</del>         |   |
| <del>BLVD2BR2</del> | Sherman Avenue                                  | <del>Bike Route</del><br><del>Bike Boulevard</del> | <del>\$20,000</del><br><del>\$120,000</del>         |   |
| <del>BLVD3BR3</del> | Montello Avenue/Eugene Street                   | <del>Bike Route</del><br><del>Bike Boulevard</del> | <del>\$235,000</del><br><del>\$13415,000</del><br>0 |   |
| <del>BLVD4BR4</del> | 9th Street                                      | <del>Bike Route</del><br><del>Bike Boulevard</del> | <del>\$45,000</del><br><del>\$295,000</del>         |   |
| <del>BLVD5BR5</del> | 4th Street                                      | <del>Bike Route</del><br><del>Bike Boulevard</del> | <del>\$25,000</del><br><del>\$158,000</del>         |   |
| <del>BLVD6BR6</del> | 18th Street/17th Street/Avalon Way/Avalon Drive | <del>Bike Route</del><br><del>Bike Boulevard</del> | <del>\$130,000</del><br><del>\$9380,000</del>       |   |
| <del>BLVD7BR7</del> | 8th Street                                      | <del>Bike Route</del><br><del>Bike Boulevard</del> | <del>\$100,000</del><br><del>\$670,000</del>        |   |
| <b>Total Cost</b>   |   |  | <del>\$3,54204,</del><br><del>278705,00</del><br>0  |   |

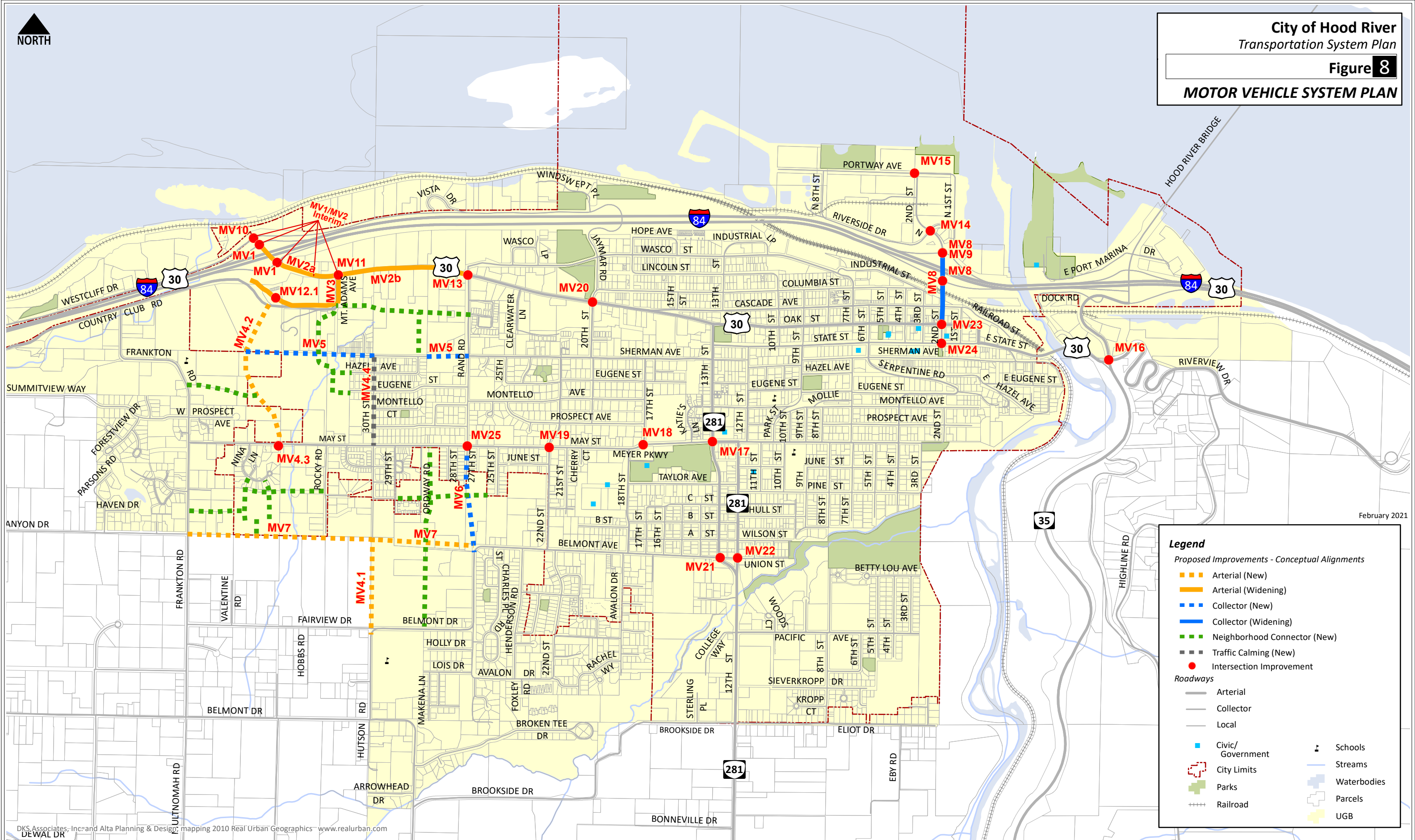
## Hood River Transportation System Plan

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| Project ID | Name/Location | Facility Type | Cost Estimate* | Note |
|------------|---------------|---------------|----------------|------|
|------------|---------------|---------------|----------------|------|

\* All cost estimates include project administration, mobilization, engineering/design and contingency costs. Cost estimates are planning-level and do not include topographical/other site-specific issues that may increase overall cost. Bike lane cost estimates include striping removal, restriping, pavement markings, and signs. When applicable, roadway expansion assumes 6' shoulder in each direction. Shared lane marking cost estimates include pavement markings and signs. ~~Bike boulevard~~Bike Route cost estimates include pavement markings, signs, traffic control modifications (ex. turning stop signs) and example traffic calming treatments.

