Cascade 30: Historic Columbia River Highway Active Transportation Network Plan

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CASCADE 30

historic columbia river highway
active transportation network plan
map of project corridor
cascade30 project

Created by

apiary
PLANNING GROUP

Jeff Broderick
Timothy DuBois
Seth Healy
Henry Miller
Elisha Ransom
Justin Sherrill

In Partial Fulfillment
of the Requirements for the Degree of
Master of Urban and Regional Planning (MURP)
Nohad A. Toulan School or Urban Studies & Planning
College of Urban & Public Affairs, Portland State University

8 June 2020
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cascade30 project

Jeff Broderick: Jeff is a native Oregonian who spends much of his free time in the Gorge enjoying all the region has to offer. Before returning to school, Jeff was a corporate recruiter and before that worked for Amtrak. He also has been and continues to be involved with local and regional transportation advocacy efforts. His focus in school has been transportation and economic development and he previously earned his graduate certificate in transportation from PSU in 2014. After graduation, Jeff would like to work on restoring passenger rail service through the Gorge and on to NE Oregon, Boise and beyond.

Tim DuBois: An 18 year veteran of carpentry, a father of two young boys, and an enthusiastic urbanist, Tim is excited to be entering a new profession and phase of his life. Tim has focused on land use and real estate development and is passionate about policy solutions. In addition, Tim is an avid fan of maps and all the stories they can tell. Combining all his loves, Tim was a candidate for Portland City Council in the 2020 primary elections. Currently he is an intern at Fregonese Associates working on scenario planning for both national and international jurisdictions.

Seth Healy: Hailing from southern Oregon, Seth received his Bachelor of Arts in International Studies – East Asian Studies from Portland State University. Prior to pursuing a Master’s Degree in Urban and Regional Planning, he spent time living in China, teaching, studying, and researching the built environment of older residential districts. His professional areas of interest include human scale design and built heritage. Outside of his academic pursuits, he enjoys cycling, growing bamboo, and cooking.
cascade30 project

Henry Miller: A future transportation planner with a special interest in active modes and regional transit, Henry grew up in the Portland area and began his career as a journalist. He still writes articles about urban planning challenges facing the region while also working at Providence Portland as a transportation demand management intern. After attaining his Master’s degree, he intends to continue working on transportation projects in smaller communities in the Pacific Northwest.

Elisha Ransom: Originally from Southeastern Washington, Elisha spent a lot of time in the Columbia Gorge as a child. She and her family spent a lot of time hiking, picnicking, and riding ‘Grandpa’s Train’—the tour train at The Dalles Dam where her grandfather worked for over 20 years. She holds a bachelor’s degree from Brigham Young University in Geography. Elisha moved to Portland to study urban planning and hopes to stay in the area after graduation. Her hobbies include baking, reading, crossword puzzles, and listening to true crime stories.

Justin Sherrill: Justin was born and raised in Eugene, Oregon, where he first gained an appreciation for how Oregon cities strike a unique balance between preserving valuable greenspace and providing multimodal transportation options. He earned his BA in Art History from the University of Oregon before moving to Portland where he first got his start in urban planning as a Marketing & Media intern with Oregon Metro. Justin has since worked in technical roles with the City of Redmond, Washington’s transportation planning department, King County Metro, and currently works as an analyst for ECONorthwest. He enjoys cooking, programming, and swimming in Oregon’s rivers and lakes.
glossary
alternate mode: Usually in reference to a type of transportation that is not a personal motor vehicle or truck. This could refer to bicycles, buses and railroads.

bike/ped: Bicycles and pedestrians

bollards: Perpendicular column-like barriers that separate traffic modes. They can be made of almost any material and are generally no more than waist high. While providing a barrier, unlike a guardrail which has some kind of linear connection between columns, people can walk or bike between individual bollards.

buffer: An area that separates modes. This could be paint indicating extra space or it could be physical like bollards, trees or other landscaping, or a difference in elevation. Right now most of Cascade Ave. in this corridor has a bike lane but there is no buffer beyond a standard white stripe. A painted buffer has some kind of gap between two lines allowing for extra space between mode lanes.

facility: A physical section of transportation infrastructure, usually referring to a publicly owned street or highway. Highway 30/Cascade Ave. in Hood River is an ODOT-owned facility.

historic columbia river highway: The Historic Columbia River Highway (HCRH) is the original route from Portland to The Dalles passing through Hood River. This refers to the original highway, largely constructed around 1915. Cascade Ave. in Hood River is the original alignment of the HCRH.

hood river: Hood River is often used interchangeably and could refer to the area of Hood River within the city limits, the City of Hood River, referring to the City government, Hood River County, or the Hood River Valley. Unless otherwise specified, when this report mentions Hood
glossary

River, it refers to the area within the City limits or immediately adjacent to the City limits. When referring to the City of Hood River as a government jurisdiction, this report uses Hood River, City of Hood River, or just City.

**mobility devices:** In the context of this report, mobility devices refer to any wheeled device that assists with someone in moving about. This could be a wheelchair, walker, scooter, stroller, or even crutches.

**mode:** Reference to a specific type of transportation like motor vehicles, transit, biking, walking, etc.

**multi-modal:** A method of considering or planning for more than one mode of transportation such as redesigning a street to accommodate a variety of transportation types.

**shared facility:** A segment of road that more than one mode uses. Much of Cascade Ave. today is a shared facility with both motor vehicles and bike lanes.

**street trees:** Trees that are planted along a road or bike/ped path that adds a pleasing aesthetic quality and can act as a buffer between modes.

**workforce housing:** housing policies that focus on providing affordable homes for middle-income service workers, such as teachers and nurses, in close proximity to their jobs. It is primarily a concern in regions with high housing costs like Hood River.

**unsignalized:** An intersection or pedestrian crossing that does not have a traffic signal or stoplight to manage car, pedestrian, and bike traffic.
executive summary
Overview, Purpose and Team

The hub of the scenic Columbia Gorge, Hood River is an important center in the region and is growing in popularity. Those moving to the area as well as an increasing number of tourists enjoy the high quality of life found there. However, Hood River has limited space to grow. The growth happening now and any future growth will need to happen on land already urbanized. New growth in Hood River will create a denser community with more residents and tourists needing a safe way to travel within the city.

There are plans to complete the Historic Columbia River Highway State Trail (HCRH), the final segment of which will pass through Hood River. Starting at the west end of Westcliff Drive, the HRCH will continue across Interstate 84 at Exit 62 and then along Cascade Ave. This section of the trail follows the original HCRH alignment as well as the current Highway 30 in Hood River. Once the State Trail is built into Hood River, there will be a route for bicyclists to travel from Troutdale, OR to The Dalles either on or adjacent to the original HCRH with much of the route being exclusively for the use of bicycles and pedestrians.

The Oregon Department of Transportation (ODOT) engaged Apiary Planning Group (APG) to create an active transportation network plan that would incorporate bicycle and pedestrian facilities into the existing facilities. APG is a team of students completing their Master in Urban and Regional Planning degrees at Portland State University. The goals of this project include:

- Create concepts for a reimagined Cascade Avenue to act as a gateway from The HCRH State Trail into Hood River
- Allow people of all abilities and modes of travel to safely travel along the corridor
- Design ways for all modes to coexist—recognizing that motor vehicles, trucks and transit vehicles will continue to use this corridor.
- Ensure both residents and tourists will have new mobility options to access Cascade Ave and the commercial centers located along the
corridor. This was particularly important to stakeholders.

- Assess transportation plans and programmatic agreements and make recommendations to better align the goals of multiple jurisdictions.

**Existing Conditions**

Over the course of this project, APG found the following conditions:

- The nature of the corridor changes throughout the two mile length from a low volume, low speed dead end street on Westcliff Drive, passes through a freeway interchange at Exit 62, and becomes a busy city street with many intersecting streets and driveways accessing residences and commercial centers.

- 17% of all automobile crashes occur along the stretch of Cascade Ave. as do about 23% of crashes involving cyclists and pedestrians.

- The condition of the roadway for motor vehicles is good.

- Sidewalks exist in many places along the corridor but there are substantial gaps and some pedestrian facilities are not ADA
executive summary

• Bike lanes exist on both sides of Cascade Ave. from Exit 62 to 13th Street but they are narrow in many places, falling apart in others and there is no safe way for bikes or pedestrians to use the Exit 62 overpass.

• There are few marked crosswalks along the length of the corridor making it difficult or impossible for pedestrians to cross without darting into traffic.

Precedent Plans and Programmatic Agreements

APG assessed a multitude of plans written by a variety of jurisdictions including ODOT, the City of Hood River and the County of Hood River to assess what has been studied and recommended and how future plans may be improved or harmonized. Key recommendations include:

• Coordinate plans among jurisdictions to harmonize goals and desired outcomes for design and safety standards.
executive summary

• Create driveway standards to ensure safety for all modes and users.
• Harmonize previously created Programmatic Agreements with the Cities of Hood River, Mosier, and Cascade Locks to ensure a common standard for the HCRH in urbanized areas.
• Create design standards along the corridor that create a unified aesthetic along the HRCH

Outreach and Engagement

APG’s strategies for outreach and engagement changed significantly over the course of the project due to COVID-19. This is a summary of our activities:

• An interactive engagement session with the Historic Columbia River Highway Citizens Advisory Committee (CAC) was planned but this was canceled due to pandemic concerns.
• APG presented preliminary recommendations at the May 2020 CAC meeting conducted via video conference.
• A series of stakeholder interviews either via video conferences or phone calls. From these, the team obtained ideas about how to make improvements to this corridor. Many of their suggestions shaped this report.
• Created a stakeholder activity that can be used in the future. This activity allows participants to design their own street cross section using a standard list of street treatments.
• APG developed a list of groups to be engaged in the future. This list focuses on groups that have been under-engaged in past planning processes—particularly the Latino community.
• APG had limited ability to engage community members in this process. Consequently, APG laid out plans for future engagement and outreach activities to be used as this project moves forward.

Design Recommendations

Although the nature of this corridor changes moving from the west end of Hood River toward downtown, APG proposes a similar design treatment along the entire corridor:
executive summary

- Complete the sidewalk network on both sides of Cascade Ave. from Exit 62 to 13th St.
- Eliminate the eastbound bike lane on the south side of Cascade Ave. and build a two-way cycle track and sidewalk on the north side of Cascade Ave. This provides a wide, promenade-like bike and pedestrian experience on the north side of the street while still offering a sidewalk for pedestrians on the south side of Cascade Ave. The north side bike and pedestrian facility also allows cyclists and pedestrians to avoid negotiating the major intersections at Mt. Adams Ave. and Cascade and Oak St. entirely depending on their final destination.
- Build marked crosswalks including flashing beacon signs and pedestrian islands using part of the center turn lane. APG recommends these be built at least every 500 feet.
- Complete the sidewalk along the north side of Westcliff Dr. from the west end where the trail enters Hood River to Exit 62. Bike facilities could be a cycle track or bike lanes on this lower volume, lower speed street.
- Maintain 11-foot wide travel lanes on Cascade Ave. Any existing center turn lanes or medians will remain.
- Construct a roundabout at the Cascade and Mt. Adams intersection with a radius large enough to accommodate semi-truck traffic and transit vehicles.

Implementation Recommendations

Reconstructing Cascade Ave. and Westcliff Drive is a big project involving multiple jurisdictions, many landowners, businesses and residents. Like many jurisdictions, both ODOT and the City of Hood River rely on new development for street and infrastructure improvements. This has led to inconsistent development of bike and pedestrian facilities—some places have good facilities while others have none. There is also the problem of multiple jurisdictions being responsible for different segments of this corridor but the segments need to function and be planned as a network. To function well, this corridor requires a holistic planning approach. Multiple agencies
have jurisdiction over different sections of the corridor—requiring cooperation for any effective planning effort to move forward. To move this project toward funding and implementation APG recommends:

Short Term Recommendations

- Engage the community by designing crosswalk themes for painted crosswalks where they do not exist now.
- Use temporary elements such as planters to reconfigure the Oak St. and Cascade Ave. intersection.

