



May 15th , 2024

**Regular Meeting of the Board of Directors
of the Hood River County Transportation District**

**224 Wasco Loop, Board Conference Room
Hood River, OR 97031
4:00pm – 5:30pm**

Agenda

The Hood River County Transportation District Board of Director’s Meeting can be attended live through Zoom conferencing technology. **Members of the public can attend by calling (253)215-8782, Meeting ID: 838 8911 3516, Password: 554889 or by using the below link:**

<https://us02web.zoom.us/j/83889113516?pwd=bi91Z0diTTRUVW9lbnkwajJFalpVUT09>

- 1) **Call Meeting to Order – 4:00pm**
- 2) **Roll Call:** Greg Pack - Chair, Megan Ramey – Vice Chair, Tamra Taylor -Secretary/Treasurer, Meghan Larivee, Gisela Ayala-Echeverria, Eleazar Reyes, Matt Althoff
- 3) **April 17th , 2024, Meeting Minutes – Greg Pack 4:05 pm**
- 4) **Public Comment**

Public Comment Note: This part of the agenda is reserved for members of the public to address the Board on any issue. **Please note the following instructions:**

- a. To indicate that you would like to provide testimony, please use the raise your hand button.
 - b. For those attending via phone only, press *9 on your phone to raise your hand.
 - c. When it is your time to speak, your name will be called.
 - i. For those attending via phone only, the last four (4) digits of your phone number will be called.
 - d. Please state your name, city of residence, and whom you are representing for the audio recording.
 - i. Once you have provided testimony, your hand will be lowered. Please do not raise your hand again. Only one opportunity to speak is provided.
 - e. For those unable or not wanting to speak publicly, testimony may be provided via e-mail at Amy.schlappi@catransit.org
 - f. Three (3) minutes per community member.
- 5) **Monthly Financial Report – Tiah Mayhew - 4:10 pm**
 - a. LGIP Update
 - b. Auditor Update
 - 6) **Resolutions & Action Items – 4:20 pm**
 - a. Approval of Letter of Support for City of Hood River OR-281 Jurisdictional Transfer



7) Operations Manager Report – Jeff Acciaioli – 4:30 pm

- a. Employee of the Month
- b. Performance Report
- c. Ridership
- d. New Schedule and Dog Mountain Update

8) Executive Director's Report – Amy Schlappi – 4:50 pm

- a. FY25 Budget Committee Update
- b. E-bike Lending Library Update
- c. Taxi Voucher Grant Update
- d. New Bus Stops Update
- e. Upcoming Request for Proposal's

9) Discussion Items

10) Upcoming Events

11) Adjournment – 5:30pm

To request a reasonable accommodation or language interpreter, including alternative formats and translation of printed materials, please contact CAT's Administration Office no later than 48 hours prior to the meeting at 541-386-4202 (voice) or 7-1-1 (TTY through Oregon Relay Service).

Se Habla Español.



Wednesday, April 17th, 2024
Regular Meeting of the Board of Directors
of the Hood River County Transportation District

224 Wasco Loop, Board Conference Room
Hood River, OR 97031
4:00 p.m. – 5:30 p.m.

Meeting Minutes

1. Call Meeting to Order

Megan R. called the Board of Directors Meeting to order at 4:01 PM.

2. Roll Call

Tiah took roll call: Megan Ramey - Board Vice Chair, Tamra Taylor - Board Secretary/Treasurer, Meghan Larivee, Gisela Ayala-Echeverria, Matt Althoff

Absent: Greg Pack - Board Chair, Eleazar Reyes

Staff: Amy Schlappi, Jeff Acciaioli, Tiah Mayhew, Tim Ravins

Public: Will Norris - City of Hood River, Emily Bechtold – Merina & Co., Kathy Fitzpatrick - Mid-Columbia Economic Development District (joined at 4:20), Jovi Arellano – ODOT (joined at 4:16)

3. Approval of March 20th, 2024, Board of Director Meeting Minutes

Megan asked if there were any changes that the board would like to make to the March meeting minutes. The meeting minutes were included in the board meeting materials. No changes were requested.

Motion: Matt made a motion to approve the March 20th Meeting Minutes. The motion was seconded by Tamra.

Approved by: Megan R, Meghan L, Tamra, Gisela, and Matt

Opposed by: None

4. Public Comment

No public comment was made.

5. a. Will Norris – City of Hood River

Will Norris' discussed the first substantial amendment to The Waterfront Urban Renewal Plan that the Urban Renewal Agency is proposing. They are now in the 45 day "Consult and Confer" phase of the plan. They are seeking input and written feedback on the amendment by May 1st. The main points of the presentation are urban renewal in concept, history of the waterfront district, stormwater line replacement, and the amendment and why they need to increase the maximum indebtedness. Will then took various questions from board members and staff.



6. a. Quarterly Financial Report – Emily Bechtold and Tiah Mayhew

Emily went through her summary and analysis, starting with the statement of financial position. As of March 31st, 2024, the district had 1.275 million dollars. Of that, about one million dollars is currently in the Hood River County LGIP account. Other liabilities are a credit card balance of \$1,300 which was paid at the beginning of April. Accrued payroll was about \$7,000, most of which are retirement withholdings, that have been remitted. Meaning there is not a lot of debt on the district's books. The statement of activity shows total revenue for the year is 2.1 million dollars, which is a little less than this time last year. Vehicle expenses, fuel costs, repairs and preventative maintenance totals were reviewed. The annual vehicle insurance payment of \$43,000 was paid in February. Gross profit is \$1.6 million, which is a little bit less than last year and a little bit less than the budget but still looking very good. Administrative expenses including the now finished HVAC system replacement total \$228,000. Personnel expenses come in at \$1.1 million. There has been no big capital outlay this year except for new bike racks so the net income total for the first nine months of the fiscal year 2024 is \$270,000. Toward the back of the packet the accounts receivable and accounts payable summaries are presented, though on a different accounting basis they are there for the Board to review.

The budget process is underway, and the upcoming budget meeting is scheduled. The Financial Management Policy has been updated including policies and procedures, additionally the accounting team has been working on a matrix of separation of duties for accounting tasks and responsibilities. The payroll entry process has been updated and streamlined. Class code tracking has been implemented to help with grant expenditures and reporting.

b. LGIP & Auditor RFP Update

Tiah started by mentioning the first Budget Meeting is scheduled for April 24th. Regarding the LGIP account, the process is in its final stages, Megan R. and Tamra will receive emails within a couple days that will contain instructions for setting up access to the account. CAT has released a Request for Proposal for an auditor. Tiah has sent the RFP to 86 different organizations and individuals. Tamra had a question about the Hood River County held LGIP amount and the amount that will be moved to the HRCTD LGIP account.

7. Resolution & Action Items

a. Approval to move County LGIP funds to District LGIP

A memo was included in the meeting materials requesting the Board review and approve transfer of the funds from the Hood River County LGIP account to the District's LGIP account. The amount prior to the March statement was \$995,748.69 which does not reflect the interest from the March statement, so the transfer total will be slightly higher. Matt asked if there are any fees for withdrawing our funds from the County. Tiah stated that there are no fees. Tamra asked how long it will take for the funds to be transferred after the request is made. Tiah explained that after the account is finalized, Amy will initialize the transfer and it should take approximately two days. Amy stated that the goal is to have this completed by the May Board meeting.



Motion: Matt made a motion to approve the transfer of funds from the County held account to HRCTD's account. The motion was seconded by Meghan L.

Approved by: Megan R, Meghan L, Tamra, Gisela, and Matt

Opposed by: None.

b. Approval of Financial Management Policy

Staff is asking the Board to review the attached and updated Financial Management Policy that reflects policy and procedure changes that have been implemented after suggestions from our financial auditor.

Motion: Tamra made a motion to approve the updates to the Financial Management Policy. The motion was seconded by Matt.

Approved by: Megan R, Meghan L, Tamra, Gisela, and Matt

Opposed by: None.

c. Approval of Harassment Policy

Staff are required to update the Harassment Policy by WSDOT to reflect a more clearly defined investigation process. The document has been reviewed by WSDOT and is considered in compliance and if approved will be added as an amendment to the existing employee handbook.

Motion: Tamra made a motion to approve the Harassment Policy as stated. The motion was seconded by Gisela.

Approved by: Megan R, Meghan L, Tamra, Gisela, and Matt

Opposed by: None.

d. Approval of ADA Complimentary Paratransit Plan

Staff are required to update the ADA Complimentary Paratransit Plan by ODOT and WSDOT per our recently completed compliance review. The document has been reviewed by ODOT and WSDOT and is compliant. The document was completely overhauled by Amy compared to the last plan completed in 2018.

Motion: Matt made a motion to approve the ADA Complimentary Paratransit Plan. The motion was seconded by Tamra.

Approved by: Megan R, Meghan L, Tamra, Gisela, and Matt

Opposed by: None.

e. Approval of Hood River County Coordinated Transportation Plan

The district is required to update this plan every three years or as conditions change. The 2024 update was informed by the 2023 Transit Master Plan and community outreach. Matt asked about the potential need for more drivers and if there was a defined number of drivers or staff that would be needed. Amy replied that many of the grants we have applied for include the funds for additional staffing. Also, as project funding is received, all transit providers in the region will need to work together to move the projects forward, which may include hiring someone to manage projects.



Kathy Fitzpatrick followed up and gave some details on capital projects across the region. Tamra also asked about completion dates of projects, Amy is hesitant to set expected completion dates because of foundational work needed especially for larger projects.

Motion: Tamra made a motion to approve the Hood River County Coordinated Transportation Plan 2024. The motion was seconded by Meghan L.

Approved by: Megan R, Meghan L, Tamra, Gisela, and Matt

Opposed by: None.

Megan R. then read and signed the HRCTD Board Resolution order NO. 041720241.

f. Approval of Pay Differential Program for Trainers

Staff have been working on a structured onboarding and training program that is utilized when hiring new drivers. As part of this, CAT would have designated drivers to provide training for the new employees. The approved trainers would receive a pay differential of \$1 an hour during the times that they are providing training. Financial impact is minimal

Motion: Matt made a motion to approve the Pay Differential Program for Trainers. The motion was seconded by Gisela.

Approved by: Megan R, Meghan L, Tamra, Gisela, and Matt

Opposed by: None.

8. Operations Manager Report – Jeff Acciaioli

a. Performance Report

The overall safety score is up to 96, the highest it has been in some time. Mostly due in part to a decrease in both heavy and moderate speeding. Vehicle hours driven for March were 1,361 hours, miles driven were 45,074, fuel costs for the month were \$16,975 for a fuel cost per mile of \$0.38. One formal complaint was made of a driver acting peculiar, an internal investigation was opened. Vehicle incidents were reviewed including multiple stuck buses in the snow at Mt. Hood Meadows. We will work with Meadows next year on chain-up procedures. A few customer incidents were also reviewed including one ongoing issue with a rider who had been trespassed from our buses.

b. Employee of the Month

Rodney Espe was named Employee of the Month.

c. Ridership

Gorge-To-Mountain saw 8,277 riders over the entire season, a 5% increase from last season. The seasonal route ran about 1,025 hours for approximately 8 boarding riders per hour. This season's removal of the Government Camp stop saw very little complaints and did improve wait times and our service.



d. Schedule Changes – April 27th, 2024

Drivers have recently bid on their new routes and schedules. These will start April 27th, along with additional times added to the Columbia Gorge Express route, the removal of the Hood River Connect route and the start of the Dog Mountain shuttle. The 27th is also the start of schedule changes from other Gorge Trans Link agencies to improve transfer times for riders across the whole region.

e. Potential Summer service for Mitchell Point

CAT is working on possibly servicing Mitchell Point on weekends during the summer. The White Salmon service has big time gaps that should allow the route to service this route as well. The Viento exit is used to access Mitchell Point and will also potentially have a stop located there.

e. Bus Stop Update

CAT has new bus stops that have been approved by the city. The locations are 8th & Sieverkropp which will have a temporary sign, another temporary sign will be used for 11th & Pine, and 5th & Cascade which will replace our 4th & Columbia stop and have a permanent pole. Amy added that the next step in the process is contacting the businesses near the stops to provide a thirty-day comment period in which they can give comments to Public Works.

f. Driver Training

CAT has been working on a new driver training program to make onboarding more consistent. We had previously used Ride Connection, but the value seemed low after review. Training through RTAP (Rural Transit Assistance Program) is more consistent and has been beta tested on our latest hire. Staff will build and add to the training and adjust the driver handbook as needed to give drivers needed resources.

9. Executive Director Report – Amy Schlappi

a. Multnomah Falls Transportation Ambassador Program

The RFP for Multnomah Falls Transportation Ambassador Program has been posted and is open. The contractor will operate and manage the timed use permits in the parking lot for Multnomah Falls at exit 31. Two proposals have been received and Amy should decide by Friday.

b. Technology Consultant

Previously IT issues at CAT have been handled ad hoc and with potential growth, CAT is looking at hiring a contracted technology consultant. They will help handle computer problems and our Intelligent Information Systems grant will fund some of these expenses. Other projects the IT company may help implement or improve are the real time digital information system, Provision cameras and reader boards on the buses that announce stops for riders.



c. Priorities for FY25

A memo was included that outlines projects Amy would like to address in the upcoming budget message. Any other discussion topics can be sent for review by Friday.

10. Executive Session Per ORS 192.660(2)(i) and 192.660(8) "To review and evaluate the performance of an officer, employee, or staff member if the person does not request an open meeting. This reason for executive session may not be used to do a general evaluation of an agency goal, objective or operation or any directive to personnel concerning those subjects."

11. Discussion Items

No discussion items.

12. Upcoming Events

a. Discontinuation of Connect service – April 26th, 2024

b. Start of Dog Mountain and new Columbia Gorge Express Schedule – April 27th, 2024

13. Adjournment – 6:04 PM

Motion: Matt made a motion to adjourn the meeting. The motion was seconded by Tamra.

Approved by: Megan R, Meghan L, Tamra, Gisela, and Matt

Opposed By: None

The Hood River County Transportation District Board of Directors meeting minutes are prepared and presented in summary form. Video recordings of the meetings are on file at CAT and are part of the approved minutes. If you would like to watch the recording of the meeting, please contact Tim Ravins tim@catransit.org, or call (541) 386-4202.

Prepared by: Tim Ravins, Administrative Assistant

A handwritten signature in black ink, appearing to read "Tim Ravins", with a long horizontal flourish extending to the left.

Approved by: Tamra Taylor, Secretary-Treasurer

Columbia Area Transit

Statement of Activity

April 2024

	TOTAL
Revenue	
4001 Fare Revenue	
4002 Fare Collections	6,134.27
4003 GOrge Pass Prg	10,395.20
Total 4001 Fare Revenue	16,529.47
4200 Federal Funds	
4504 5311 Funds - Operating 33423	99,738.00
Total 4200 Federal Funds	99,738.00
4700 State Funds	
4711 CIT - Mass Transit Pysl Distb	13,770.76
Total 4700 State Funds	13,770.76
4800 Tax Revenue	
4870 Property Taxes	
4871 Property Tax - Prior Year	68.46
4875 Property Tax - Current Year	2,004.42
Total 4870 Property Taxes	2,072.88
Total 4800 Tax Revenue	2,072.88
4900 Other Revenue	
4902 Interest Income	3,565.73
4903 Property Tax - Interest on Unseg Taxes	5.94
Total 4900 Other Revenue	3,571.67
Total Revenue	\$135,682.78
Cost of Goods Sold	
5005 Vehicle Expense	
5012 Vehicle Janitorial Expense	1,921.00
Total 5005 Vehicle Expense	1,921.00
5019 Fuel	17,198.80
5020 Operation Expenses	
5021 Preventative Maint & Vehicle Repair	
5022 Preventative Maintenance	1,290.58
5023 Vehicle Repair	13,959.13
Total 5021 Preventative Maint & Vehicle Repair	15,249.71
5024 Tires	2,432.48
5025 Shop Supplies & Tools	404.27
Total 5020 Operation Expenses	18,086.46

Columbia Area Transit

Statement of Activity

April 2024

	TOTAL
5100 Communication Expense	
5130 2-Way Radio Software	450.00
5139 Dispatch Program	1,767.00
5165 Cellular Data	569.70
Total 5100 Communication Expense	2,786.70
5500 Driver Expenses	
5510 Driver Training	440.00
5515 Drug & Alcohol Testing	555.80
5520 Uniforms	16.85
Total 5500 Driver Expenses	1,012.65
5600 Advertising & Marketing	490.50
Total Cost of Goods Sold	\$41,496.11
GROSS PROFIT	\$94,186.67
Expenditures	
7000 Administrative Expenses	
7003 Building Expenses	
7004 Rent - Building	300.00
7008 Landscape Maintenance	1,200.00
7010 Building Utilities	1,998.27
7015 Telephone	54.35
7020 Fire and Security	1,002.00
7025 Janitorial	626.41
Total 7003 Building Expenses	5,181.03
7100 Office Supplies & Expenses	
7108 Computer Software	449.95
7110 Printing & Copying	62.76
7112 Office Supplies & Postage	168.88
7115 Dues & Subscriptions	510.00
Total 7100 Office Supplies & Expenses	1,191.59
7300 Professional Fees	
7305 Admin Contracts	88.20
7314 Legal Counsel	488.00
7325 Payroll Processing Fees	368.00
Total 7300 Professional Fees	944.20
7400 Other Administrative Expense	
7410 Interest & Bank Charges	80.00
7412 Merchant Fees	39.86
7417 Team Building	298.56
Total 7400 Other Administrative Expense	418.42
Total 7000 Administrative Expenses	7,735.24

Columbia Area Transit

Statement of Activity

April 2024

	TOTAL
8000 Personnel Expense	
8003 Administrative Personnel Expense	
8005 Administrative Wages & Salary	
8007 Administrative - Regular Wages	16,777.43
8009 Administrative - Overtime	15.12
8010 Administrative - PTO	294.81
8021 Administrative - Healthcare Stipend	2,107.26
8022 Administrative - Cell Phone Stipend	83.10
Total 8005 Administrative Wages & Salary	19,277.72
8030 Administrative Employer Taxes	
8031 Administrative - FICA	1,059.42
8032 Administrative - Medicare	247.78
8034 Administrative - State. Unemp, SUTA	854.36
8036 Administrative - Worker's Benefit Fund	4.70
8038 Administrative - Paid Leave Oregon	68.33
Total 8030 Administrative Employer Taxes	2,234.59
8080 Administrative Benefits	
8081 Administrative - Medical, Dental, Life Ins	24.16
8083 Administrative - 403(b) Employer Match	295.68
Total 8080 Administrative Benefits	319.84
Total 8003 Administrative Personnel Expense	21,832.15
8103 Direct Service Personnel Expense	
8105 Direct Service Wages & Salary	
8107 Direct Service - Regular Wages	65,742.82
8109 Direct Service - Overtime	397.39
8110 Direct Service - PTO	7,790.52
8121 Direct Service - Healthcare Stipend	4,214.52
8122 Direct Service - Cell Phone Stipend	152.35
Total 8105 Direct Service Wages & Salary	78,297.60
8130 Direct Service Employer Taxes	
8131 Direct Service - FICA	4,615.25
8132 Direct Service - Medicare	1,079.36
8134 Direct Service - State Unemp, SUTA	9,725.56
8136 Direct Service - Worker's Benefit Fund	25.97
8138 Direct Service - Paid Leave Oregon	297.75
Total 8130 Direct Service Employer Taxes	15,743.89
8180 Direct Service Benefits	
8181 Direct Service - Medical, Dental, Life Ins	12,259.08
8183 Direct Service - 403(b) Employer Match	1,316.96
Total 8180 Direct Service Benefits	13,576.04
Total 8103 Direct Service Personnel Expense	107,617.53

Columbia Area Transit

Statement of Activity

April 2024

	TOTAL
Total 8000 Personnel Expense	129,449.68
Unapplied Cash Bill Payment Expense	450.00
Total Expenditures	\$137,634.92
NET OPERATING REVENUE	\$ -43,448.25
NET REVENUE	\$ -43,448.25

Columbia Area Transit

Bill Payment List

April 2024

DATE	NUM	VENDOR	AMOUNT
1000 Umpqua - Operating (6906)			
04/04/2024	22527	Jubitz Fleet Services	-149.26
04/04/2024	22528	Schetky Northwest Sales, Inc.	-47.19
04/04/2024	22529	Napa Auto Parts	-467.12
04/04/2024	22530	Richard Durham	-169.69
04/04/2024	22531	Bohn's Printing	-62.76
04/04/2024	22532	Day Wireless Systems	-450.00
04/04/2024	22533	Downtowner App, LLC	-1,000.00
04/04/2024	22534	UniteGPS LLC	-767.00
04/04/2024	22535	Nick Herman	-1,232.00
04/04/2024	22536	Valencia Lawn Care LLC	-600.00
04/05/2024	22537	Connor Wells	-2,239.39
04/02/2024		Valic	-1,560.89
04/02/2024		Valic	-1,708.63
04/12/2024	22538	Nick Herman	-4,170.00
04/12/2024	22539	Butterfield Testing Solutions	-236.00
04/12/2024	22540	H2 Oregon	-8.00
04/12/2024	22541	Cintas	-114.91
04/12/2024	22542	Eleazar Reyes - Lookin Dapper	-1,921.00
04/17/2024	22543	Rotary Club of Hood River	-510.00
04/24/2024	22544	Louis Allaway	-508.50
04/25/2024	22562	Napa Auto Parts	-787.86
04/25/2024	22563	Sirius Media, LLC	-225.00
04/25/2024	22564	Point S Tire & Auto Service	-2,432.48
04/25/2024	22565	Butterfield Testing Solutions	-319.80
04/25/2024	22566	Special Districts Insurance	-12,283.24
04/25/2024	22567	Columbia Gorge News	-27.00
04/25/2024	22568	Gorge Area Business Assistance	-626.41
04/25/2024	22569	Ortigoza	-185.00
04/25/2024	22570	Oregon Employment Department	-6,003.61
04/25/2024	22571	Jubitz Fleet Services	-74.54
04/25/2024	22572	Weatherly Printing	-118.50
04/25/2024	22573	ASET - Advanced Security & Electrical Technology, Inc.	-1,002.00
04/25/2024	22574	Sign Media	-120.00
04/25/2024	22575	VanKoten & Cleaveland, LLC	-52.50
04/25/2024	22576	Nick Herman	-1,250.00
04/25/2024	22577	CDR Labor Law, LLC	-435.50
04/25/2024	22578	Day Wireless Systems	-450.00
Total for 1000 Umpqua - Operating (6906)			\$ -44,315.78

Columbia Area Transit
A/R Aging Summary
As of April 30, 2024

	Current	1 - 30	31 - 60	61 - 90	91 and over	Total
Columbia Gorge Tourism			887.00	0.00		887.00
Project Access Now - CAP				120.00		120.00
TOTAL	\$ 0.00	\$ 0.00	\$ 887.00	\$ 120.00	\$ 0.00	\$ 1,007.00

Thursday, May 09, 2024 11:52:51 AM GMT-7



Memo

To: HRCTD - BOARD OF DIRECTORS
From: Amy Schlappi, Executive Director
Date: May 15, 2024
Re: City of Hood River Letter of Support for OR-281 Jurisdictional Transfer

Background

The HRCTD Board of Directors was asked by the City of Hood River to sign a joint letter of support with other local partners for the jurisdictional transfer of the Heights Business District Section of OR-281 and Legislative Appropriations for the Heights Streetscape improvements.

The City of Hood River is working to get a jurisdictional transfer of OR-281 to move the Heights Streetscape Plan forward. One route to a jurisdictional transfer is through the legislatively created Jurisdictional Transfer Advisory Committee. This group is designated by statute to recommend three jurisdictional transfers to the Oregon Legislature every two years. Will Norris is working on a pre-application to be considered by this committee (attached). This pre-application requires a local letter of support. Will will be at the meeting to answer any questions the Board may have.

Staff recommendation

Staff recommends that the Board signs the Letter of Support. There is no financial implication and the Heights Streetscape project once completed includes 2 dedicated CAT bus stops and safety improvements that will benefit the district and move the implementation of the Transit Master Plan 2023 Update forward.

Action Required

The Board should discuss and vote to approve or not approve signing of the Letter of Support for the City of Hood River.

Attachments:

Draft City of Hood River Letter of Support

City of Hood River Pre-Application



City of Hood River
Hood River County School District
Hood River County Transportation District (DBA Columbia Area Transit)
Hood River Urban Renewal Agency

SUPPORT FOR

Jurisdictional Transfer of the Heights Business District Section of OR-281 and Legislative Appropriations for Heights Streetscape Improvements

The City of Hood River, Hood River County School District, Hood River County Transportation District (Columbia Area Transit), and Hood River Urban Renewal Agency unanimously support the Jurisdictional Transfer of State Highway 281, from Oak Street to Pacific Avenue, to the City of Hood River. Furthermore, these organizations recommend consideration for Legislative Appropriations to accompany a Jurisdictional Transfer to partially remediate the deteriorated condition of the roadway and begin projects identified in the adopted Heights Streetscape Plan.

The adopted Heights Streetscape Plan is the culmination of four years of community planning to reimagine the Hood River Heights Business District. This plan is a comprehensive, multi-modal, and integrated streetscape design aimed at transforming the current autocentric one-way couplets on 12th and 13th Streets. The Heights Streetscape Plan will reroute through traffic to 13th Avenue while creating a pedestrian-friendly corridor on 12th Street with protected bike lanes. This plan aligns with the May Street Elementary and Hood River Middle School Safe Routes to School Plans, as well as the Columbia Area Transit Master Plan.

Jurisdictional Transfer and State funding are essential to realizing this local vision. The City of Hood River possesses the experience and capacity to maintain and operate this section of roadway. State funding is crucial to match local urban renewal dollars to kickstart the initial capital projects outlined in the Heights Streetscape Plan. Urban renewal has proven highly effective in Hood River, with a track record of success in leveraging

funding to transform our Downtown and Waterfront areas. Once the revitalization of the Heights Business District commences, the Hood River community is confident in its ability to secure additional funding to bring the Heights Streetscape Plan to fruition.

Yours In Service,

Paul Blackburn,
Mayor, City of Hood River

Chrissy Reitz,
Board Chair, Hood River County School District

Greg Pack,
Board Chair, Columbia Area Transit

Mark Zanmiller,
Board Chair, Hood River Urban Renewal Agency



JURISDICTIONAL TRANSFER

Pre-Application Materials

Jurisdictional Transfer Advisory Committee

Jurisdictional Transfer Advisory Committee Overview

During the 2023 legislative session, the Oregon Legislature passed House Bill 2793. The bill establishes a Jurisdictional Transfer Advisory Committee (Committee). The purpose of the Committee is to make recommendations to the Oregon State Legislature's Joint Committee on Transportation. The Committee was appointed by the Governor and is staffed by the Oregon Department of Transportation (ODOT).

The Committee is tasked with developing a list of three jurisdictional transfer candidates per biennium interested in receiving funding to support transferring portions of state highways from ODOT to a city or county. These recommendations will be made in consultation with the Oregon Transportation Commission (OTC).

No later than September 15 of each even-numbered year, the Committee will submit a report to the Joint Committee on Transportation, in the manner provided in ORS 192.245, that includes the list of jurisdictional transfers recommended for funding. The Committee is advisory, they do not have a budget and do not distribute funds.

Pre-Application Purpose

The purpose of the pre-application is to provide a low-effort mechanism for submitting nominations for consideration by the Committee. The Committee will then screen proposals. The committee will review the pre-applications within 60 days of the submission deadline and notify applicants within 30 days that they are, or not, eligible to complete and submit a full application. Applicants should also be prepared to deliver a presentation to the Jurisdictional Transfer Advisory Committee and answer follow-up questions.

In order to qualify to apply, the jurisdiction must:

- Be actively engaged in conversations about jurisdictional transfer with ODOT and other impacted agencies.
- Demonstrate that the community has been or is being engaged in discussions.
- Have the support of the proposed local governing authority of the jurisdiction seeking to take ownership of the facility.
- Have the support of the ODOT District and Region office for the transfer.
- Have a vision for the future use of the facility and associated land uses.
- Have a plan for maintenance of the facility following any upgrades of the facility.
- Be able to provide a 20% match to the total cost of the facility upgrades jointly agreed upon by the receiving jurisdiction and ODOT, as required by HB2793.

Required Attachments

1. Letter of support from City Council and/or County Commission (local governing authority)
2. Letter of support from ODOT District Manager and Region Manager

Optional Attachments

Plans or documents that demonstrate the community vision for the facility. These may include but are not limited to Transportation System plan, Comprehensive Plan, Corridor Plan, Main Street Plan, Economic Development Plan, or other.

Jurisdictional Transfer Pre-Application

Organization

Name of Applicant Organization: City of Hood River / Hood River Urban Renewal Agency

Mailing Address for Applicant Organization: 211 2nd Street, Hood River OR 97031

Contact Person Name: Will Norris Contact Person Title: Urban Renewal Administrator

Contact Person Phone: 541-954-9716 Contact Person Email: w.norris@cityofhoodriver.gov

Project Information

Highway Name: Hood River Highway Highway Number: OR-281

Request to transfer Highway from Pacific Ave. (mile post, street address or intersection)
to Oak Street (mile post, street address or intersection)

What is the total distance of the transfer in feet? Approximately 1.3 miles

What is the adjacent land use zoning? C-2, R-3, Open Space/Public Facilities

Current ODOT Highway Classification (select one): District
([Oregon Department of Transportation: Maps and GIS : Data & Maps : State of Oregon](#))

Is the Highway a Reduction Review Route? (check one): No Yes
([Oregon Revised Statute 366.215 Implementation Guidance](#))

Is this Highway part of the National Highway System (NHS), a federal designation? (check one): No Yes

What is the total anticipated cost range of the facility upgrades jointly agreed upon by the receiving jurisdiction and ODOT? (check one): \$10M-\$100M \$101M-\$250M \$250M and up

Desired Date of Transfer: As soon as possible with a 6-month notice to coordinate maintenance handoff.