**Figure 4: Bicycle System Plan**



February 2021

**Legend**

*Proposed Improvements - Conceptual Alignments*

- Orange dashed line: Arterial (New)
- Orange solid line: Arterial (Widening)
- Blue dashed line: Collector (New)
- Blue solid line: Collector (Widening)
- Green dashed line: Neighborhood Connector (New)
- Black dashed line: Traffic Calming (New)
- Red dot: Intersection Improvement

*Roadways*

- Thick grey line: Arterial
- Medium grey line: Collector
- Thin grey line: Local
- Blue square: Civic/Government
- Red dashed line: City Limits
- Green square: Parks
- Black line with cross-ticks: Railroad
- Black triangle: Schools
- Blue line: Streams
- Blue square: Waterbodies
- Grey outline: Parcels
- Yellow outline: UGB

**Motor Vehicle System Projects**

The motor vehicle system projects presented in Table 13 address different types of capacity improvements, including projects within the interchange areas, overall system circulation projects, downtown-specific circulation projects, and individual targeted intersection improvements. This set of projects represents the motor vehicle component of the "Preferred Plan", which consists of all transportation improvements identified to meet future needs through the year 2031. The 2021 Amendment includes additional actions to support growth in west Hood River through the year 2040, consistent with the land use assumptions in the Westside Area Concept Plan. Therefore, this amended TSP includes projects and performance results based on a planning horizon year of 2031 for some areas and on a planning horizon year of 2040 for others (e.g., see Table 14).

The Financially Constrained Plan (presented in Chapter 4) is a subset of this plan that aligns with anticipated funding. Descriptions of the Preferred Plan projects are provided in Table 13 and the locations of the different projects can be seen in Figure 8. The alignments of new roadway projects in Figure 8 are conceptual, and the City will work with developers to finalize the locations and alignments of all new roadways.

**Table 13: Motor Vehicle System Projects – Preferred Plan**

| Project ID | Location                 | Description  | Planning Level Cost                           |
|------------|--------------------------|--|---|
| MV1*       | I-84 Exit 62 Interchange | <p><u>I-84 Westbound Ramps/Terminal</u></p> <ul style="list-style-type: none"> <li>Construct traffic signal</li> <li>Construct northbound left turn lane (full length of bridge)</li> <li>Construct second southbound through lane</li> <li>Construct westbound left turn lane</li> <li>Construct shared westbound through/left turn lane</li> <li>Construct westbound right turn lane</li> </ul> <p><u>I-84 Eastbound Ramps/Terminal</u></p> <ul style="list-style-type: none"> <li>Construct traffic signal <u>or roundabout</u></li> <li>Construct northbound right turn lane (drop lane from Cascade Ave., <u>reevaluate the need for this if a roundabout is chosen as the preferred alternative</u>)</li> <li>Construct second southbound through lane</li> <li>Construct southbound left turn lane (<u>reevaluate the need for this if a roundabout is chosen as the preferred alternative</u>)</li> <li>Construct eastbound right turn lane</li> </ul> | \$ <del>20,900</del> <u>348,390</u> 5,000,000 |

## Hood River Transportation System Plan

| Project ID                      | Location  | Description  | Planning Level Cost                   |
|---------------------------------|---|--|---------------------------------------|
| <a href="#">MV1/MV2 Interim</a> | <a href="#">I-84 Exit 62 Interchange</a>  | <ul style="list-style-type: none"> <li><a href="#">I-84 Westbound Ramp/Terminal - Construct traffic signal</a></li> <li><a href="#">I-84 Westbound Ramp/Terminal - Install queue detection devices on the off-ramp and ability to pre-empt signal timing to allow the off-ramp queues to be cleared during times when queue lengths become excessive</a></li> <li><a href="#">I-84 Eastbound Ramp/Terminal - Construct an eastbound shared through/left turn lane to create an exclusive lane for the heavier right turn movement</a></li> <li><a href="#">Cascade Avenue - Construct second eastbound lane from the I-84 eastbound ramp terminal to Mt. Adams Avenue (would tie into the existing eastbound right turn lane at Mt. Adams Avenue)</a></li> <li><a href="#">Westcliff Drive/Cascade Avenue</a> <ul style="list-style-type: none"> <li><a href="#">- Install a stop sign on the eastbound approach</a></li> <li><a href="#">- Remove the stop sign for the northbound right turn lane</a></li> </ul> </li> </ul> | <del>\$ 5,6,915,000</del> ,000        |
| MV2a*                           | Cascade Ave (HCRH): I-84 Exit 62 Interchange to <a href="#">Rand Rd.</a> <a href="#">Mt. Adams Ave.</a> | <ul style="list-style-type: none"> <li><del>Construct second eastbound lane from I-84 eastbound ramp terminal to Mt. Adams Ave. (ends as right turn lane)</del></li> <li>Construct second westbound lane from Mt. Adams Ave. to I-84 eastbound ramp terminal (ends as right turn lane)***</li> <li><del>Widen Cascade Ave. between Mt. Adams Ave. and Rand Rd. to include one travel lane in each direction and a center turn lane</del></li> </ul> <p><i>(Roundabout (preferred if feasible) or T-Traffic signal on Cascade Ave. at Mt. Adams Ave. listed as separate project – MV11)</i></p>   | \$2,700,000 <del>1,810,306</del> ,000 |
| <a href="#">MV2b*</a>           | <a href="#">Cascade Ave (HCRH): Mt. Adams Ave to Rand Rd.</a>   | <ul style="list-style-type: none"> <li><a href="#">Widen Cascade Ave. between Mt. Adams Ave. and Rand Rd. to include one travel lane in each direction and a center turn lane</a></li> </ul>   | <del>\$91,255,000</del> ,000          |

