

Study Process

The Heights Streetscape project was initiated to support the City of Hood River and Urban Renewal Agency (URA) establish a comprehensive plan for improving the streets and intersections that make up the Heights neighborhood. This plan presents the preferred concept for the study area and an implementation plan to guide future projects.

The three phases of the planning process included a comprehensive community engagement effort that built upon previous City, URA, and community conversations. Community engagement focused both on collecting and incorporating input from stakeholders in the project's immediate vicinity, as well as broader engagement of City residents, businesses, and interest groups.

Community Goals

Project specific goals were developed incorporating input from the URA, community feedback from an online survey, and meetings with individuals and groups with a specific interest in the study area. These goals, which included four priority and three secondary goals, informed the development of the streetscape plan. The four priority project goals are:

Calm Traffic and Improve Intersections

Calm traffic and improve intersections to improve safety for people driving, walking, biking, taking transit and supporting local businesses.

Promote Livable Community and Economy

Preserve and promote a livable community and economy through streetscape improvements that increase safety for people walking and biking and addresses parking needs to support local business access, and future development.

Local Identity

Create an identity for the Heights that reflects the diverse culture and history of the area and as a retail destination for local residents.

Safe, Comfortable Streets for People

Create streets and gathering spaces that provide safe, comfortable places for people walking, accessing transit, and biking along and across the corridor and that connects area recreation and commercial destinations and neighborhoods.

Preferred Concept Plan

The design of the preferred concept plan balances the streetscape performance for people driving, walking, and biking while considering local business needs to better align the roadway design with the community's vision. The plan documents how the design aligns with project goals and identifies design features for each of the streets and key intersections in the study area. The document includes plan view and perspective renderings, typical street cross sections, and introduces character-defining urban design elements to help create a streetscape that reflects the values of the local community.



Perspective Illustration of 12th Street looking south from Taylor Avenue



Perspective Illustration of 13th Street looking north towards A Street

Key Elements of Preferred Concept Plan

12TH STREET - THE NEIGHBORHOOD STREET

12th Street is designed as a local destination, a nexus of neighborhood life, and a place for people. Wider sidewalks with street trees, a two-way cycle track, and curb extensions all contribute to a street that welcomes more than just vehicle traffic. A new shared use path is also planned along the east side of the 12th Street south of Union St to improve access and safety for people walking and biking to and from Pacific Avenue.

13TH STREET - THE THROUGH STREET

13th Street is designed as a through street with two-way traffic and will attract far more traffic than 12th Street. A center turn lane helps maintain traffic flow allowing opportunities for people driving to turn to and from 13th Street. Design features along 13th are focused on slowing traffic and mitigating the impact of the center turn lane.

MAY STREET AND 13TH STREET ROUNDABOUT

A roundabout at 13th and May Streets is designed to address existing issues, help maintain traffic flow, minimize traffic delays, and provide safe crossings for

people walking and biking. A new two-way cycle track is integrated into the intersection to create a safe route between local schools, parks, and other neighborhood destinations.