Long Term Recommendations

- Create a local improvement district (LID) allowing the City to issue a bond repaid by local property owners
- Create an urban renewal district (URD), freezing property taxes and dedicating equivalent funds from future tax increases to this fund.
- Create an opportunity zone (OZ) to leverage private funds to build highway improvements
executive summary

- Create an organization or commission representing all public jurisdictions involved with this corridor, property owners and residents and a diversity of community organizations. The purpose of this commission is to coordinate planning between jurisdictions, leveraging funding opportunities, public input and ensuring this project moves forward. The East Portland Action Plan is an example of this type of organization.

A note about this report:

While the Apiary Planning Group created design concepts for the Oregon Department of Transportation, it should be noted these are only design concepts, not a final proposal. Funding to commence formal planning, engineering, and construction processes to implement these ideas has not been identified. No timeline to build any of these concepts has been established. Apiary Planning Group hopes these preliminary concepts will encourage and inspire jurisdictions, community groups, residents and businesses to work together to create a gateway to Hood River that honors the past while creating new, safer and accessible transportation opportunities in the future.
Introduction

The hub of the scenic Columbia Gorge, Hood River is at the nexus of change between temperate rainforest and desert. With spectacular views of the river as well as Mount Hood to the south and Mount Adams to the north, Hood River offers a scenic setting and destination for both residents and visitors. Much of the Columbia Gorge region is part of the Columbia River Gorge National Scenic Area (NSA), a federally-administered area created to protect the scenic treasures in this region outside of urbanized areas for generations to come. The City of Hood River lies outside of the NSA.

Imagine being able to bike from Troutdale, 15 miles east of Portland to Hood River using the Historic Columbia River Highway (HCRH). While it is possible to cycle the HCRH from Troutdale as far as Viento State Park, the last five miles from Viento to the westernmost part of Hood River requires traveling on the shoulder of Interstate 84 (I-84). The Oregon Department of Transportation (ODOT) is well into a project to design a connecting segment of the trail including a new tunnel through Mitchell Point. Upon arriving at the end of the State Trail in west Hood River, cyclists and pedestrians will find bike and pedestrian facilities along Cascade Ave. are sporadic. Once funding has been identified and construction is complete visitors from near and far are sure to follow.

Hood River

Geographically, Hood River is naturally constrained. The City of Hood River is located at the north end of the Hood River Valley with terrain sloping steeply from the Columbia River up to the south end of town. Steep terrain east and west of Hood River prevent growth in those directions. This means any growth will largely be within the boundaries of the existing City limits. There is very little space to build new or wider roads so existing transportation assets need to be leveraged to serve more transportation modes.

In addition to geography, the unique climate and fertile soil enabled multiple agricultural
Transportation connections are valuable to the Hood River economy. The agricultural, food processing, and wood products industry all depend on connections to the wider region...

industries to flourish. These include pears, apples, cherries, and grapes used in the budding wine scene. Food and beverage processing industries use locally grown produce and ship these products around the country and the world. Additionally, as a part of Oregon law, Hood River’s Urban Growth Boundary (UGB) protects valuable agricultural resources south of the City but this also limits the City of Hood River from expanding to the south, the only direction where there is not a geographic barrier to urban expansion.

Transportation connections are valuable to the Hood River economy. The agricultural, food processing, and wood products industry all depend on connections to the wider region and tourism is very important to the economy. I-84 provides the east/west connection to Hood River giving easy access for both cars and freight. In addition, the Mount Hood Railroad serves industry in the Hood River Valley as well as seasonal scenic rides popular with tourists. Both Union Pacific and BNSF provide mainline freight service through the Gorge and Amtrak stops across the Columbia River in Bingen, WA.

Transit options have increased in the last few years. Columbia Area Transit (CAT) provides local fixed and flexible route bus service both in Hood River and the Hood River Valley. More recently CAT has taken over bus service between The Dalles, Hood River, and the Gateway Transit Center in Portland. The Gorge Pass provides the option to purchase a regional pass at a discount that can be used with several transit systems in the region. Some of these improved transit options operate along the project corridor and offer new options for people without a car to access the region.

Hood River has developed a bike and pedestrian network. Both the City and County have plans to expand the network. Many in Hood River maintain an active lifestyle and participate in a wide variety of outdoor activities including walking, hiking and biking year-round. Once the HCRH State Trail is completed to Hood River, demand for even more bike and pedestrian
facilities will grow as there will be new opportunities to travel in the Columbia Gorge and this new facility lures more tourists to the area.

**Needs and Goals**

Once the Historic Columbia River Highway State Trail will be extended into the town of Hood River, connecting it with US Highway 30, an ODOT-owned facility named Cascade Avenue within Hood River. The historic trail from Troutdale to Viento State Park is already highly popular with cyclists, pedestrians, and tourists from around the region. When it is finally connected into Hood River, trail users will have direct, uninterrupted access to Cascade Avenue, downtown Hood River and beyond to Mosier and The Dalles.

ODOT and the City of Hood River are both concerned that this new connection will put cyclists and pedestrians on a roadway that is ill-equipped to handle them safely. Along Cascade Avenue, sidewalks are incomplete, crosswalks are few and far between, and bike lanes are narrow. Beyond safely accommodating increased numbers of bicyclists and pedestrians, both ODOT and the City of Hood River are interested in having a gateway that reflects the world-class bike/ped future HCRH State Trail.

As Cascade Avenue is a state-owned right-of-way within a local jurisdiction, facilitating agreement between planners and elected officials from all jurisdictions around designs, timing, and funding will be difficult but essential.

Residential and commercial development often provide the opportunity to make sidewalk improvements to the corridor as part of development. This results in incomplete sidewalks with inconsistent widths and could be described as a patchy-style of development—some areas having great facilities next to a segment with no facilities at all. There are still large gaps in the sidewalks along the south side of Cascade Avenue where development has been sporadic.
Further complicating matters is the designation of Cascade Avenue as a historic highway—which places design review limitations on a number of changes that could be made to the corridor.

In order to address these diverse needs, ODOT asked Apiary Planning Group (APG) to do the following:

- Develop a set of concepts, informed by ODOT’s Blueprint for Urban Design, for re-imagining the Cascade Ave./Highway 30 corridor into a safer, more bike and pedestrian friendly facility that also pays tribute to the Highway’s status as a historic landmark.
- Conduct outreach to stakeholders in order to identify concerns and interests of the community about changing the design of this major corridor.
- Analyze current inter-government agreements and offer solutions for making changes to future agreements.

**Equity**

**Access to Facilities**

As APG created design recommendations, we incorporated universal design principles to provide facilities accessible to users of all ages and abilities. As previously mentioned, uneven development patterns created uneven pedestrian and bicycle facilities, limiting access to all but the most intrepid walkers or bikers—or those who simply do not have any other choice. In order to open up more mobility options to more people and to make those options safer for all, we have taken an “8 to 88” approach—meaning that everyone from young children to senior citizens can use the facilities safely. This approach also hopes to accommodate people with disabilities, particularly those with mobility issues.

Making pedestrian and bicycle facilities safer is also a racial equity issue. In a CDC study of crash data, they found that people of color had higher death rates from pedestrian-involved collisions compared to their white counterparts. The study
move forward, ODOT and Hood River must center equity and engagement to prevent additional pedestrian deaths, especially among marginalized populations. As Alta points out in the guide, pilot projects—like Cascade 30—are excellent opportunities to implement safe mobility principles for all.

Infrastructure Improvements and Displacement

Infrastructure improvements are often a driver of gentrification and the subsequent displacement of low-income people. Dr. Lisa Bates wrote on this topic: “Public investments are often made in order to improve living conditions for residents through housing rehab/restoration, economic development, and improvements to infrastructure services—but there can be unintended effects for vulnerable groups,” (2013).

Alta Planning and Design has produced a guide to safe mobility that includes making complete streets with pedestrian facilities—something our report recommends. Their guide also includes information on prioritizing equity and engagement in safe mobility planning. As this plan and and its subsequent implementation

found that “American Indians/Alaska Natives had higher death rates than persons in other racial/ethnic populations.” The CDC study pointed to the work of Chen et al. who found that even when controlling for lower socioeconomic status, increased exposure to traffic, and increased use of alcohol there was still elevated risk for certain minority groups (2012). Another study looked specifically at racial bias in pedestrian–vehicle interactions. They found that drivers in higher income areas were less likely to yield to a black pedestrian when they were in the crosswalk. The study concluded that, “Bias in driver yielding behavior may be one influencing factor in higher rates of pedestrian crashes for people of color,” (Coughenour et al., 2017).

Infrastructure improvements are often made in order to improve living conditions for residents through housing rehab/restoration, economic development, and improvements to infrastructure services—but there can be unintended effects for vulnerable groups,” (2013). While improvements along the HRCH will improve the quality of living for many groups, lower income residents and residents may be pushed out by increased property values and increased location desirability. In one of our stakeholder
introduction

interviews, a local real estate developer and Hood River resident expressed his worries about lower income people being pushed out of the city. He also added that anyone who works in this city should be able to live in this city. Displacement is often an unintended consequence of improvement and development. Dr. Bates said, "It requires intentional action to avoid these kinds of changes and implement a strategy for equitable development of livable, complete neighborhoods," (2013). That intentional action includes planning, creating incentives, and capacity building. As the project moves forward, APG would point those involved toward Dr. Bates’ work in anti-displacement.
existing conditions
Figure 3–Population in 2014 compared to 2018 separated by age group and sex
Demographics

Portland State University’s Population Research Center (PRC) estimates the population of Hood River to have been 8,305 residents as of July 2019 (PRC), with an average annual growth rate of 1.4% forecasted for the 2010–2020 decade. The average population density of Hood River is 2,470 people per square mile. Bend, a regional comparison, has a density of 2,740 people per square mile. In terms of housing, Hood River had an estimated average of 3,923 housing units between 2014 and 2018 (2014–2018 5-yr ACS), which equates to 2.1 persons per household, slightly less than the statewide average of 2.3.

The median age of Hood River is 38.2 years old (2014–2018 5-yr ACS), slightly below the statewide average of 39.2. Hood River’s population is trending older, and is likely to continue on that path in the decades to come as natural increase in population dips negative (PRC). Figure 1 depicts the age cohort distribution for Hood River County (used instead of the City of Hood River for greater statistical reliability), where there is a noticeable dip in the share of younger cohorts between 2010 and 2018, and an increase in the share of 55+ residents. As of 2018, Hood River consisted of around 77% White non-Hispanic residents, 2% multiracial residents, 1% Black, and 19% Hispanic/Latino residents. This distribution has, over the past several years, trended towards a greater plurality of White non-Hispanic residents, driven by a nearly 11 percentage-point increase in the share of White non-Hispanic residents and a nearly equal decrease in the share of Hispanic/Latino residents.

Figure 2 shows the average block-group distribution of residents who identify as people of color (POC) – all residents except non-hispanic whites – between the years 2010 and 2018. Displayed as the percent of the block group population, we see a significant increase in POC resident share in the block group to the south of Hood River, and a slight decrease in the block groups along the Cascade Ave corridor.
Figure 4—Share of the population who identify as people of color in 2014 and 2018. The census tract in which the Cascade Ave corridor is located has experienced a decrease in the share of the population who identify as people of color.
The median household income in Hood River is $54,437, compared to Oregon’s $59,393. Despite this, rent prices in Hood River have remained among the highest in the State over the past ten years, competing with the Portland and Bend Metro areas. As of 2019, the Zillow Rent Index estimated the average rent of all housing types in Hood River to be $1,699 per month, 2nd highest in the state and surpassing the Portland Metro region.