## Hood River Transportation System Plan

| Project ID | Location  | Description  | Planning Level Cost                   |
|------------|---|--|---------------------------------------|
| MV3*       | <p><del>Cascade Ave. at Mt. Adams Ave.: Cascade Ave. to Wine Country Ave. eCountry Club Rd. Realignment/ Mt. Adams Ave.</del></p> | <ul style="list-style-type: none"> <li>• <del>Realign Country Club Road to intersect with Mt. Adams Ave., disconnecting the existing intersection on Cascade Ave. with Country Club Rd. to motor vehicle traffic</del></li> <li>• <del>Construct Mt. Adams Ave. from Cascade Ave. to realigned Country Club Rd.</del></li> </ul> <p><u>Cascade Ave. at Mt. Adams Ave.</u></p> <ul style="list-style-type: none"> <li>• <u>Widen to east of Mt. Adams Avenue between Cascade Ave. And Wine Country Ave. to cConstruct atwe second northbound left turn lanes on inside, full length to Country Club RdWine Country Ave. on outside(reevaluate the need for this if a roundabout is chosen as the preferred alternative)</u></li> <li>• <del>Construct northbound right turn lane</del></li> <li>• Install yield control for eastbound right turn lane (constructed as part of MV2)</li> </ul> <p><i>(Roundabout (preferred if feasible) or tTraffic signal on Cascade Ave. at Mt. Adams Ave. listed as separate project – MV11)</i></p> <p><u>Mt. Adams Ave. at Wine County Ave. as south and east approaches are constructedCountry Club Rd.</u></p> <ul style="list-style-type: none"> <li>• <u>Construct a roundabout</u></li> </ul> <p><del>When Mt. Adams Ave. is extended to the south (MV4), construct northbound left turn lane</del></p> <p><del>When Mt. Adams Ave. is extended to the south (MV4), cConstruct stop controlled northbound shared through/right turn lane with the northbound left turn prohibited</del></p> <p><del>Construct channelized southbound right turn only lane under yield control (drop lane from Mt. Adams Ave.)(no southbound through or left turns allowed)</del></p> <p><del>Construct southbound through lane</del></p> <p><del>Construct southbound left turn lane serving property access on east approach</del></p> <p><del>Construct eastbound left turn lane</del></p> <p><del>Construct eastbound shared left/through/right turn lane</del></p> <p><del>Construct stop controlled east approach for property access, including a westbound left turn lane, and a shared westbound through/right turn lane only</del></p> <p><del>(Traffic signal on Mt. Adams Ave. at Country Club Rd. listed as separate project —MV12)</del></p> | <p>\$3,700,000<u>3,170844,000</u></p> |



## Hood River Transportation System Plan

| Project ID | Location  | Description   | Planning Level Cost   |
|------------|---|---|---|
| MV4.1      | Mt. Adams Ave./30 <sup>th</sup> Street: Country Club Rd./May Street to Fairview Dr. | <ul style="list-style-type: none"> <li>Construct 30th Street as a 3-lane minor arterial from the current stub south of May Street/Talon Avenue to Fairview Dr. along the south/west edge of the urban growth boundary (UGB). Construct Mt. Adams Ave. as a 3-lane minor arterial from Country Club Rd. to Fairview Dr. along the existing 30th St. alignment and the south/west edge of the urban growth boundary (UGB). This project would be an extension of the Mt. Adams Ave. segment constructed under MV3. The alignment of this roadway should remain within the urban growth boundary and should avoid the National Scenic Area. Improvements within the National Scenic Area may be subject to review for consistency with National Scenic Area provisions. New roadways constructed adjacent to the urban growth boundary may be modified by the City Engineer to include only 3/4-street improvements (e.g., no curb and sidewalk adjacent to the urban growth boundary).</li> <li>Construct a traffic signal at the intersection of Mt. Adams Avenue/ May Street, two-way stop control at Mt. Adams Avenue/Fairview Drive, and a roundabout or traffic signal at Hutson Road/ Belmont Drive.</li> </ul> | <del>\$7,674,000</del> \$11,940,000   |
| MV4.2      | Alignment D Westside Drive (Wine Country Avenue to May Street)                      | <ul style="list-style-type: none"> <li>Construct Alignment D Westside Drive as a 2 to 3-lane minor arterial from Country Club Road/Wine Country Avenue to May Street.</li> </ul>  | <del>\$13,602,000</del> \$18,805,000  |
| MV4.3      | May Street/Alignment D Westside Drive   | <ul style="list-style-type: none"> <li>Construct a traffic signal roundabout (preferred if feasible) or traffic signal</li> </ul>   | \$2,000,000 (roundabout)<br><del>\$350,000</del> \$1,000,000 (traffic signal) |
| MV 4.4     | 30 <sup>th</sup> St.: May St. to Sherman Ave.                                       | <ul style="list-style-type: none"> <li>Install traffic calming measures to mitigate cut-through traffic after neighborhood connections are completed to the north. Specific locations and methods will be determined by the City Engineer but could include chicanes, chokers, or curb extensions with input from the Fire Chief.</li> </ul>  | \$40,000  |
| MV5        | Sherman Ave.: Rand Rd. to Mt. Adams Ave./Alignment D Westside Drive                 | <ul style="list-style-type: none"> <li>Extend Sherman Ave. from Rand Rd. to Mt. Adams Ave./Alignment D Westside Drive (middle segment of this extension exists)</li> </ul>  | <del>\$10,805,000</del> \$2,145,000   |