Who is your primary contact at ODOT for this roadway? (may list more than one name):

Terra Lingley, Paul Scarlett, Andrew Brown, Theodore Miller

Reason for Transfer

Why do you think a highway transfer is the best decision for the section of roadway? (narrative):

A jurisdictional transfer is necessary to implement Hood River's plan for the Heights Roadways. The plan is called the "Heights Streetscape Plan" and is the product of a four year community planning effort. The multi-model improvements envisioned in this plan do not adhere to state highway standards. A letter from the Region 1 East Manager, Paul Scarlett, is attached that details the specific relevant standards. As noted in this letter, local control is necessary to move forward with the Heights Streetscape Plan. Jurisdictional Transfer of this roadway will increase the roadways under the City of Hood River's jurisdiction by approximately 2%. The City's is ready, willing, and able to control and maintain this roadway. The City already contributes to plowing this roadway in the winter and performs regular street sweeping, stormwater maintenance, and maintenance of parking stall delineation lines.

Eligibility (Pass/Fail)

1. Are you engaged in discussions for transfer with ODOT?..... Yes No (Pass/Fail)
 - a. Please attach a letter of support from the ODOT region leadership where project is located (required)
2. Do you have the support of the proposed local governing authority for this transfer and to submit this application? Yes No (Pass/Fail)
 - a. Please attach a letter of support or Resolution. (required)
3. Have you engaged in conversation with other agencies or jurisdictions who may be impacted by a change in how this section of highway is managed? (please describe):

The City has involved ODOT in the Heights Streetscape planning process at all stages, from RFP creation, design team selection, alternative analysis, and review/comment on final preferred design. The City is currently pursuing direct jurisdictional transfer negotiation with ODOT as well as this application through the Jurisdictional Transfer Advisory Committee. The section of highway proposed for jurisdictional transfer is fully within the City of Hood River’s boundaries. The Heights Streetscape Plan is integrated with the [Hood River Safe Routes to School Plan](#) which was created in partnership with the Hood River County School District. It also includes designated bus stops in alignment with the [Hood River County Transportation District \(DBA Columbia Area Transit\) Masterplan](#). The Heights Streetscape Plan was formally incorporated into the Heights Urban Renewal District Plan by [Resolution 2024-URA-04](#). Local public safety agencies, including City Police, City Fire/EMS, County Sheriff, and Westside Fire District, were included in the planning stages of the Heights Streetscape Plan development to ensure continued efficient emergency vehicle movement. The Heights Streetscape Plan also aligns with the City’s Water, Sewer, and Stormwater Masterplans. Planned underground utility upgrades are paired with each associated roadway project (see pages 47-57 of attached Heights Streetscape Plan)

Community Vision (up to 50 points)

4. How does the community envision the highway being used? Please describe the existing issues, challenges, constraints, or problems that the current ownership or design imposes on the community.

The section of OR-281 that runs through the Heights Business District (Heights) principally serves local traffic and businesses. 97% of residential properties in Hood River are within a one-mile radius of the Heights. An elementary school, the city’s only public middle school, and a private preK-12 school are located within a 1/3rd mile radius of the Heights. A 2020 traffic study found that heavy trucks were only 2.4% of the Heights traffic volume on OR-281. The Heights is colloquially referred to as Hood River’s “Locals Downtown” because Hood River’s historic downtown and waterfront largely cater to tourism traffic.

Hood River residents have long been concerned with safety at key intersections, locations of marked pedestrian crossings, and lack of bike infrastructure of the section of OR-281 that runs through the Heights. Unauthorized crosswalks were added to the district in the 2000s that stayed until removal by ODOT in 2018. The district does not have any bike lanes, its curb ramps do not comply with ADA, and it is unclear the last time the road received a new grind/overlay. The community desires a safer roadway, with increased multi-modal amenities, and a balance between local users and smooth flow of through-traffic. The community’s full vision for the roadway is illustrated in the adopted Heights Streetscape

Plan. This plan is attached with this application and the full report with appendices is available online at: <https://cityofhoodriver.gov/urban-renewal/heights/>

5. How will this transfer improve safety for all user groups?

The Heights Streetscape Plan balances the needs of different users by focusing through-district traffic on 13th street while making 12th street a more business focused and pedestrian-friendly corridor. East west pedestrian and bike traffic is aided with enhanced crosswalks (flashing beacons, painted crosswalks, and sidewalk bump outs) at Taylor and A Streets. Protected bike lanes run north/south on 12th street and east/west on May street, in conformance with the Hood River Safe Routes to School Plan. The separation of conflicting road use types (i.e. auto through traffic and bike/ped traffic) as well as new safety amenities where conflict is unavoidable (i.e. enhanced crosswalks at key intersections) is expected to increase safety, but also increase the feeling of safety on the roadway. Increasing the comfort and safety for people walking and biking is intended to increase these types of trips to the Heights, improving traffic and parking congestion.

6. How will the transfer of the Highway and the implementation of the community vision affect adjacent communities and regional travel?

There are no directly adjacent communities to the City of Hood River. The closest unincorporated community of Odell is eight miles to the south and is primarily served by OR-35, not OR-281. Freight traffic will continue to be accommodated in the Heights Streetscape Plan roadway dimensions. However, inter-city freight traffic already finds faster and easier routes than OR-281 through Hood River, choosing either Highway 35, Country Club Rd., or Frankton Road to reach the interstate. The closest incorporated cities are Mosier and Cascade Locks which are connected to Hood River via Interstate-84, not OR-281.

7. What existing adopted plans or documents demonstrate the community vision for the area serviced by the highway? Please submit relevant sections with your application as an attachment. Note the documents here. These may include but are not limited to Transportation System plan, Comprehensive Plan, Corridor Plan, Main Street Plan, Economic Development Plan, or other.

The Heights Streetscape Plan is the most relevant adopted plan. The executive summary is attached with this application and the full report with appendices is posted online at: <https://cityofhoodriver.gov/urban-renewal/heights/>. The Heights Streetscape Plan is the product of approximately four years of community planning. It was supported by multiple traffic studies, parking studies, and drafted by a professional design and engineering firm. Plan development began by identification and adoption of key goals. Three district design alternatives were then developed, evaluated against adopted district goals, and presented to the community at a two-day open house, which was attended by more than 250 people, and an online survey that was viewed or responded to by more than 1,200 people, including 300+ complete survey response. Finally, a preferred design alternate was presented, modified based on feedback, and unanimously adopted by the Urban Renewal Agency Board. Each step in the Heights Streetscape planning process included extensive public involvement from inside and outside of the City of Hood River. Engagement included two open house events, targeted focus groups, online surveys, and discussion at numerous public meetings. Engagement included English and Spanish options and free childcare options whenever possible. The

adopted Heights Streetscape Plan was formally integrated into the Heights Urban Renewal Plan by amendment. It is also currently in process for incorporation into the City's Transportation System Plan.

Attachments:

1. ODOT letter listing aspects of the Heights Streetscape Plan that do not align with Highways Standards
2. Heights Streetscape Plan
3. Selected pages from Hood River School District's Safe Routes to School Plan
4. Selected pages from Columbia Area Transit's Master Plan

WORKING DRAFT



Oregon

Tina Kotek, Governor

Department of Transportation

Region 1 Headquarters

123 NW Flanders St

Portland, OR 97209

September 27, 2023

Hood River Urban Renewal Agency
211 2nd Street
Hood River, OR 97031

Hood River Urban Agency Members,

ODOT has reviewed and provided technical comments on the recommendations in Phase 3 of the Urban Renewal Concept Plan. We are excited to see the urban design concepts that match the very important goals of safety, business access, and creating a livable, walkable Heights. We appreciate the opportunity to review and provide comments and commend the city on this clearly articulated vision for this important community center. Many of the design recommendations are creative and we are happy to see that the concepts have robust community support.

However, consistent with our position throughout this urban design process, while the concepts are in line with the community's vision and provide creative solutions to the issues found within the Heights, ODOT would like to reiterate that the concepts as presented for OR 281 do not meet highway design manual standards and may not be approvable if the road continues to serve as an ODOT highway. As the City continues to pursue these design concepts, ODOT recommends starting the jurisdiction transfer process prior to the design process to ensure that your vision for this section of roadway through the Heights moves forward. ODOT supports moving forward with a transfer process and we want to work proactively to ensure that the Heights project can move forward quickly as funding becomes available.

ODOT and the City have a good relationship and understanding moving forward with jurisdictional transfers, and as always, the transfers will need to consider the following:

- Freight movements on the highway will not be restricted beyond the limits set in the agreement after a highway segment is transferred per ORS 374.329.
- Loads allowed by state prior to the transfer must be allowed by the city.
- sidewalks, curb ramps, and pedestrian activated signals meet the requirements of the ADA.
- Any improvements or modifications must adhere to the American Association of State Highway and Transportation Officials (AASHTO) standards.
- Roadway will retain the OR Route 281 designation.

Our technical comments and concerns with the project's design not aligning with ODOT standards and practices include the following:

General intersection design:

- All design must follow ODOT's Highway Design Manual (HDM) if ODOT still owns and maintains OR281.
- ODOT requires intersection control changes (such as the recommended roundabout at 13th and May, and the signal at 13th/Belmont/12th) to go through an intersection control evaluation study or document and must be approved by the State Traffic and Road Engineer.

- Any intersection changes will need to consult with the Commerce and Compliance Division on any special permitted vehicles on the highway – the ability for these types of vehicles to navigate through the area must be maintained.

Recommended Roundabout at 13th and May:

- Placing a roundabout on a steep grade can be challenging and may require retaining walls that could increase construction costs.
- If Federal funding is used to construct the roundabout, there are environmental concerns with impacting the park on the southwest corner of the intersection.
- The Oregon Bike Bill requires accommodating bicycling and walking on all new road projects.

Recommended signal at 13th/Belmont/12th”

- Southbound queuing seems excessive with the recommendation to close Belmont – more analysis may be helpful to understand the queuing.

12th Street Recommendation:

- Since ODOT approved the CBD/traditional downtown context and ODOT continues to own and maintain OR 281. It means the sidewalk width should be 14'-10' not including the landscaped area. Anything less than stated will be subject to a design exception process for approval.
- Separated bike lane will be evaluated carefully at each intersection. ODOT will look at the frequency of driveways when evaluating bi-directional bike way. Design should follow the ODOT HDM Part 800 & Appendix L. City should maintain separated bikeway to ensure the level of service meets City expectations.
- The city (no matter who owns and operates the roadway) should consult with the Commerce & Compliance Division (aka Motor Carrier) for any special permitted vehicles is recommended even though this highway is not a Reduction Review Route or a designated Freight Route.

13th Street Recommendation:

- The Oregon Bike bill applies here, for both ODOT and city-owned facilities, which means cyclist must be accommodated.
- ODOT standards call for 14-10-foot sidewalks not including landscaping in a CBD context; a design exception would be needed for the proposed 10-foot sidewalks, or the narrower proposed sidewalks at pinch points.
- ODOT has specific requirements for addressing standing water in the travel lane. Drainage will need to be managed effectively.
- ODOT standards require a minimum 11-foot two-way left turn lane.
- Areas where the sidewalk is planned to be 4.5 feet will require a design exception and may not be approvable.
- Traffic calming strategies that place vertical elements next to the street (including trees in landscaping strips) will need to be consistent with ODOT's clear zone requirements and would be subject to design evaluation. Similarly, Bioswales and transit in-lane stops would need to be evaluated according to ODOT standards.

Thank you for the opportunity to provide the feedback.

Sincerely,

P. Scarlett

Paul Scarlett
Area Manager East

THE HEIGHTS STREETSCAPE PLAN



Prepared by:



December 2023

Acknowledgments

Hood River Urban Renewal Board

Mark Zanmiller - Chair

Megan Saunders - Vice Chair

Paul Blackburn

Gladys Rivera

Tim Counihan

Grant Polson

Doug Stepina

Ben Sheppard - Port Appointed

Heather Gehring - Port Appointed

Hood River Urban Renewal Advisory Committee

Jack Trumbull - Chair

Jeff Hunt

Clint Harris

Abby Capovilla

Travis Dillard

Amanda Goeke

Kate Hoffman - Planning Commissioner

City of Hood River Staff

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Consultant Team

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TABLE OF CONTENTS

Executive Summary 3

Study Process, Public Engagement, and Community Goals 9

- Study Process
- Project Timeline
- Community Priority Goals
- Community Secondary Goals

Preferred Concept Plan15

- Introduction to Preferred Concept Plan
- Overview of Preferred Concept Plan and Key Project Elements
- 12th Street - The Neighborhood Street
- 13th Street - The Through Street
- May Street and 13th Street Roundabout
- Belmont, 12th, and 13th Intersection
- May Street
- Taylor Avenue and A, B, and C Streets
- 12th Street Bike Connection to Pacific Avenue

Urban Design Elements 35

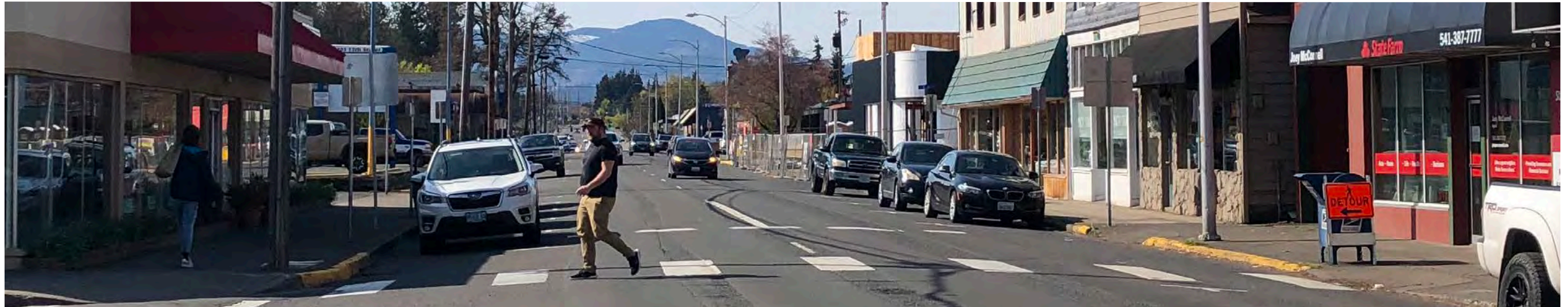
- Neighborhood Character
- Street Furnishings
- Green Stormwater Infrastructure Opportunities
- Plant Palette: Trees
- Plant Palette: Shrubs and Groundcover
- Access Management (Driveways)

Implementation Plan 43

- Introduction to Implementation Plan
- Implementation Plan
- Project Profiles
- Funding and Grant Strategies
- Implementation next steps

Appendices - Included as a separate PDF

- A. Implementation Plan Project Costs, Oct 2023
- B. ODOT letter to Hood River Urban Renewal Agency, Sept 27, 2023
- C. Heights District Parking Studies. Nov 2021 and April 2023
- D. The Heights Streetscape Plan – Phase 1 Summary Memo without appendices, Aug 31, 2021
- E. The Heights Streetscape Plan – Phase 2 Summary Memo without appendices, June 17, 2022
- F. Heights Streetscape Plan - Public Engagement Summary, Dec 22, 2023
- G. Traffic Studies, various
- H. Heights Streetscape Plan - Phase 3 Additional Design Studies, April 7, 2023
- I. Heights Streetscape Plan - Preliminary Preferred Concept Plan (and Parking Summary Update), July 26, 2023



The Heights in 2022

EXECUTIVE SUMMARY

EXECUTIVE SUMMARY

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

EXECUTIVE SUMMARY

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

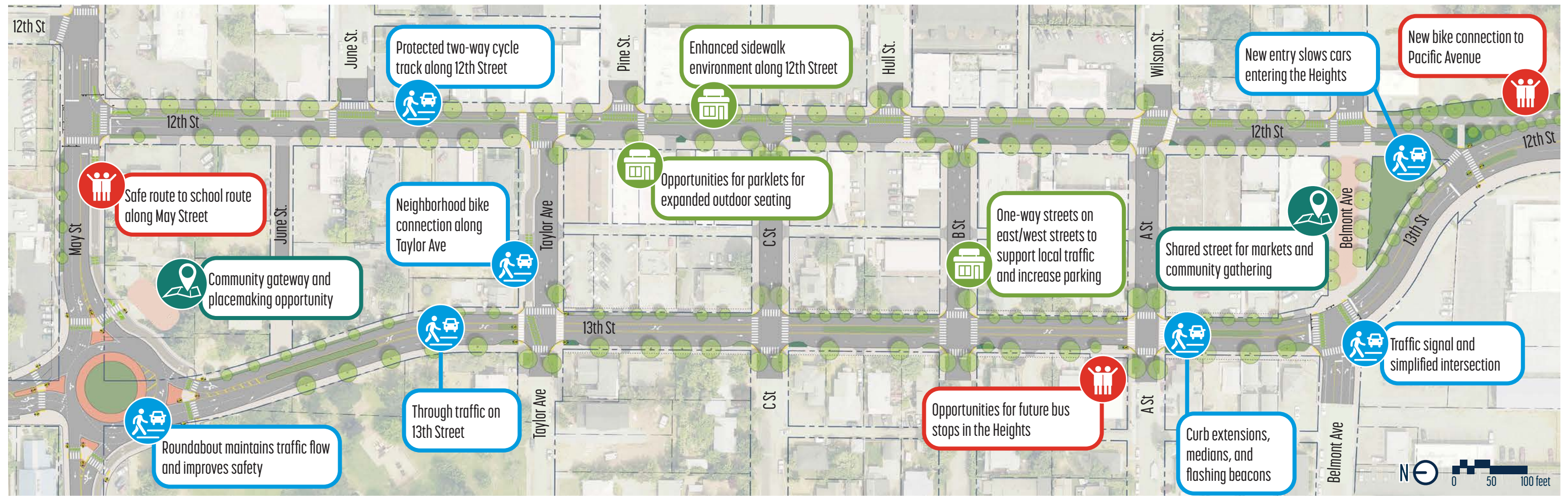
At the south end of the Heights a reconfigured intersection closes Belmont Avenue to vehicles between 12th and 13th Streets to help manage congestion for vehicle traffic, provide safer crossings, and slow vehicle traffic entering the Heights. The Belmont Avenue street closure also creates a flexible, 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											

STUDY PROCESS, PUBLIC ENGAGEMENT, AND COMMUNITY GOALS

STUDY PROCESS

The Heights streetscape project was initiated to support the City of Hood River and Urban Renewal Agency (URA) in establishing a comprehensive plan for improving the OR 281 couplet through the Heights neighborhood. The project area includes 12th Street, 13th Street and the streets and intersections that tie them together at May Street to the north and Belmont Avenue to the south. The project addresses URA and community conversations related to traffic safety, community identity, and other City and stakeholder goals as well as proposed improvements documented in the Heights District Urban Renewal Plan. The study process for the project occurred in three distinct phases:

PHASE 1 – PROJECT VISION AND FOUNDATION:

This phase included reviewing existing planning studies completed in the project area, documenting the context of the study area including the regulatory context and applicable design standards, developing a survey basemap, documenting existing and future parking supply and demands, and conducting public engagement to identify community and stakeholder priorities. A key outcome from Phase 1 was the identification of project goals that were used to guide the development and evaluation of preliminary design concepts.

PHASE 2 – CONCEPT DEVELOPMENT:

In this phase the project team developed preliminary design concepts that aligned with

the project goals. Transportation, parking, and other analyses were completed to evaluate the preliminary design concepts against project goals. Public outreach was conducted to collect community feedback on the design concepts and technical analysis and identify preliminary recommendations for developing a preferred concept plan.

PHASE 3 – PREFERRED CONCEPT AND IMPLEMENTATION PLAN:

This phase developed the preferred concept plan and recommendations for future implementation that are documented in this report.

Public Engagement

The project included a comprehensive community engagement effort that was planned and executed to build on previous City, URA, and community conversations that had taken place in the years prior to the start of the project. This community engagement plan focused on collecting and incorporating ideas and input from stakeholders in the immediate vicinity of the project and broader engagement of City residents, businesses, and interest groups. Key goals of the community engagement were:

- Gathering community feedback to influence and shape the project design,
- Providing varied platforms for participation,
- Tracking input to maximize outreach,
- Generating excitement and community ownership

Community outreach conducted during this project included:

2 Online surveys published in English and Spanish.

1,500+ people opened the surveys.

600+ complete survey responses.

20+ surveys completed in Spanish.

11 Meetings with the URA (Advisory Committee and Board).

7 Focus group meetings.

2 Meetings conducted in Spanish.

2 Rounds of direct outreach to businesses along 12th and 13th Streets.

1 Two-day open house and community event

250+ Attendees

Community Goals

The Heights Business District Urban Renewal Plan (First Amendment March 2016) has seven goals that apply to the entire urban renewal area and are broad statements designed to guide future planning and urban renewal funded projects in the area. While each urban renewal goal applies in some form to the Heights Streetscape Plan, project specific goals were developed that focus on improving 12th and 13th Streets and the intersections and streets that tie the couplet together at the north and south ends of the Heights. Project specific goals were developed

incorporating input from the Urban Renewal Agency, community feedback from an online survey, and meetings with individuals and groups with a specific interest in the study area.

The project goals established a project vision that was used to guide the development and evaluation of preliminary design concepts. Evaluation criteria, which aligned with the project goals and desired project outcomes based on community feedback, were also identified and used for evaluating preliminary design concepts.

PROJECT TIMELINE

Heights District Urban Renewal Area Public Input Summary

January 2018

A Community preference was identified for "a multi-faceted project... focusing on public transportation safety."



City Issues RFP for Developing a Streetscape Plan for the Heights

December 2018



Urban Renewal Agency approves comprehensive project for the Heights

September 2020



Phase 2: Develop Concepts

September 2021 – October 2021

Develop preliminary concepts and an approach for evaluating designs based on project goals. The outcome of Phase 2 identified a recommended design that was developed during a third project phase.

2018

2019

2020

2021

Walkshop with Dan Burden

Summer 2018

Community event identified existing issues and ways to make the area more walkable.



Streets Alive Demonstration Project

September 28 – October 11, 2018

Tested options to make street crossing safer and adding bike lanes.



Phase 1: Develop Project Goals

February 2021 – August 2021

Community outreach identified community priorities and established project goals to guide street design alternatives.

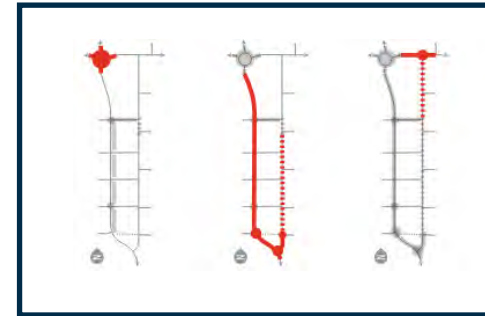
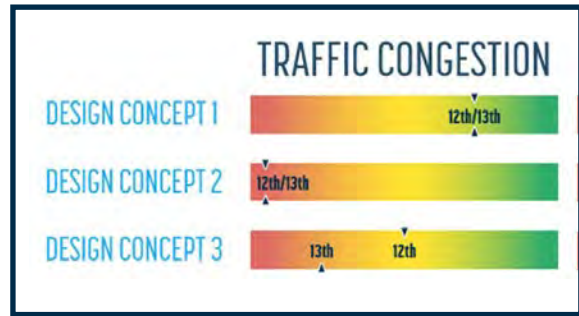


Phase 1: Urban Context Designation and Parking Study

Summer 2021

ODOT concurrence on a Central Business District urban context designation for OR 281 through the Heights aligns with project goals.

The Heights' first parking study was conducted to evaluate parking space types and availability compared to existing and future demand.



Phase 2: Evaluate Concepts

January 2022 – February 2022

Technical evaluation to determine how design concepts align with project goals.

Phase 3: Additional Design Studies

September 2022 – April 2023

Additional design studies requested by the Urban Renewal Agency (URA) on the design of key intersections and refinements to the streetscape design to inform the final streetscape plan.

Implementation Plan

August 2023 - September 2023

Recommendations for phasing future street improvements.

TSP Update and Jurisdictional Transfer Discussions

To be determined

This Plan will be adopted as an amendment to the City Transportation System Plan (TSP). As part of this process and to support the implementation of this Plan the City and ODOT will discuss opportunities for a partial or full Jurisdictional Transfer of OR 281 through the Heights.

2022

2023

2024

THE FUTURE

Phase 2: Community Outreach and Feedback

April 2022 – May 2022

Community open house and online survey to review design concepts and provide feedback to frame the development of a preferred streetscape concept for the Heights.



Phase 3: Preferred Concept Plan

May 2023 – August 2023

Development of the final streetscape plan incorporating URA feedback.



Phased Engineering, Design and Construction of Streetscape Plan Elements

To be determined

Over time, as funding allows, the elements of the Heights Streetscape Plan will go through final design and engineering and then be built.






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 mixed-use development.*




Local Identity

*Create an **identity for the Heights** that reflects the diverse culture and history of the area and as destination for local residents for goods and services.*




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.*

Evaluation Criteria

- Provides traffic calming.
- Accommodates vehicular traffic.
- Improves intersection safety.

Evaluation Criteria

- Accommodates parking.
- Supports the local economy.
- Supports livability.
- Adapts seasonally.

Evaluation Criteria

- Opportunity for creating identity.
- Supports the Heights as a destination for locals.
- Creates opportunities for an enhanced landscape.

Evaluation Criteria

- Provides comfortable places for walking and biking.
- Aligns with Safe Routes to School goals.
- Improves connections.
- Connects to planned bike routes.



Utility Infrastructure

Support existing and future development by maintaining and improving **utility infrastructure** as part of the streetscape project.



Community Engagement

Engage local residents and businesses, the school district, and those that use the corridor to provide ongoing input in the streetscape project.



Placemaking

Provide **locations for people** to gather, stop and rest.

Evaluation Criteria

- Impacts to utility infrastructure.

Evaluation Criteria

- Community feedback was part of the final evaluation and development of the preferred concept plan.

Evaluation Criteria

- Creates opportunities for placemaking.

PREFERRED CONCEPT PLAN

INTRODUCTION TO PREFERRED CONCEPT PLAN

Today's roads and intersections in the Heights were designed to move motorized vehicle traffic with limited consideration for the comfort of people walking and biking. As a result, the performance of the street for people driving (e.g., level of service) has remained relatively high while the comfort of people walking and biking is low.

Using the project goals and community feedback as a guide, the Project Team developed three preliminary design concepts, in addition to what was assumed in the City's adopted Transportation System Plan (TSP), to test various streetscape design elements. The concepts presented a spectrum of potential streetscape opportunities for improving the streets and intersections in the Heights. The concepts also sought to balance the streetscape performance for people driving, walking and biking while considering local business needs to better align the roadway design with project goals. The preliminary design concepts included:

- Baseline Alternative: Current Adopted Plan (City Transportation System Plan, October 2011, Amended April 2021)
- Design Concept 1: Two Lane, Two-Way Traffic on 12th and 13th Streets.
- Design Concept 2: One Lane, One-Way Traffic on 12th and 13th Streets.
- Design Concept 3: Hybrid – One Lane, One-way on 12th Street and Two-Way traffic on 13th Street.