BELMONT, 12TH, AND 13TH INTERSECTION

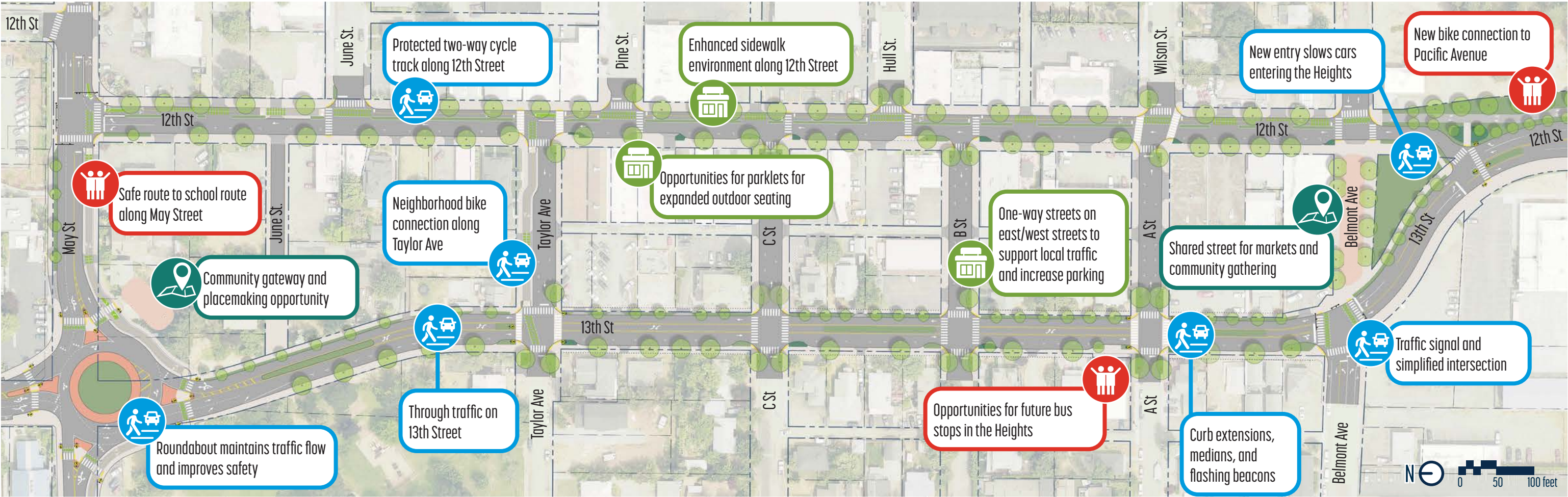
At the south end of the Heights a reconfigured intersection closes Belmont Avenue to vehicles between 12th and 13th Streets to help manage congestion for vehicle traffic, provide safer crossings, and slow vehicle traffic entering the Heights. The Belmont Avenue street closure also creates a flexible, pedestrian-oriented shared street that allows vehicle access to local businesses and the existing alley.

MAY STREET

May Street is designed as a complete street with bicycle, pedestrian, and automobile infrastructure to provide a safe route for people traveling to local schools, parks, and other neighborhood destinations. The intersection at 12th Street is redesigned to accommodate the new cycle tracks on May and 12th Streets.

TAYLOR AVENUE

Taylor Avenue is redesigned to provide a safe, comfortable place for people biking across the Heights. Improvements to the intersections at 12th and 13th Street enhance Taylor Avenue as a key connection



Preferred Concept Plan Illustration

EXECUTIVE SUMMARY

across the neighborhood to local schools and parks. To create space for the protected two-way cycle track vehicle traffic is limited to one-way westbound travel.

A, B, AND C STREETS

The district's other east/west streets (A, B, and C Streets) also become one-way streets, alternating between eastbound and westbound traffic, to provide predictable circulation and access to on-street parking. Reducing these narrower streets to one-way traffic allows on-street parking along both sides of the streets while providing wider sidewalks to improve access for people walking.

Implementation Plan

Completing the projects in the Heights Streetscape Plan will take time and require significant resources. This implementation plan has been developed to guide the city and URA in the future redevelopment of the streets and intersections in the Heights.

The Implementation Plan phases the projects to support the community's overall vision. It includes a series of street improvement projects, balanced with the complexity of large intersection improvements. This facilitates the community's desire to quickly see improvements while limiting the potential for removal and replacement of infrastructure as changes occur over time.

To execute this plan three types of projects have been identified:

SMALLER PEDESTRIAN AND BICYCLE IMPROVEMENTS

Smaller-scale projects that achieve advancement toward overall project goals and can be executed while key intersection projects are developed.

KEY CIRCULATION PROJECTS

Large, high priority community projects that improve key intersections, convert 13th Street to two-way traffic, and provide safe routes to schools.

FILL IN THE BLOCKS PROJECTS

Projects focused on building out 12th Street and east/west streets to the final street cross sections and intersection designs.

A key component of the implementation will be coordinating with ODOT and discussing the potential benefits of a jurisdictional transfer of OR-281 through the Heights from ODOT to the City.

Cost

The plan includes project costs based on a planning level opinion of probable construction cost to design and implement future street improvements. These project costs include design, management, and permitting of each project and design and construction contingencies. The costs do not include property acquisition, undergrounding existing overhead electrical and franchise utilities, or replacing public utilities mains, which will need to be identified as individual projects are initiated.