## Hood River Transportation System Plan

|       |  |   |  |
|-------|--|---|--|
| MV6   | Rand Rd.: May St. to Belmont Ave.      | <ul style="list-style-type: none"> <li>Extend Rand Rd./27th St. from the current stub south of May St. to Belmont Ave.</li> </ul>   | <del>\$4,110,972,000</del> \$3,220,000 |
| MV7   | Belmont Ave.: Rand Rd. to Frankton Rd. | <ul style="list-style-type: none"> <li>Extend Belmont Ave. to Frankton Rd., opposite Post Canyon Dr. The alignment of Belmont Ave. would fall within the southern UGB and avoid the National Scenic Area. Improvements within the National Scenic Area may be subject to review for consistency with National Scenic Area provisions. New roadways constructed adjacent to the urban growth boundary may be modified by the City Engineer to include only 3/4-street improvements (e.g., no curb and sidewalk adjacent to the urban growth boundary).</li> </ul>  | <del>\$8,605,000</del> 13,5609,808,000 |
| MV8** | I-84 Exit 63 Interchange               | <p><u>I-84 Westbound Ramps/Terminal</u></p> <ul style="list-style-type: none"> <li>Widen westbound off-ramp approach to include a right turn lane, shared through/left lane, and a left turn lane</li> </ul> <p><u>I-84 Eastbound Ramps/Terminal</u></p> <ul style="list-style-type: none"> <li>Lengthen the I-84 Exit 63 off-ramp</li> <li>Modify the eastbound approach to include a shared through/left turn lane and right turn lane</li> </ul> <p><u>2nd Street</u></p> <ul style="list-style-type: none"> <li>Widen the 2<sup>nd</sup> St. overcrossings of I-84 and the Union Pacific Railroad to add a second southbound through lane. Widening is recommended to occur on the east side to fit available right of way and provide an opportunity to correct the existing sight distance problem for pedestrians on the southeast corner of the 2<sup>nd</sup> St./ I-84 eastbound intersection.</li> <li>Remove parking on 2<sup>nd</sup> St. between Cascade Ave. and Oak St. and restripe the roadway to provide a second southbound through lane, dropping as a right turn lane at Oak St.</li> </ul> | <del>\$8,600</del> 13,8850,043,000     |

## Hood River Transportation System Plan

|        |   |  |  |
|--------|---|--|--|
| MV9**  | I-84 Exit 63 westbound off-ramp queue management                      | <ul style="list-style-type: none"> <li>Install queue detection devices on the I-84 Exit 63 westbound off-ramp, communications with ODOT's Traffic Management Operations Center, and surveillance cameras for viewing the off-ramp. This will allow for operators to post warning messages on the variable message sign on I-84 westbound entering Hood River when deemed warranted by conditions on the Exit 63 westbound off-ramp.</li> </ul> <p><i>(This project is intended to be an interim improvement if recurring congestion and unsafe ramp queues become a problem before the improvements from project MV8 can be funded and constructed.)</i></p> | <del>\$2,375,693</del> 0,000   |
| MV10*  | Cascade Ave. (HCRH) / Westcliff Dr.                                   | <ul style="list-style-type: none"> <li>Construct traffic signal <u>or roundabout (type of traffic control should be coordinated with MV1)</u></li> <li>Construct eastbound right turn lane <u>(reevaluate the need for this if a roundabout is chosen as the preferred alternative)</u></li> </ul>   | <del>\$2,000,000 (roundabout)</del><br><del>\$1,535,409</del> 950,000 (traffic signal)     |
| MV11*  | Mt. Adams Ave./ Cascade Ave.(HCRH)                                    | <ul style="list-style-type: none"> <li>Construct <del>traffic signal</del><u>roundabout (preferred if feasible)****</u> or traffic signal</li> </ul> <p><i>(Assumes complementary road improvements constructed as part of MV1/MV2 Interim, MV2b and MV3)</i><del>MV2 and MV3)</del></p>   | <del>\$5,500,000 (roundabout)</del><br><del>\$1,000,000</del> 399,500,000 (traffic signal) |
| MV12*  | <del>Mt. Adams Ave./Country Club Rd.</del>                            | <ul style="list-style-type: none"> <li><del>Construct traffic signal</del></li> </ul> <p><i>(Assumes complimentary road improvements constructed as part of MV3 and MV4)</i></p>   | <del>\$350,000</del>   |
| MV12.1 | <del>Wine Country Avenue/Alignment</del><br><del>Westside Drive</del> | <ul style="list-style-type: none"> <li><del>Construct a</del> <u>traffic signal</u><del>roundabout (preferred if feasible) or traffic signal</del></li> <li><del>Construct a westbound left-turn lane (reevaluate the need for this if a roundabout is chosen as the preferred alternative)</del></li> </ul>   | <del>\$3,000,000 (roundabout)</del><br><del>\$1,160,000</del> 498,000 (traffic signal)     |
| MV13*  | Rand Rd./ Cascade Ave. (HCRH)   | <ul style="list-style-type: none"> <li>Construct traffic signal</li> <li>Modify northbound approach to include a left turn lane and a shared through/right turn lane</li> <li>Modify southbound approach to include a left turn lane and a shared through/right turn lane</li> <li>Construct eastbound right turn lane</li> </ul>  | <del>\$3,200,475</del> 000,000 (traffic signal)  |

## Hood River Transportation System Plan

|        |                                    |   |                             |
|--------|------------------------------------|---|-----------------------------|
| MV14** | 2 <sup>nd</sup> St./ Riverside Dr. | <ul style="list-style-type: none"> <li>In the future, the 2nd Street/ Riverside Drive intersection may no longer comply with mobility standards and restrictions on turning movements may be required. One identified solution involves the removal of stop signs on 2nd Street approaches and restriction of turning movements to allow only right-in and right-out turn movements. While this solution was found to provide acceptable operations, it could significantly reduce the accessibility of some properties and result in undesirable diversion of traffic through other areas of the Waterfront.</li> </ul> <p>Changes to the 2nd/Riverside intersection should be expected in the future. However, such changes shall occur only when necessary and left turn movement restrictions shall occur only if no other solution is found to be acceptable. Any solution to mitigating the 2nd Street/ Riverside Drive intersection must be compatible with the long-term ability to safely and efficiently accommodate traffic movements through the I-84 Exit 63 interchange. All property owners in the Waterfront area shall be noticed at the time improvements at the 2nd Street/ Riverside Drive intersection are being considered and shall be allowed the opportunity to participate in the process of developing and selecting appropriate improvements.</p> | \$ <del>350562</del> 10,000 |
| MV15** | 2 <sup>nd</sup> St./ Portway Ave.  | <ul style="list-style-type: none"> <li>All-way stop control (as needed based on implementation of turn restrictions at 2<sup>nd</sup> St./ Riverside Dr.)</li> </ul>  | \$ <del>3</del> 104,000     |