As of 2018, Hood River County was home to an annual average of 14,247 jobs spread across 1,380 establishments. The five most concentrated industries in the County, using the location quotient of employment, are crop production, forestry and logging, food manufacturing, beverage and tobacco product manufacturing, and the amusement, gambling, and recreation industries. Together these industries account for 25% of the County’s jobs.

Commuting Patterns

A key shift in commuting patterns over the last 15 years has been the steady decrease in the share of workers who both live and work in Hood River (Figure X). Commuters from outside Hood River increased from 27% in 2002 to 41% in 2017. The increase comes largely from residents of the Portland Metro area and other places in the Columbia Gorge. As a result the east-west corridor, including Cascade Ave, is seeing more traffic.

Transportation mode share for work related commutes has also shifted over the last four years for Hood River. Private automobile share decreased from 80% in 2014 to 75% in 2018. Bike/ped commutes have increased during this time frame from just under 13% to 13.8%. Remote workers saw the largest increase in mode share during this period, rising from 4.6% of the city population to 10.3%.

Two competing trends to note are the increase in car-free households from 6.2% in 2014 to 9.4%
Figure 5–Workers commuting from Hood River County to other areas
Worker 'in-flow' to Hood River County by year and origin county

Origin county
- Other
- Hood River

Note: ‘Columbia Gorge’ region includes Skamania, Klickitat, Wasco, Sherman, Gilliam, Morrow, and Benton counties

Source: LEHD

Figure 6—Workers commuting to Hood River County from other areas
in 2018 and the increase of households with 2 or more cars, from 52% to 59% over the same time period.

**Putting it Together**

Demographic and economic shifts in Hood River challenge the status quo in nearly all aspects of urban life, not least with regards to how residents move around.

- Hood River is becoming older, creating a greater need for a more connected and robust active transportation network for those with diminished mobility.
- Hood River is becoming whiter within the City. Hood River County on the other hand is becoming less white.
- The economic profile of the area—emphasizing agriculture, manufacturing and recreation—introduces a complex arrangement of roadway users. Planners will likely need to consider the needs of residents as they balance those of freight, commerce, and tourism.
- Hood River has been emerging as an employment destination within the region for several years, and if those trends hold, the City is likely to see greater pressure placed on its roadways, increasing the need to ensure the safety of pedestrians and cyclists.

**Land Use and Zoning**

Hood River faces many of the same challenges of most desirable growing cities. Housing supply is not keeping up with population growth and that is in the context of a city with very limited low-income (60% Median Family Income (MFI)) and workforce housing (60%–120% MFI) opportunities. In addition, the protected Columbia River Gorge National Scenic Area, Columbia River, steep cliffs, and high-value farmland leave Hood River with little room to grow.

The 2017 Westside Area Concept Plan identifies many of the challenges for development along the western portion of this corridor and how it relates to the larger issue of housing in the City of Hood River. Below are the key findings as they relate to the Cascade Ave Corridor.
Figure 7–Average walking time for students in Hood River. Used to demonstrate walkability and connectivity for Hood River residents

Source: Apiary Planning Group calculations, OpenStreetMap
existing conditions

- Current land can accommodate growth through 2035.
- Multi-family housing is the best option for low-income and workforce housing.
- C-2 zoning could provide 42% of new multi-family housing (300 units).
- EcoNorthwest financial analysis shows a difficult financing outlook for multi-family development, significantly more so with low-income and workforce housing, along this corridor.
- 2015 Housing Needs Analysis estimated 2% growth through 2035, Portland State University Population Research Center (official estimate used by the State) revised the outlook down to 1.4% growth.
- Despite a downward revision of growth, Hood River is short on housing even in the absence of growth due to the limited supply of low-income and workforce housing that currently exists.

A landowner and local business operator along Cascade Avenue identified two challenges to developing the vacant land. The first is the improvement of the intersections on Cascade Ave, something being addressed within this project. The second challenge is related to inadequate sewer facilities with a needed pump station improvement. Addressing the latter challenge will also need to occur to see the desired development of housing. Fixing this problem in tandem with any highway improvement could save money, time, and expedite the development of these vacant sites. APG recommends that ODOT work with Hood River Water and Sewer to identify the needs and opportunities presented by this Cascade30 corridor project.

Zoning along this corridor is dominated by the most permissive zoning (C-2) in the Hood River Zoning Code. In addition, all the vacant land is found in either C-2 or C-1 zones.
existing conditions
<table>
<thead>
<tr>
<th>Zoning</th>
<th>Uses</th>
<th>Height Limit</th>
<th>Setback</th>
<th>Parking Requirements</th>
<th>Total of Segment (estimates)</th>
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</thead>
<tbody>
<tr>
<td>C-2</td>
<td>Residential, Commercial, Industrial</td>
<td>45’ Mixed-Use</td>
<td>None</td>
<td>Commercial–1 space/employee Residential– 1.5 spaces/unit</td>
<td>75%</td>
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<td></td>
<td>(35’ Residential Only)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>C-1</td>
<td>Residential, Commercial</td>
<td>35’</td>
<td>10’</td>
<td>Multi-Family– 1.5 spaces/unit Single-Detached– 2 spaces/unit</td>
<td>16%</td>
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*Figure 8—Table listing land use zones within project area and characteristics of those zones.*
Figure 9–Zoning map of the City of Hood River. The project corridor is primarily zoned C-2
precedent plans & programmatic agreement
Precedent Plans

The Cascade 30 Plan considered numerous local, regional, and state planning documents. These planning documents helped inform the goals of the Plan, and its recommendations and designs. The following is a summary of those relevant plans and some of the discrepancies among them.

State

Oregon Bicycle and Pedestrian Plan (2016)

This plan establishes nine goals supporting its vision of creating a transportation system where bicycle and pedestrian networks are an integral element of the system. This network should allow people of all backgrounds access to destinations in both urban and rural areas via “safe, well connected biking and walking routes”. Local and regional plans must be consistently aligned with these policies and strategies.

Regional

Historic Columbia River Highway Master Plan (2006)

The Hood River Programmatic Agreement in the Plan created a shared understanding of the importance of protecting the visual continuity of the highway while enhancing its historic nature. It includes a proposed cross section and specific design standards for Cascade Avenue from I-84 Exit 62 to 13th St.

County

Hood River County Transportation System Plan (TSP) (2011)

The Plan identifies a number of strategies to help promote a more balanced, safe, and well-connected active transportation system, while following the guidelines of the HCRH Master Plan. It encourages using recommended street design standards for different road types, with recommended design standards for bike lanes and sidewalks.
precedent plans

Hood River County Bicycle Plan (2010)

This plan identifies and outlines a list of recommended bicycle facilities to be constructed over the next 20 years. It includes sections on further connecting the Historic Columbia River State Trail coinciding with a multi-use path along Westcliff Dr.

Hood River Valley Multi-Jurisdictional Parks, Recreation & Open Space Plan (2019 Draft)

This plan creates a vision for an interconnected system of parks, trails, and open spaces to help promote recreational opportunities. Its vision was shaped by a community outreach process. The findings showed that residents in Hood River Valley desire better biking and walking connections to access parks and other spaces to recreate.

City

City of Hood River Comprehensive Plan (2015)

The City of Hood River Comprehensive Plan provides goals and policies intended to support better active transportation connectivity and multi-mobility throughout Hood River. The plan also supports the use of design elements to enhance the distinct character of the Historic Highway, and help make it more of a gateway into the City in the vicinity of Exit 62.

City of Hood River TSP (2011)

The goals of the TSP are guided and supported by strategies to enhance and create a more multi-modal transportation system, while also enhancing safety, connectivity, and livability. The Plan contains road design standards and cross sections for different road types and recommended cross sections for separate sections of Cascade Ave.
precedent plans

**Interstate 84 Exit 62 Interchange Area Management Plan (2011)**

The purpose of this plan is to help guide future investments for improving the Exit 62 interchange. It promotes efficiently serving bicyclists and pedestrians and contributes to a comprehensive network of biking and walking facilities throughout the interchange area, with consideration of the HCRH State Trail.

**Hood River Westside Area Concept Plan (2017)**

The Pedestrian and Bicycle Connections Framework is a key component of the Plan, depicting a connected network of pedestrian paths, bike routes and trails to provide many options for active transportation. It builds upon the HCRH State Trail and other routes in the adopted TSP with proposed bicycle and pedestrian framework facilities in the project area along Westcliff Dr.

**U.S. 30 at Rand Road Intersection Improvements Fact Sheet (2020)**

This improvement project will signalize the intersection of U.S. 30 and Rand Rd., while addressing pedestrian crossing concerns by adding sidewalks on the southwest corner, marked pedestrian crossings, and new street lights. It is still in the design phase, with construction scheduled to run from fall of 2021 to spring of 2022.

**City of Hood River Annual Work Plan (2020)**

The Hood River City Council’s third goal is aligned with promoting a safe multi-modal transportation system. The goal prioritizes incorporating input from the Westside Area Concept Plan in updating the City’s TSP and completion of the HCRH Trail through Hood River, which includes revisiting the street cross section design along Westcliff Dr. and U.S. 30.

Discrepancies observed among plans:

- Many of the plans are out of sync and in need of updates, especially the TSPs and
Programmatic Agreement in the HCRH Master Plan, which often refer to outdated planning documents.

- The County TSP was last amended in 2011, but it appears that many of the recent amendments were just an approval of the County Commissioners to extend the 2003 Plan. It is unclear if the priorities have changed between jurisdictions since then.

- There are differences among the street cross sections and the classifications of streets, specifically between the County and City TSPs.

- Of these ten plans, only three reference equity: Oregon Bicycle and Pedestrian Plan (2016), Hood River Valley Multi-Jurisdictional Parks, Recreation & Open Space Plan (2019 Draft) and the City of Hood River Annual Work Plan (2020). These three plans have specific goals and strategies devoted to the subject. The other seven make no mention of equity, aside from the spirit of Goal 5 of the City of Hood River TSP: "Transportation facilities, which are accessible to all members of the community..."

Programmatic Agreement

Our project area along Cascade Ave. has unique historic design and operational requirements consistent with its historic designation. These are defined in the Hood River Programmatic Agreement, which include a specific cross section for the segment of Cascade Ave. in front of Cascade Commons. This programmatic agreement is supported by Goal 5 of the City’s Comprehensive Plan. Additionally, it is written in the City’s TSP that the TSP “will need to recognize the recommendations and outstanding issues” found in the 2006 HCRH Master Plan.

Upon comparing Hood River’s Programmatic Agreement with Mosier’s and Cascade Locks’, APG proposes the following recommendations in which to improve upon it:

- Jurisdictions and agencies need to cooperate when creating new plans for streets, roads, land use, utility relocation and undergrounding, etc.

- Jurisdictions harmonize zoning ordinances to incorporate or encourage the use of
precedent plans

replica historic elements (white wood guardrails, basalt walls and guardrails, etc.) in landscaping or safety features such as guardrails on both public and private land adjacent to the HCRH.