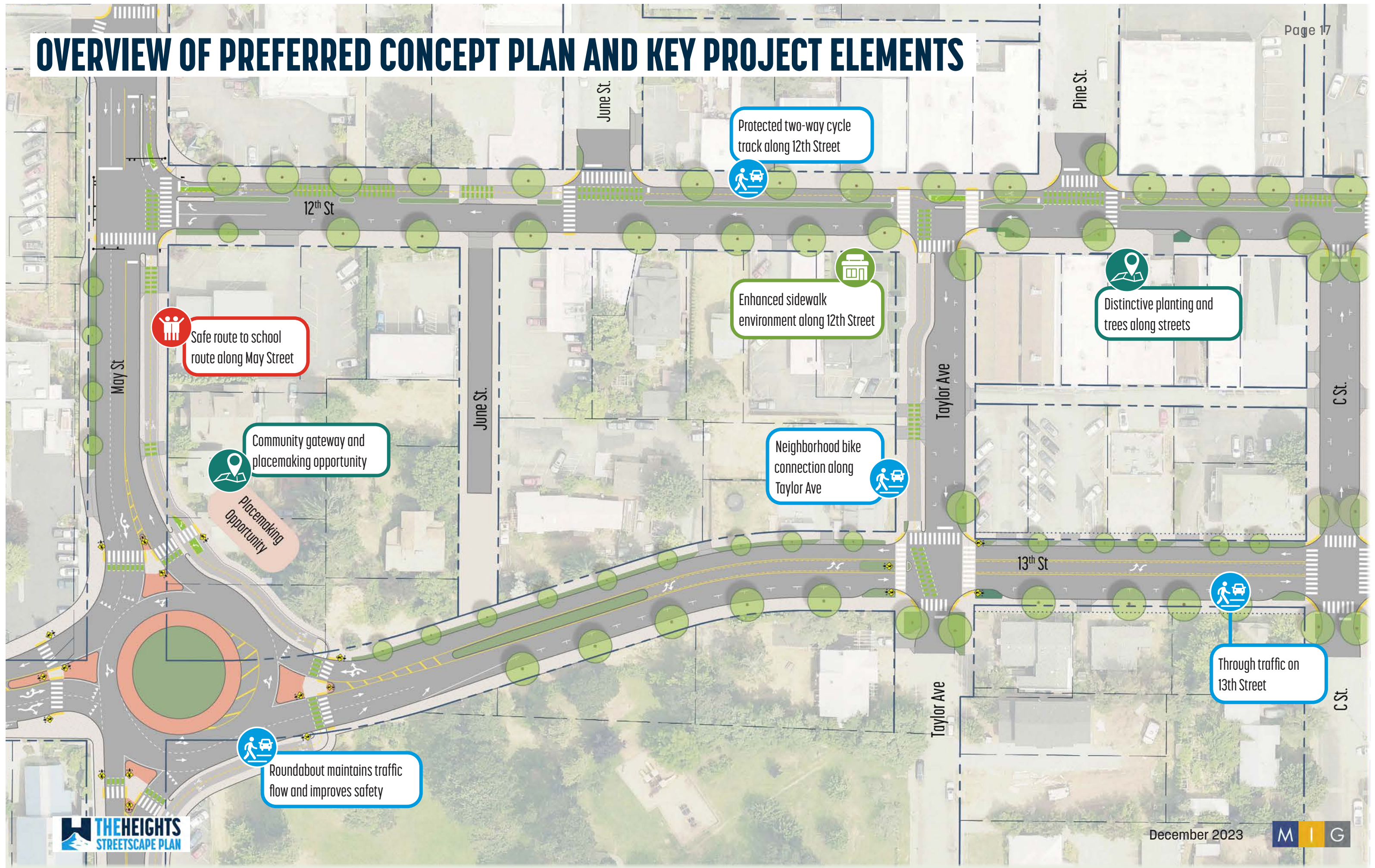
Consistent with the project goals, each of the three concepts reprioritized how the limited public right-of-way is used to improve safety and achieve the desired balance of performance for all modes of travel. Each alternative also changed the flow of traffic through the Heights, which was a departure from the City's adopted plan (TSP) that had been approved by ODOT.

Based on the technical evaluation and community feedback the URA recommend a design that built on Design Concept 3 (Hybrid) as it offered a compromise that aligns well with the project goals and balances divided community feedback. The following pages present the preferred concept plan for the Heights, documenting how it aligns with project goals and identifying design features for each of the streets and key intersections in the project area. The plan includes plan view and perspective renderings, typical street cross sections, and introduces character-defining streetscape elements to create a streetscape environment that reflects the values of the local community.



Photos from Community Open House

OVERVIEW OF PREFERRED CONCEPT PLAN AND KEY PROJECT ELEMENTS



Safe route to school route along May Street

Community gateway and placemaking opportunity

Placemaking Opportunity

Roundabout maintains traffic flow and improves safety

Protected two-way cycle track along 12th Street

Enhanced sidewalk environment along 12th Street

Neighborhood bike connection along Taylor Ave

Distinctive planting and trees along streets

Through traffic on 13th Street



Opportunities for parklets for expanded outdoor seating

One-way streets and parking on east/west streets to support local traffic

Opportunities for future bus stops in the Heights

Shared street for markets and community gathering

Traffic signal and simplified intersection

Curb extensions, medians, and RRFBs

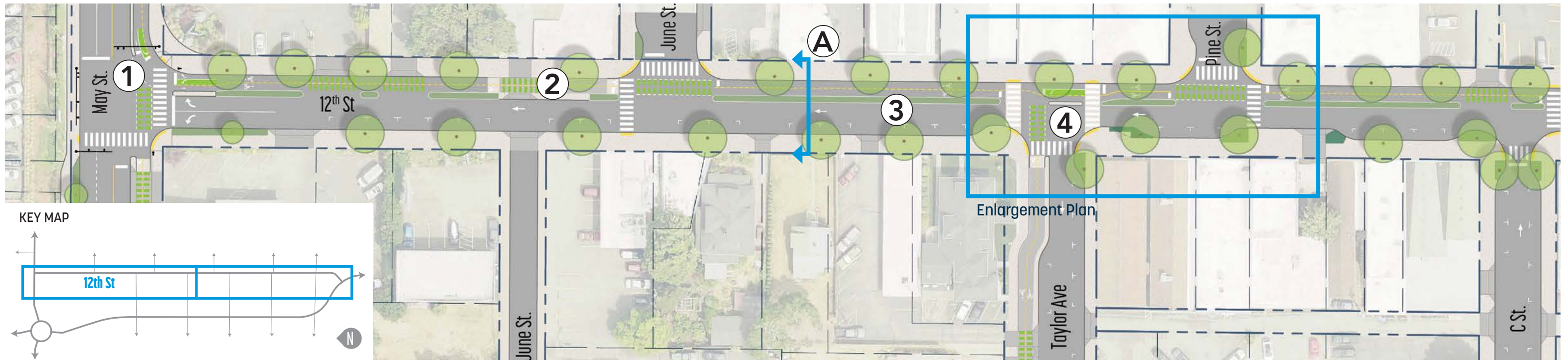
New entry slows cars entering the Heights

New bike connection to Pacific Avenue

LEGEND

- Existing Right of Way, See Note
- Parcel Lines
- Existing Easement
- Roadway
- Existing Driveway
- Raised pavement for truck access
- Sidewalk
- Planting
- Opportunity for green stormwater
- Street tree
- Rectangular Rapid Flashing Beacon (RRFB)
- Curb-bulb extension option

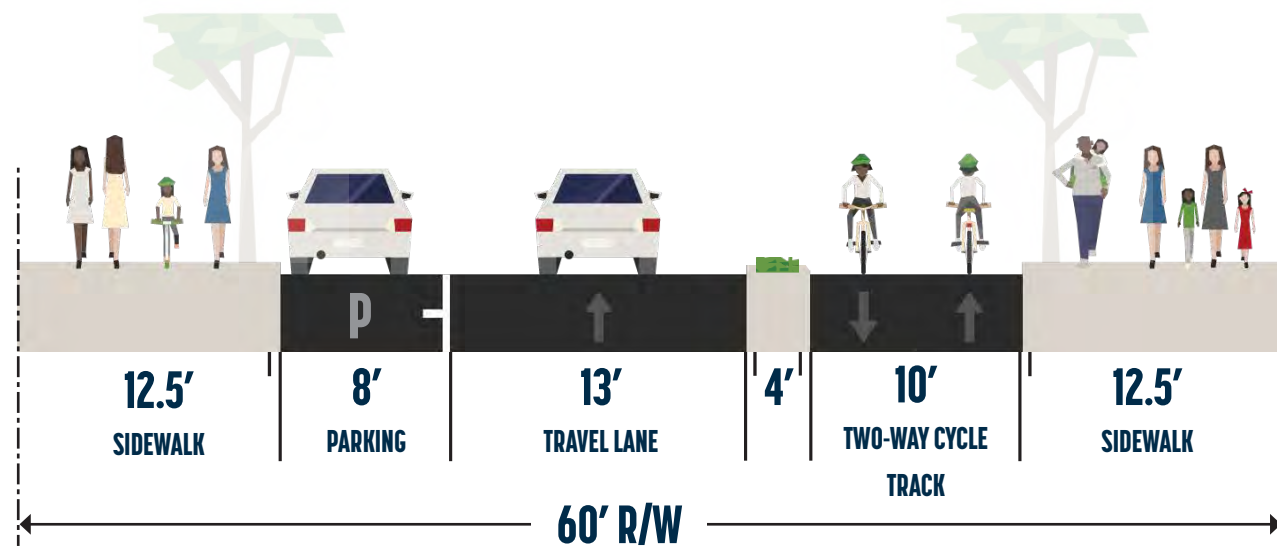
Note: Right of way shown is existing. Extents of property acquisition to be determined during design.



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 accommodates more than just vehicle traffic. Slower vehicle traffic allows people to move

along and across the street more comfortably. Businesses have more opportunity to expand into widened sidewalks and people can pause in expanded sidewalk zones at curb extensions creating opportunities for community gathering.

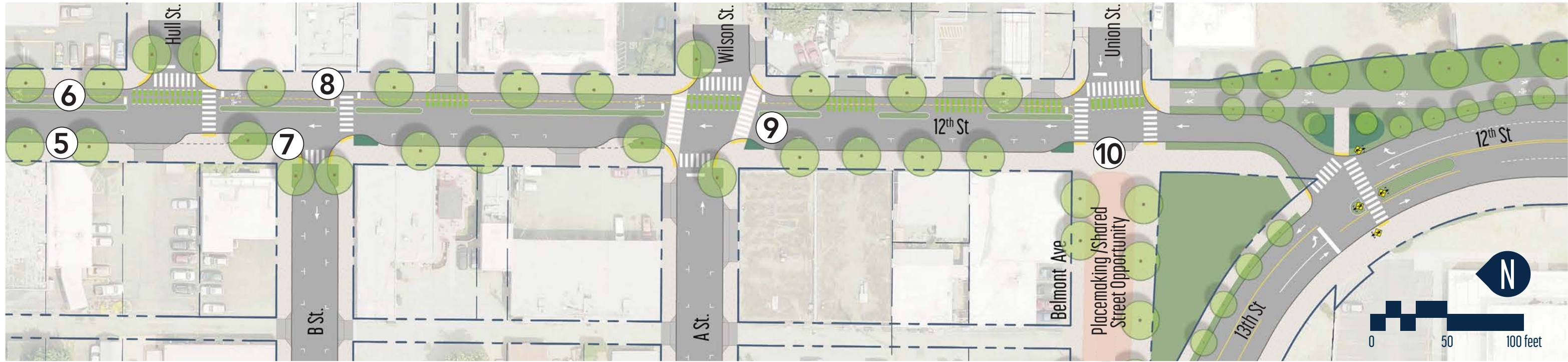
A Typical Street Section (looking north)



Design Features

- 1 Redesigned intersection and traffic signal to provide access for people biking to May Street.
- 2 Potential opportunity for future Columbia Area Transit (CAT) stop to be integrated into the street design.
- 3 Single travel lane slows traffic through the Heights.
- 4 Connection to cycle track at Taylor Avenue to support east/west neighborhood connection for people biking.





Design Features (cont'd)

- 5 On-street parking provides opportunities for “Parklets” for adjacent businesses.
- 6 Two-way protected cycle track.
- 7 Curb extensions reduce crosswalk distances and provide opportunities for planting including green stormwater infrastructure where feasible.
- 8 Wider sidewalks allow for more opportunity for street furnishings along the street.
- 9 Concrete or decorative crosswalk treatments at A Street and Taylor Avenue for improved visibility of crosswalks.
- 10 Access to Belmont Avenue shared street and alley via a new driveway ramp.





Existing Conditions in 2023

Calm traffic and improve intersections

Pass through traffic remains on 13th Street, allowing 12th Street to become a slower, more comfortable street for walking and biking while people driving to the Heights can park and easily walk to multiple destinations. Cars are slowed down with a single lane of traffic, curb extensions at intersections street trees, and crosswalks.

Livable community and economy

Wider sidewalks, safe bike routes, and public places to rest enable local residents to be more active. New street trees, and planting help reduce the urban heat island effect and create a more pleasant place to spend time outdoors - and patronize local businesses. Businesses can use the wider sidewalks to add seating or sidewalk displays.

Local Identity

The Heights already has its own unique character. Expanded sidewalks and public spaces gives space for local residents and businesses to be themselves. Design features, amenities, and planting will be selected to reinforce the local character.

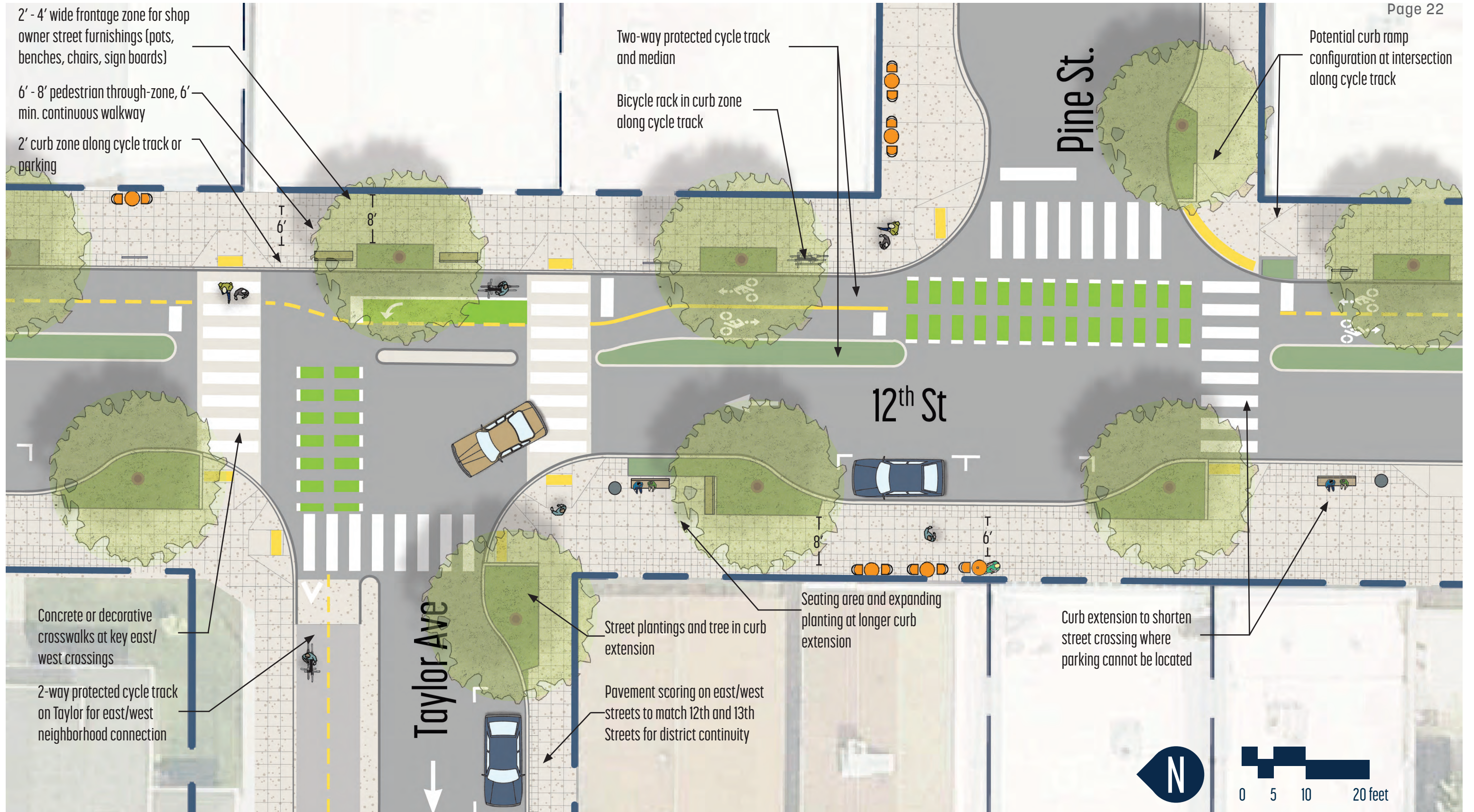
Safe, comfortable streets for people

Twelve-foot sidewalks provide enough space for a six-foot pedestrian clear zone for as well as cafe seating. A buffered two-way cycle track provides a safe route with connections to parks, schools, and local neighborhood destinations.

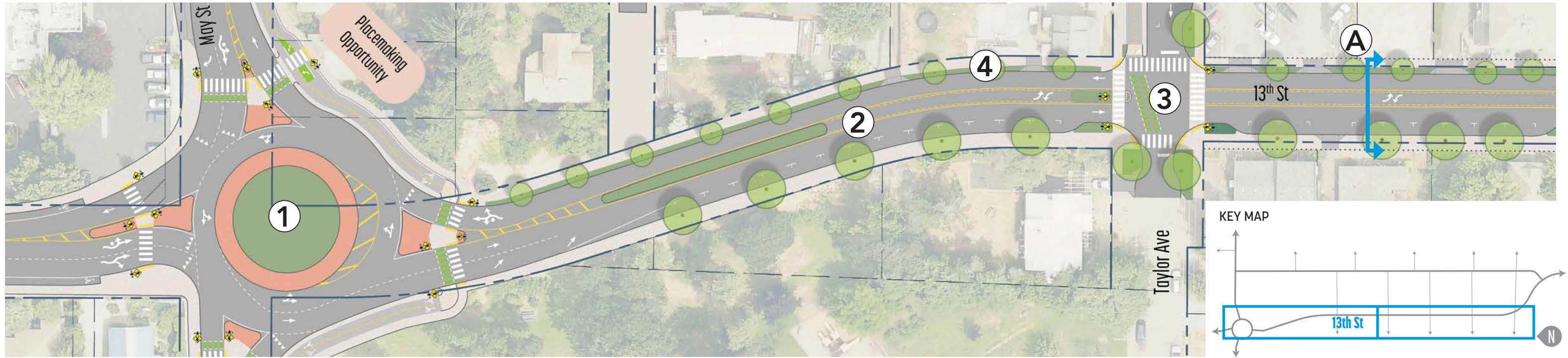


For illustrative purposes only

Perspective Illustration (looking south from Taylor Avenue)



Enlargement Plan of Typical Streetscape on 12th Street



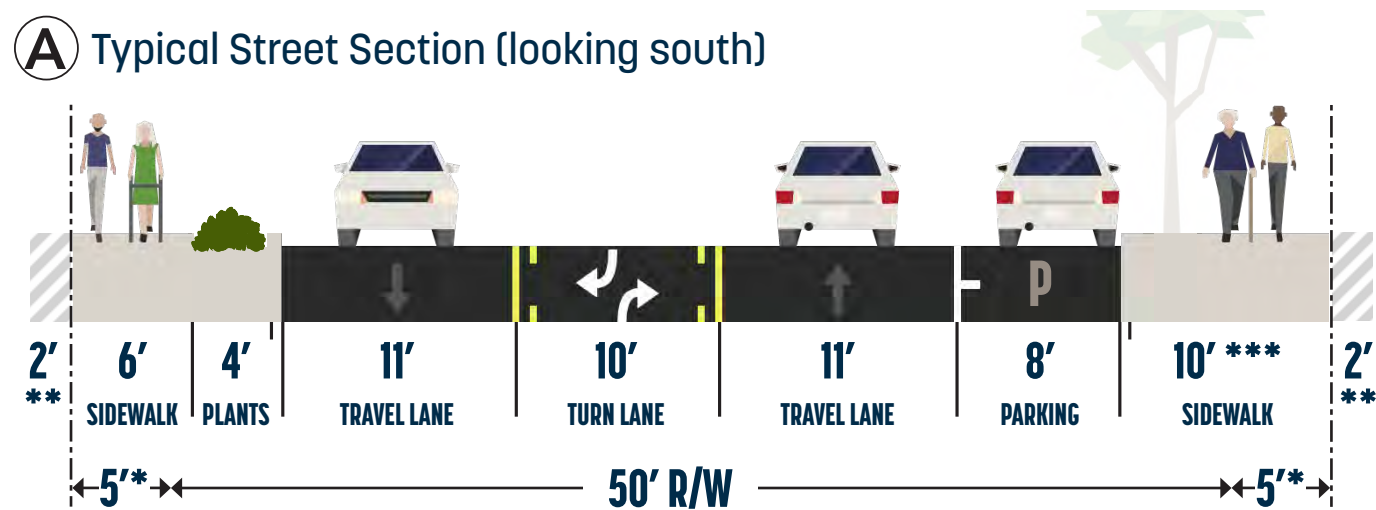
13th Street is designed as a through street with two-way traffic and will attract far more traffic than 12th Street. A center turn lane should help maintain traffic flow allowing people driving opportunities to turn to and from 13th Street. Design features along

13th are focused on slowing traffic and mitigating the impact of the center turn lane. A continuous planting strip with columnar street trees provides separation between the sidewalk and travel lane where there is no on-street parking.

Design Features

- ① New roundabout to maintain traffic flow and improve access and safety for people walking, biking, and driving through the intersection.
- ② Two-way traffic and a center turn lane through the Heights.
- ③ Intersection improvements and traffic calming at Taylor Avenue to improve neighborhood access across 13th Street.
- ④ Continuous planting strip between the sidewalk and a new northbound travel lane on the east side of the street.
- ⑤ Curb extensions and on-street parking along the west side of the street.

A Typical Street Section (looking south)

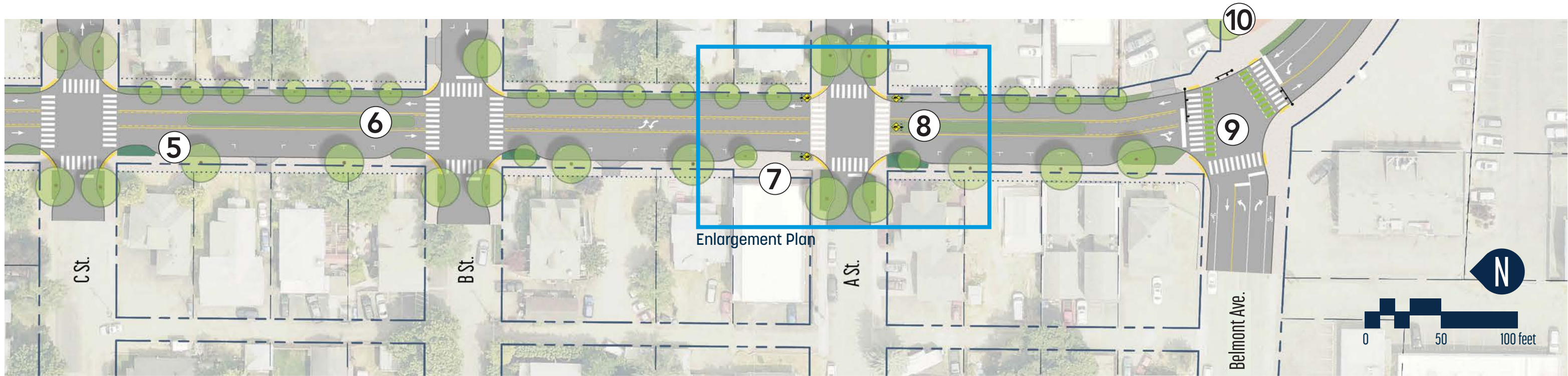


* Existing utility easements

**A future sidewalk easement, to be provided as properties redevelop, to allow for additional sidewalk space.

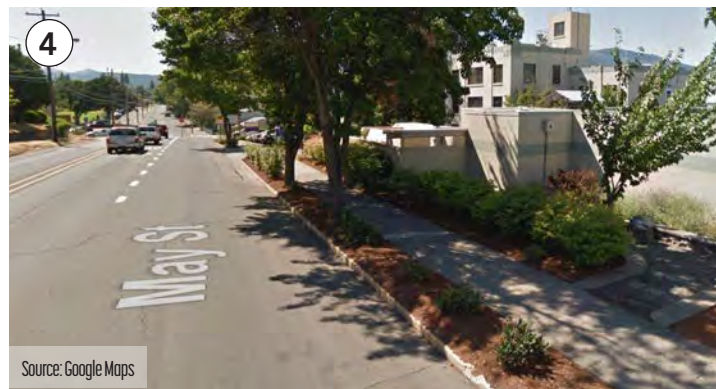
***Provide a 5' min. sidewalk width where existing structures and ramps to buildings are located within the 5' utility easement on the west side of 13th Street.





Design Features (cont'd)

- ⑥ Medians along 13th Street provide traffic calming.
- ⑦ Potential opportunity for future Columbia Area Transit (CAT) stop to be integrated into the street design.
- ⑧ Concrete or decorative crosswalk treatments at A Street and Taylor Avenue for improved visibility of crosswalks.
- ⑨ Redesigned intersection and traffic signal to improve access and safety for people walking, biking, and driving.
- ⑩ Closing Belmont Avenue creates an opportunity for a larger community gathering space.



13TH STREET - THE THROUGH STREET



Existing Conditions in 2023

Calm traffic and improve intersections

Changes to key intersections at May Street and Belmont Avenue set the stage for traffic entering the Heights. Medians, curb extensions and rectangular rapid flashing beacons (RRFBs) are proposed to help calm traffic and improve access for people crossing 13th Street.

Livable community and economy

Sidewalks are separated from the roadway by on-street parking or planting strips with street trees. Driveways and off-street parking are encouraged to be accessed from east/west streets or alleys to improve safety, reduce potential conflicts, and maintain traffic flow.

Local Identity

Opportunities for native plantings that reflect character and values of the neighborhood in planting strips, curb extensions and medians. Larger placemaking opportunities are located at key intersections at each end of the Heights along 13th Street.

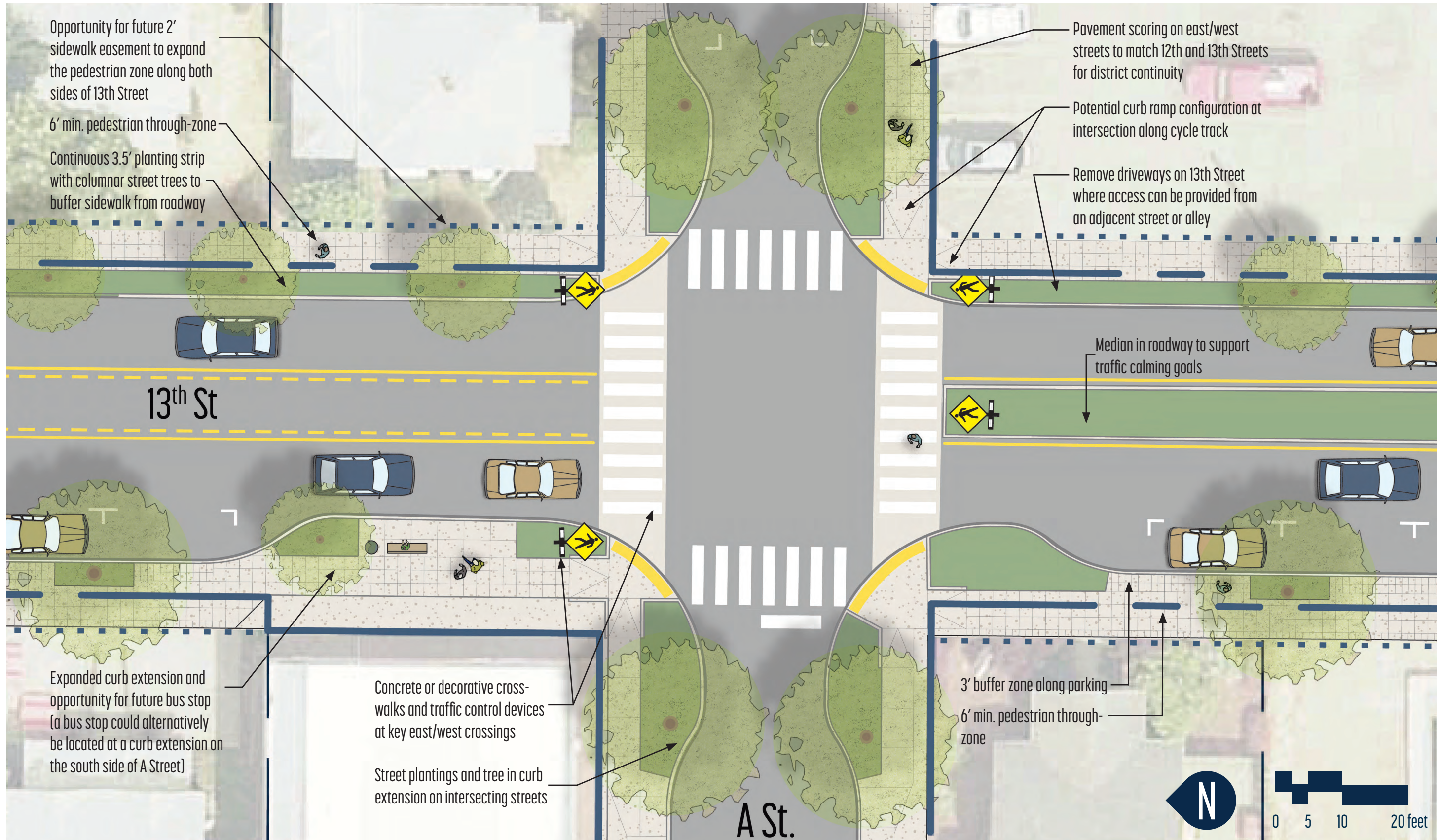
Safe, comfortable streets for people

13th Street focuses on circulation and access for people driving while providing safe, comfortable streets for walking. Crossings at Taylor Avenue and A Street focus on improving safety for people walking and biking across the street.



For illustrative purposes only

Perspective Illustration (view of 13th Street looking north towards A Street)



Enlargement Plan of Typical Streetscape on 13th Street

MAY STREET AND 13TH STREET ROUNDABOUT

A roundabout at 13th and May Streets will address existing issues, help to maintain traffic flow, minimize traffic delays, and provide safe crossings for people walking and biking. A new two-way cycle track will be integrated into the intersection helping to create a safe route between local schools, parks, and other neighborhood destinations. The expansion of the intersection creates an opportunity for placemaking and a new gateway into the Heights.