## Hood River Transportation System Plan

|                       |   |   |   |
|-----------------------|---|---|---|
| MV16**                | OR 35/ State St.                                  | <ul style="list-style-type: none"> <li>Construct traffic signal <u>or roundabout</u></li> <li>Construct northbound left turn lane</li> <li>Construct northbound shared through/right turn lane</li> <li>Construct southbound left turn lane</li> <li>Construct southbound through lane</li> <li>Construct southbound right turn lane</li> <li>Construct westbound left turn lane</li> <li>Construct westbound shared through/right turn lane</li> <li>Construct eastbound left turn lane</li> <li>Construct eastbound through lane</li> <li><u>Construct eastbound right turn lane separated from intersection (as existing)</u></li> <li><u>Reevaluate the need for turn lanes if a roundabout is chosen as the preferred alternative</u></li> </ul> | <p><del>\$4,000,000 (roundabout)</del><br/> <del>\$1,210,285</del><u>400,000 (traffic signal)</u></p>   |
| MV17                  | May St./ 13 <sup>th</sup> St. (OR 281)            | <ul style="list-style-type: none"> <li>Construct traffic signal <u>or roundabout</u></li> <li>Construct eastbound right turn lane (<u>reevaluate the need for this if a roundabout is chosen as the preferred alternative</u>)</li> </ul>   | <p><del>\$4,000,000 (roundabout)</del><br/> <del>\$9071,685</del><u>75,000 (traffic signal)</u></p>     |
| MV18                  | May St./17 <sup>th</sup> St.                      | <ul style="list-style-type: none"> <li>Reconfigure the stop sign placement so that all southbound movements on 18th St. must stop, while May St. would not be required to stop</li> </ul>   | \$ <u>1043</u> ,000   |
| MV19                  | May St./ 22 <sup>nd</sup> St.                     | <ul style="list-style-type: none"> <li>Convert the intersection to two-way stop control by removing the stop signs on the May St. approaches</li> </ul>   | \$ <u>1043</u> ,000   |
| MV20                  | Cascade Ave. (HCRH) / 20 <sup>th</sup> St.        | <ul style="list-style-type: none"> <li>Construct a traffic signal <u>or roundabout</u></li> </ul>   | <p><del>\$4,000,000 (roundabout)</del><br/> <del>\$1,000,000 (traffic signal)</del><u>350,000</u></p>   |
| MV21                  | Belmont Ave./ 13 <sup>th</sup> St. (OR 281)       | <ul style="list-style-type: none"> <li>Construct a traffic signal <u>or roundabout</u></li> </ul>   | <p><del>\$5,000,000 (roundabout)</del><br/> <del>\$1,000,000 (traffic signal)</del><u>350,000</u></p>   |
| MV22                  | Belmont Ave./ 12 <sup>th</sup> St (OR 281)        | <ul style="list-style-type: none"> <li>Add signs limiting the westbound approach to right out movements only</li> </ul>   | \$ <u>1065</u> ,000   |
| MV23**                | 2 <sup>nd</sup> St./ Oak St.(HCRH)                | <ul style="list-style-type: none"> <li>Construct traffic signal</li> </ul>  | <del>\$1,000,000 (traffic signal)</del> <u>\$350,000</u>  |
| MV24                  | 2 <sup>nd</sup> St./State St.                     | <ul style="list-style-type: none"> <li>Construct traffic signal <u>or roundabout</u></li> </ul>   | <p><del>\$2,000,000 (roundabout)</del><br/> <del>\$1,000,000 (traffic signal)</del><u>\$350,000</u></p> |
| <a href="#">MV25</a>  | <a href="#">Rand Road/27th Street/May Street</a>  | <ul style="list-style-type: none"> <li><u>Construct a traffic signal or mini roundabout</u></li> </ul>  | <p><del>\$350,000</del><u>55,000 (mini roundabout)</u><br/> <del>\$1,000,000 (traffic signal)</del></p> |
| <a href="#">MV26</a>  | <a href="#">Exit 62 IAMP Refinement Plan</a>      | <ul style="list-style-type: none"> <li><u>Refine the Exit 62 Interchange Area Management Plan to be consistent with the Westside Area Concept Plan.</u></li> </ul>  | \$ <u>21500</u> ,000  |
| <a href="#">MV 27</a> | <a href="#">May St.: Rand Rd. to Frankton Rd.</a> | <ul style="list-style-type: none"> <li><u>Restripe May Street to include one travel lane in each direction and bike lanes.</u></li> </ul>   |   |

## Hood River Transportation System Plan

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**Total Cost**

**\$68,289,000**~~154,815~~**03,310,000\*\*\*\***

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\* Included in Hood River I-84 Exit 62 Interchange Area Management Plan

\*\* Included in Hood River I-84 Exit 63 & Exit 64 Interchange Area Management Plan