- Jurisdictions should work to promote safe design for new or substantially redeveloped driveways and entrances to businesses.
- Update the cross section in Exhibit B with current facilities and better detail. It is very difficult to clearly see the measurements.
- Include all four cross sections found in Hood River’s TSP Figure 6A.
- Reference the 2011 City of Hood River TSP, or update the Programmatic Agreement along with the expected update of the TSP in the near future.
- The language in section II. Design and Construction Provisions, section 2 should begin with "Future construction on...", similar to that of Mosier’s and Cascade Locks'.
- The language in section II. Design and Construction Provisions could better reflect or consider ODOT’s and the City’s interest in promoting more active transportation along the corridor.
- Include language regarding crosswalks in section II. Design and Construction Provisions, similar to what is found in Mosier’s Programmatic Agreement.
- It should also account for the stretch of Cascade Ave. to the west and east of Mt. Adams Ave. with no center turning lane in section II. Design and Construction Provisions.
- Standardize language across all three agreements in regard to street lighting. In Hood River’s agreement alone it refers to both “classic” and “antique”. Additionally, it might be better stated to write “future street lights should include...” as this “antique” lighting is more about aesthetics than safety and being seen. This should include provisions that lighting should benefit and make visible all modes to help ensure visibility and safety.
the corridor
today
Figure 10—The project area broken into five segments. This section details limitations and opportunities along each segment.
the corridor today

Segment 1: Ruthton Park to Farmgrass

Limitations:
- Westcliff Dr. is narrower compared to the rest of the corridor (40’ right-of-way (ROW)).
- Slopes and private property limit the space for adding ped/bike facilities.
- I-84 runs alongside the south side of the street, creating a noisy environment.

Opportunities:
- Westcliff Dr. sees little auto traffic throughout the year.
- Some property owners have already provided easements for sidewalks.
- There is a wide, unpaved shoulder between Westcliff Dr. and the I-84 barricade.

Figure 11– Portions Westcliff Drive do have sidewalks but these are discontiguous and utility poles impinge into the sidewalk.
the corridor today

Figure 12– Discontiguous sidewalks are a common feature of Westcliff Drive and Cascade Avenue.

Figure 13– The west end of Westcliff Drive where the future Historic Columbia River Highway Trail will enter Hood River.

Figure 14– Westcliff at Exit 62 looking south showing multiple intersections and lack of bicycle and pedestrian access.
Segment 2A: Exit 62 Overpass

Limitations:
- Very limited ROW (39’).
- Existing narrow 41” sidewalks are not ADA accessible.
- Guardrail that forces pedestrians into the car lanes.
- Large expanse of road that ped/bicycle users must cross with little protection.

Opportunities:
- Extra wide vehicle lanes (12’) that can be trimmed by one foot.
- 39” shoulders that are (likely) used as bike lanes.

Figure 15—Exit 62 features substantial amounts of paved areas with no clear or safe route for pedestrians or bicyclists.
Figure 16– While the Exit 62 overpass has no useful or ADA-accessible pedestrian or bicycle facilities, there are possible solutions repurposing and utilizing the existing structure.

Figure 17– The Exit 62 overpass crosses I-84. Currently, the shoulder is narrow and does not allow adequate space for bike/ped access.

Figure 18– The marked bike lane does not begin immediately after the Exit 62 overpass. The gravel on the side of the road can create a difficult cycling surface for inexperienced riders.
Figure 19—Cascade Avenue at Rand Road is busy with motor vehicle traffic and unfriendly to pedestrians and bicycles. Sidewalks are largely non-existent and bicycle facilities poor.

Segment 2B: Exit 62 to Mt Adams Ave

Limitations:
- Wide, high volume, and unsignaled on/off ramps make for an unpleasant ped/bike experience.
- Gaps in bike lanes on the north and south sides of Cascade Ave.
- Extra wide driveways make it difficult to protect bike/ped users.
- Lack of signals at the intersection of Cascade Ave. and Mt. Adams Ave. causes traffic stacking in Mt Adams Ave’s left turn lane.

Opportunities:
- Only two lanes means there are wide shoulders.
- There is potential for a bike/ped path along Country Club Rd. to access the western side of the Hood River Valley from the Exit 62 area.
Figure 20—Cascade Avenue as it enters Hood River. There are marginal bicycle facilities and unclear driveway entrances and exits. Safe pedestrian facilities do not exist.

Figure 21—The intersection at Mt. Adams and Cascade is a recent addition. Cars turning left often experience long waits as the traffic on Cascade Ave. does not stop.

Figure 22—While there are bike lanes on both sides of the street along this section of Cascade Ave., they are narrow. There is nothing protecting bicyclists from the car traffic.
Segment 3A: Mt Adams Ave to West Wal-Mart Driveway

Limitations:

- Multiple wide driveways on the north side of Cascade Ave with fewer driveways on the south side along this segment.
- A long stretch of the south side of Cascade Ave. lacks a sidewalk.

Opportunities:

- Both sides of the street already have continuous bike lanes.
- There is a continuous sidewalk along the entirety of the north side of Cascade Ave.

Figure 23—The driveways along the corridor can be difficult to navigate for bicyclists and pedestrians. The sidewalk curves slightly which may make it harder for drivers to see people approaching on foot or on a bike.
Figure 24–Portions of Cascade Avenue lack sidewalks and stretches of undeveloped property. Parts of this segment are especially unwelcoming to bicycles and pedestrians and do not allow safe access to nearby lower income housing units.

Figure 25–Where there are sidewalks, even pleasant features such as street trees pose a navigational challenge.

Figure 26–Cascade Avenue looking east at the west entrance of Wal-Mart.
Segment 3B: Wal-Mart Driveway to Rand Rd

Limitations:

• A center turn lane severely limits the amount of space in the ROW available to active modes.
• The sidewalk on the south side of Cascade Ave. is interrupted several times and ends about 100’ before reaching Rand Rd.

Opportunities:

• There are continuous bike lanes on both sides of Cascade Ave.
• There is a well-maintained, continuous sidewalk on the north side.
• There are already historic street lights on both sides of the street, although fewer lamp posts on the south side.

Figure 27– Cascade Avenue and Rand Road is to have a traffic signal with intersection alterations in 2021–2022. This intersection should be made safer for all users once the traffic light is in operation.
Figure 28–Bike lane markings may not be obvious to drivers turning in or out of the parking lot on the right. Without clear markings, drivers may not look out for bicyclists before turning.

Figure 29–The road narrows down to two lanes approaching the hill. This leaves less space for bicyclists and pedestrians.

Figure 30–Bike rack along Cascade Ave. There are currently some facilities for bikes, but more would be necessary to support additional bike traffic.
the corridor today

Segment 4: N Rand Rd to 20th St

Limitations:

- A center turn lane severely limits the amount of space in the ROW available to active modes.
- A larger number of driveways on either side of Cascade Ave. interrupt the sidewalks and bike lanes.

Opportunities:

- Extra wide drive lanes can be narrowed to make room for new facilities.
- Property owners have already installed planters, street trees providing shade, and historic lighting on either side of Cascade Ave., providing light and aesthetics.
- Small storefronts on the west end create opportunities for enhancing the main street environment.
- There are continuous sidewalks and bike lanes along both sides of the street.

Figure 31– Although there are pedestrian and bicycle facilities, neither have easy access and both offer marginal safety. The storm drains in the bike lane pose a hazard. There are replica historic street lights along this segment.
Figure 32—The entrance to this large shopping center is difficult to access as a pedestrian. Transit service is forced to enter the parking lot to offer a safe way for riders to access stores making transit operations less efficient.

Figure 33—The north side of Cascade Avenue is unwelcoming to pedestrians along this segment.

Figure 34—Intersection at Cascade Avenue and 20th Street showing only one marked crosswalk for pedestrians to access a connecting multi-use path to Wasco Avenue.
Segment 5A: 20th St to 18th St

Limitations:
- Center turn lane at 20th St./Cascade Ave. intersection limits available space.
- High concentration of driveways makes for unpleasant pedestrian experience.

Opportunities:
- Several smaller retail and commercial establishments that have smaller parking lots and are built closer to the street create the closest thing to a main street feel along Cascade Ave.
- Once the 20th St./Cascade Ave. turn lane ends, there is an abundance of space that is currently used for extra-wide bike lanes and a buffer in the center of Cascade Ave.

Figure 35–Poorly marked crosswalk at 18th Street
the corridor today

Figure 36–Wayfinding sign for Columbia Area Transit Park & Ride.

Figure 37–The grass along this section of road is worn down where pedestrians frequently walk. A sidewalk here would serve current users.

Figure 38–This tactile paving for vision impaired users is worn and may make it more difficult for those users to navigate the intersection.
Segment 5B: Approach to Cascade Ave/Oak St Intersection

Limitations:

- Empty lots and a few commercial buildings set back further from the street diminish the main street feel.
- The north side sidewalk extends only halfway from 18th St. to the Cascade Ave./Oak St. intersection, but there is room to extend it.

Opportunities:

- Due to there only being two car lanes, there are extra wide bike lanes on both sides of the street, and a continuous sidewalk on the south side.
- The most important opportunity is the intersection of Oak St. and Cascade Ave., which includes a narrow merge lane and cuts off the sidewalk on the north side of Cascade Ave.

Figure 39—This road heads to Downtown Hood River. The road has a raised median to help cars navigate the complicated intersection. There aren’t facilities helping pedestrians or bicyclist make their way downtown.
the corridor today

Figure 40—The Cascade Avenue–Oak Street split. Cascade continues on the left and Highway 30 continues on Oak Street on the right. This intersection is confusing for pedestrians and bicyclists.

Figure 41—Oak Street looking east at about 15th Street.

Figure 42—Oak Street looking west at 13th Street. The bike lane is very narrow and the sidewalk ends on the north side of Oak Street.
Collisions in the Corridor

Between 2007 and 2017, Cascade Ave. was the location of about 17% of all of Hood River’s automobile crashes, and 23% of the City’s crashes involving a cyclist or pedestrian. Concerns about the safety of the corridor are already backed up by the data, especially considering the low density that exists along the corridor. Future plans for the area’s development will likely lead to more travellers along the corridor, increasing the chances for collisions, underscoring the need for improved safety features and thoughtful design of bike/ped facilities.

Bike/ped crashes along Cascade Ave. differ somewhat from the rest of the City’s in terms of where and how they occur (Figure 44). Crashes involving bicyclists and pedestrians at intersections and driveways represent 86% of the total as opposed to 66% for the rest of the City. All of the bike/ped crashes along the corridor occurred because of one party failing to yield the right-of-way. An absence of signalized crossings along the corridor likely compounds this problem.

In the coming years, if growth and development continues as expected along the corridor, the design of new bike/ped facilities can be targeted to improve the safety of intersections and driveways. General safety improvements, such as lowering the speed limit or narrowing lanes, can improve safety for all users throughout the corridor.
Auto crashes, 2007 - 2017
Hood River UGB area

Figure 43—Map detailing locations of collisions in Hood River. Study area is bordered in red
Comparison of Collision Data in Hood River

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<td>Did not yield right-of-way (100%)</td>
<td>Did not yield right-of-way (58%)</td>
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<td>Non-Fatal Injury (100%)</td>
<td>Non-Fatal Injury (83%)</td>
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**Figure 44—Comparison of collisions along Cascade Avenue versus the rest of Hood River**
outreach
Outreach So Far

ODOT initially identified 13 recommended stakeholders to interview. During that process, APG decided it would be important to also contact other Hood River residents representing marginalized communities. We also expanded the list of stakeholders to include members of the Historic Columbia River Highway Advisory Committee.

Un fortunately, COVID-19 forced our in-person engagement strategy toward video conferencing and phone calls. While the COVID-19 pandemic disrupted APG’s engagement process—forcing the cancellation of the in-person meeting with the Columbia Gorge Advisory group—our team did manage to conduct 10 interviews using a standard set of 11 questions, one specifically related to COVID-19 (see Appendix D for the list of questions). These interviews were mostly with stakeholders recommended by our client, many of who already had some awareness of the project. These interviews included the Mayor of Hood River, business owners, a historian, among others. Their purpose was to learn more about the community’s feelings regarding the scope area and what new road treatments would be well received by the broader public.

These interviews were useful in that they gave APG the opportunity to “feel the pulse” of already engaged community members regarding their feelings towards scope and the types of treatments we are proposing. APG found existing support for improving active user facilities along Cascade 30. We feel confident that our client will be able to continue this project given the openness several prominent community members (e.g. Mayor McBride) showed toward treatments we proposed.