Calm traffic and improve intersections

A roundabout reduces conflicts points, improves safety, and supports lower speeds and traffic calming through the intersection.

Livable community and economy

A roundabout helps to maintain traffic flow throughout the year and minimize backups.

Local Identity

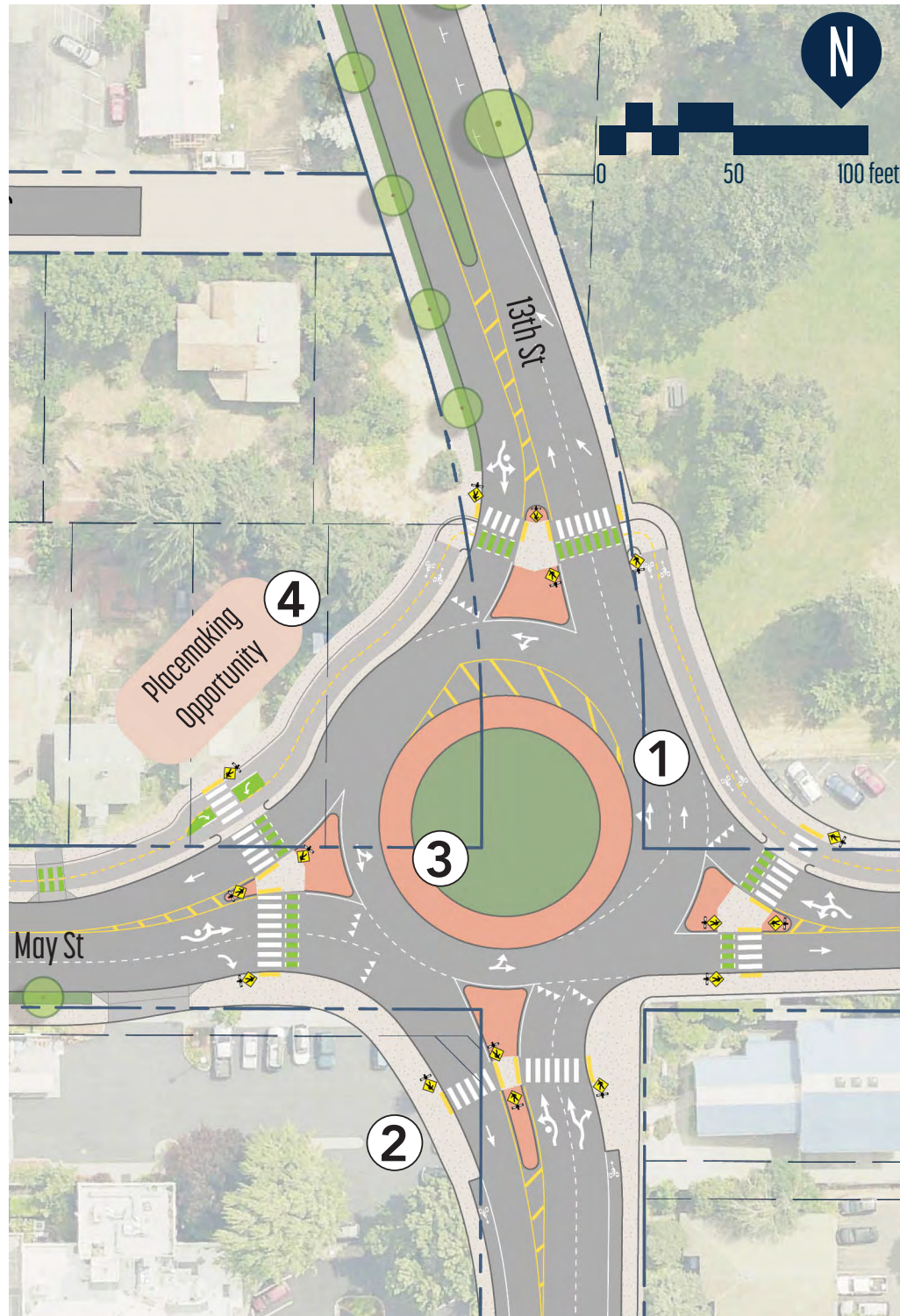
A roundabout could include an opportunity for placemaking and a new gateway marking the entry into the Heights.

Safe, comfortable streets for people

Improved crosswalks with RRFBs and a cycle track improve access and safety for people walking and biking.

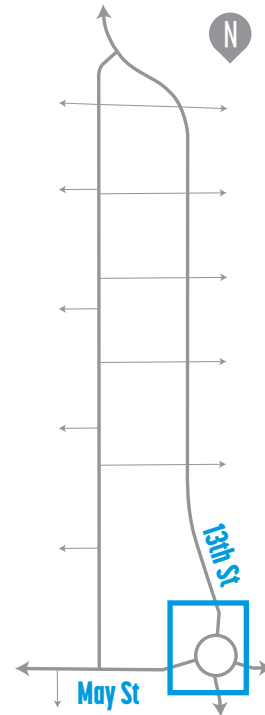


Perspective Illustration (view of May Street and 13th Intersection)



Intersection Concept Plan

KEY MAP



LEGEND

- Existing Right of Way, See Note
- Parcel Lines
- Existing Easement
- Roadway
- Existing Driveway
- Raised pavement for truck access
- Sidewalk
- Planting
- Opportunity for green stormwater
- Street tree
- Rectangular Rapid Flashing Beacon (RRFB)

Design Features

- ① Roundabout layout and sizing to accommodate the planned vehicular traffic needs.
- ② Rectangular Rapid Flashing Beacon (RRFB) at crosswalks
- ③ Raised pavement surrounding the roundabout and at splitter islands to accommodate truck and bus access.
- ④ Opportunity for placemaking and community gateway.



BELMONT, 12TH, AND 13TH INTERSECTION

A reconfigured intersection closes Belmont Avenue to vehicles between 12th and 13th Streets to help manage congestion for vehicle traffic, provide safer crossings for all users, and slow vehicle traffic before entering the Heights. The block-long street closure on Belmont Avenue creates a flexible pedestrian-oriented shared street while allowing vehicle access to the alley and local businesses. A new shared use path along 12th Street from Pacific Avenue connects people walking and biking to the two-way cycle track along 12th Street at Belmont Avenue.

Calm traffic and improve intersections

Simplified intersections improve operations and slow traffic entering the Heights from the south.

Livable community and economy

The intersection reconfiguration supports goals for all users and access to local businesses.

Local Identity

Opportunities for new planting, street trees, and the Belmont shared street create a destination for local events.

Safe, comfortable streets for people

New bike connections and crosswalks improve safety and support Safe Routes to School goals.

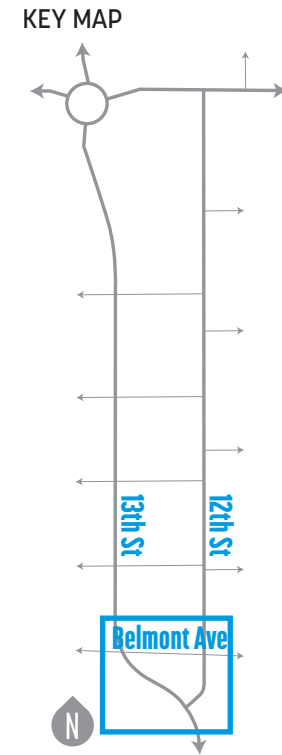


Perspective Illustration (looking north)

For illustrative purposes only



Intersection Concept Plan



Design Features

- ① Simplified intersection with Belmont Avenue closed and new traffic signal to improve safety and access.
- ② The Belmont Avenue street closure provides placemaking and an opportunity for a community gathering space.
- ③ A driveway ramp allows vehicle access to the alley and adjacent business parking.
- ④ A shared use path along 12th Street provides a safe route for walking and biking to Pacific Avenue.
- ⑤ The realigned intersection of 12th and 13th Streets creates an opportunity for a green stormwater facility.

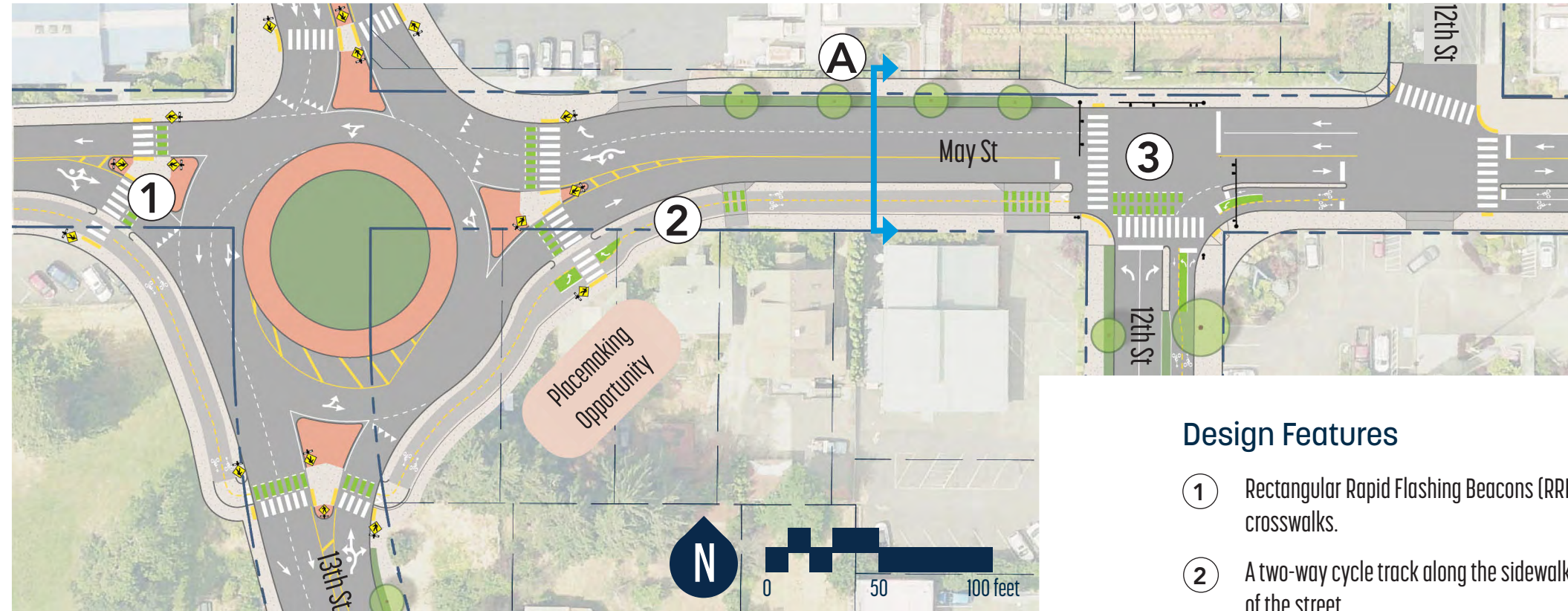


MAY STREET

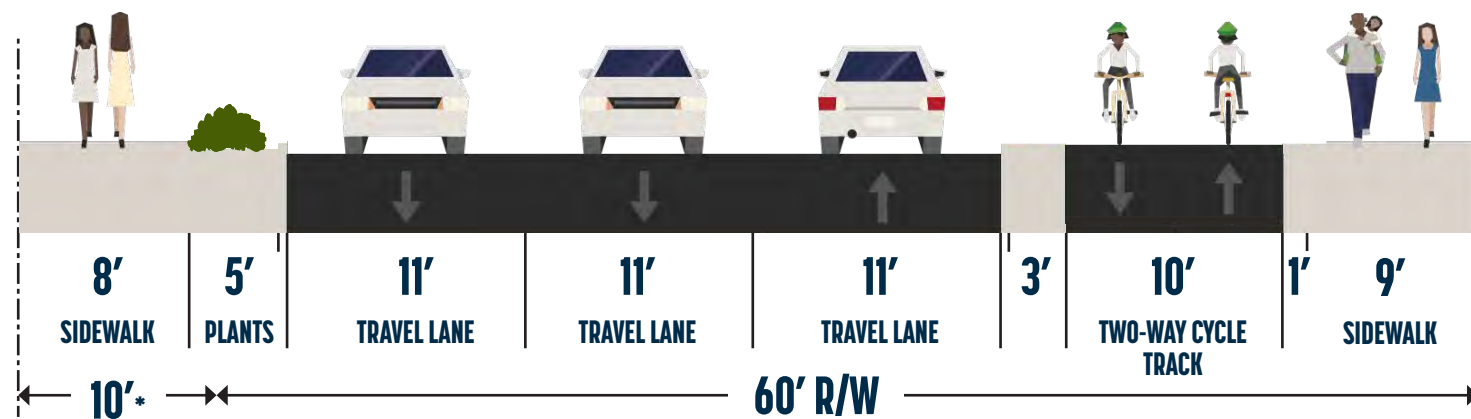
May Street is designed as a complete street with bicycle, pedestrian, and automobile infrastructure to provide a safe route for people traveling to local schools, parks, and other neighborhood destinations. The intersection at 13th Street

is redesigned with a roundabout to maintain traffic flow and reduce potential conflict points between people, walking, biking and driving. The intersection at 12th Street is redesigned to accommodate the new cycle tracks on May and

12th Streets. The continuation of the two-way cycle track on May Street beyond the project boundary (i.e., east of 12th Street) will need to be coordinated with future city planning and design projects.



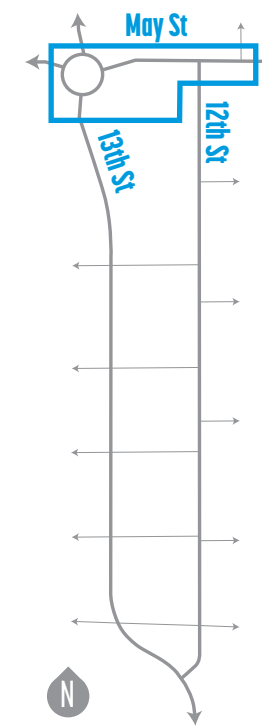
May Street Plan



A Typical Street Section (looking east)

* Existing utility easements

KEY MAP



Design Features

- 1 Rectangular Rapid Flashing Beacons (RRFB) at roundabout crosswalks.
- 2 A two-way cycle track along the sidewalk on the south side of the street.
- 3 Improved signalized intersection with new infrastructure and traffic signal for people biking.



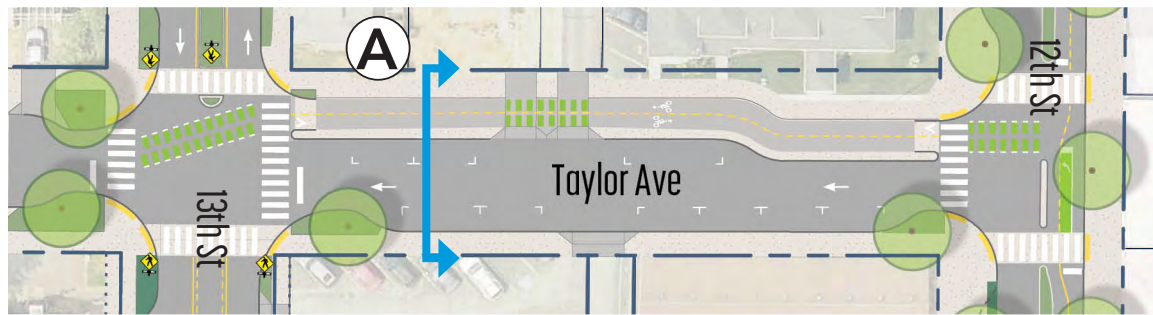
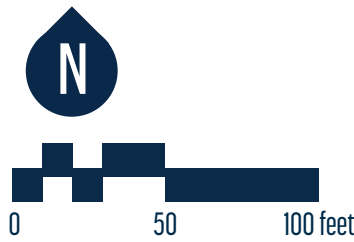
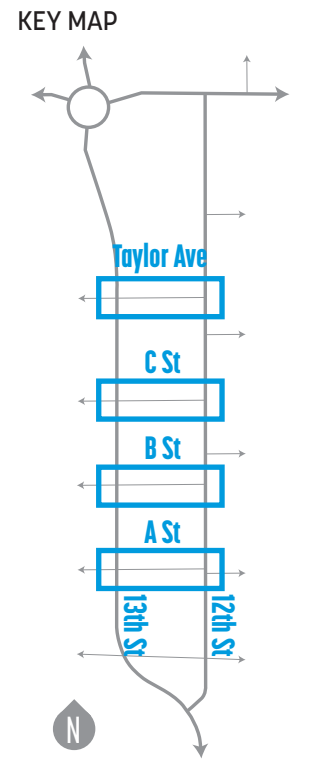
TAYLOR AVENUE AND A, B, AND C STREETS

Taylor Avenue

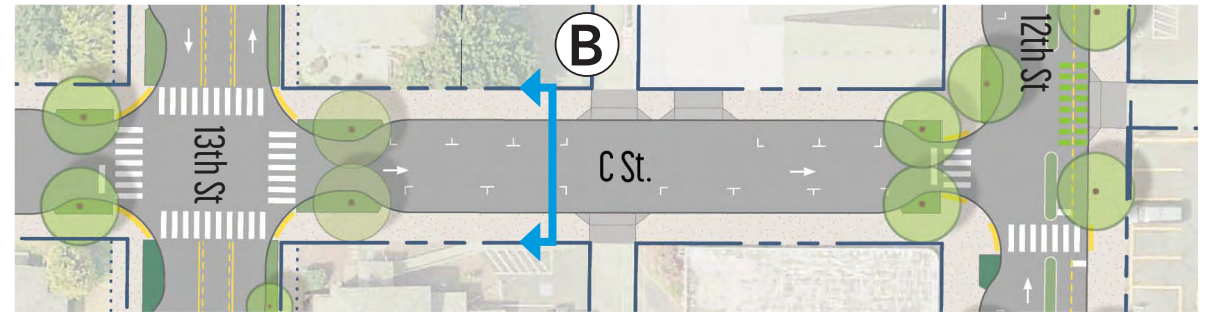
Taylor Avenue is redesigned to provide a safe, comfortable place for people biking across the Heights. Improvements to the intersections at 12th and 13th Street enhance Taylor Avenue as a key connection across the neighborhood to local schools and parks. To create space for the protected two-way cycle track motorized vehicle traffic is limited to one-way westbound travel.

A, B, and C Streets

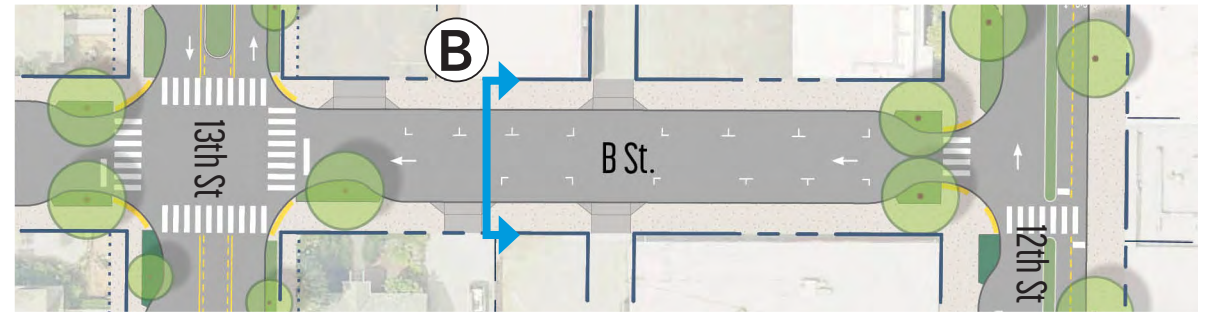
The district's other east/west streets (A, B, and C Streets) also become one-way streets, alternating between eastbound and westbound traffic, to provide predictable circulation and access to on-street parking. By reducing traffic to one-way along these narrow 50-foot rights-of-way, on-street parking can be provided along both sides of the streets with wider sidewalks to improve access for people walking.



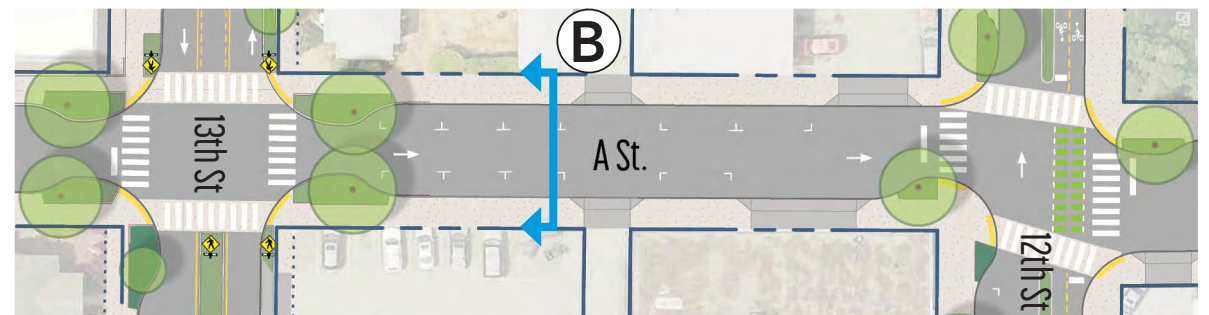
Taylor Avenue Plan



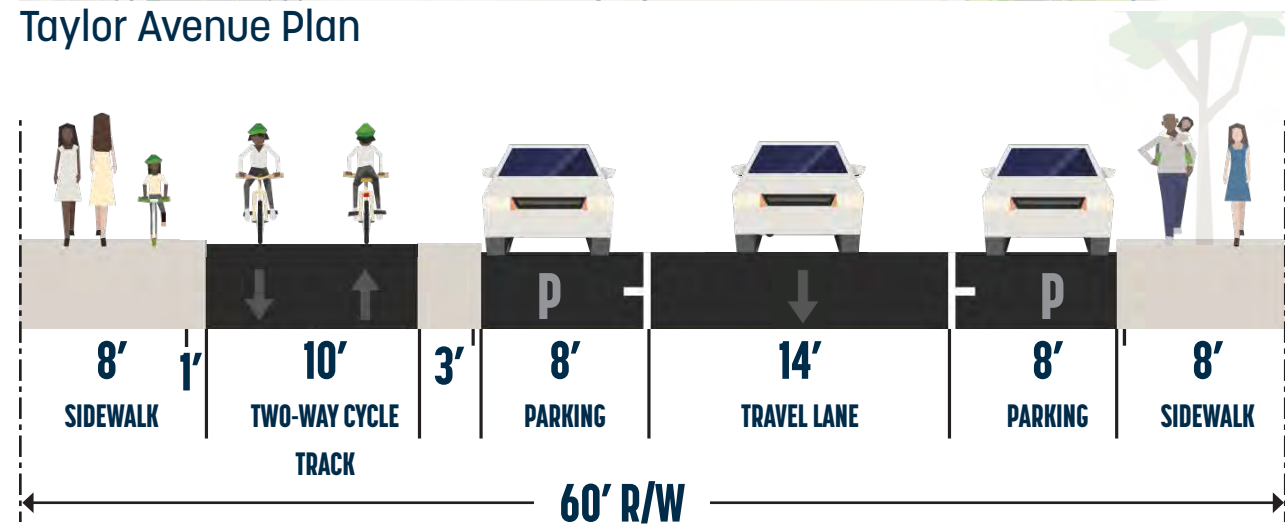
C Street Plan



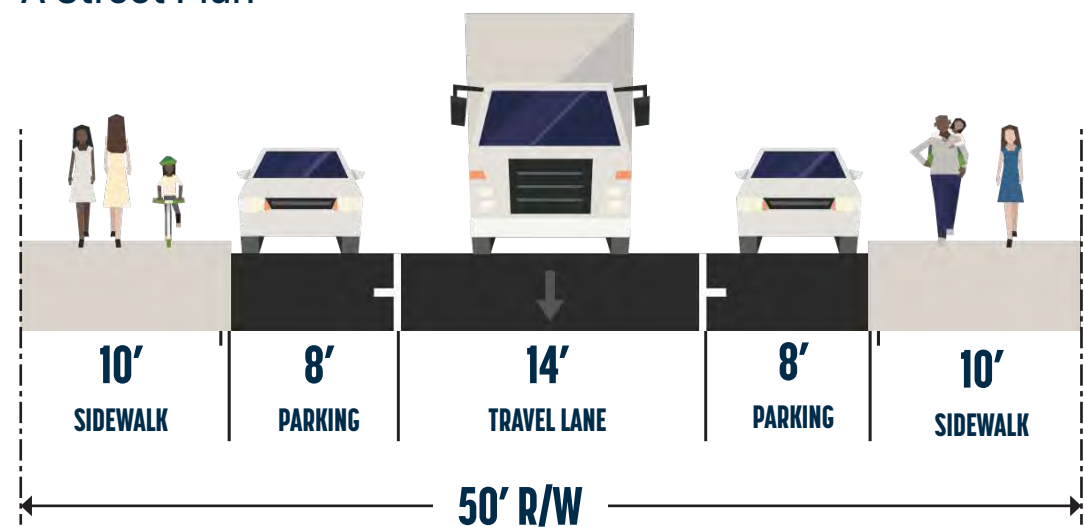
B Street Plan



A Street Plan



A Typical Street Section - Taylor Street (looking east)

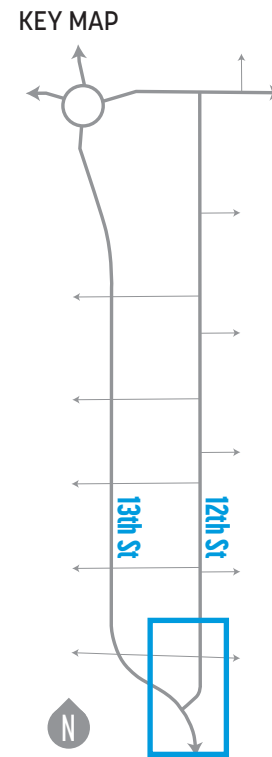


B Typical Street Section - A, B, and C Streets (looking east or west)

12TH STREET BIKE CONNECTION TO PACIFIC AVENUE

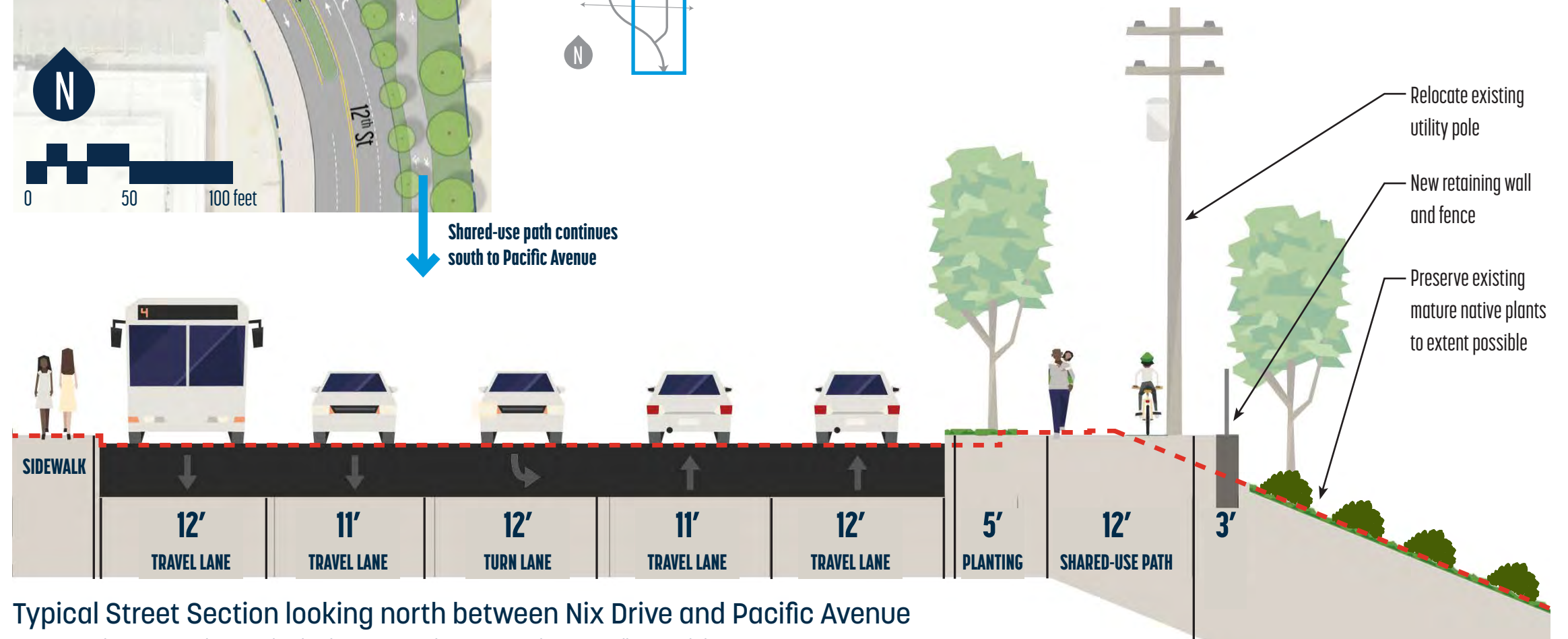
12th Street is an important north-south route connecting the Heights business district to the residential and commercial areas to the south of Indian Creek. Given the relatively high-speed, high-volume street environment along 12th Street it is envisioned the existing roadway is reconfigured and the sidewalk zone widened to provide a shared-use path for people walking and biking that is separated from the roadway.

Impacts to existing native vegetation planted and maintained by the community on the slope below the path should be minimized and disturbed areas restored with new native plantings to continue to enhance the local landscape.