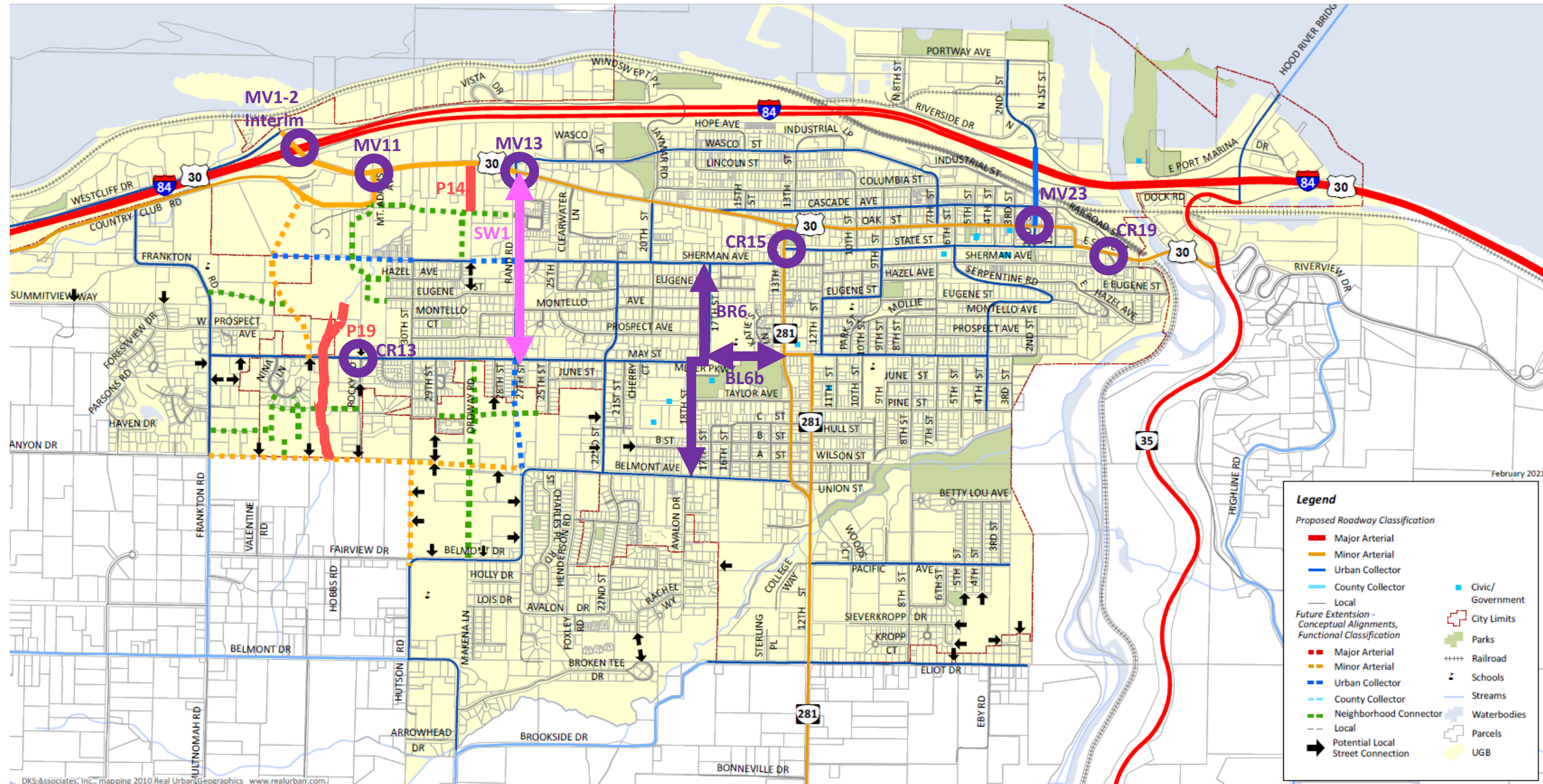
\*\*\*Traffic projections have shown that a second 12-foot wide westbound travel lane will ultimately be required. Prior to construction of the outer westbound travel lane, the City of Hood River and ODOT will demonstrate the need for the lane based on updated traffic projections and will present the findings to the Historic Columbia River Highway Advisory Committee.

\*\*\*\*Total cost assumes that traffic signals are constructed unless a roundabout is identified as the preferred alternative in the project description

# TRANSPORTATION SYSTEM PLAN AMENDMENTS - File No. 2020-25

## Recommended Financially Constrained Projects **Without** Additional Funding

ATTACHMENT B



February 2021

# ATTACHMENT C

| <i>Project ID</i>               | <i>Cost Estimate (High)</i>       | <i>Cost Estimate (Low)</i>    | <i>Name/Location</i>                            | <i>Description</i>  |
|---------------------------------|-----------------------------------|-------------------------------|---|---|
| SW1<br><i>Sidewalk FC Plan</i>  | \$1,630,000<br><b>\$1,630,000</b> | \$745,000<br><b>\$745,000</b> | Rand Rd.  | Rand Rd. (Collector) sidewalk, low estimate assumes one side only   |
| CR13                            | \$10,000                          | \$10,000                      | May St. at Rocky Rd. (or Henderson Creek trail) | Crossing  |
| CR15                            | \$10,000                          | \$10,000                      | State St., east side of 13th St.                | Crossing  |
| CR19<br><i>Crossing FC Plan</i> | \$10,000<br><b>\$30,000</b>       | \$10,000<br><b>\$30,000</b>   | State St. at E. 2nd St.                         | Crossing  |
| P14                             | \$65,000                          | \$65,000                      | Westside Trail spur                             | Cascade Ave. to Wine Country Ave. extension.<br><br>Trail. Low estimate: 14-foot-wide ROW only from south UGB to May St., crossing at May St., and tie into existing trail easement on School District property (complete trail connection from south UGB to Sherman Ave., approx. 2000 lineal feet). |
| P19<br><i>Path FC Plan</i>      | \$5,290,000<br><b>\$5,355,000</b> | \$546,000<br><b>\$611,000</b> | Henderson Creek                                 |   |
| BR6                             | \$130,000                         | <b>\$130,000</b>              | 17th & 18th St., Sherman Ave. to Belmont Ave.   | Bike route  |
| BL6b<br><i>Bike FC Plan</i>     | \$140,000<br><b>\$270,000</b>     | \$140,000<br><b>\$270,000</b> | May St (17th St to 12th St)                     | Bike lanes (described as "roadway expansion" in preferred project list)   |