At the same time, our engagement process was really just scratching the surface. The stakeholders that APG contacted were not representative of the entire community, nor were they necessarily the residents who would be most impacted by changes to the scope. A more substantial process will be needed, one...
that puts extra effort into engaging historically marginalized voices that use the corridor with some regularity, before our client should begin making changes to Cascade 30.

To make up for our limited outreach and engagement process, APG designed a public engagement strategy to be carried out in the future (see Future Public Engagement Policy Section).

**Stakeholder Interviews**

**Common Themes**

The following are insights into how the key stakeholders in the community currently view the project corridor and how it could be improved in the future. Additionally, these findings contributed to our design approach and our Future Public Engagement Strategy Policy.

For clarity, the common themes observed from our stakeholder interviews were categorized by the following topics: bicycle and pedestrian system, crosswalks and intersections, safety, visual design, and equity.

**Bicycle and Pedestrian System**

- There is a strong desire for separated bike lanes on the corridor. Having separated bike lanes would make it safer for users to bike along the corridor. This finding aligns with the results from outreach done for the 2017 Westside Area Concept Plan, which showed community support for a safer and improved bicycle network.

- A raised cycle track would be ideal.

- There is a desire for a more complete and consistent sidewalk network. Complete ADA consideration should be included in any improvements. Trees and landscaping should be utilized to help provide a buffer between pedestrians and the roadway. Having a connected system of sidewalks was rated as “very important” in a 2016 online open house as part of the 2017 Westside Area Concept Plan.

- Accommodating the needs of the residents and community should be equally considered,
if not prioritized, when considering any improvements to the corridor.

Crosswalks and Intersections
- The intersections at Mt. Adams Ave. and Rand Rd. need to be improved.
- Mt. Adams Ave. would benefit from having a roundabout.
- There is a need for an increase in and improvement of pedestrian crosswalks along the corridor. Signage and visible markings are a necessary design element that should be included.

Safety
- Vehicle speed along the corridor is a problem and the legal limit should be reduced or speed mitigated using other methods.
- Driveway conflicts need to be addressed, especially for cars turning left. Reducing the number of driveways or consolidating some of them may be a solution. Their width and design should be evaluated for consistency and Universal Design standards.
- Better street lighting for pedestrians should be installed.

Visual Design
- Having an attractive visual design is more or equally important to high capacity road throughput. An attractive visual design would include references to the HCRH, street trees and elements that would improve the user experience.
- There is an interest in design treatments that would help represent the corridor as being a “gateway” to Hood River.
outreach

Equity

- The Latino community needs to be more involved in any future planning process, ideally incorporating a process that includes trusted contacts within the community.
- The corridor should be welcoming for all who use the corridor, especially those with disabilities and families.
- Businesses need to think about how to handle bike customers. Few, if any, of the businesses provide bicycle facilities.

Future Public Engagement Policy for Cascade 30

As a result of the COVID-19 outbreak, both APG and our client have been forced to take an entirely different approach to the public engagement process for the Cascade 30 project. While the first plan was to facilitate at least one meeting with an advisory planning group and conduct multiple in-person interviews with various stakeholders, the need for social distancing to keep the community safe during this pandemic has eliminated the possibility of any face-to-face contact. As a result, APG’s public engagement activities were reduced to stakeholder interviews via video chat and telephone, although even these were limited as many stakeholders now have far greater concerns than this particular project. To make up for the engagement deficit, APG has drafted this public engagement plan for our client.

The silver lining to this disruption is that APG devoted more time to drafting a more complete public engagement process that could be carried out after our part in the project ended. As a result, APG added three additional public engagement stages to the process. All four stages are listed below:

1. Initial outreach: Conduct interviews with leading members of the Columbia Gorge Historic Highway (CGHH) Planning Advisory Group, as well as with key stakeholders within the community. These stakeholders were already identified by ODOT and include city officials, property owners, and community leaders. The primary purpose of this phase is to get a better understanding of
the community’s perspective of this corridor and what their ideal vision of it might be. The secondary purpose is to introduce these stakeholders to road diet tools and potential design concepts. APG presented rough drafts of our concepts to the Planning Advisory Group towards the end of the term.

2. Group Meetings: Conduct interviews with stakeholders not identified by our client, but who represent key groups within the community. Unlike those contacted for the initial outreach, these stakeholders might not be aware of the future plans for Cascade Ave. and might not have an immediate connection to the corridor. These stakeholders will include representatives from marginalized groups, including the Latino community, ADA community members, and low-income residents. The primary purpose of these interviews is to involve new voices in the collaboration process and reduce the risk that historically marginalized groups in Hood River are not disproportionately impacted by this project.

3. Public Meetings: Host larger forums where many stakeholders can exchange ideas, communicate with project staff, and begin to move towards a broad vision for the corridor. These meetings may have to be hosted digitally in light of COVID-19. As large digital forums can be difficult to set up and harder to maintain, APG recommends considering alternative methods for generating conversations about the project and collecting qualitative data, such as a “meeting in a box” toolkit. Jump to the “tools for tele-engagement section” below for more details.

4. Roundup: Analyze the qualitative and quantitative data collected in the first three stages of the public engagement process to help guide the future of the project.

**Tele-engagement**

For the rest of this section the term “tele-engagement” will be used to describe any engagement practice, activity, or tool that does not involve in-person interaction. Other commonly used terms, such as digital engagement, do not capture all of the methods
at our disposal when in-person interactions are impossible. For example, tele-engagement could include engagement via social media, e-mail, drive-in/thru events, mail, telephone, and more.

**Goals**

The primary goal of the public engagement efforts described in this chapter is to inform and involve key individual stakeholders as well as stakeholder groups to the point where they can collaborate with ODOT on Cascade 30’s new street treatments. Secondary goals include demonstrating the commitment our firm and our client has to continue working with communities in a post-COVID world, and building the capacity of both our client and the Hood River community to conduct tele-engagement for future projects.

While we hope that the current pandemic does not completely end traditional in-person public engagement processes, it is worth noting national trends that have been pointing towards a more technology-reliant engagement process even before COVID-19. While tele-engagement presents its own challenges, especially for those who lack access to tele-engagement tools, the current pandemic will force planners and policy-makers to innovate around these problems at an unprecedented rate. While COVID-19 has changed many things there is no reason for these groups to give up on effective community engagement.

There are several groups who may be underrepresented in a tele-engagement process, including community members who lack internet or telephone access. Even among the community members who do have internet access, there will be some who cannot access tele-engagement platforms because their service is too slow or because they do not know how to use these platforms.

Community members who are most likely to be left out of any tele-engagement process include low-income, low English proficiency, ESL, elderly, and geographically isolated residents, as well as residents who have never participated in an engagement process before. Due to their
outreach

history of marginalization, the Latino community of Hood River is of particular concern for this project.

Latinos Community

Of the historically marginalized residents that are a part of the Hood River community, it is critical that extra effort and care is put into engaging and involving Latino residents. Hispanic and Latino residents made up nearly a quarter of residents of Hood River in 2010 and that year’s US census showed that many of these residents lived adjacent to Cascade Ave., especially on the south side between 20th St and 13th St. While market forces caused by strict land use controls have pushed many of these residents out, it is likely that many of these residents still live there.

While ODOT is legally required to offer translation services for the documents and material described below, APG recommends extra steps be taken to ensure the voices of the Latino community help shape the Cascade 30 project. ODOT should begin by reaching out to St. Mary’s Catholic Church, the Hood River Latino Network, and Radio Tierra, each of which can help the project by disseminating material within their community network.

These organizations can provide the essential service of cultural translation and should be compensated for doing so. Cultural translation might include informing the client what food to serve at events, or which issues are sensitive within the community. APG recommends a rate of approximately $5 (or a gift card with the equivalent value) for stakeholders who respond to surveys, and $15 (or gift card) rate for more substantial contributions, including interviews. These numbers are not ceilings, but floors. Additionally, any meeting should offer childcare and food for those who attend.

Another service these organizations and their leaders might be compensated for is hosting “meetings in a box.” A “meeting in a box” is a meeting that uses a toolkit or set list of instructions provided by, in this case, our
outreach

client. This is an excellent tool for conducting engagement during a pandemic, as it creates an environment where ideas can be discussed in small groups (even to the size of a single household) without breaking quarantine.

In order to ensure more members of Hood River's Latino community are included in this process, our client might provide these organizations a meeting in a box, which they can conduct on their own without the presence of government officials. If community leaders host these meetings privately in their own spaces, it might encourage group members who distrust or fear the government to participate. Ideas for what might be included in the meeting in a box are presented in the next section.

“Meeting In A Box” Toolkit

APG recommends distributing an interactive packet to key stakeholders (identified by ODOT and APG) in order to give these stakeholders a more hands-on way to learn about the project's details and voice their ideas regarding potential design concepts. Below is a list of what this packet might include:

1. Street Treatment Diner Menu: APG has created a "diner menu" of popular street treatments that would be suitable for the scope area. The menu is made up of images of treatments—including roundabouts and cycle-tracks—that are commonly used on roads like Cascade Ave. and Westcliff Dr. The images are accompanied with a title and description of the treatment, including its uses and scale. APG recommends laminating and distributing the menu as an educational tool that stakeholders can use to describe what they want for the street.

2. Directions for tele-engagement tools: It is important that stakeholders know how to use the different tools ODOT included in this plan. A printout of phone numbers, email accounts, survey links, and a how-to for services like Zoom would be of great use to many community members who are just learning about some of these tools.

3. Images: These will include 15 printouts of cross sections, three intersection overviews, maps, and existing condition images. These
Figure 45—This ‘Street Treatment Menu’ is an engagement tool for participants to see possible options for street changes. The visual guide allows people to see examples and select their preferred option.
outreach

images will be labeled and organized to be used alongside the surveys.

4. Survey: Including a survey in the toolkit may help address the issue of most surveys only being effective for a certain demographic, as the toolkit will include essential background information that will reduce the information gap. The survey may include requests for photovoice submissions.

Tools for Tele-Outreach
While it is impossible to fully replicate face-to-face engagement through electronic means, the list below represents the variety of tools available that can be applied to different engagement challenges. It is important to remember that not all of these tools will be accessible to all stakeholders, and even if they were, access does not equate to participation. However, during a stakeholder interview Mayor McBride revealed that a teleconference that took place after the COVID-19 pandemic began had many more attendees than usual. This suggests that there is potentially interest in participating by electronic means.

1. Email Account: Having a quick, easy way for members of the public to share their thoughts, ask questions, and obtain information is essential for public engagement. An email account address can be shared quickly with the public and people working on the project will have an easier time staying on top of queries and responses remotely.

2. Surveys: Survey 123, Survey Monkey, WhatsApp surveys are low cost tools that can be used to gather information from stakeholders. While they are low cost and accessible to those who have internet access or a smartphone, these tools can be difficult to learn how to use and will likely not be as successful at capturing the responses of a broad swath of stakeholders.

3. Video Conferencing: A number of cities big and small (including Portland) have adopted Zoom as the primary tool for hosting engagement events. While it takes time to learn how to use and requires better-than-average internet access to function well, it has a number of features that make it desirable for this
outreach

purpose. These include the ability to create surveys, share screens, record meetings, and type messages. One chief concern regarding Zoom specifically is the issue of privacy. For determining the right tool to meet security needs, our client should consult the National Security Agency’s cybersecurity recommendations: https://media.defense.gov/2020/Apr/24/2002288653/-1/-1/0/CSI-SELECTING-AND-USING-COLLABORATION-SERVICES-SECURELY-SHORT-FINAL.PDF

4. Teleconference: The benefits of teleconferencing include that it is more likely for stakeholders to have access to a phone than the internet, and stakeholders might have fewer concerns regarding privacy. However, it can be difficult for hosts to organize large teleconferencing events and many stakeholders may feel uncomfortable voicing their opinions over the phone.