Existing Conditions at 12th St looking North toward Nix Ave

Shared-use path continues south to Pacific Avenue



Typical Street Section looking north between Nix Drive and Pacific Avenue

Existing typical street section shown in red to show how existing roadway narrows and retaining walls are needed.

URBAN DESIGN ELEMENTS

NEIGHBORHOOD CHARACTER

Streetscape elements, which include street furnishings, plantings, green stormwater infrastructure, and even the presence of driveways, play a role in defining the Heights' character. The Heights should build upon its existing identity as an asset to guide the design of future improvements. By cultivating a unique brand of neighborhood character, the Heights will invite more community gathering and strengthen itself as a local destination.

Community engagement and local leadership have helped shape the streetscape elements and neighborhood character documented in this plan, which are offered as a starting point for further conversations and design efforts. As part of a public open house the community was asked to pick from a series of images to help inform the selection of materials and atmosphere for the streetscape. The following images represent the most popular choices from the more than 250 participants.



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

Vision for Streetscape Character

- Build upon existing neighborhood character to maintain authenticity.
- Create consistent and inviting places to connect and gather.
- Differentiate the Heights from Downtown.

Open House Most Popular Images: Materials



Open House Most Popular Image: Placemaking



Open House Most Popular Images: Design and Atmosphere



Street furnishings serve as amenities and part of an interactive experience for both locals and visitors. Along with plantings, paving and streetscape layout, the design of street furnishings help set the tone for the neighborhood identity and

character. Below are recommended furnishing types, materials, and style directions for street furnishings consistent community input. Input from the 2022 Community Open House input was relatively unified in preferring a contemporary,

informal, and lively look and feel. As future street improvement projects are developed and implemented, the City should select a specific family of street furnishings that can be used for all project area streetscapes. The furnishings

selected should be appropriate for the spaces created and align with the local identity and needs of the community. Special consideration should be given to the specific maintenance demands of each piece.

Description All Metal Seating (lower maintenance)

Wood and Metal Seating (higher maintenance)

Bicycle Racks

Receptacles

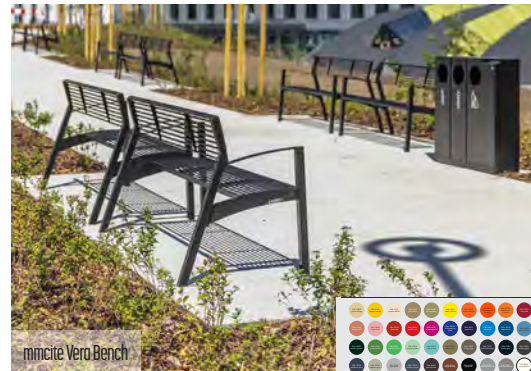
Contemporary Classic

Clean lines and timeless form



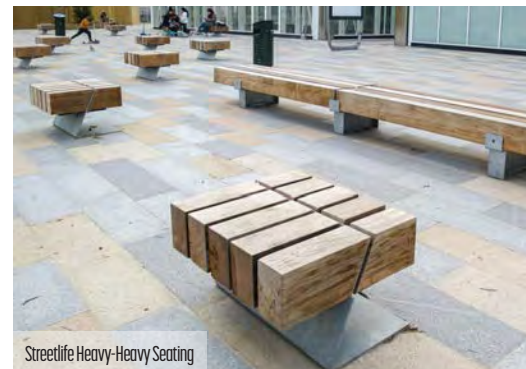
Contemporary with Color

Bright color and bold design



Artistically Agrarian

Modern style evokes rural context



GREEN STORMWATER INFRASTRUCTURE OPPORTUNITIES

Public streets provide a network for moving people and goods and provide space for public infrastructure, both which are vital to serving communities. Streets should also serve as a catalyst for environmental improvements and mitigate the many nuisances associated with urban traffic and “make streets better neighbors” (AASHTO “A Policy on Geometric Design of Highways and Streets”, 7th Edition, 2018).

Polluted stormwater runoff from streets is recognized as a major contributor to nonpoint source pollution in our local water bodies and waterways. Each time we drive our vehicles, small filings of heavy metals and drippings of various oils and anti-freezes fall onto the roadway. When rains come, these toxic particles – along with sediment and trash – are carried into stormwater pipes and discharged into creeks, streams, and rivers, contribute to pollutant loading, and disrupt the chemical composition of the plant and animal life that use our surface waters.

Green stormwater infrastructure (GSI) filters and absorbs stormwater where it falls and reintroduces ecological functions back into the built environment. Using plant or soil systems such as bioretention

cells, GSI intercepts and filters stormwater to improve water quality, reduce flooding events, and support groundwater recharge.

GSI systems can also provide multiple community benefits, promoting health, equity, and human habitat, and be integrated into the street design to realize complementary goals related to safety, livability, and enhanced aesthetics.

The City of Hood River encourages implementing GSI to manage urban stormwater runoff as close to the source as possible. The diagram and images on this page depict potential opportunities for incorporating GSI during the implementation of the Heights Streetscape Plan.

Specific opportunities for integrating GSI into the streetscape will occur as projects are designed. The design and engineering of GSI facilities should take into consideration the presence of existing drainage infrastructure, infiltration capacity of soil, the design of the street, and other factors. The locations shown on the diagram below are based on the locations of existing catch basins and planned curb extensions and opportunities that may be created as part of the design of key intersections and placemaking opportunities.

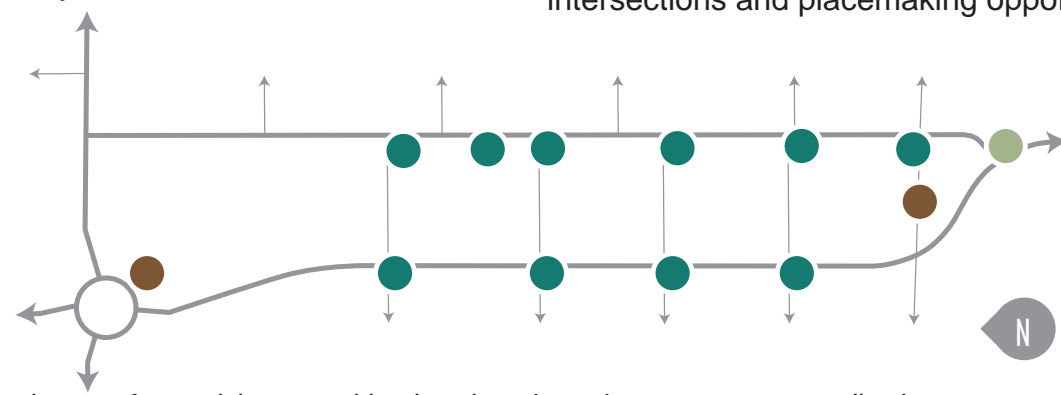


Diagram of potential opportunities; locations dependent on stormwater collection.

● Bioretention cells at curb extensions

Bioretention cells can be integrated into curb extensions where stormwater is collected to provide water quality treatment and support goals related to traffic calming and reducing the distance of street crossings.



● Opportunities at realigned intersections

The realigned intersections of 12th and 13th Streets may create space and an opportunity for a larger bioretention cell that can manage runoff from adjacent pavement areas.



● Placemaking Opportunities

Future designs should explore opportunities for incorporating GSI features into the placemaking opportunities created at key intersections.



PLANT PALETTE: TREES

Adding trees to the Heights' streetscapes will help accomplish multiple goals including traffic calming, a healthy environment, and community gathering. Tree canopy should be maximized, using the largest tree feasible for each location, within constraints such as traffic clearances and below overhead utilities. Street

improvements should be designed to provide enough soil volume so trees can realize their full potential. A diversity of species builds resilience to the changing climate, pests, and diseases. To the extent practical existing street trees should also be preserved where the trees are in good health and do not conflict with future street improvements.

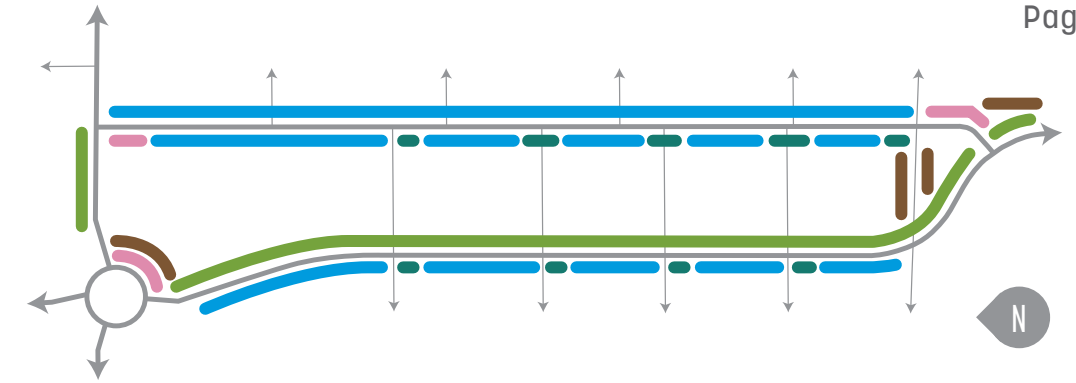


Diagram of preliminary intended locations for tree types

Typical Street Tree • Medium/large trees create an urban forest where space allows.

Cercis canadensis



Koelreuteria paniculata



Magnolia 'Galaxy'



Nyssa sylvatica 'Wildfire'



Zelkova serrata 'Village Green'



Columnar • Used where space is limited adjacent to travel lanes.

Carpinus caroliniana 'CCSQU'



Quercus robur 'Fastigiata'



Quercus robur 'Crimschmidt'



Stormwater • Used in Green Stormwater Infrastructure.

Acer griseum



Frangula purshiana



Small • Used where space is limited and under overhead utility lines.

Lagerstroemia 'Muskogee'



Syringa reticulata 'Ivory Silk'



Tilia cordata 'Halka'

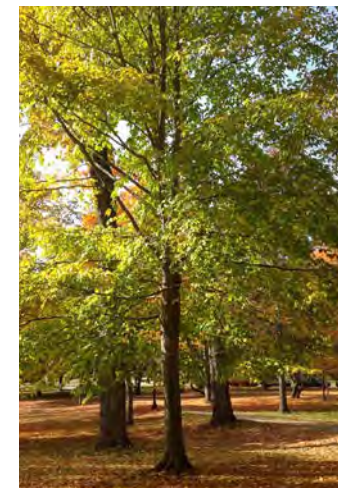


Gateway • Mark entrances to neighborhood where space allows.

Cladrastis kentukea



Fagus grandifolia



Tsuga mertensiana



PLANT PALETTE: SHRUBS AND GROUNDCOVER

Ground-level plantings help reinforce neighborhood identity and create aesthetic appeal. This palette of many drought-resistant plants are adapted to the current and future Hood Rive climate, reducing long-term maintenance needs. Year-round interest

is created with evergreens, colorful stems, and pollinator-friendly flowers. Importantly, plants must be naturally low growing to maintain sightlines for people walking, biking, and driving, and appropriate for site-specific conditions.

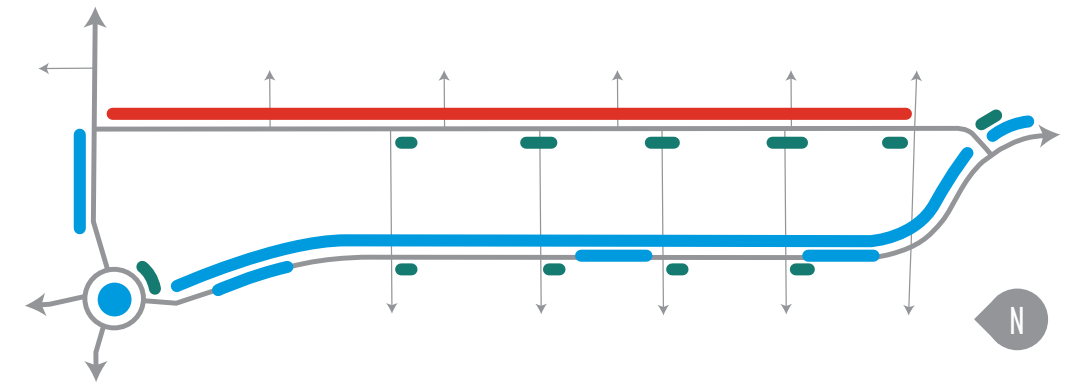


Diagram of preliminary intended locations for planting types

● General Right-of-Way

- Used for all right-of-way planting in planting strips, curb bulbs, and medians that are NOT within sight-distance triangles of intersections, driveways, and crosswalks.
- 36" maximum height.

Juiperus conferta 'Blue Pacific'



Mahonia nervosa



Sedum spectabile 'Autumn Joy'



Sedum relexum 'Blue Spruce'



Asclepias speciosa



Echinacea hybrid 'Cheyenne Spirit'



Perovskia atriplicifolia 'Little Spire'



Rudbeckia hirta 'Indian Summer'



Bouteloua gracilis 'Blonde Ambition'



Pennisetum alopecuroides 'Hameln'



Cornus sericea 'Kelseyi'



Spiraea japonica 'Walbuma'



● Intersections and Cycle Track

- 18" maximum height along the entire cycle track buffer.
- 24" maximum height within sight-distance triangles of intersections, driveways and crosswalks other than the cycle track buffer.

Geranium macrorrhizum



Pennisetum alopecuroides 'Little Bunny'



Sedum spectabile 'Autumn Joy'



● Stormwater • Plants adapted to both wet and dry conditions with a focus on habitat value.

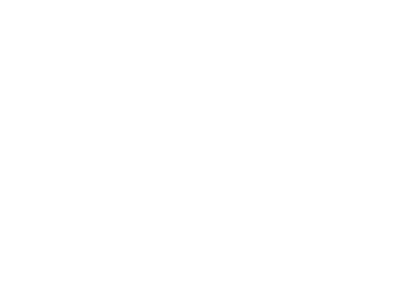
Asclepias incarnata



Carex elata 'Aurea'



Cornus sericea 'Kelseyi'



Juncus patens



Mahonia nervosa



Spiraea japonica 'Walbuma'



ACCESS MANAGEMENT (DRIVEWAYS)

Driveways are an essential part of any street network and represent the start and end points of vehicle trips to a location. Each driveway also represents a conflict point between people driving and people walking or biking. The number of driveways along a street relates to the safety and performance of the street and therefore, access should be managed through thoughtful consideration of context, function, and location.

Reasons for managing driveway access include:

- Driveways are too close to intersections.
- Limited sight distance for judging traffic.
- Reduce conflict points to increase safety.

Good access management begins at the planning level and proceeds through design, construction, and ongoing maintenance. Driveways can allow all movements or restrict various movements into and out of a driveway. When well executed, access management will result in an appropriate balance between the safety and operating efficiency of the street and effective access to adjacent properties. Access management can also support economic goals within a community.

Goals for managing driveway access in the Heights include:

- Removing (or limiting access at) driveways that cross cycle tracks where possible to

reduce conflict points between people driving and biking.

- Removing driveway access from 13th Street where adjacent parcels have access from adjacent streets or alleys to help maintain traffic flow and reduce conflicts for people driving.

The map below identifies existing driveway locations that relate to these goals. As properties redevelop and future street improvements are implemented changes should be considered for these driveways.

RELEVANT COMMUNITY PRIORITY GOAL



Calm traffic and improve intersections

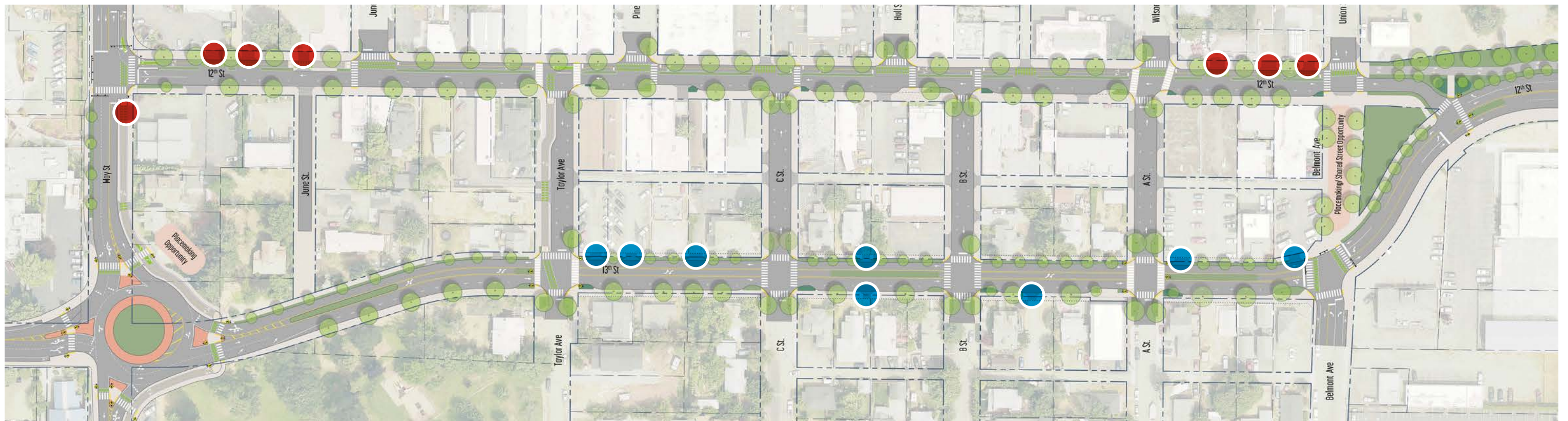


Safe, comfortable streets for people

ACCESS MANAGEMENT RECOMMENDATION

Explore shifting existing driveway access to adjacent side street or alley.

Explore removing or relocating existing driveway crossing the cycle track.



Map of access management opportunities

IMPLEMENTATION PLAN

INTRODUCTION TO IMPLEMENTATION PLAN

The Heights Streetscape Plan changes how streets are used and how traffic and people move through the Heights. This requires improvements at the key intersections and along 12th and 13th Streets. Implementing these community priorities will take time and require significant resources. Elements that add to the complexity include:

- ODOT Coordination: The city needs to determine whether OR-281 continues to operate under ODOT jurisdiction, or if part or all of the existing highway system through

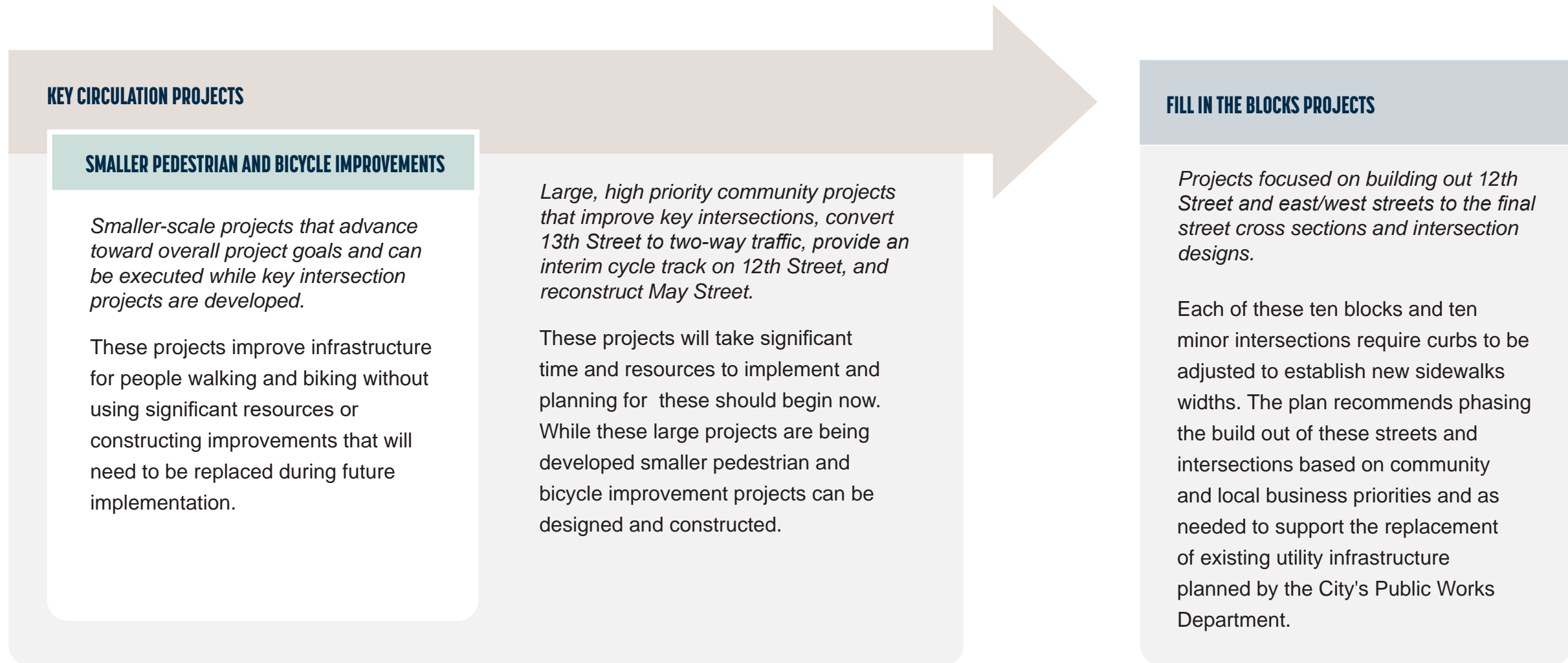
the Heights becomes the City’s under a Jurisdictional Transfer.

- Property Acquisition: Key intersection projects require the acquisition of real property to implement future improvements. This process requires specific procedures that must be followed to execute a negotiated purchase of impacted properties and takes time.
- Project Funding: Funding must also be identified for the future design and construction of improvements.

This implementation plan balances the complexity of large intersection projects with the community’s desire to begin implementing improvements quickly. Sequencing incremental improvements that build toward the long-term vision first, the plan identifies opportunities for projects that can be implemented more easily while the more complex intersection and circulation projects are developed. The plan also focuses on 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; Key Circulation Projects; and Fill in the Blocks Projects.

Individual project information is provided on a series of Project Profile pages that includes more description of the project scope and design considerations for future implementation.

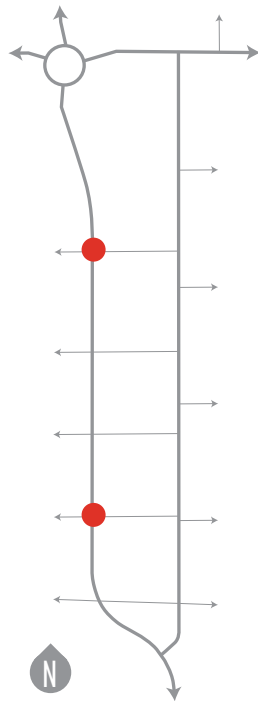


Diagrammatic summary of implementation plan

SMALLER PEDESTRIAN AND BICYCLE IMPROVEMENTS

Key East/West Crossings on 13th St

RATIONALE Start with intersection improvements across 13th St to improve neighborhood access and safety.



DESCRIPTION Curb extensions, RRFBs, and other intersection improvements to improve access and safety at Taylor and A Streets.

COMPLEXITY + + + + +

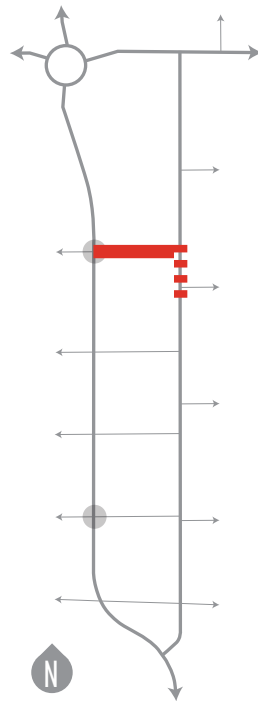
PRIORITY ! ! ! ! !

COST \$1.3M - \$1.7M



Taylor Ave Neighborhood Connection

Establish Pine St to Taylor Ave as a safe, comfortable route across the Heights for people walking and biking.



Full reconstruction of Taylor Ave and interim improvements on 12th St between Pine St and Taylor Ave.

COMPLEXITY + + + + +

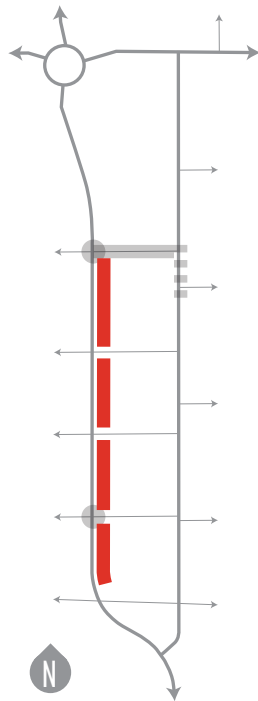
PRIORITY ! ! ! ! !

COST \$1.2M - \$1.6M



East Sidewalk Along 13th St

Create a comfortable walking environment along the east side of 13th St to prepare for future two-way traffic.



New sidewalk and planting strip between (but not at) intersections. Include driveway removals for access management where possible.

COMPLEXITY + + + + +

PRIORITY ! ! ! ! !

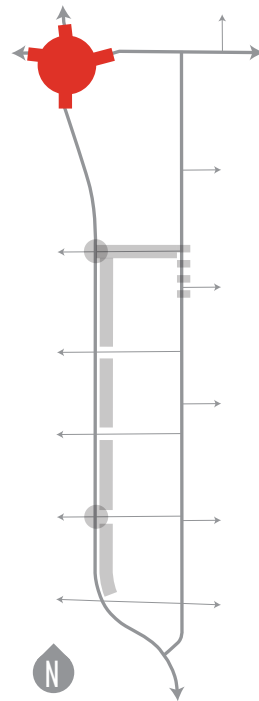
COST \$0.8M - \$1.1M



KEY CIRCULATION PROJECTS

May St Roundabout

Key intersection improvements that can be developed without converting 13th Street to two-way traffic.



New roundabout constructed to work with existing one-way traffic until two-way conversion is implemented.

COMPLEXITY + + + + +

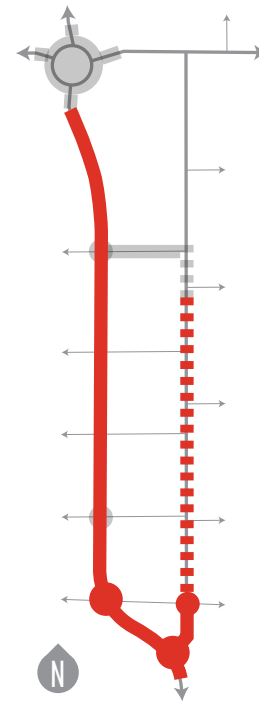
PRIORITY ! ! ! ! !

COST \$12.8M - \$16.4M + Property Acquisition



Belmont, 12th, and 13th Intersections and 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.



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.

COMPLEXITY + + + + +

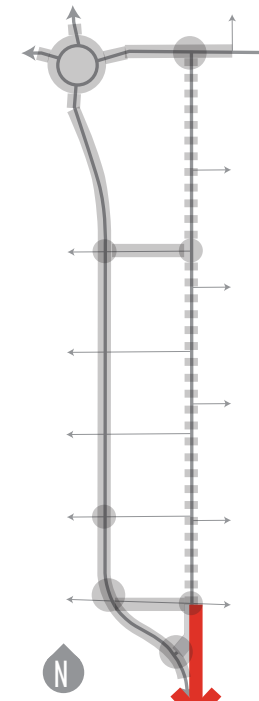
PRIORITY ! ! ! ! !

COST \$11.8M - \$15.1M + Property Acquisition



Bike Connection to Pacific Ave

Coordinate with ODOT to reconfigure and widen 12th St from Union St to Pacific Ave to provide a Safe Route to School.



Restripe 12th St, narrow the roadway, and widen the existing sidewalk with a new retaining wall to allow construction of a shared use path.

COMPLEXITY + + + + +

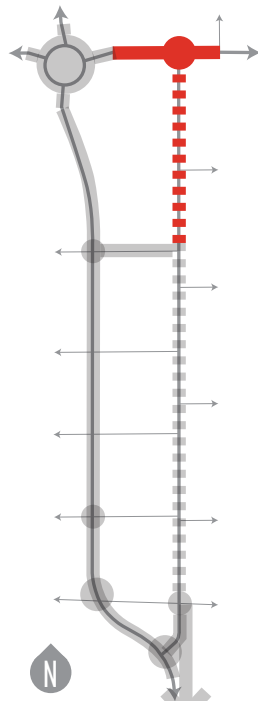
PRIORITY ! ! ! ! !

COST \$4.3M - \$5.5M



May St 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.



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.

COMPLEXITY + + + + +

PRIORITY ! ! ! ! !