|                              |                     |                     |  |   |
|------------------------------|---------------------|---------------------|--|---|
|                              |                     |                     |  | I-84 Westbound<br>Ramp/Terminal - Construct traffic signal • I-84 Westbound Ramp/Terminal - Install queue detection devices on the off-ramp and ability to pre-empt signal timing to allow the off-ramp queues to be cleared during times when queue lengths become excessive • I-84 Eastbound Ramp/Terminal - Construct an eastbound shared through/left turn lane to create an exclusive lane for the heavier right turn movement • Cascade Avenue - Construct second eastbound lane from the I-84 eastbound ramp terminal to Mt. Adams Avenue (would tie into the existing eastbound right turn lane at Mt. Adams Avenue) • Westcliff Drive/Cascade Avenue - Install a stop sign on the eastbound approach - Remove the stop sign for the northbound right turn lane |
| MV1/MV2 Interim              | \$6,915,000         | \$6,915,000         | I-84 Exit 62 Interchange<br>Mt. Adams Ave./ Cascade Ave.(HCRH) | Roundabout (preferred alternative)  |
| MV11                         | \$5,500,000         | \$5,500,000         | Rand Rd./ Cascade Ave.(HCRH)                                   | Traffic signal  |
| MV13                         | \$3,200,000         | \$600,000           | 2nd St./ Oak St.(HCRH)   | Traffic signal (URD funding)  |
| MV23                         | \$1,000,000         | \$1,000,000         |  |   |
| <b>Motor Vehicle FC Plan</b> | <b>\$16,615,000</b> | <b>\$14,015,000</b> |  |   |
| <b>Total FC Plan</b>         | <b>\$23,900,000</b> | <b>\$15,671,000</b> |  |   |
| <b>Total Revenue</b>         | <b>\$15,665,000</b> | <b>\$15,665,000</b> |  |   |
| <b>Funding Gap</b>           | <b>\$8,235,000</b>  | <b>\$6,000</b>      |  |   |

# ATTACHMENT D

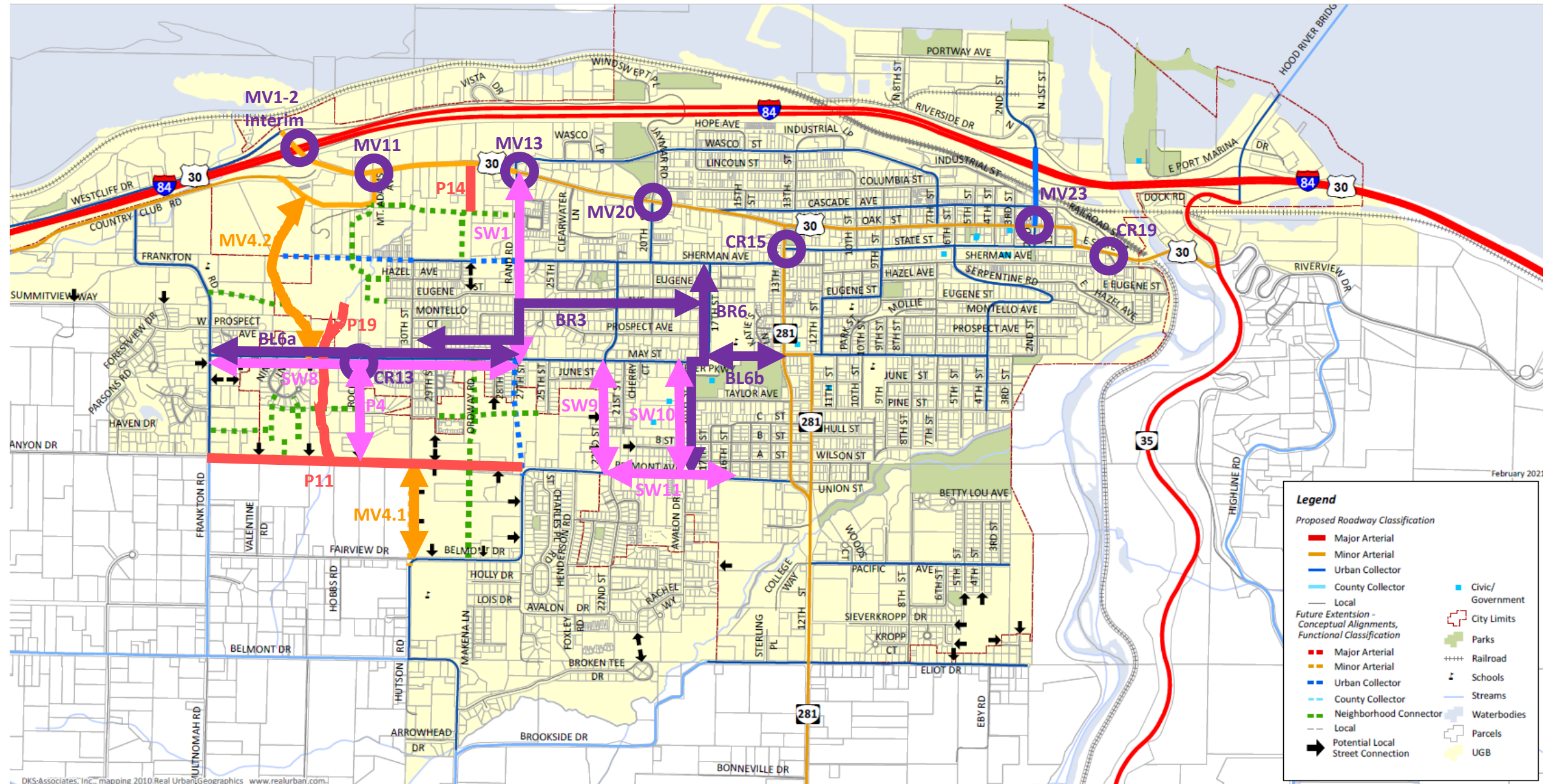
| <u>City</u>                 | <u>2020-2021 Approx. Transportation SDC (typical 2000-SF single-family detached home)</u> |
|-----------------------------|---|
| Wilsonville                 | 12800   |
| Lake Oswego                 | 12000   |
| West Linn                   | 10500   |
| Sherwood                    | 10313   |
| Happy Valley                | 9135  |
| Cornelius                   | 8706  |
| Forest Grove                | 8706  |
| Bend                        | 8163  |
| Portland Metro Area average | 7750  |
| Newberg                     | 6400  |
| Lafayette                   | 5513  |
| Philomath                   | 5440  |
| Ashland                     | 4600  |
| Mollala                     | 4297  |
| Gresham                     | 3997  |
| Springfield                 | 3907  |
| Sandy                       | 3830  |
| Redmond                     | 3800  |
| Madras                      | 3659  |
| Dallas                      | 3231  |
| Medford                     | 2945  |
| Talent                      | 2935  |
| Hood River                  | 2059  |
| The Dalles                  | 1500  |
| <b>Average</b>              | <b>6356</b>   |
| <b>Median</b>               | <b>5020</b>   |
| Hood River County           | 1606  |