5. Social Media Outreach: Key platforms include Facebook, Instagram, Twitter, and NextDoor. The first three platforms are useful as they allow stakeholders to use hashtags to share their ideas and see what other stakeholders are thinking without any effort from ODOT. Both Facebook and NextDoor allow for a more targeted approach through groups representing Hood River and its communities. All of the above platforms provide ODOT a free tool to share material with the general public. To manage these accounts seamlessly, APG recommends ODOT create a Hootsuite account.

6. Traditional Outlets: These include Chamber of Commerce, Hood River News, Radio Tierra, RadioGorge Radio, and public notices through the City government.

Pros/Cons of Tele-Engagement
The below pros and cons represent what can be true in a tele-engagement process.
Why The Project Must Go Forward

Even though COVID-19 severely hampered APG’s engagement efforts, we believe this project must go forward. During the pandemic the U.S. has seen a spike in demand for active transportation devices, such as bicycles, as well as for larger pedestrian space to make it easier for pedestrians to maintain social distance. By providing more space and comfort for active street users, this project addresses the growing demands seen in cities as close by as Portland, while also improving the community’s pandemic resiliency. If this project is carried out as recommended, both residents of the community and visitors will not only find it more enjoyable to bike or walk along the project scope, but safer as well.
design concepts
Design Overview

The scope of this corridor is just under two miles long and contains a highway overpass, four major intersections, and a high number of driveways. It is already used by a broad mix of modes, from pedestrians and cyclists to semi-trucks, and many of the street’s bike and pedestrian facilities are intermittent or missing. Although most of the ROW is 60’, there are a few segments where the ROW is less than 60’. APG has broken the scope up into five segments of similar lengths, with Segments 2, 3, and 5 further broken down to more accurately represent existing conditions in the below cross sections.

The cross sections are organized to present the scope as if the viewer is walking west to east, from Westcliff Dr. to Oak St. and 13th St. In the cross sections, the right side of the image is the south side of the street, while the left is the north side, and the viewer is facing east. There are three cross section images for each segment, starting with an “existing conditions” image. The second two images are proposals for that particular segment.

It is important to note that, due to the scope’s length and many changes, the cross sections may not reflect the entirety of the segment. In addition, Streetmix, which was chosen for its clarity and ease-of-use, has limitations in terms of reflecting a three-dimensional reality.

It is also worth noting that, while APG strongly recommends implementing Proposal 1 to the fullest extent possible, not all elements presented in the cross sections are necessary. Street furniture, including lamp posts and benches, are included to give an idea of what could be installed if the treatment is carried out.

There are three core changes to Cascade Ave in Proposal 1:

- Sidewalks are completed along the entirety of both sides of Cascade Ave. from Exit 62 to 13th St. Existing sidewalks are brought into compliance with the proposed sidewalk requirements.
design concepts

- Regular marked crosswalks are added across Cascade Ave.
- Two-way cycle track on the north side of Cascade Ave.

Five Advantages of a Cycle Track
1. Cascade Ave. is a high-volume street for auto traffic, and cycle tracks are safer and more pleasant for more riders than a single bike lane. As well as the traditional bike enthusiasts, cyclists who are older, younger, or less experienced riders will feel more comfortable using a cycle track.

2. A cycle track reduces the number of driveways where there is risk of a bike/automobile conflict, and the buffers of a cycle track force cars accessing driveways to slow down as they turn.

3. Cycle tracks allow one buffer to protect two lanes of cyclists, making them more cost effective than buffers for a single bike lane.

4. A cycle track on the north side of Cascade Ave. directly serves low-income housing residents at the Hood River Mobile Manor and creates an easier transition for cyclists trying to reach Downtown via the proposed greenway on lower Cascade Ave.

5. A buffered cycle track and wider, complete sidewalks would create a pleasant promenade for active users while also narrowing Cascade Ave.’s street crossings for cyclists and pedestrians alike.
Cross Section Reference Map
Segment 1: Ruthton Park to Columbia Gorge Hotel

Existing

Made with Streetmix
Segment 1: Ruthton Park to Columbia Gorge Hotel

Proposal 1:

- Buffered cycle track added to the south side of Westcliff Dr. to provide safety and comfort for cyclists traveling in both directions.

- Street trees added to the south side of the cycle track to protect users from exposure to summer sun and I-84 noise.

- Sidewalk added to the north side of Westcliff Dr. to connect pedestrians to commercial venues.

Cons:

- Cycle track users are travelling close to I-84, making for a less pleasant experience.

- Cycle track leaves no room to add any extra facilities such as lighting and street trees to the sidewalk.
Segment 1: Ruthton Park to Columbia Gorge Hotel

Proposal 2:

- Wide sidewalk with street trees and historic lighting added to the north side of Westcliff Dr. for improved pedestrian access.
- Bike lane added that doubles as a buffer for sidewalk users.
- Due to low traffic volumes, a sharrow serves eastbound cyclists.
- Street trees added to provide shade on both sides of Westcliff Dr. and screen I-84.

Cons:

- Sharrow creates a less-safe environment for cyclists.
- Street lighting creates light pollution on a low-traffic street.
Segment 2A: Exit 62 Overpass:

Existing

Made with Streetmix
Segment 2A: Exit 62 Overpass:

Proposal 1:

- Mixed-use track added to the north side of Exit 62 overpass.
- To give bike/ped users more buffered space without cars, this track features one painted lane for cyclists and one unpainted lane for pedestrians and/or cyclists as needed.
- Bollard buffer protects mixed-use track from auto traffic (alternative buffer might be a replica of the HCRH wood guardrail, which would also increase the safety provided by the multi-use track).

Cons:

- All eastbound bike traffic is forced to cross Exit 62 in order to access the bike lane.
- Bike/ped users are forced to share a small area.
Segment 2A: Exit 62 Overpass:

Proposal 2

- Auto lanes narrowed by one foot to provide more room for bike lanes.
- Cyclists travelling in either direction can access these lanes.

Cons:
- No new space provided for pedestrians.
- Eastbound bike lane will eventually have to cross Cascade Ave. to access the cycle track in a higher traffic segment.
Overview of North Exit 62 Overpass if Proposal 1 is chosen:

Legend for Overview
Solid green line = Bike facility (cycle track or lane)
Solid gray line = Sidewalk
Dashed line = Bike/ped crossing
Red circles = Stop signs
Green circles = Trees/greenery
Overview of South Exit 62 Overpass if Proposal 1 is chosen:

Legend for Overview:
- Solid green line = Bike facility (cycle track or lane)
- Solid gray line = Sidewalk
- Dashed line = Bike/ped crossing
- Red circles = Stop signs
Segment 2B: Exit 62 to Mt Adams Ave.

Existing

10' Planting strip
6' Bike lane
11' Drive lane
11' Drive lane
1' Bike lane
14' Planting strip

Made with Streetmix
Segment 2B: Exit 62 to Mt Adams Ave.:  

Proposal 1:  
• Cycle track added to the north side of Cascade Ave. for easier bike travel and bollards to protect cyclists.
• Complete sidewalks added. The sidewalks should narrow the driveways to the commercial establishments.
• Southside bike lane maintained for cyclists using Country Club Rd. and a wide buffer added to separate auto and bike/bed facilities.
• Historic lighting added as a visual transition from highway to main street environment.

• (Not seen): Roundabout added to Mt. Adams Ave./Cascade Ave. intersection.

Cons  
• The bollards are a more affordable option than building out a median, but they do not provide the same level of protection as a concrete fixture.
• The wide buffer on the south side of Cascade Ave. may induce higher automobile speeds.
Segment 2B: Exit 62 to Mt Adams Ave.

Proposal 2

- Cycle track is added to the south side of Cascade Ave. so westbound cyclists trying to reach Country Club Rd. can cross at Mt. Adams Ave./Cascade Ave. intersection.
- Concrete planter added to protect cycle track users and to slow down automobile traffic.
- Northside bike lane gets paint treatment and bollard buffers to protect riders.

Cons:
- Cyclists continuing east on Cascade Ave. necessitates crossing Mt. Adams Ave.
- Does not connect to a cycle track beyond this short segment.
- One-way bike lane on the north side of Cascade Ave. offers less comfort and safety for...
Overview of Cascade Ave./Mt. Adams Ave. if Proposal 1 is chosen:

Legend for Overview:
- Solid green line = Bike facility (cycle track or lane)
- Solid gray line = Sidewalk
- White line = Pedestrian crossing
- Dashed green line = Bike crossing
- Black circle = Roundabout
- Yellow star/green circle = Architectural elements/planter

Cycle track + Sidewalk added
Roundabout with statue/gateway added
Ped/Bike Crossings Added
Mt. Adams ped/bike facilities maintained
Segment 3A: Mt. Adams Ave. to West Wal-Mart driveway

Existing

Made with Streetmix
Proposal 1:

- Buffed cycle track added to the north side of Cascade Ave. to create a safer and more comfortable ride for cyclists.

- Bollards used on either side of driveways to encourage drivers to enter parking lots with caution.

- Sidewalks widened and amenities added for pedestrian safety and comfort.

- Street trees and benches added to the north side and planters added to the south side of Cascade Ave. to create a more pleasant experience for pedestrians.

Cons:

- Cycle track on the north side of Cascade Ave. means that cyclists traveling in both directions face potential conflicts with drivers entering and exiting parking lots.

- Bollards are more affordable, but also offer less protection to cyclists than concrete medians.
Segment 3A: Mt. Adams Ave. to West Wal-Mart driveway

Proposal 2:

- Bollards added to the north side bike lane to improve cyclist safety at busy driveways and slow down turning traffic.
- Sidewalks widened and amenities added for pedestrian safety and comfort.
- Planters, benches, and historic lighting added to both sides of Cascade Ave. to improve user experience.

Cons:

- Separate bike lanes makes it more difficult to provide vertical buffers for cyclists traveling in both directions.
Segment 3B: West Wal-Mart Driveway to Rand Rd.

Existing
Segment 3B: West Wal-Mart Driveway to Rand Rd.

Proposal 1:

- Buffered cycle track added to the north side of Cascade Ave. to create a more comfortable ride for cyclists. Buffer is a raised median with a planter to provide additional comfort and narrow the street for pedestrians crossing in front of auto traffic.

- Historic lighting added to the south side of Cascade Ave. for consistency.

- Sidewalks widened for pedestrian comfort and safety.

Cons:

- Street tree median risks obscuring bike/ped users to drivers.

- Drivers may have a harder time navigating crossing both lanes of the cycle track and the sidewalk.

- By concentrating new facilities on the north side of Cascade Ave. pedestrians on the south side may feel exposed and less comfortable using the sidewalk.
Segment 3B: West Wal-Mart Driveway to Rand Rd.

Proposal 2:

- Bike lanes on both sides of the street are buffered with bollards where driveways meet Cascade Ave. to protect cyclists.
- Sidewalk on the south side of Cascade Ave. is completed to improve pedestrian safety and comfort.
- Street trees added to create a main street aesthetic.
- Historic lighting added on the south side for consistency.

Cons:

- By keeping the bike lanes separate, there is less space in the ROW, due to the extra buffer, to improve pedestrian facilities.
Segment 4: N. Rand Rd. to 20th St.:

Existing
Segment 4: N. Rand Rd. to 20th St.:

Proposal 1:

- Buffered cycle track added to the north side of Cascade Ave.
- Cycle track buffered with raised median that contains street trees and planters.
- Historic street lighting added.
- Sidewalks widened to provide greater comfort for pedestrians.