Funding and Grant Strategies

To support the funding and implementation of future projects a variety of funding sources will be needed. This will likely include existing and new local revenue streams and outside funding sources (e.g. state and federal programs and grants). This plan also identifies potential funding sources for each project that may be applicable.



Perspective Illustration looking south towards the intersection of May and 13th Streets.



Perspective Illustration looking north towards Belmont Street.

	SMALLER PEDESTRIAN AND BICYCLE IMPROVEMENTS			KEY CIRCULATION PROJECTS			FILL IN THE BLOCKS				
	Key East/West Crossings on 13th St	Taylor Ave Neighborhood Connection	East Sidewalk Along 13th St	May St Roundabout	Belmont, 12th, and 13th Intersections and Two-Way Traffic	Bike Connection to Pacific Ave	May St Safe Route to School	12th Street: Belmont Ave to Taylor Ave	12th Street: Taylor Ave to May St	Belmont Shared Street	A, B and C Streets
RATIONALE	Start with intersection improvements across 13th St to improve neighborhood access and safety.	Establish Pine St to Taylor Ave as a safe, comfortable route across the Heights for people walking and biking.	Create a comfortable walking environment along the east side of 13th St to prepare for future two-way traffic.	Key intersection improvements that can be developed without converting 13th Street to two-way traffic.	Complete key intersections at the south end and convert to two-way traffic on 13th St. Include an interim cycle track on 12th St to connect to Pine/Taylor.	Coordinate with ODOT to reconfigure and widen 12th St from Union St to Pacific Ave to provide a Safe Route to School.	Cycle track and street improvements along May St for Safe Routes to School access and extend the interim cycle track on 12th St from Taylor Ave.	Phased reconstruction of the commercial core along 12th St with new sidewalks, streetscape improvements, and the final cycle track to Taylor Ave.	Continued reconstruction of 12th St with new sidewalks and the final cycle track north of Taylor Ave.	Reconstruct Belmont Ave as a shared street and community space for all. Must happen after (or as part of) key intersection improvements at Belmont Ave.	Improve east/west streets with new sidewalks and amenities to complete street improvements in the Heights.
DESCRIPTION	Curb extensions, RRFBs, and other intersection improvements to improve access and safety at Taylor and A Streets.	Full reconstruction of Taylor Ave and interim improvements on 12th St between Pine St and Taylor Ave.	New sidewalk and planting strip between (but not at) intersections. Include driveway removals for access management where possible.	New roundabout constructed to work with existing one-way traffic until two-way conversion is implemented.	New intersection improvements at 12th St, 13th St, and Belmont Ave; new medians and restriping on 13th St and roundabout modifications for two-way traffic; interim cycle track on 12th St.	Restripe 12th St, narrow the roadway, and widen the existing sidewalk with a new retaining wall to allow construction of a shared use path.	Full street improvements along May St between roundabout and 12th St including traffic signal improvements to extend the interim cycle track from Taylor Ave to May St.	Full reconstruction of 12th St in phases between Union St and Taylor Ave to provide wider sidewalks, the protected cycle track, and other streetscape amenities.	Full reconstruction of 12th St to provide wider sidewalks, the protected cycle track, and other streetscape amenities.	Full reconstruction of Belmont as a plaza and shared street for all.	Reconstruction of streets to provide new sidewalks and other intersection and infrastructure as needed.
COMPLEXITY	+++++	+++++	+++++	+++++	+++++	+++++	+++++	+++++	+++++	+++++	+++++
PRIORITY	!!!!!	!!!!!	!!!!!	!!!!!	!!!!!	!!!!!	!!!!!	!!!!!	!!!!!	!!!!!	!!!!!
COST	\$1.3M - \$1.7M	\$1.2M - \$1.6M	\$0.8M - \$1.1M	\$12.8M - \$16.4M + Property Acquisition	\$11.8M - \$15.1M + Property Acquisition	\$4.3M - \$5.5M	\$4.9M - \$6.3M	\$10.4M - \$13.4M	\$3.4M - \$4.4M	\$1.9M - \$2.5M	\$2.8M - \$3.6M
GOALS											