COST \$4.9M - \$6.3M

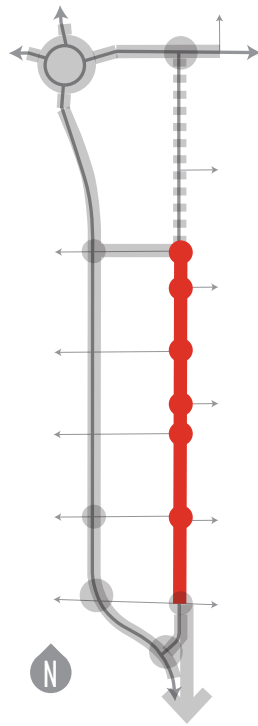


FILL IN THE BLOCKS

RATIONALE

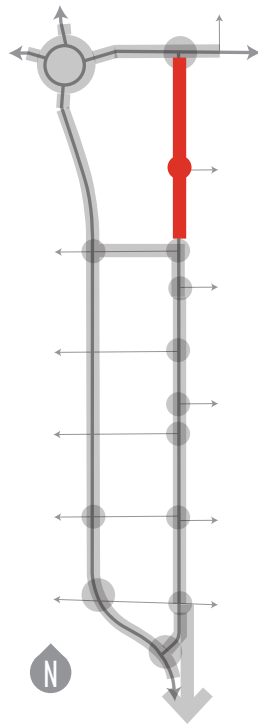
12th Street: Belmont Ave to Taylor Ave

Phased reconstruction of the commercial core along 12th St with new sidewalks, streetscape improvements, and the final cycle track to Taylor Ave.



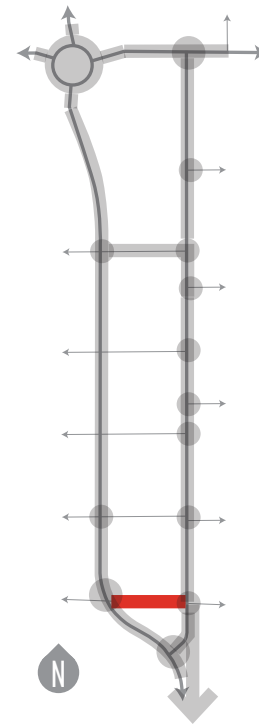
12th Street: Taylor Ave to May St

Continued reconstruction of 12th St with new sidewalks and the final cycle track north of Taylor Ave.



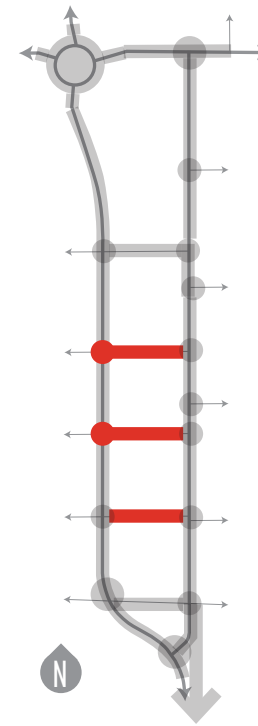
Belmont Shared Street

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.



A, B and C Streets

Improve east/west streets with new sidewalks and amenities to complete street improvements in the Heights.



DESCRIPTION

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

\$10.4M - \$13.4M

\$3.4M - \$4.4M

\$1.9M - \$2.5M

\$2.8M - \$3.6M

GOALS



IMPLEMENTATION PLAN LEGEND

+++++ ← **COMPLEXITY** → +++++

The complexity of each project is based on the type of infrastructure to be designed and implemented, the need for property acquisition, the potential need for coordination with ODOT, and the overall change or impact to the existing street network.

!!!! ← **PRIORITY** → !!!!





The priority for each project is based on the community and Urban Renewal Agency's focus, or priority, for improving the Heights.

COST

The cost of each project is based on a planning level opinion of probable construction cost to design and implement future street improvements as documented in this report. This includes costs for design, management and permitting of each project and design and construction contingencies. The cost does not include property acquisition, undergrounding existing overhead electrical and franchise utilities, or replacing public utilities mains. See project cost appendix for additional information.

GOALS

The goals shown identify how each project aligns with the community's priority goals.

-  Promote livable community and economy
-  Calm traffic and improve intersections
-  Local Identity
-  Gathering and Placemaking

PROJECT PROFILES

SMALLER PEDESTRIAN AND BICYCLE IMPROVEMENTS

Key East/West Crossings on 13th Street

COMPLEXITY +++++

PRIORITY !!!!!

COST \$1.3M - \$1.7M

GOALS

UTILITY COORDINATION
Key map shows locations of planned capital improvement projects (CIP)

Utility Legend

- Water Distribution
- Sanitary Sewer

SCOPE

This project will design and construct the following at A Street and Taylor Avenue:

- Curb extensions on the west side of 12th Street including curb extensions on A Street and on Taylor Avenue as shown in the preferred concept plan. Curb extensions on the east/west streets should help to calm traffic turning to/from 12th Street at these intersections.

- Rectangular rapid flashing beacons at crosswalks to improve safety and visibility of crosswalks.
- Curb ramp improvements on the east side of these intersections.

DESIGN CONSIDERATIONS

See the Preferred Concept Plan section of this report for plan view graphics of planned street improvements, typical street cross sections, and key design features where applicable. Additional considerations for this project include:

- The curb extension at A Street could be designed to accommodate a future in-lane bus stop for Columbia Area Transit (CAT). Coordination with CAT is needed to identify location and size parameters for a future bus stop. It may be appropriate to initially design the curb extension at this location to have more planting that can be removed if a bus stop is installed in the future.
- Consider incorporating specialty or decorative crosswalk markings to increase visibility of these crosswalks and incorporate community identity into the projects.
- Curb returns and curb ramps on the east side of 13th Street should consider the layout of future street improvements on Taylor Avenue and A Street to reduce the potential for future rework as those streets are improved.
- Opportunities for green stormwater infrastructure are shown in the preferred

concept plan based on the location of existing storm drain catch basins, however, flow paths of stormwater runoff will need to be confirmed in the field to identify whether locations shown are appropriate. The project should also consider whether installing stormwater treatment for future street improvements that drain to these intersections is desired to reduce the potential for future rework as those streets are improved.

UTILITY COORDINATION

1. Water main replacement
City CIP Projects: LJ-9, STP-10
Project Title: A St. between 12th and 17th Streets; Taylor Ave. between 12th and 18th Streets
Project Description: Existing 4-inch lead jointed pipe is scheduled for replacement. This is part of a city-wide project to remove all lead jointed pipe from the City's distribution system.
2. Sewer Fund
City CIP Project: M-14
Project Title: Clay Pipe Replacement - Taylor Ave between 12th and 13th
Project Description: A section of sewer pipe that is located on Taylor between the alley and 12th St will need to be replaced.

PROJECT PROFILES

SMALLER PEDESTRIAN AND BICYCLE IMPROVEMENTS

Taylor Avenue Neighborhood Connection

COMPLEXITY ++++

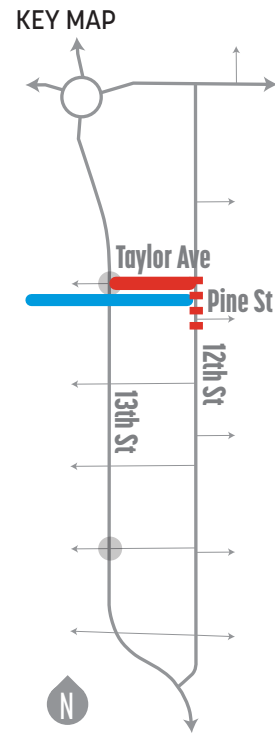
PRIORITY !!!!!

COST \$1.2M - \$1.6M

GOALS

UTILITY COORDINATION
Key map shows locations of planned capital improvement projects (CIP)

Utility Legend
 Water Distribution



SCOPE

This project will design and construct the following:

- New sidewalks and a two-way cycle track on Taylor Avenue between 12th and 13th Streets.
- Interim improvements on 12th Street to accommodate an interim connection for people biking from Pine Street to Taylor Avenue.

DESIGN CONSIDERATIONS

See the Preferred Concept Plan section of this report for plan view graphics of planned street improvements, typical street cross sections, and key design features where applicable. Additional considerations for this project include:

- The proposed cycle track alignment jogs at the east end of Taylor Avenue due to an existing building encroachment into the right of way on the north side of street.
- Existing utility poles may need to be relocated to improve access along the widened sidewalks. Clearances of utility poles should be considered along the cycle track.
- Green bicycle crosswalk markings across 13th Street are recommended to support crossings for people biking.
- Coordination with ODOT will be required to develop a plan for an interim cycle track on 12th Street to facilitate a connection from Pine to Taylor for people biking. The design could explore opportunities for removing existing parking on both sides of the street and shifting the travel lanes to the west of the existing roadway to accommodate a 10-foot two-way cycle track and three-foot buffer, which would allow a physical barrier between the travel lane and cycle track. The length of interim improvements, along 12th Street, will depend on the distance of the lane shift and resulting transition length from the existing roadway to the interim condition.

- Consider opportunities for incorporating interim crosswalk enhancements at the south leg of the 12th and Pine Streets intersection to improve access for people walking across 12th Street.
- Consider where to end street improvements at the east end of Taylor Avenue. It may be desirable to stop street improvements prior to the intersection at 12th Street to reduce the potential for future rework at this intersection, however, this will need to consider how stopping improvements short of the intersection will impact accessibility for people walking along 12th Street.

UTILITY COORDINATION

1. Water main replacement

City CIP Project: STP-10

Project Title: Heights Waterline Improvements, Taylor Ave, 12th - 18th

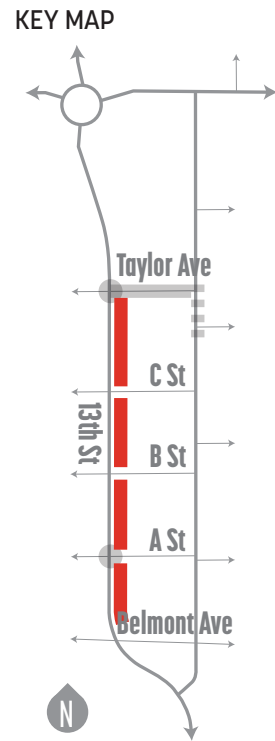
Project Description: An existing 4-inch lead jointed pipe needs to be replaced.

PROJECT PROFILES

SMALLER PEDESTRIAN AND BICYCLE IMPROVEMENTS

East Sidewalk Along 13th Street

- COMPLEXITY** +++++
- PRIORITY** !!!!!
- COST** \$0.8M - \$1.1M
- GOALS**



SCOPE

This project will design and construct new sidewalk and planting strip improvements along 13th Street between Belmont Avenue and Taylor Avenue. Sidewalk improvements are not intended to extend through intersecting east-west streets in order to reduce the potential for future rework at these intersections as future intersection improvements are constructed at A, B, and C Street.

DESIGN CONSIDERATIONS

See the Preferred Concept Plan section of this report for plan view graphics of planned street improvements, typical street cross sections, and key design features where applicable. Additional considerations for this project include:

- Coordinate with adjacent property and business owners to explore opportunities for removing existing driveways for access management where possible; see the Access Management (Driveways) section of this plan for more discussion on this topic.
- Street trees will need to be columnar in form due to the limited offset from the adjacent travel lane. Consider using soil cells or structural soil to provide additional soil volume and rooting area for trees to create a better environment for the street trees and opportunity for quick establishment and growth of the trees.
- Consider selecting shrubs and ground covers that help create more buffer between the sidewalk and travel lane.

UTILITY COORDINATION

No planned capital projects overlap with this project based on information provided by the City's Public Works Department.

PROJECT PROFILES

KEY CIRCULATION PROJECTS

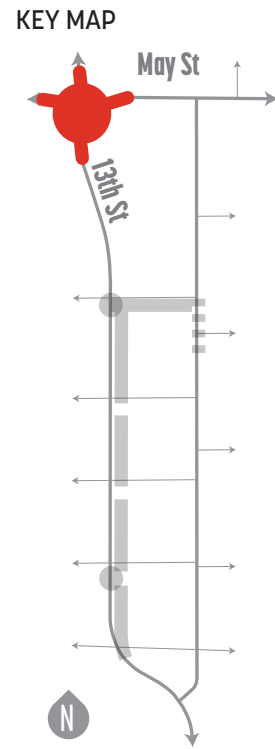
May Street Roundabout

COMPLEXITY +++++

PRIORITY !!!!!

COST \$12.8M - \$16.4M
+ Property Acquisition

GOALS



SCOPE

This project will design and construct a roundabout for the intersection of 13th and May Streets. The roundabout will be designed for two-way traffic on 13th Street; however, when initially implemented the traffic on 13th Street south of May Street will still be one-way traffic. The design should consider what modifications to the intersection are needed to support one-way traffic on 13th Street until the conversion to two-way traffic occurs as part of future improvements

at the intersections Belmont Avenue, 13th Street, and 12th Street.

DESIGN CONSIDERATIONS

See the Preferred Concept Plan section of this report for plan view graphics of planned street improvements, typical street cross sections, and key design features where applicable. Additional considerations for this project include:

- The final layout of the roundabout should explore opportunities for reducing impacts to adjacent properties.
- The intersection will need to be regraded and retaining walls constructed to incorporate the roundabout into the intersection area due to the slopes of the existing roadways and grades of adjacent properties.
- If federal funding is used to construct the roundabout the environmental review process associated with USDOT Section 4f is significant and relevant due to impacts to the existing park on the southwest corner of the intersection and should be considered at planning phase to understand the probability of approval.
- Property acquisition is required to construct the improvements; property acquisition and impacts to existing properties tend to be significant with respect to project risk compared to other common projects issues and should be considered and monitored throughout the design process.

- Additional background information, traffic studies (e.g. traffic modeling), and findings from the Streetscape Plan study process were developed to inform the planning level intersection layout shown in the final preferred concept plan.

DESIGN CONSIDERATIONS IF THE INTERSECTION REMAINS WITHIN ODOT JURISDICTION

- An Intersection Control Evaluation (ICE) study must be approved by the State Traffic and Road Engineer. ODOT recommends getting this approval before proceeding with engineering design as ODOT will not review the intersection design until the concept has been approved. Note, much of the technical and alternatives analysis work completed as part of the development of the Streetscape Plan would feed into the ICE.
- Mobility standards used for the preliminary evaluation conducted as part of the Heights Streetscape Plan use assumptions that more strongly prioritize multi-modal transportation than ODOT standards. ODOT would typically use standards from the ODOT Highway Design Manual, which requires lower volume-to-capacity (v/c) ratios than were used for the development of the Streetscape Plan. The City was willing to accept a "reasonable" level of vehicle congestion (e.g., v/c less than 1.0) to help to achieve a more multimodal street environment. ODOT's review of an ICE study

may not support those priorities or agree to a design exception.

CIP COORDINATION

1. Road Fund

City CIP Project: N/A

Project Title: May Street Elevated Sidewalk

Project Description: This project consists of installing a new retaining wall on the north side of the existing easement and replacing material that has washed away from underneath the sidewalk and roadway with new road fill and surfacing materials. In addition, the existing storm basins and manhole will be replaced and raised to accommodate the restored grades along the sidewalk and replaced road section. Also, part of the project is new ADA ramps at the intersection of May and 13th Street.

PROJECT PROFILES

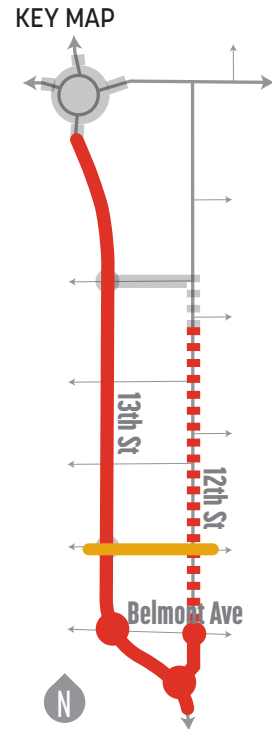
KEY CIRCULATION PROJECTS

Belmont Avenue, 12th Street, and 13th Street intersections and Two-way Traffic on 13th Street

- COMPLEXITY** +++++
- PRIORITY** !!!!!
- COST** \$11.8M - \$15.1M + Property Acquisition
- GOALS**

UTILITY COORDINATION
Key map shows locations of planned capital improvement projects (CIP)

Utility Legend
 Sanitary Sewer



SCOPE

This project will design and construct the following:

- Intersection improvements at 13th Street/ Belmont Avenue, 12th Street/Belmont Avenue, and where 12th and 13th Streets merge to create a new intersection.
- Medians and restriping along 13th Street to support two-way traffic between the roundabout at May Street and the new intersection of 12th and 13th Streets.

- Interim cycle track improvements along 12th Street from Union Street to Taylor Avenue.
- As needed modifications to the previously installed roundabout at 13th and May Streets to accommodate two-way traffic on 13th St.

DESIGN CONSIDERATIONS

See the Preferred Concept Plan section of this report for plan view graphics of planned street improvements, typical street cross sections, and key design features where applicable. Additional considerations for this project include:

- Sidewalk improvements along the east side of 13th Street between May Street and Belmont Ave should be installed prior to this project so there is a safe, comfortable pedestrian route adjacent to the new northbound travel lane.
- A future transit stop will need to be coordinated with Columbia Area Transit (CAT). The location shown along 13th Street in the southbound direction at A Street is based on preliminary coordination during the development of the Streetscape Plan (a northbound stop is shown on 12th Street at June Street). The final location and design of a future bus stop will need to be coordinated with CAT so the bus stop is located and designed to consider operational and safety needs and impacts to on-street parking (e.g. a stop on the south side of A Street may be preferred by CAT but would reduce on-street parking). In-lane transit stops will also need to be evaluated according to

ODOT standards if 13th Street remains ODOT jurisdiction.

- ODOT has noted the Oregon Bike bill applies to both ODOT and city-owned facilities, which means cyclists must be accommodated on all streets. This may require coordination and documentation showing that a parallel bike facility is provided on 12th Street.
- An interim cycle track along 12th Street could be delineated with paint and post channelization. Raised planters or wheel-stop-type curbing could enhance the interim separation between the travel lane and cycle track.
- Opportunities for green stormwater infrastructure are shown in the preferred concept plan based on the location of existing storm drain catch basins. Confirm flow paths of stormwater runoff in the field to identify if locations shown are appropriate.

DESIGN CONSIDERATIONS IF THE INTERSECTION REMAINS WITH ODOT JURISDICTION:

- An Intersection Control Evaluation (ICE) study must be approved by the State Traffic and Road Engineer. ODOT recommends getting this approval before proceeding with engineering design as ODOT will not review the intersection design until the concept has been approved. Note, much of the technical and alternatives analysis work completed as part of the development of the Streetscape

Plan would feed into the ICE.

- ODOT review comments on the preferred concept included a comment that southbound queuing seems excessive, and more analysis may be helpful to understand the queuing.
- ODOT has noted that traffic calming strategies that place vertical elements next to the street (e.g., trees in landscaping strips) will need to be consistent with ODOT’s clear zone requirements and would be subject to design evaluation.
- ODOT has specific requirements for addressing standing water in the travel lane and the 11-foot northbound travel may require more catch basins for stormwater collection to meet these requirements.
- An ODOT design exception would be needed for the 10-foot two-way left turn lane. ODOT standards require 11-foot turn lanes.
- An ODOT design exception would be needed for the 6- to 10-foot sidewalks, not including landscaping. ODOT standards in a Central Business District context require 10- to 14-foot sidewalks.

UTILITY COORDINATION

1. Sewer Fund

City CIP Project: M-14, Clay Pipe Replacement - A St Between 12th and 16th

Project Description: The sewer pipe along A St needs to be replaced.

PROJECT PROFILES

KEY CIRCULATION PROJECTS

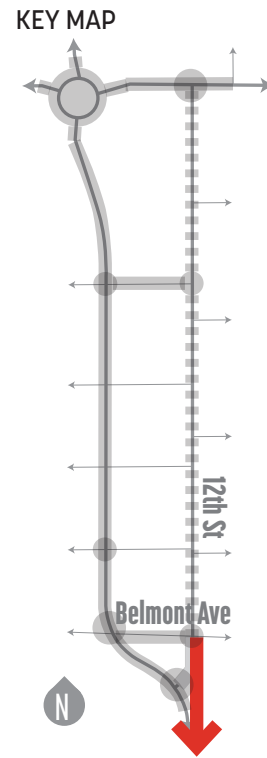
Bike Connection to Pacific Avenue

COMPLEXITY ++++

PRIORITY !!!!!

COST \$4.3M - \$5.5M

GOALS 



key design features where applicable. Additional considerations for this project include:

- Coordination with ODOT will be needed for the widening and rechannelization of 13th Street to accommodate the shared use path and five-foot buffer that is required between the path and travel lane.
- Existing utility poles and overhead distribution will need to be relocated to a new planting strip between the roadway and shared use path.
- Geotechnical engineering will be needed to evaluate the existing slope and provide design recommendations for a retaining wall to enable the widened road prism adjacent at the top of the existing slope.
- Impacts to vegetation on the slope beyond the existing sidewalk should be minimized to the extent possible to reduce impacts to existing native vegetation, which was planted by and is currently maintained by the community.
- The design will need to identify a solution that works at the parcel with the Shell gas station and Dutch Bros. Coffee drive-thru business. It may be necessary to acquire an easement or expand the right-of-way to continue the shared use path. A solution will also be needed to provide a safe route across the existing driveway.

CIP COORDINATION

1. Road Fund

City CIP Project: N/A

Project Title: Safe Routes to School Infrastructure Improvements

Project Description: Coordinate improvements with the City's 2022 Safe Routes to School Plan, which includes recommendations for the Dutch Brothers and gas station Driveway.

SCOPE

This project will reconfigure and widen the road prism to construct a 12-foot shared use path and 5-foot planting strip along the east side of the roadway.

DESIGN CONSIDERATIONS

See the Preferred Concept Plan section of this report for plan view graphics of planned street improvements, typical street cross sections, and

PROJECT PROFILES

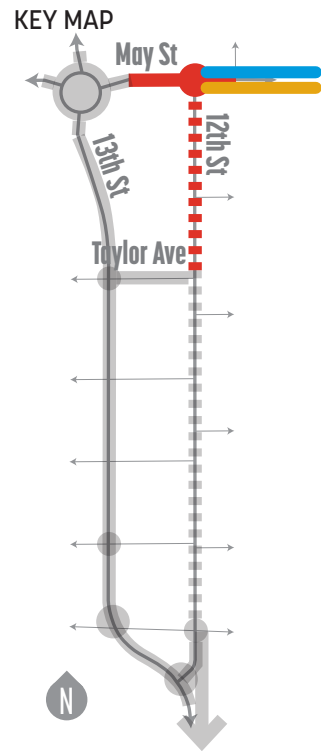
KEY CIRCULATION PROJECTS

May Street Safe Route to School

COMPLEXITY + + + + +
PRIORITY ! ! ! ! !
COST \$4.9M - \$6.3M
GOALS

UTILITY COORDINATION
 Key map shows locations of planned capital improvement projects (CIP)

Utility Legend
 Water Distribution
 Sanitary Sewer



SCOPE

This project will design and construct the following:

- Full street improvements including restriping, adding a two-way cycle track, and protecting or replacing the street trees and planting strip on May Street from the roundabout at 13th Street to the eastern intersection with 12th Street.
- A new traffic signal with bike signals at 12th Street.

- Interim cycle track improvements along 12th Street from May Street to Taylor Avenue.

DESIGN CONSIDERATIONS

See the Preferred Concept Plan section of this report for plan view graphics of planned street improvements, typical street cross sections, and key design features where applicable. Additional considerations for this project include:

- Considerations for how and where to terminate the two-way cycle track east of 12th Street needs to be determined. The preferred concept plan suggests the two-way cycle track on May Street continues east of 12th Street, however, the City's current TSP shows shared lane markings on May Street east of 12th Street.
- The design of the cycle track at the intersection with 12th Street will need to consider how best to accommodate turning movements for people biking. The preferred concept plan incorporates turning spaces into the cycle track at the intersection.

CIP COORDINATION

1. Sewer Fund

City CIP Project: M-14

Project Title: Clay Pipe Replacement- May St Between Park and 12th

Project Description: A section of sewer pipe that is located at May St and 12th St will need to be

replaced with the same size pipe (8"). This section of pipe was likely installed in the late 1800's or early 1900's and is in poor condition. This project will correspond with the lead jointed water line replacement in the same area. When the two projects are completed all sewer and water pipes in this area of May St. will have been upgraded.

2. Water Fund

City CIP Project: STP-10

Project Title: Heights Improvements: May Park St. -12th St

Project Description: An existing 6-inch lead jointed pipe located on May St between Park St and 12th St needs to be replaced. Additionally, currently deficient fire flows will be remedied by upsizing the 6-inch line to a 10-inch PVC line.

3. Road Fund

City CIP Project: N/A

Project Title: Safe Routes to School Infrastructure Improvements

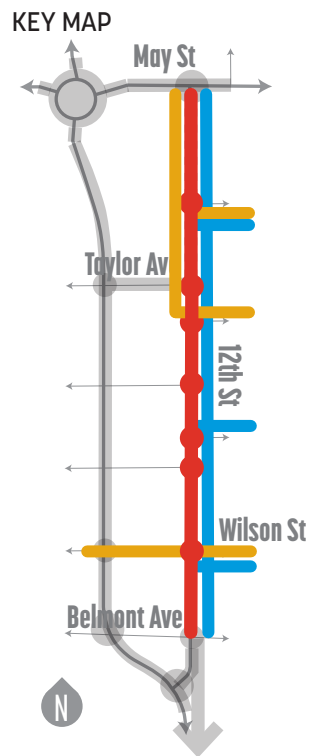
Project Description: Coordinate improvements with the City's 2022 Safe Routes to School Plan.

PROJECT PROFILES

FILL IN THE BLOCKS

12th Street: Belmont Avenue to May Street

COMPLEXITY	++++
PRIORITY	!!!!
COST	
12th Street: Belmont Ave to Taylor Ave	\$10.4M - \$13.4M
12th Street: Taylor Ave to May St	\$3.4M - \$4.4M
GOALS	



UTILITY COORDINATION
Key map shows locations of planned capital improvement projects (CIP)



SCOPE
This project will design and construct street, sidewalk, and intersection improvements along 12th Street.

DESIGN CONSIDERATIONS

See the Preferred Concept Plan section of this report for plan view graphics of planned street improvements, typical street cross sections, and key design features where applicable. Additional considerations for this project include:

- Consider how to transition improvements block-by-block or project-by-project as street improvements are constructed over time.
- Coordinate with adjacent property and business owners to explore opportunities for removing existing driveways to improve safety for people biking by removing conflicts between people biking and driving; see the Access Management (Driveways) section of this plan for more discussion of this topic.
- A future transit stop will need to be coordinated with Columbia Area Transit (CAT). The location shown along 12th Street in the northbound direction at June Street is based on preliminary coordination during the development of the Streetscape Plan (a southbound stop is shown on 13th Street at A Street). A design in this location will need to consider how to incorporate the cycle track through the bus stop area to address operational and safety needs for all users.
- Opportunities for green stormwater infrastructure are shown in the preferred concept plan based on the location of existing storm drain catch basins. Flow paths of stormwater runoff will need to be confirmed in

the field to identify whether locations shown are appropriate.

UTILITY COORDINATION

1. Water Fund
City CIP Project: LJ-7
Project Title: 12th St. May to Belmont Lead Joint Pipe Replacement

Project Description: Existing 6-inch cast iron pipe along 12th St. from May St. to Belmont Ave needs to be replaced. Since the City requires all new water mains to be a minimum of 8-inches, this project will consist of replacing all sections of pipe along this route with 8-inch PVC.

City CIP Projects: STP-9, STP-10, and STP-17
Project Title: Wilson St (9th to 12th), Hull Street (10th to 12th), and June St (10th to 12th)

Project Description: Existing 2- to 8-inch lead pipes need to be replaced. The connections to existing pipes along each street may extend into the intersection of 12th Street and should be considered as intersection improvements are implemented along 12th Street.

2. Sewer Fund
City CIP Project: M-14
Project Title: 12th St - Pine to May, Pine St - 10th to 12th, A St - 12th to 16th, and June St - 10th to 12th

Project Description: Sections of sewer pipe that are located on 12th St from Pine-May, Pine St from 10th-12th, A St from 12th to 16th, and June St from 10th-12th will need to be replaced with the same size pipe.

PROJECT PROFILES

FILL IN THE BLOCKS

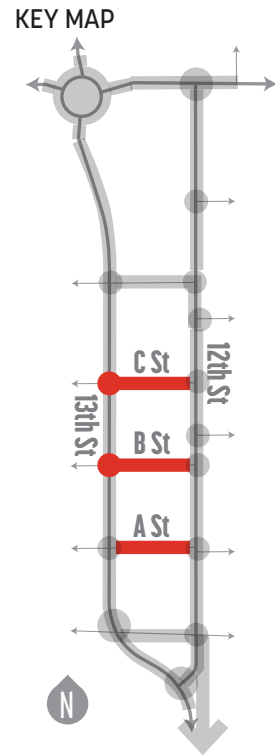
A, B, and C Streets

COMPLEXITY +++++

PRIORITY !!!!!

COST \$2.8M - \$3.6M

GOALS 



- Intersection designs, including the presence and size of curb extensions, should consider how to best support one-way vehicle access to and from 12th and 13th Streets while aligning with the community’s vision for safe intersections that are comfortable for people walking and biking.
- Coordinate with adjacent property and business owners during the design including for the placement of driveways and potential creation of on-street loading zones in the parking lane to support delivery needs.

UTILITY COORDINATION

Except as noted on previous pages no planned capital projects overlap with this project based on information provided by the City's Public Works Department.

SCOPE

This project will design and construct street, sidewalk, and intersection improvements as shown in the implementation plan.