Cons:

- Eastbound cyclists using Cascade Ave. to reach the many commercial destinations on the south side of this segment may be frustrated by having to cross the street in order to reach those destinations (Westbound cyclists would have to cross anyway).
Segment 4: N. Rand Rd. to 20th St.:

Proposal 2:

- Paint and bollards added to areas with a high concentration of driveways.
- Historic street lighting added.
- Sidewalks widened to provide greater comfort for pedestrians.

Cons:

- Adding vertical buffers on both sides of Cascade Ave. will be expensive while not providing as much safety to active users.
- By separating bike lanes there is less room for street trees and other "greening" facilities.
Overview of the Cascade Ave./Rand Ave. if Proposal 1 is chosen:

Legend for Overview:
- Solid green line = Bike facility (cycle track or lane)
- Solid gray line = Sidewalk
- Dashed lines = Bike/ped crossing
- Red circles = Signalized intersection
- Orange circles = Vertical buffer/bollard
- Green circles = Trees/greenery
- Dark gray rectangles = Driveways/curb cuts
Segment 5A: 20th St. to 18th St.:

Existing

Made with Streetmix
Segment 5A: 20th St. to 18th St.

Proposal 1:

- Buffered cycle track added to the north side of the street. This cycle track will narrow the street for pedestrians trying to cross auto traffic.

- Buffer consists of a raised median with planters, but fewer or no trees in order to improve line of sight for pedestrians looking to cross. This will heighten the main street feel without a substantial loss of safety for cycle track users.

- Sidewalks widened for pedestrian comfort and safety.

- Cycle track lanes widened to allow users more room to pass one another or stop to get out of the cycle track.

  - Historic street lighting, bike racks, wayfinding signs, and benches are added to further encourage active users to linger and enjoy their new Main Street.

Cons:

- Lack of trees in the median means that there are fewer vertical barriers protecting cycle track users.

- The cycle track requires several smaller businesses on the north side of Cascade Ave. to either give up some of their driveways or at least narrow them.
Segment 5A: 20th St. to 18th St.:  

Proposal 2:  
- Bike lanes on both sides and painted for higher visibility.  
- Bollards added to the south side bike lane at the intersection of Cascade Ave. and 18th St.  
- Sidewalks widened for pedestrian safety and comfort.  
- Street trees, benches, bike racks, and historic lighting added to improve the main street aesthetic.

Cons:  
- By maintaining buffers on both sides of the street, there is less room for street trees, benches, etc.  
- By maintaining a bike lane on the south side of the street, there is a point of conflict when eastbound cars turn right on 18th St. As it is a “T” intersection, this conflict does not exist in Proposal 1.
Segment 5B: Approach to Cascade Ave./Oak St. Intersection:

Existing

Made with Streetmix
Proposal 1:

- Buffered cycle track added to the north side of Cascade Ave. This track will continue to the lower section of Cascade Ave. via the existing on-ramp, which will no longer permit auto traffic.
- Sidewalks added to the north side of Cascade Ave. and widened on the south side to provide more comfort to pedestrians.
- Street trees and street furniture added to the north side of the street.
- Historic street lighting added to both sides of the street.
- Existing bike lane on south side of Cascade Ave./Oak St. maintained to connect cyclists to 13th St. and “The Heights”.

Cons:

- Maintaining the existing bike lane on the south side of Cascade Ave. risks confusing eastbound cyclists trying to reach Downtown. Signage would be needed.
- Maintaining the existing bike lane also leaves less room for a wider sidewalk on the south side of Cascade Ave.
Segment 5B: Approach to Cascade Ave./Oak St. Intersection:

Proposal 2:

• Buffer space on the south side of Cascade Ave./Oak St. removed to create a cycle track that connects users to 13th St.

• Historic street lighting added to both sides of the street, with new street trees added to the north side.

• Wide sidewalk added to the north side of the street and existing sidewalk widened on the south.

• North side bike lane buffered and painted where on-ramp from lower Cascade Ave. meets upper Cascade Ave. to protect bicyclists.

Cons:

• In order to access the cycle track leading to the lower Cascade Ave. greenway, eastbound cyclists would have to cross Cascade Ave. at 18th St or else cross where there is no crosswalk.
Overview of Cascade Ave./Oak St. intersection if either Proposal 1 or Proposal 2 are chosen:

Legend for Overview:
Solid green line = Bike facility (cycle track or lane)
Solid white line = Pedestrian shoulder
Dashed lines = Bike/ped crossing
recommendations
Design Recommendations

Our recommendations for a redesigned Wescliff Drive, Exit 62 and Cascade Ave. utilize the existing right of way and allows for new bicycle and pedestrian facilities while preserving motor vehicle access of all types. The most important aspect is that safe and accessible bike and pedestrian facilities are included as part of any redevelopment plans and future construction. While there is very little room to widen Cascade Ave., there is already enough space for the treatments described above.

The biggest barrier to carrying out the above treatments is the abundance of driveways along both sides of the road. These driveways create a less safe and comfortable environment for cyclists and pedestrians as they represent opportunities for a collision between bike/ped users and auto users. Several of these driveways, most of which are privately owned, lead to empty lots or are redundant access points to a business. This is why we recommend working with property owners and the City of Hood to narrow and/or eliminate redundant or unnecessary driveways. This effort will require a long term commitment and funding to this project.

Implementation Recommendations

With an ownership split between publicly owned facilities and a multitude of private owners, it is a challenge to coordinate development and establish who pays for what development. The reality is Cascade Ave. is an ODOT-controlled facility operating as a city street. Right now, the hope is each landowner along this corridor will create the appropriate pedestrian infrastructure as properties are developed or substantially redeveloped. This could take decades and does not take into account the needs of non-motorized vehicles. With the Historic Highway Trail likely to be completed in the next few years, a world-class bike and pedestrian trail will be completed to the border of Hood River before bike and pedestrian facilities of equal quality are built within Hood River.
recommendations

Large infrastructure projects such as this need creative strategies to find a stable funding source. Beyond value engineering and increased SDC charges, charges which EcoNorthwest shows will work against providing workforce housing, we recommend exploring three funding strategies; Local Improvement District (LID), Urban Renewal District (URD), and Opportunity Zones (OZ).

Local Improvement Districts would allow for the City to issue a bond that is repaid by the local property owners. It requires approval from 50% plus one of property owners to pass. Given the benefit to the local businesses of the highway improvements a LID may be an acceptable funding strategy for property owners. One downside is that the increased cost will pass through to the users of the property.

Urban Renewal District is another strategy to leverage private investment for public benefit. URDs work by freezing property taxes in the district and dedicating the equivalent funds from future tax increases to the district fund. This fund can be used to pay down debt used to fund the highway improvements. The downside of this strategy is it reduces expected revenue to the City, harming forecasted City budgets.

Finally, the recently enacted Opportunity Zones can also leverage private funds to build the highway improvements. The laws around Opportunity Zones are a bit complicated and it is not yet clear the best way to use this program to improve the highway. Given this untested strategy we advise against it, yet it may still be worth exploring.

Rebuilding Cascade Ave and Westcliff Dr. is a large project involving the Federal government, several State agencies, the City and County of Hood River, local landowners, residents who live along the corridor, stakeholder and community groups and individual citizens who are just interested in this type of project. Different groups have different agendas and desire different outcomes. Public jurisdictions have different planning timelines and sources of revenue.
recommendations

Landowners and agencies have different funding priorities and pushing a project like this forward is a challenge for an individual citizen to take on themselves.

APG recommends a stakeholder committee be convened for the purpose of assessing street redevelopment and funding opportunities with the committee including public jurisdictions, land owners, residents community groups representing a wide variety of interest groups and community organizations with an emphasis on engaging underserved communities. This way many voices can be brought to the table to collectively decide on the best way to coordinate planning between jurisdictions to move forward and leverage planning and funding opportunities as they arise. A successful example of an organization like this is the East Portland Action Plan which serves as a way for organizations and jurisdictions in the eastern area of Portland to move their community forward.

With each agency creating their own plans, it can be a challenge to coordinate necessary planning, cooperate with other jurisdictions, work with landowners and understand the needs and desires of the community. A stakeholder committee can coordinate across all of these boundaries to better take advantage of opportunities and work together to move this project forward to ensure Cascade Ave. is the same world class urban bike and pedestrian route as the HCRH State Trail is and will be to the east and west of Hood River.
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works cited


Ransom, Gary (2016) Eagle Creek, [digital image]. Used with permission.


appendix a: 
existing road conditions
Westcliff Dr.

Westcliff Dr. from its western terminus and Exit 62 is an approximately ¾ mile stretch of two-lane road. It has a very limited ROW going from 22’ wide at its narrowest point at the far west side to upwards of 40’ for a short stretch that includes a sidewalk on the north side and a gravel shoulder on the south.

Commercial activity is very limited and reserved to the north side. At the far west end is a Tribal Fisheries office. Further down the road is a small park that is closed to vehicle access. The remainder consists of two hotels and some dining and drinking options. All but the Tribal office are in the eastern half of this stretch.

The road condition is very well maintained. This is likely a result of no through traffic and very limited freight demand aside from small local deliveries. Shoulders are very limited and mostly gravel. Finally, there is no designated street parking available on the entire length of the street.

Bike and pedestrian facilities are either inadequate or non-existent. Sidewalks for pedestrians are limited to two short stretches, one of 395’ and the other 200’. These two stretches are not close to each other and no safe pedestrian pathway exists between them. One issue with the sidewalks is that powerline poles and fire hydrants pop up through the middle making ADA access almost impossible. In front of the Columbia Gorge Hotel lies a thick hedge that pushes pedestrian activity onto the street and limits visibility for those vehicles exiting the hotel parking.

The T intersection where Westcliff Dr. meets the beginning of Cascade Ave. is marked with a yield sign for those heading west and a stop sign for the other two directions. Taking a right while heading east is the beginning of Cascade Ave. and immediately intersects with the on and off-ramp for westbound I-84 traffic.

Exit 62 to Mt. Adams Ave.

Although Westcliff Dr. and Cascade Ave. have
Appendix A

both residential and commercial development, the area in the immediate vicinity of Exit 62 is primarily devoted to moving cars on and off I-84 with little development south of I-84. There are no sidewalks or pedestrian crossings on this section of the road. There is a moderate shoulder (possibly two to three feet) that could be used by pedestrians and bicyclists, but there is nothing to protect them from car traffic.

Approaching the freeway overpass from the north, there are on and off ramps for westbound traffic. The on and off ramp intersections both north and south of the overpass have no signals. Traffic exiting I-84 westbound has a stop sign at the top of the exit and no traffic control for traffic turning on to the westbound on-ramp. The eastbound on-ramp has a vast expanse of pavement making what is already a confusing intersection for pedestrians even more challenging.

Although traffic volume is relatively low at this exit, the absence of pedestrian facilities makes crossing the road challenging. In addition, there is no clear place for bikes and pedestrians to go or wait to cross. The overpass carrying Cascade Ave. across I-84 poses a challenge to accommodate bicyclists and pedestrians. On both sides and in each direction of the overpass a guardrail protrudes into the shoulder and forces pedestrians onto the street before curving back to accommodate a narrow path until another guardrail protrudes on the other side of the overpass. There is a raised area about three feet wide at the edge of the overpass that could be construed as a sidewalk but these are not accessible to those with mobility issues of any kind.

The bridge is 39' from the outer edges of the concrete guardrails. Within this area there are two narrow sidewalks on each side at the edge of the overpass at 41 inches wide, a 39 inch shoulder/unmarked bike lane, and two 12' vehicle travel lanes.

While there could be opportunities for revamping facilities on the overpass for bike and pedestrian
traffic, any bike and pedestrian initiative will need to be built with the limitations and footprint of the existing bridge. Creative solutions will need to be identified to retrofit the existing structure for future use.