Source: LOC 2020 SDC Survey (<https://www.orcities.org/application/files/2615/8170/9849/SDCSurveyReport2-13-20.pdf>) and staff research

# TRANSPORTATION SYSTEM PLAN AMENDMENTS - File No. 2020-25

## Recommended Financially Constrained Projects **With** Additional Funding

**ATTACHMENT E**



**Legend**

*Proposed Roadway Classification*

- Major Arterial
- Minor Arterial
- Urban Collector
- County Collector
- Local

*Future Extension - Conceptual Alignments, Functional Classification*

- - - Major Arterial
- - - Minor Arterial
- - - Urban Collector
- - - County Collector
- - - Neighborhood Connector
- - - Local
- ➔ Potential Local Street Connection

- Civic/Government
- City Limits
- Parks
- + Railroad
- ⌘ Schools
- Streams
- Waterbodies
- Parcels
- UGB

| <i>Project ID</i>       | <i>Staff Cost Assumptions</i> | <i>Description</i>  | <i>Cost</i> |
|-------------------------|-------------------------------|---|-------------|
|                         |                               | Rand Rd. (Collector) sidewalk, low estimate assumes one   |             |
| SW1                     | 745,000                       | side only   |             |
| SW8                     | 570,000                       | May St. (Collector) sidewalk, one side only   |             |
| SW9                     | 510,000                       | 22nd St. (Collector) sidewalk, one side only  |             |
| SW10                    | 390,000                       | 18th St. (Collector) sidewalk, one side only  |             |
| SW11                    | 400,000                       | Belmont Ave. (Collector) east of 22nd and 18th, north side only   |             |
| <b>Sidewalk FC Plan</b> | <b>2,615,000</b>              |   | <b>;</b>    |
| CR13                    | \$10,000                      | Henderson Creek trail crossing at May Street  |             |
| CR15                    | \$10,000                      | State St. crossing, east side of 13th St  |             |
| CR19                    | \$10,000                      | State St. crossing, at E. 2nd St.   |             |
| <b>Crossing FC Plan</b> | <b>\$30,000</b>               |   | <b>;</b>    |
|                         |                               | Westside trail segment: sidewalks and bike lanes on Rocky Rd. (UGB to May St.) including 11' of additional ROW. Cost estimate = \$1,365,000. Staff assumption is 50% of cost estimate for improvements on east side of street only as well as purchase of ~1110SF ROW along |             |
| P4                      | 682,500                       | west side immediately south of May St.  | ,           |
| P11                     | 1,070,000                     | Post Canyon interim trail improvement: 10' ROW (see also MV7)   |             |
| P14                     | 65,000                        | Westside Trail spur: Cascade Ave. to Wine Country Ave. extension.   |             |
| P19                     | 980,000                       | Henderson Creek trail: 14' ROW and asphalt path, UGB to School District's parcel (approx. 2000 lineal feet) where it ties into existing path and easement   |             |
| <b>Path FC Plan</b>     | <b>2,797,500</b>              |   | <b>;</b>    |
| BR3                     | 235,000                       | Bike route: Montello and Eugene, 17th to 30th   |             |
| BR6                     | \$130,000                     | Bike route, 17th & 18th St. between Sherman and Belmont. Intended to support SRTS funding application   |             |
| BL6a                    | \$715,000                     | Bike lanes, May St. Frankton to Rand Rd.  |             |
| BL6b                    | 140,000                       | Bike Lanes, May St., 12th to 17th   | ,           |
| <b>Bike FC Plan</b>     | <b>1,220,000</b>              |   | <b>;</b>    |
| MV1/MV2 Interim         | 6,915,000                     | I-84 Exit 62 interim improvements (ODOT funding)  | ,           |
| MV4.1                   | 3,033,000                     | 30th St. from Belmont to Post Canyon. Discounted 55% of cost based on Local Street equivalent. DKS cost estimate is for ROW and improvements along UGB to minor arterial over and above Local Street ROW and improvements   | ,           |

|                              |   |   |
|------------------------------|---|---|
|                              | Westside Dr. from May St. to Wine Country Ave.: cost estimate discounted 65% to remove Local Street equivalent. |   |
| MV4.2                        | 8,559,000   |   |
| MV11                         | 5,500,000 Roundabout (preferred alt.): Cascade/Mt. Adams  | \ |
| MV13                         | 600,000 Traffic signal: Cascade/Rand. Finance Dept. estimate  | \ |
|                              | Traffic signal: Cascade & 20th. Engineering Dept. estimate  |   |
| MV20                         | 2,000,000 includes additional ROW   |   |
| MV23                         | 1,000,000 Traffic signal: 2nd & Oak (URD funding)   | \ |
| <b>Motor Vehicle FC Plan</b> | <b>27,607,000</b>   | : |
| <b>Total FC Plan</b>         | <b>34,269,500</b>   |   |
| <b>Total Revenue</b>         | <b>15,665,000</b> Added downtown URD funding source \$1M for MV23   |   |
| <b>Funding Gap</b>           | <b>18,604,500</b>   |   |