DESIGN CONSIDERATIONS

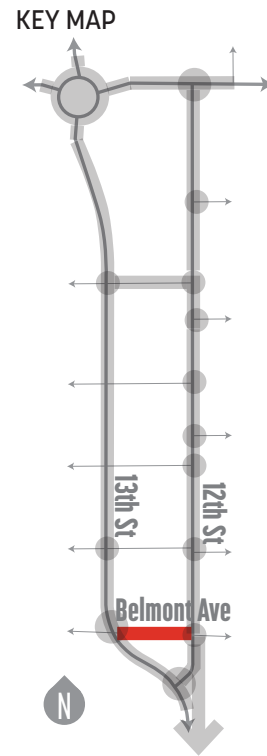
See the Preferred Concept Plan section of this report for plan view graphics of planned street improvements, typical street cross sections, and key design features where applicable. Additional considerations for this project include:

PROJECT PROFILES

FILL IN THE BLOCKS

Belmont Shared Street

- COMPLEXITY** ++++
- PRIORITY** !!!
- COST** \$1.9M - \$2.5M
- GOALS**



SCOPE

This project will develop and implement a design for a shared street (or festival street) for the purpose of creating a place for pedestrian-oriented special activities, such as outdoor markets, food trucks, community celebrations, and other events. The street is intended to provide a flexible space for events in the right-of-way that can adapt to community needs while maintaining access to the alley and local businesses.

DESIGN CONSIDERATIONS

See the Preferred Concept Plan section of this report for plan view graphics of planned street improvements, typical street cross sections, and key design features where applicable. Additional considerations for this project include:

- Develop and execute a community engagement plan to engage local business and property owners and the community to solicit public input to inform the design of the shared street.
- Confirm existing utility conditions and needs (i.e. locations, extents, size, and any other requirements for replacing utilities) so that future utility work does not impact the newly constructed shared street.
- Consider how the space accommodates and moves people through the space that are biking on Belmont Avenue to and from the two-way cycle track on 12th Street.
- Include a curbless street design to allow better flexibility as a public space.
- Incorporate paving materials and other street features to delineate vehicular areas to the alley and parking for local businesses and consider how to accommodate periodic closures to vehicle access for events. Materials selected should be durable, maintainable, and allow for needed maintenance access.

- Use paving materials and patterns and vegetation to provide a streetscape with a unique look and feel that also compliments the neighborhood identity.
- The design should consider and respond to the current and envisioned adjacent property uses.
- The design should be inclusive for all users, both in meeting relevant accessibility standards and seeking ways to provide access and an inviting experience for people of all abilities and backgrounds.
- Consider incorporating utility infrastructure to support future events (e.g. electrical infrastructure to power a variety of needs including temporary lights, speakers, vendor needs, and other electrical uses that may be desired during events.
- Explore opportunities for integrating permanent and temporary lighting, including string lighting that could go across the sidewalks and/or roadway.

UTILITY COORDINATION

No planned capital projects overlap with this project based on information provided by the City's Public Works Department.

A planning level opinion of probable project cost has been developed for each project included in the Implementation Plan. Project costs are based on the street improvements shown in the preferred concept plan and include allowances for design, permitting, and management and contingencies for the design and construction phases of future projects. The project costs do not include costs for property acquisition or the replacement of public or private utilities, which will need to be determined on a project-by-project basis. Project costs were developed to help identify the range in cost that may be needed to facilitate the implementation of future projects, see Appendix A for a summary and additional detail of the planning level opinion of probable project costs.

The total cost of street improvements for all of the projects identified in the preferred concept plan is significant and could cost up to two times the cost of the entire, city-wide Financially Constrained Transportation System Plan as amended April 2021.

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 other outside funding sources (e.g. state and federal programs and grants). This table identifies potential funding sources for each project that may be applicable and appropriate depending on the final scope of each project.

The list of funding sources was compiled based on a review of the potential funding sources identified in the City’s TSP, coordination with city staff, and other current state and federal programs and grants; the City’s TSP includes descriptions for many of the funding sources listed.

Table of Funding Sources

Funding Source		Key East/West Crossings on 13th Street	Taylor Ave Neighborhood Connection	East Sidewalk Along 13th Street	May Street Roundabout	Belmont, 12th, and 13th Intersections	Bike Connection to Pacific Ave	May Street Safe Route to School	12th Street: Belmont Ave to Taylor Ave	12th Street: Taylor Ave to May Street	Belmont Shared Street	A, B and C Streets
ODOT	ODOT Jurisdictional Transfer Funding	•		•	•	•	•	•	•	•		
	ODOT Great Streets Program				•	•	•	•				
	ODOT Safe Routes to School Program	•	•		•	•	•	•	•	•		
	ODOT Funding Partnership				•	•	•	•				
	ODOT Statewide Transportation Improvement Program		•		•	•	•	•	•	•	•	
City/Local	Urban Renewal District Funds	•	•	•	•	•	•	•	•	•	•	•
	City General Fund	•	•	•	•	•	•	•	•	•	•	•
	City Road Fund	•	•	•	•	•	•	•	•	•		•
	City Stormwater Fund	•	•	•	•	•	•	•	•	•	•	•
	City Sewer Fund		•		•	•		•	•	•		
	City Water Fund	•	•		•			•	•	•		
	Business Improvement District		•	•	•	•	•	•	•	•	•	•
	Local Improvement District	•	•	•	•	•	•	•	•	•	•	•
	Street Utility Fee or Transportation System Development Charge	•	•	•	•	•	•	•	•	•		
	Fee-In-Lieu Charge from Redevelopment in the Heights	•	•	•	•	•	•	•	•	•	•	•
Federal	Surface Transportation Block Grant Program				•	•	•	•				
	Transportation Alternatives Program				•	•	•	•				
	Safe Streets and Roads for All Program		•		•	•	•	•	•	•		
Other	Direct appropriations from State				•	•						
	Developer Implemented Street Improvements								•	•		•
	Franchise utility providers		•		•	•	•	•	•	•	•	•
	Hood River Valley Park and Rec						•				•	

IMPLEMENTATION NEXT STEPS

Upon approval of the final Heights Streetscape Plan the City of Hood River and Urban Renewal Agency will need to update existing plans and begin to plan future projects. Key steps include:

1. Updating the City's Transportation System Plan to reflect the Heights Streetscape Plan,
2. Updating the Heights District Urban Renewal Plan, and
3. Coordinating with ODOT to implement future projects and discuss a potential jurisdictional transfer of OR-281 through the Heights.

Jurisdictional Transfer

A jurisdictional transfer is the process of changing authority and responsibility of highway rights-of-way from the State to a local jurisdiction.

BACKGROUND

The function of OR-281 through the Heights has changed as the state highway system, the City of Hood River, and the neighborhood have grown and evolved.

Historically 12th Street provided access through the Heights and a way to and from the City of Hood River from areas to the south for goods movement. This route expanded with the addition of 13th Street through the ravine, improving the connection and access through the Heights, and over time 12th and 13th Streets became a state highway (OR-281).

As a District Highway within the state highway

system OR-281 provides connections between small urban areas, rural centers, and urban areas and serves local access and traffic. As the Interstate and State highway systems were built out to provide more efficient long-distance travel options the function of the existing District Highways was replaced.

Unfortunately, the roadway classification and the physical design of 12th, 13th, and May Streets, which make up OR-281, have not changed to meet the needs of the local community. Today, the primary use of 12th, 13th, and May Streets is intra-city commuters and patrons to the district's businesses and the most efficient routes for goods movement are either OR-35 or rural road connections to US-30, chiefly Frankton Rd., and Country Club Rd.

ODOT AS A PARTNER

ODOT was involved in this study process, reviewing, and providing comments on the preliminary design alternatives and the preferred concept plan. ODOT has also identified potential challenges for obtaining ODOT design approval for the community's vision if 12th, 13th, and May Streets remain a part of the state highway system. These challenges focus on design elements from the preferred concept plan that do not meet ODOT's Highway Design Manual standards.

Transferring OR-281, or a portion of OR-281, from ODOT's jurisdiction to the City's jurisdiction could provide the opportunity for the streets and intersections to be reconstructed and operated

consistent with local design standards and in a more urban and multi-modal way that better responds to the community's vision.

While each Jurisdictional Transfer is location specific, a common framework includes the following steps:

1. Identifying geographic boundaries of the transfer and documenting current jurisdictional authorities and maintenance responsibilities.
2. Preparing research and analyses, including:
 - a. A current conditions assessment that estimates the cost to bring the transfer area to a "state of good repair", commonly referred to as a SOGR Analysis.
 - b. An inventory of the transfer area capital projects and costs in the ODOT Surface Transportation Improvement Plan.
 - c. An estimate of ongoing operations and maintenance expenses at current and desired service levels.
3. Negotiating the Transfer Agreement, including roles and responsibilities for district improvements and ongoing maintenance. This may require securing funding through state or federal appropriations, grants, or other external sources.

ODOT recognizes, and has communicated to the city, that a jurisdictional transfer may be necessary to help the city and community achieve their vision. ODOT supports moving forward with a transfer process and recommends starting the

jurisdiction transfer process prior to beginning the design process for future projects.

RESOURCES

In 2018, Oregon Metro, the agency serving the Portland Metropolitan Area, conducted a Regional Framework for Highway Jurisdictional Transfer Study to support local leaders identify and facilitate successful transfers of roadway ownership. In addition to summarizing "the legal, regulatory, and policy framework for highway jurisdictional transfers" the study identified "best practices based on examples of completed roadway transfers in Oregon. The summary gives decision-makers the overarching policy framework, relevant case studies and best practices needed to identify, analyze, and implement jurisdictional transfers."

As part of this framework the document outlines the legal process for a jurisdictional transfer in Oregon, which can take years of planning and negotiation. This document also references ODOT's Transferring Roads: A handbook for making jurisdictional transfers (2003).

The city has completed a jurisdictional transfer for OR-30 through downtown and has some familiarity with the transfer process. We recommend the city review the Oregon Metro study report, review the process that was completed for the transfer of OR-30, and coordinate with ODOT to develop a Memorandum of Understanding to begin a jurisdictional transfer process.



HOOD RIVER Safe Routes to School Plan

*A Plan to make walking and rolling to school a safe, fun,
desirable activity*

CITY OF HOOD RIVER
MAY STREET ELEMENTARY SCHOOL
HOOD RIVER MIDDLE SCHOOL
FINAL REPORT / FEBRUARY 2022

Oregon Department of Transportation
Safe Routes to School



ALTA · COMMUTE OPTIONS · THE STREET TRUST

COMMUNITY ENGAGEMENT KEY THEMES

The comment heat maps on these pages illustrate specific locations of concern and interest that emerged through the online Public Input Map. Particular areas of the Public Input Map received exceptionally high numbers of comments, indicating that parents and caregivers were more concerned with addressing barriers at these locations:

- Pine St and 12th St
- Pine St and 13th St
- Pine St and 9th St
- Wilson/A St and 12th St

- 12th St crossing of Indian Creek
- Fairview Dr and 30th St
- May St and 13th St
- 22nd St from Belmont Dr to May St

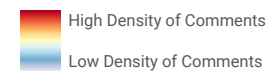
Based on the feedback received through all engagement methods, it is clear that the Hood River community values active, healthy lifestyles and seeks to make it safer and more comfortable for all students to walk and bike. Participants who engaged with the SRTS planning process want to see more protected, continuous SRTS routes, particularly along May St, 12th St, and 13th St. Commenters also focused on the need for safer and more accessible connections to the Sieverkropp neighborhood (to the south) and Downtown (to the north).

Themes from the online Public Input Map and survey, as well as the Draft City of Hood River SRTS Plan Public Comment Period, included:

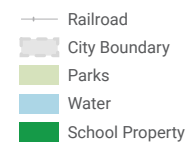
- Improving efficiency for parents by enabling students to safely walk or bike to school, rather than being dropped off or waiting for a bus
- Ensuring safety for visually-impaired pedestrians and other vulnerable users
- Providing a safe place for students to store their bikes during the school day
- Reducing vehicle congestion on roads and near schools
- Reducing bussing needs
- Interest in as much physically protected infrastructure as possible, such as parking- or bollard-protected bike lanes and sidewalks or side paths separated from the road
- Concern about winter safety and the need for snow removal from pedestrian and bike infrastructure
- Requests for further development of a connected citywide active transportation network to build on SRTS routes
- Requests for additional SRTS planning at Westside Elementary, Hood River Valley High School, and other Hood River School District schools

HOOD RIVER SRTS PUBLIC INPUT MAP

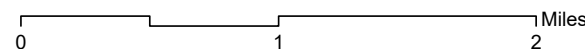
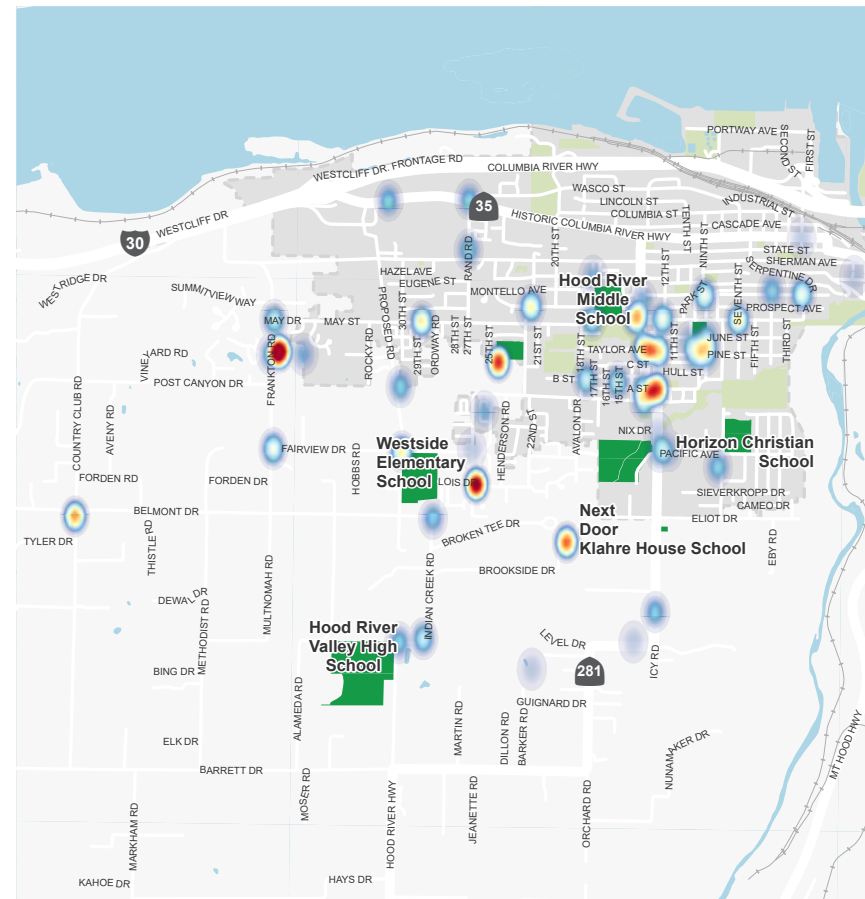
POINT COMMENTS



HOOD RIVER CONTEXT

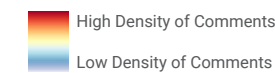


57 POINT COMMENTS
263 ENGAGEMENTS (LIKES, DISLIKES)

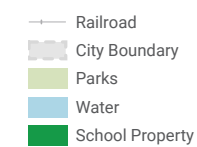


HOOD RIVER SRTS PUBLIC INPUT MAP

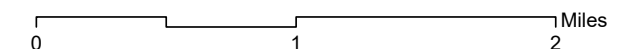
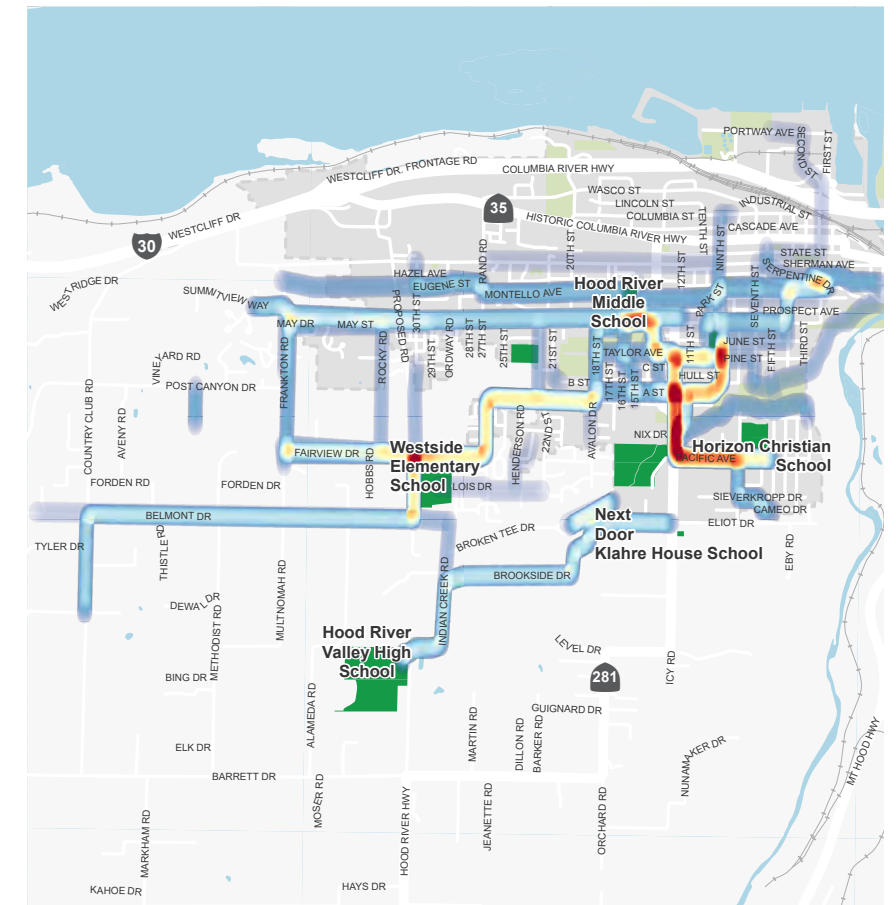
ROUTE COMMENTS



HOOD RIVER CONTEXT



51 ROUTE COMMENTS
90 ENGAGEMENTS (LIKES, DISLIKES)





At the corner of May St and 12th St, utility poles block westbound drivers' view of pedestrians waiting to cross. At this location, the street turns from one westbound lane into two in preparation for turns.



12th St and May St is a staggered intersection. Cars traveling north on 12th St turn west onto May St, then make a left onto 12th St to continue north, often without pausing.



This configuration results in potential dangers for pedestrians attempting to cross 12th St at the north leg, as drivers expect to make a left turn without obstacles.



The right turn lane from 12th St onto May St has a wide curb radius, which encourages cars to enter the staggered intersection quickly. Visibility is somewhat impeded by the signs and vegetation on the southeast corner.



Pedestrians traveling west on May St cross a wide free right turn lane at May St and 13th St, which is built to accommodate frequent freight traffic.



There are missing sidewalks and curb ramps at the southeast corner of May St and 13th St. Existing ramps at this intersection are considered "poor functional condition", according to ODOT's ADA inventory.



The topography at May St and 13th St creates visibility challenges. Cars traveling south through the intersection may not see pedestrians until they reach the crest of the hill, just before the crosswalk.



The failing elevated sidewalk at the northwest corner of 13th St and May St is slated for repairs.



Pine Street is a popular pedestrian route and destination, in part due to the Pine Street Bakery, which is located at Pine St and 12th St.



Many crossings of 12th St and 13th St can be hazardous for children and adults alike. At this crossing of 12th St at Pine St, parked cars block northbound drivers from seeing pedestrians enter the crosswalk until they are already driving through.



Wilson St and A St serve as an important bike and pedestrian route, but crossings at 12th St and 13th St are barriers to safe travel along this corridor.



Students traveling north toward May Street Elementary by bike may ride through the intersection of Union St and 11th St without looking out for cars.



Many residential streets south of May Street Elementary have inconsistent and incomplete sidewalks.



Some popular bicycle routes for students traveling to and from school are unmarked.



While usually low-traffic, neighborhood streets can give young riders a false sense of security, especially when traveling through intersections.



At the intersection of 9th St and Pine St, the stop signs stop traffic traveling north on 9th, while cars traveling east-west on Pine St can continue. Students on bikes don't always realize they need to stop here.



While the trail to the east (left in photo) provides an off-street option to cross Indian Creek, its surface is loose gravel, and the grade is too steep for most young children.



Instead, both pedestrians and bicyclists tend to use the sidewalk on the east side of 12th St, which offers almost no protection from cars traveling north.

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The exit of the Dutch Brothers drive-thru and gas station near 12th St and Pacific St is a hazard for bicyclists traveling south over the Indian Creek crossing.



Pacific St has a wide ROW and no pavement markings. Young bicyclists, like those shown here, tend to choose the north sidewalk to avoid riding in the street with cars.

Construction Project Recommendations

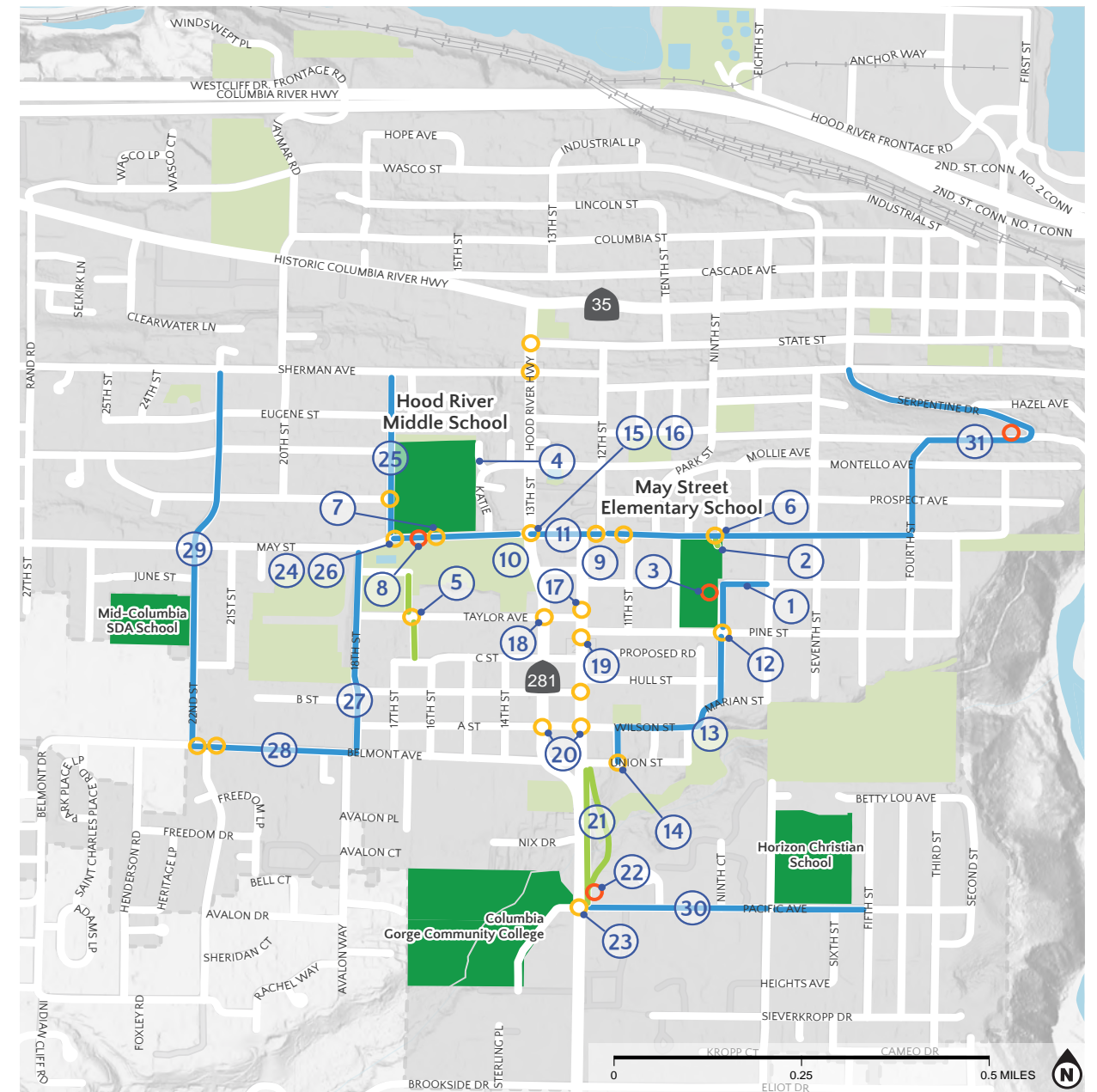
Construction project recommendations are shown and described on the following pages. The map on the following page is a guide to the location of recommendations described in detail in Table 1. A more detailed table is included in Appendix F that includes: the needs identified at each location and ensuing construction recommendations, as well as the relative priority of the recommendation, a high-level associated cost, the agency responsible for implementing the recommendation, and any potential funding source for construction.

This Plan does not represent a comprehensive list of every project that could improve conditions for walking and bicycling in the neighborhood. Instead, it calls attention to key conflict points and potential improvements near the schools. Recommendations range from simple striping changes and signing to more significant changes to the streets, intersections, and school infrastructure. All construction projects need to be reviewed and designed by engineers and approved by the local road authority.

The recommendations are categorized into implementation timelines based on existing conditions, input from local partners, readiness of the school or community to accomplish the recommendation, resources available and other factors:

- **Short term:** within a year
- **Medium term:** 1-3 years
- **Long term:** 3-5 years

Implementation takes place continuously over time, with cooperation amongst partners and often, new sources of funding. Appendix F lists a variety of funding sources that can be used to implement the recommendations outlined in this section.



IMPROVEMENT RECOMMENDATIONS

- Street Improvement
- Intersection / Crossing Improvement
- Off-Street Improvement (Trail/Path)
- Other Improvement
- Railroad
- School Property
- Parks
- Water
- City Boundary

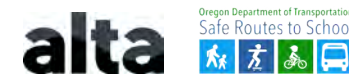


Table 1. May Street Elementary and Hood River Middle School Infrastructure Needs and Recommendations

Rec #	Recommendation	Timeline
May Street Elementary School Grounds		
01	Close 9th St and June St between Pine St and 8th St to through traffic and unauthorized vehicle drop off during student arrival and dismissal.	Short term
02	Shift the route of the off-street path (at the north end of the campus) to the east of the current route, so that the path meets the sidewalk at a more perpendicular angle. Upgrade this path to be compliant with ADA standards. Change surface to pea gravel.	Short term
03	Add additional bike parking on campus and upgrade to U-shaped or staple bike parking on the east side of the school. Add covered bike parking if possible. Explore opportunities for short-term additional bike parking while more permanent solutions are sought.	Medium term
Hood River Middle School (HRMS) Grounds and Vicinity		
04	As plans for the new co-housing project develop and the City considers options for east/west bike routes, work with Katie's Lane HOA to gain support for a cut-through path with a gate to provide access to school campus from the northeast.	Long term
05	Request permission from the City (property owner) to formalize the trail that leads from C Street to Taylor St and through Friendship. Grade and resurface it, and add bilingual signage so more people will be able to locate the path. Where the path crosses Taylor St, install a mid-block crossing with continental-style markings to alert drivers of people following this path. Additional details for this high priority improvement are included on page 63. If the path is created, install a high visibility, continental crosswalk at 13th St and Montello Ave.	Long term
May Street¹		
06	At May St and 9th St crossing, remove two parking spaces east of crosswalk on the north side and stripe for no parking. Extend curb on south side to decrease crossing distance and improve visibility. Restripe existing crosswalk with high-visibility continental-style markings. In the short term consider stationing a crossing guard here.	Medium term
07	Install high visibility, continental crosswalks to replace fading paint and curb extensions in front of HRMS on May St. Consider building green infrastructure (bioswales, etc.) into the curb extensions and removing parking along the south (front) of the school.	Medium term
08	Install a curb ramp on the east corner of the driveway for the Hood River Aquatic Center on the south side of May Street and provide adequate pedestrian access around the utility pole on the corner by either moving the pole or potentially widening the sidewalk at this location. Storm drainage would need to be modified in either case.	Medium term
May Street and 12th Street / 13th Street Intersections¹		
09	At offset intersection of 12th St and May St, restripe all crosswalks to high-visibility, continental markings and provide Leading Pedestrian Intervals (LPI) at all crossings of 12th St and May St. South side: Complete the sidewalk and curb ramps along the south side of May St between 13th St and 12 St. Reduce the curb radius of the SE corner of 12th St and May St, physically or with striping, to encourage people driving to slow down and watch out for people crossing as they approach May St.	

continued on following page

¹ This SRTS Plan supports the design alternatives currently under development as a part of the Heights Streetscape Plan that would fundamentally change traffic circulation along May St, 12th St and 13th St.

Rec #	Recommendation	Timeline
09	At offset intersection of 12th St and May St, restripe all crosswalks to high-visibility, continental markings and provide Leading Pedestrian Intervals (LPI) at all crossings of 12th St and May St. South side: Complete the sidewalk and curb ramps along the south side of May St between 13th St and 12 St. Reduce the curb radius of the SE corner of 12th St and May St, physically or with striping, to encourage people driving to slow down and watch out for people crossing as they approach May St. North side: Add curb extensions at the north leg (NW and NE corners) of the intersection. Add curb extension on NW corner at west leg of the intersection to improve sight lines. Add curb extension to the NE corner of the east leg to improve visibility and move utility pole out of the line of sight for the crosswalk. Consider adding a crosswalk, with school crossing sign assembly, to the west leg of the 11th St intersection to better serve the CAT bus stop. Additional details for this high priority improvement are included on page 64.	Short term
10	At the intersection of 13th St and May St, restripe all crosswalks to high-visibility continental markings. North side: In the short term, realign the crosswalk on the north leg of the intersection across 13th St to be more perpendicular to the path of travel being crossed, improving visibility of students in the crosswalk. In the long term, consider removing the westbound turn lane and removing the free-right turn. Add truck aprons around the NE corner to reduce the turning radius, which still accommodating freight traffic. South side: Install a continental crosswalk on the south side of this intersection, along with a Rapid Rectangular Flashing Beacon (RRFB) and potential advance warning to alert people driving south up the hill that there are people in the crosswalk. Install audible pedestrian signals for RRFB programmed with Spanish. Upgrade the existing crossing of May St on west side of 13th St to high visibility continental striping. Note: This will also require improving the sidewalk and curb ramps at the SE corner of this intersection to meet ADA standards. Additional details for this high priority improvement are included on page 64.	Long term
11	Install bike lanes on May St between 17th St and 13th St, as planned in the 2011 Hood River TSP or as updated in the Heights Streetscape Plan. Additionally, install bike lanes between 13th St and 11th St. Due to space constraints between the existing curbs, standard 6 ft bike lanes may be the most feasible option. Where possible, install 5.5 ft bike lanes, with a 2 ft buffer. Consider removing the westbound right turn lane to create space for painted or physically protected bike lanes. Physically-protected bike lanes are the top SRTS recommendation requested by parents and community members at this location. If the Heights Streetscape Plan protected bike lane is installed, extend that facility to span the distance between the two schools from 9th to 17th along the southside of May St. Westbound bike lane on May St could be designed as a floating bike lane between the two 12th St vehicle travel lanes. Bikes could flow through 13th St, phased with the traffic signal. East of 12th St, install sharrows to continue the bike route. Additional details for this high priority improvement are included on page 63.	Long term

Rec #	Recommendation	Timeline
9th Street and 10th Street		
12	At the intersection of 9th St and Pine St, add stop signs to Pine St and remove from 9th St or consider installing a four-way stop.	Short term
13	Install sharrows and/or signage designating the Bike Train route south of May Street Elementary as a bike route or Safe Route to School. This could also be an opportunity for placemaking and celebrating SRTS and active transportation by adding intersection paintings or sidewalk stencils.	Medium term
11th Street		
14	Use placemaking techniques such as pavement decals and wayfinding signage to make the intersection of 11th St and Union St visible as part of a critical bike route to school, and slow down vehicles. Connect the Union St bike route to the 12th St neighborly. Add curb extensions and a marked crosswalk on all legs of the intersection, then transition to neighborly from improved Indian Creek Path, when that is constructed.	Medium term
12th Street and 13th Street		
15	Install ADA-compliant curb ramps and high visibility, continental crosswalk to replace existing crossing at State St and 13th St.	Medium term
16	Consider installing a crosswalk and RRFB across 13th St at Sherman St.	Long term
17	At the intersection of 12th and Pine St, improve the crossing at the south leg of the intersection by adding curb extensions, removing parking from south of the crosswalk, and adding an RRFB. Consider adding an additional crosswalk at the north leg of the 12th St and Taylor St intersection, with curb extensions to provide more direct east/west connectivity. This would require removing 1-2 parking spaces for a standard curb extension or more for a landscaped bioswale curb extension.	Short term
18	Install an RRFB and curb extensions at Taylor St and 13th St to mirror the crossing at Pine St and 12th St. Add a speed feedback sign coming up the hill towards the intersection to slow traffic down. This is an important connection to Jackson Park for students from May Street Elementary. Consider re-opening the north leg of the intersection, if traffic speeds can be reduced.	Long term
19	Install a marked crossing at the south leg of the B St and 12th St intersection, with curb cut and curb extensions. Provide illumination at this crossing.	Long term
20	Install curb extensions on Wilson/A Streets at 12th St and 13th St, shortening the crossing distance for pedestrians and bicyclists and making people waiting to cross more visible to people driving. Install RRFBs at both intersections. Ensure that crosswalk markings are aligned with the curb cut. Note: If bike lanes are planned on 12th St and 13th St in this corridor, curb extensions must be coordinated with these designs.	Short term

Rec #	Recommendation	Timeline
21	As 12th St crosses Indian Creek, widen the east side existing sidewalk to a bi-directional shared-use path. Provide a buffer between vehicle travel lanes and path as feasible given topography and width limitations, in accordance with ODOT guidance as provided within the ODOT Blueprint for Urban Design, including the Shared Path Calculator tool as part of ODOT's Multimodal Analysis Tools. Conduct a traffic study to determine the feasibility of removing a travel lane from 12th St to create space for separated facilities for people walking and biking on the east side of the street. If feasible, that is the priority recommendation. This would align with the Heights Streetscape Plan Alternative 3's two-way protected bike lane on the east side of 12th St. <i>continued on following page</i>	
21	Improve the trail surface and grade of the Indian Creek Trail path to make it a suitable alternative for pedestrians and stronger bicyclists. Additional details for this high priority improvement are included on page 64.	Medium term
22	Narrow the existing driveway curb cut at Dutch Brothers and gas station to channelize cars into a narrower exit. Install plastic flexi-posts to delineate an exit path for vehicles leaving the drive-thru. Install a "watch for pedestrians" sign.	Short term
23	Replace existing crosswalks at Pacific St and 12th St with continental crosswalks, ensuring that stripes are painted between the wheel paths of cars to decrease the frequency of maintenance. Upgrade ramps to meet ADA requirements. Add illumination. Consider adding curb extensions to reduce crossing distance.	Long term
17th Street²		
24	Conduct a traffic study to determine whether to create an All-Way Stop, with three marked crossings, or remove the westbound stop sign on May St and install an RRFB at the crosswalk on the east leg of the intersection of May St and 17th St. Install bike turn boxes to create a safe bike facility connection between 18th St and 17th St.	Long term
25	Between Sherman St and May St, install bike lanes on the west side of 17th St (traveling uphill) and sharrows on the east side (traveling downhill) to accommodate bicyclists. Address ADA deficiencies along sidewalks and crossings on 17th St.	Long term
26	Relocate the crosswalk to the north leg of 17th St and Prospect St intersection.	Medium term
18th Street		
27	As planned in the City of Hood River's 2011 TSP, install a sidewalk on the east side of 18th St between May St and Belmont St and install painted bike lanes on both sides of the street. Consider low cost alternatives to the TSP recommendations.	Medium term
Belmont Street		
28	Install buffered or protected bike lanes between 22nd St and 18th St to connect to A St Neighborly. Complete sidewalks on both sides of the street.	Medium term

² Additional details for these high priority improvements are included on page 65.

Rec #	Recommendation	Timeline
22nd Street		
29	<p>Between Belmont St and Sherman St, install a temporary pedestrian lane along the east side of 22nd St where there are sidewalk gaps. Upgrade curb ramps at Belmont Ave and 22nd St. Consider adding an uphill bike lane and downhill shared lane bike facility using sharrows.</p> <p>For the Belmont Ave and 22nd St intersection, install a new crosswalk at the east leg of the north leg of the intersection, to minimize out of direction travel. Re-stripe the existing crosswalk with high visibility, continental markings and install new ADA accessible curb ramps on all corners.</p>	Long term
Pacific Avenue		
30	<p>Install bike lanes from 12th St to 8th St on Pacific Ave, then sharrows east of 8th St. Installing bike lanes would require removing parking from one side of the street.</p> <p>For the bike lanes, space would allow for either a parking protected bike lane on the north side of the street and unprotected in the south (5 ft bike lane, 3 ft buffer, 8 ft parking, 11 ft car, 11 ft car, 5 ft bike) or a two-way parking protected bike lane on the north side of the street and removing parking along the south side.</p>	Medium term
Serpentine Road, Eugene Street, and 4th Street		
31	<p>Between Sherman Ave and 4th St, widen the uphill bike lane on Serpentine Rd. Add sharrows in the downhill traffic lane, and remove on-street parking. Designate 4th St as a neighborway.</p> <p>Trim hedges on both sides of Serpentine Rd that are encroaching in the bike lane and shoulder.</p>	Medium term
General Recommendations Along Designated Safe Routes to Schools		
<p>Consider facilitating sidewalk infill and updating curb ramps in residential areas along SRTS routes. Alternatively, consider installing a temporary pedestrian lane in between sidewalk segments.</p> <ul style="list-style-type: none"> • Fill sidewalk gaps on 11th St between Union and Wilson. • Fill sidewalk gaps on 22nd St between Sherman Ave and Belmont Ave • Complete sidewalk along south side of Sherman Ave, between 13 St and 17th St. • Remove sidewalk obstructions and widen sidewalk along Taylor St between 18th St and 13th St. <p>Replace crosswalks with continental, thermoplastic crosswalk markings.</p> <p>Bike route intersections should provide protection such as bike boxes, where possible.</p> <p>Keep existing or plant street trees along SRTS routes for shade and urban cooling.³</p>		

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³ United States Environmental Protection Agency, "Reduce Urban Heat Island Effect", Accessed February 2022, <https://www.epa.gov/green-infrastructure/reduce-urban-heat-island-effect#:~:text=Trees%2C%20green%20roofs%2C%20and%20vegetation,relating%20moisture%20into%20the%20atmosphere.>

Table 3. Top-Priority Safe Routes to School Locations on ODOT Roadways

CONTEXT	SHORT-TERM IMPROVEMENT RECOMMENDATIONS	JURISDICTION
May Street and 12th Street Intersection		
The intersection of May St and 12th St is an offset intersection with significant vehicle traffic, including freight (AADT-10,300 for the segment of 12th and 10,000 for the segment of May west of 12th). People driving north on 12th St turn right onto May St and then immediately turn left to rejoin 12th St, often without expecting pedestrians to be present at the crosswalk on the north side of May St, where students travel to and from both schools.	Restripe all crosswalks to high-visibility, continental markings. Southside: Reduce the curb radius of the SE corner of 12th St and May St with striping to encourage people driving to slow down and watch out for people crossing as they approach May St.	ODOT
May Street and 13th Street Intersection		
The free right turn for vehicles turning from May St (westbound) to 13th St (northbound) creates a challenging crossing for students traveling along the north side of May St. The crossing distance at this crosswalk is also very long, as this turn must accommodate freight vehicles. As mentioned above, May St is a popular route for students walking and biking to both May Street Elementary and Hood River Middle School. Ultimately, a protected bicycle facility on May St is desired, and the south side of the street would preferably be improved to facilitate walking.	Restripe all crosswalks to high-visibility continental markings. Realign the crosswalk on the north leg of the intersection across 13th St to be more perpendicular to the path of travel being crossed, improving visibility of students in the crosswalk.	ODOT
12th Street		
12th St is an essential route for students travel north-south. Students walking and biking from the Sieverkropp neighborhood use the sidewalk along the east side of 12th St as it crosses Indian Creek, and several conflicts have occurred, including a few involving people with mobility impairments. 12th St is also a significant barrier for students traveling east-west, especially at the following intersections: Taylor St / Pine St, B St, Wilson St / A St, and Pacific Ave.	Remove parking south of the crosswalk at Pine St to improve pedestrian visibility. Coordinate with ODOT to re-open closed crosswalks.	ODOT
13th Street		
13th St is another important north-south route, as well as a barrier for students traveling east-west. Significant intersection barriers along 13th St include Sherman St, Taylor St, B St, A St, and Belmont Ave. 13th St serves as an access point for Jackson Park, just south of Hood River Middle School.	Add a speed feedback sign coming up the hill towards the Taylor St intersection to slow traffic down. Consider re-opening the north leg of the intersection, if traffic speeds can be reduced.	ODOT

Table 4. City of Hood River Implementation Example Projects

PROJECT DESCRIPTION*
17th St and May St in front of Hood River Middle School
Install high visibility, continental crosswalks to replace fading paint and curb extensions in front of HRMS on May St. Consider building green infrastructure (bioswales, etc.) into the curb extensions and removing parking along the south (front) of the school.
Install a curb ramp on the east corner of the driveway for the Hood River Aquatic Center on the south side of May St and provide adequate pedestrian access around the utility pole on the corner by either moving the pole or potentially widening the sidewalk at this location. Storm drainage would need to be modified in either case.
Conduct a traffic study to determine whether to create an All-Way Stop, with three marked crossings, or remove the westbound stop sign on May St and install an RRFB at the crosswalk on the east leg of the intersection of May St and 17th St. Install bike turn boxes to create a safe bike facility connection between 18th St and 17th St.
Between Sherman St and May St, install bike lanes on the west side of 17th St (traveling uphill) and sharrows on the east side (traveling downhill) to accommodate bicyclists. Address ADA deficiencies along sidewalks and crossings on 17th St.
Relocate the crosswalk to the north leg of 17th St and Prospect St intersection.

*See Table 7 on page 89 for detailed cost estimates.

Table 5. Project Details for ODOT Competitive Infrastructure Grant

PROJECT DESCRIPTION	RESPONSE FOR CITY OF HOOD RIVER
Relevant Right of Way ownership	The City of Hood River owns all relevant right of way.
Utility implications	The improvements on May St would require relocating some utilities.
Environmental resource implications	No
Stormwater management implications	The improvements on May St would require modifications to existing stormwater drainage.
Near a railroad? Or bridge, tunnel, retaining wall affected?	No
AADT	
Priority Safety Corridor	No



Hood River County Transportation District Transit Master Plan

Adopted May 17, 2023.
Prepared by PF Consulting

TRADITIONAL FIXED-ROUTE SERVICE

Traditional fixed-route transit denotes services that are operated along a prescribed route, with designated bus stops that adhere to a fixed schedule.

CITY OF HOOD RIVER FIXED ROUTE

The Hood River City Route is a fixed-route circulator system but allows for “flag stops” along the route. With a flag stop, a pedestrian waves to a driver at a location where there is not a designated bus stop but where a driver can pull over safely to allow a passenger to board. The 45-minute route runs seven days a week and serves the downtown business area, the port, Wasco industrial area, Safeway, Walmart, the aquatic center, the Heights businesses, the senior center, and Rosauers. In partnership with the City, CAT runs a vintage Trolley on the City Route run during the summer.

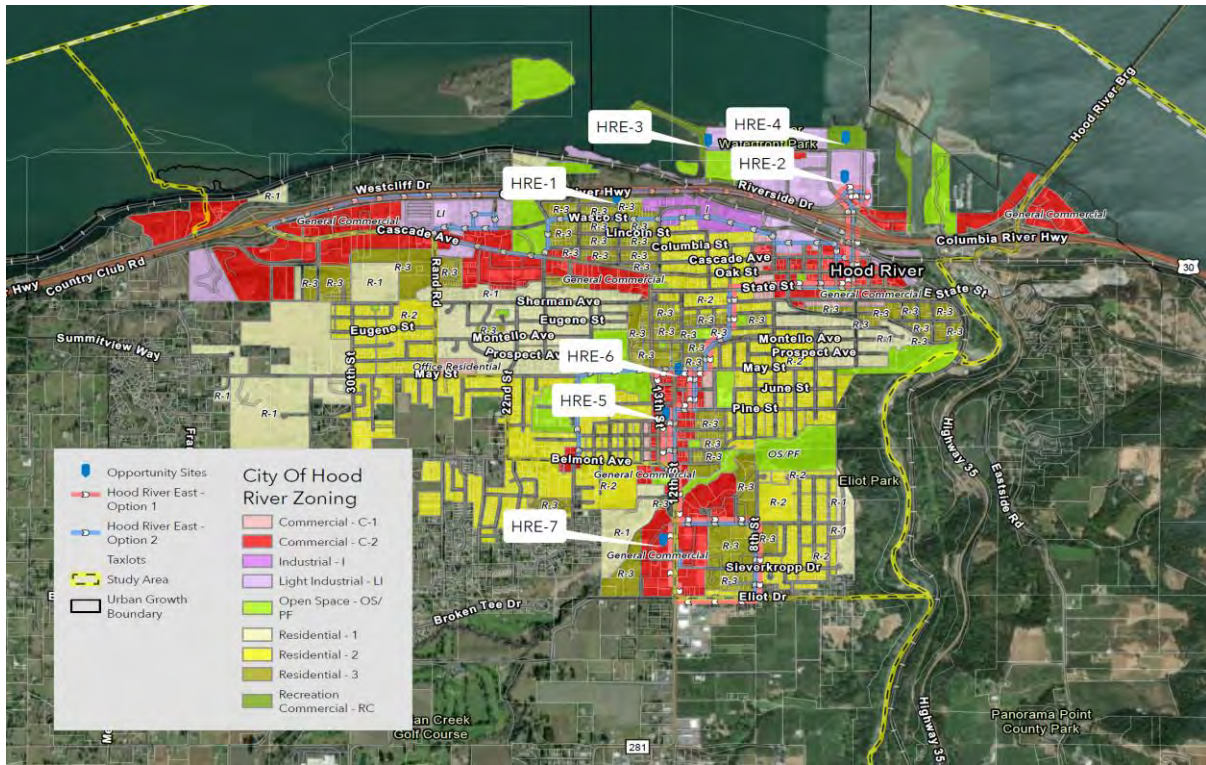
FIGURE 3: HOOD RIVER ROUTE



CITY OF HOOD RIVER ADA COMPLEMENTARY PARATRANSIT SERVICE

CAT provides an equivalent accessible transportation option to people who are unable to use the fixed-route bus service because of a disability. CAT provides rides, from origin to destination, within the city limits of Hood River – services outside the City of Hood River

FIGURE 13: POTENTIAL TRANSIT SUPPORTIVE SITES IN HOOD RIVER EAST



Below is the preferred alternative for the Heights Streetscape and is the alternative upon which the Final Plan will be based.

FIGURE 14: HOOD RIVER HEIGHTS STREETSCAPE PREFERRED DESIGN

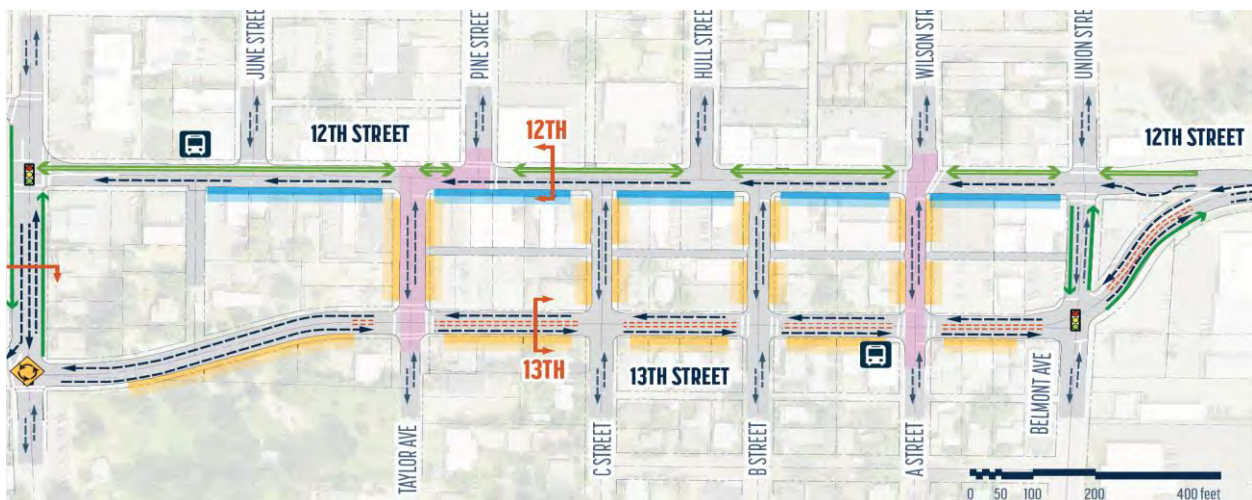
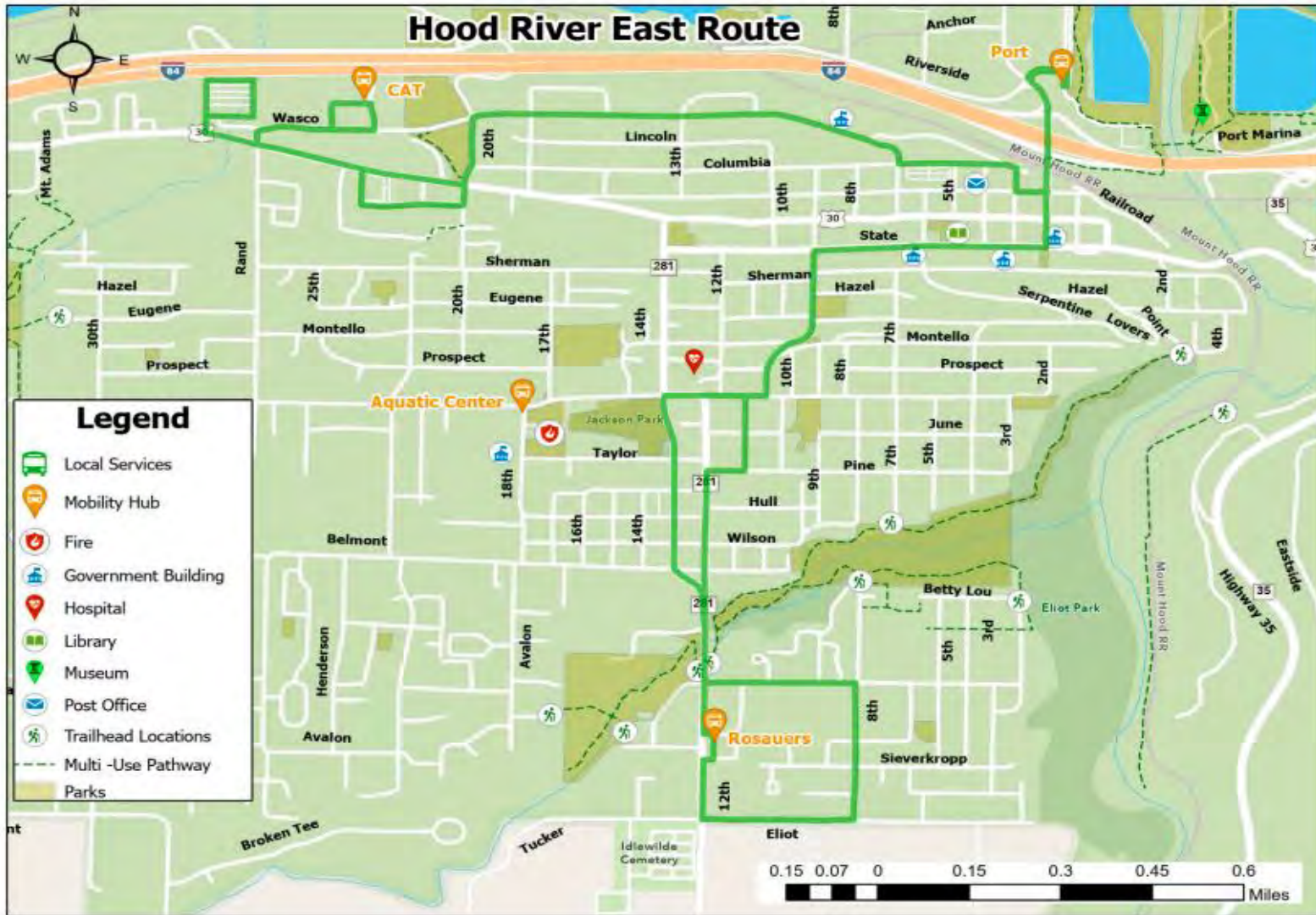


FIGURE 23: HOOD RIVER EAST ROUTE





April 2024 Operations Report

Safety Scores				
Category	April 2024	March 2024	February 2024	January 2024
Overall Safety Score	99	96	89	91
Crashes	0	0	0	0
Harsh Events	2	5	5	1
% Speed - Moderate	0%	1.3%	1.8%	1.7%
% Speed- Heavy	0%	.06%	.2%	.06%
% Speed - Severe	0%	.006%	.05%	.06%

- Safety Score has increased to 99. There were no speeding incidents recorded besides light speeding.
- Percentage of over speed limit is defined by the percentage of drive time where speeding occurred.

Operations Data				
Category	April 2024	March 2024	February 2024	January 2024
Fixed OTP				
DAR OTP				
Vehicle Hours Driven	1,156	1,361	1,374	1,233
Vehicle Miles Driven	37,839	45,074	45,936	39,695
Fuel Cost	\$14,613	\$16,975	\$17,697	\$16,169
Fuel Cost per Mile	\$0.38	\$0.38	\$0.39	\$0.41

Reported Incidents				
Category	April 2024	March 2024	February 2024	January 2024
Formal Customer Complaints	1	2	0	1
Vehicle Incidents	1	4	5	9
Customer Incidents	2	5	1	1
Vandalism	0	1	0	0

- Formal Complaints:
 - Rider requests bus stop at forest lane on the CGE bus.
- Vehicle Incidents:
 - Bus hit new gate transponder at gateway.
- Customer Incidents:
 - Person fell asleep in front of CAT building
 - Relapse event with suspended rider. Rider has not been seen since.

Other updates:

- Launch of new routes and coordinated service.
- Dog Mountain season has begun.

DOG MIN	27-Apr	28-Apr
CAT	0	0
Columbia Market	0	1
Dog Mtn Trailhead	32	27
Skamania Fair Grounds	64	31
Thunder Island	5	2
NDS	36	
TOTALS	137	61

EMPLOYEE OF THE MONTH:

Jim Appleton



Ridership													
	Apr. 24	Mar. 24	FEB. 24	JAN. 24	DEC. 23	Nov. 23	Oct.23	Sep. 23	Aug. 23	Jul. 23	Jun. 23	May. 23	Apr. 23
Dial-A-Ride	390	383	345	302	350	421	414	354	315	305	289	300	262
Upper Valley	364	331	330	220	338	350	423	436	551	525	598	570	495
The Dalles	0	0	0	0	0	0	0	0	0	0	477	420	437
Hood River Connector	32	41	29	40	63	24	60	68	95	116	54	43	35
Hood River City	1826	1764	1575	1177	1746	1620	1793	1848	2016	2148	1737	1664	1725
Cascade Locks	0	0	0	0	0	0	0	2	134	89	64	82	53
Columbia Gorge Express	2871	2615	2014	1515	2341	2488	3381	3456	5226	5187	3749	2916	2627
Gorge to Mountain	0	2176	2915	2418	768	0	0	0	0	0	0	0	0
Dog Mountain	198	0	0	0	0	0	0	0	0	0	793	2104	205
White Salmon Wknd	0	0	0	0	0	0	0	24	108	94	0	0	0
All Routes	5681	7310	7208	5672	5606	4903	6071	6188	8445	8464	7761	8099	5839
% Change Compared to Prev Month	22%	1%	21%	1%	14%	-19%							
% Change Compared to Same Month Previous Year	3%	6%	6%	-18%	19%	10%							
Hours of Service													
	Apr. 24	Mar. 24	Feb. 24	Jan. 24	Dec. 23	Nov. 23	Oct.23	Sep. 23	Aug. 23	Jul. 23	Jun. 23	May. 23	Apr. 23
Dial-A-Ride	198	189	180	171	180	180	198	180	113	93	105	110	93
Upper Valley	181.5	173	165	157	165	165	182	165	190	165	181	182	165
The Dalles	0	0	0	0	0	0	0	0	0	0	112	115	110
Hood River Connector	29	41	26	38	40	38	41	40	41	41	39	41	40
Hood River City	327	334	313	311	323	313	337	333	339	332	327	336	323
Cascade Locks	0	0	0	0	0	0	0	8	38	33	36	36	33
Columbia Gorge Express	491	508	475	466	491	475	508	548	725	725	702	508	491
Gorge to Mountain	0	284	323	286	132	0	0	0	0	0	0	0	0
Dog Mountain	37	0	0	0	0	0	0	0	0	0	129	166	37
White Salmon Wknd	0	0	0	0	0	0	0	12	32	44	0	0	0
All Routes	1263.5	1529	1482	1429	1331	1171	1266	1286	1478	1433	1631	1494	1292
Boardings Per Hour													
	Apr. 24	Mar. 24	FEB. 24	JAN. 24	Dec. 23	Nov. 23	Oct.23	Sep. 23	Aug. 23	Jul. 23	Jun. 23	May. 23	Apr. 23
Dial-A-Ride	1.97	2.03	1.92	1.77	1.94	2.34	2.09	1.97	2.70	3.28	2.75	2.73	2.82
Upper Valley	2.01	1.91	2.00	1.40	2.05	2.12	2.32	2.64	2.90	3.18	3.30	3.13	3.00
The Dalles	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.26	3.65	3.97
Hood River Connector	1.10	1.00	1.12	1.05	1.58	0.63	1.46	1.70	2.30	2.83	1.38	1.05	0.88
Hood River City	5.58	5.28	5.03	3.78	5.41	5.18	5.32	5.55	6.20	6.47	5.31	4.95	5.34
Cascade Locks	0.00	0.00	0.00	0.00	0.00	0.00	NA	0.24	3.40	2.70	1.78	2.28	1.61
Columbia Gorge Express	5.85	5.15	4.24	3.25	4.77	5.24	6.66	6.31	6.80	7.15	5.34	5.74	5.35
Gorge to Mountain	0.00	7.66	9.02	8.45	5.82	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Dog Mountain	5.35	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.15	12.67	5.54
White Salmon Wknd	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	3.30	2.14	0.00	0.00	0.00
All Routes	4.50	4.78	4.86	3.97	4.21	4.20	4.80	4.81	5.71	5.90	4.76	5.42	4.52