Beyond the overpass, Cascade Ave. continues as a two-lane road, one in each direction. There is a bike lane on the eastbound side of the road. There is also a two to three foot wide shoulder on the westbound side but no marked bike lane. There are no sidewalks or pedestrian crossings on this section of road. The westbound side has gravel off the paved shoulder wide enough for cars to park there. The Cascade Ave. traffic does not stop at the intersection with Mt. Adams Ave. which has two lanes going north and one lane going south. Of the two northbound lanes one is a right turn lane and the other is a left-turn lane. Because traffic does not stop on Cascade Ave., significant stacking happens in the left turn lane. Virtually no pedestrian facilities exist at the intersection of Cascade Ave. and Mt. Adams Ave.

West side of Mt. Adams Ave. to the east side of Rand Rd. & Cascade Ave.

The south side of Cascade Ave. along this segment is typified by low density residential and light commercial use. The sidewalk along the south side is sporadic, missing segments several hundred feet long. Where the sidewalk does exist, the width tends to vary between about six feet and three and a half feet wide, with three feet wide recessed tree-planters interspersed along the six foot segments. There are no designated pedestrian crossings to the north side of Cascade Ave. There are significant stretches of undeveloped natural area along the early and middle portions of the segment. Long, narrow driveways extending from set-back properties punctuate the south side in several locations, several of them having little to no visibility of the sidewalk or street on their approach. A continuous, three foot bike lane extends for the entire length of the segment, with infrequent markings.
appendix a

The north side of this segment is more developed than the south side. With the exception of a mobile home park that is expected to redevelop in the near future, most of the development is commercial. The north side of this segment features a continuous stretch of sidewalk, though the width and design shifts halfway through from three and a half feet to six feet wide with recessed planters. A continuous, three foot bike lane extends for the entire length of the segment, with infrequent markings. Two driveways along the northern segment are for Wal-Mart and Les Schwab and have high daily usage rates.

Rand Rd. and Cascade Ave. intersection:
- Two-way stop with east-west traffic unimpeded.
- East-west pedestrian crossing only possible on north sidewalk.
- No designated crosswalk strips or signage.
- Cars turning onto or crossing Cascade Ave. from the north and south have two lanes each with an angle, resulting in a very wide bike/ped crossing.

- No warning signs or signal for crosswalk.
- Non-ADA accessible driveways – highly angled outwards, no paint.

East side of Rand Rd. to east side of 20th St. and Cascade Ave.

This segment is characterized by the commercial activity on its south side, consisting of storefront commercial buildings on shallow lots with parking in front towards the west end, and a large-footprint shopping center on a deep lot with parking in front towards its east. There is very little pedestrian access to these commercial activities from Cascade Ave. There are narrow landscaped buffers between the business and parking lots, but no street trees in the sidewalk area. There are lamp posts set back from the sidewalk from Clearwater ln. to Rand Rd. There are eight driveways between Rand Rd. and 20th St.

The north side is characterized by storefront commercial buildings on shallow lots with parking in front towards the west, with narrow
strips of landscaped buffers between the sidewalk and parking lot. Towards the east end there is a hotel with a deep parking lot and landscaped buffer with three lamp posts setback from the sidewalk. The ODOT maintenance facility to its east is bordered by a chain link fence between it and the sidewalk. There are six driveways between Rand Rd. and 20th St.

20th St. and Cascade Ave. intersection:
- Designated crossing markings on the south and west side of the intersection.
- ADA curb cuts.
- Trail to Rotary Skate Park from NW corner.
- No warning signs or signal for crosswalk.

20th St. and Oak St./Cascade Ave. Conditions
This segment of Cascade Ave. differs from the others because it features smaller commercial establishments that are built closer to the street and typically have smaller parking lots. In addition, it contains the narrowest road widths along Cascade Ave. and therefore loses the turn lane. The last and most important distinguishing feature is the intersection of Oak St. and Cascade Ave, which includes a narrow merge lane and cuts off the sidewalk on the north side of Cascade Ave.

20th St. to 13th St. includes the transition from a three lane road, which includes the turn lane, to a two–lane road. There are six foot sidewalks and marked bike lanes on both sides of Cascade Ave. There are four driveway cutouts on the north side of Cascade Ave. and three on the south. It has the highest density of retail/commercial buildings along the entire scope of Cascade Ave., and these are served by small parking lots (five to ten spaces). There is limited roadside parking on the south side where the bike lane ends.

Between 18th St. and Oak St. there is a continuous six foot sidewalk on the south side, the sidewalk on the north side is non–continuous. There are continuous bike lanes on both sides of Cascade Ave., but the north side bike lane is narrower and interrupted at the Cascade Ave./Oak St. intersection. There are five curb cuts on the south
side and four on the north side. There are two vacant lots, one on either side.

Cascade Ave. and 18th St. Intersection:
• Traffic at this “T” intersection is guided by one stop sign (for 18th St.) and one marked crosswalk (crossing Cascade Ave. on east side of 18th St.).
• There is no turn lane.
• There is a bike lane on the north side but not on the south and no bike boxes.
• There is no pedestrian signage of any kind

Cascade Ave. and Oak St. Intersection:
• Traffic is guided by two stop signs (both controlling traffic from Cascade Ave. to Oak St.).
• There is no turn lane.
• There are un-buffered, marked bike lanes on both sides of Cascade Ave., with the north lane being noticeably narrower than the south lane.
• The south bike lane has a two foot or wider buffer on its curbside.

• There is no pedestrian signage of any kind.
• There is a one lane on-ramp that guides westbound traffic from one stretch of lower Cascade Ave. to the Cascade Ave. within the scope area.
appendix b: alternative routes
Alternate Routes

ODOT asked APG to assess alternate routes in addition to the main Westcliff Dr./Cascade Ave. corridor. Alternate routes exist today but these routes offer little or no access to businesses or services until bike and pedestrian traffic reaches downtown Hood River. Based on substandard facilities, a lack of access to businesses and services, feedback from stakeholder interviews and offering marginal new connections between current and future development, APG recommends the focus of improvements be on the west end of Westcliff Dr. and along Cascade Ave.
Alternate Route One: Westcliff Dr.

Figure B1–Alternate Route One Map: East end of Westcliff Dr., under I-84 and then along the east end of Wasco St. to Downtown. Map from Google Maps
Appendix B

Alternate Route One: Westcliff Dr.

This route avoids Cascade Ave. and all businesses and services and features steep hills. This route does little to help local residents access Cascade Ave. The east end of Westcliff Dr. has no bike and pedestrian facilities and Wasco St. has limited bike and pedestrian facilities.

Figure B2—Westcliff Dr. features a steep climb from the underpass under I–84 to the intersection of Wasco St. The steep hill combined with no bike or pedestrian facilities makes for a challenging experience for bicyclists.

Photo by Jeff Broderick
Alternate Route Two: Wasco St.

Figure B3—Alternate Route Two Map: Cascade Ave. from Exit 62 and then following Wasco St. from the intersection with Cascade Ave. Map from Google Maps
Alternate Route Two: Wasco St.

This route avoids Cascade Ave. and all businesses and services and features steep hills. This route does little to help local residents access Cascade Ave. The east end of Westcliff Dr. has no bike and pedestrian facilities and Wasco St. has limited bike and pedestrian facilities.

Figure B4—Wasco St. looking eastbound. This offers low volumes of auto traffic but poor or non-existent sidewalks and no services along much of the route. Photo by Jeff Broderick
Appendix B

Alternate Route Three: Columbia St.

Figure B5—Alternate Route Three Map: Cascade Ave. from Exit 62 and then following Columbia St. from the intersection with Cascade Ave. Map from Google Maps
Alternate Route Three: Columbia St.

This route avoids Cascade Ave. and all businesses and services and features steep hills. This route does little to help local residents access Cascade Ave. The east end of Westcliff Dr. has no bike and pedestrian facilities and Wasco St. has limited bike and pedestrian facilities.

Figure B6—All alternate routes lead to the lower north end of Downtown Hood River and bicyclists and pedestrians must climb a steep hill to reach the heart of Downtown. Those using mobility devices could find the hills challenging. Photo by Jeff Broderick
appendix c: design elements
Design Elements

The purpose of this chapter is to offer ideas for historical references, an idea for an official gateway to the City of Hood River, improved crosswalks, better engineered driveway entrances, pedestrian lighting, and wayfinding options. Generally, the ideas offered here are not specific to a particular segment of the corridor. Instead, most of these ideas could be replicated along the entire alignment as necessary.

Proposed Gateway to Hood River

This is the only design feature that might be applied to only one location. APG recommends placing a welcome sign for visitors leaving the freeway or crossing the overpass at Exit 62 with a design similar to what is found at the Port of The Dalles. Basalt is native to the region with outcroppings abounding and this design replicates a segment of historic guardrails found along the Historic Highway.

Historic Features Brought Into Hood River

The HCRH has many unique and historic design features that are both decorative and functional.
and these are still seen along many stretches of the Highway outside of urbanized areas. Although Cascade Ave. is part of the historic highway alignment, no historic features remain today. There are opportunities to bring replicated historic features into the City and many of these could be replicated in other towns in the Gorge.

Throughout the Gorge, white wooden guardrails still protect motorists from steep drops. There are many areas where basalt and masonry walls protect sightseers and vehicles. These features can be used to protect bicyclists and pedestrians from passing vehicles as well as delineate where cars and pedestrians and cyclists should be.

Sections of this fencing could be placed in landscaping adjacent to the HCRH alignment for purely aesthetic reasons. If ODOT and the City of Hood River work together or update the Programmatic Agreement, the City could encourage the use of historic elements such as this by incorporating historic design recommendations into development code or standards.
Through our outreach, stakeholders stated better crosswalks are needed along the length of Cascade Ave. There are few marked crosswalks now and having marked crosswalks allows pedestrians to safely access businesses on both sides of the street and allows bicyclists to cross from the cycle track on the north side of Cascade Ave. to access businesses and services on the south side. While the exact design of crosswalks may vary from location to location, the emphasis is on providing pedestrians a safe way to cross Cascade Ave. at regular intervals.

Crosswalks can be made more obvious in several ways. The most obvious and low-cost solution is painting crosswalks. The City of White Salmon across the Columbia River in Washington has numerous crosswalks Downtown that are both obvious for drivers and pedestrians, and are also regionally specific with painted fish shapes evoking both the historical significance of salmon to regional native cultures as well as a reference to the Town’s name. To engage residents and to raise the profile of pedestrian safety, ODOT or the City could hold a contest for

Figure C4–Replica historic Highway 30 sign near Rowena Crest. Signs like this are used along the HCRH alignment outside of urbanized areas but bringing these into the city reminds people what doesn’t appear historic today does have a historic and unique pedigree. Photo by Jeff Broderick

Figure C5–Salmon-themed crosswalk in downtown White Salmon, WA. Fish refer to both a culturally significant and historic food source of local tribes as well as the name of the town. Photo from the City of White Salmon.
regionally specific design ideas for crosswalk paint themes.

Three-dimensional crosswalks are another option that have been adopted in many cities around the world. This attracts a driver’s attention and different shapes and themes have been used. Perhaps a style or image could be found that is regionally specific to the Columbia Gorge?

Painting crosswalks like this could offer ODOT and the City of Hood River an opportunity to create a safer streetscape for pedestrians wishing to cross Cascade Ave. and spark enough interest in people to start becoming involved with the effort to make more long-term improvements to the corridor.

A more substantial crosswalk concept is adding a safety island using part of the center turn lane that runs along much of the length of Cascade Ave. This allows pedestrians to cross only half the road so they do not have to wait for traffic from both directions to stop to cross the street. Signage that is obvious to motorists is necessary to assure the safety of those crossing the street. Although APG
does not recommend new signalized intersections, APG does recommend flashing signs be installed at intersections along Cascade Ave.

**Lighting**

Lighting is important for drivers to see in low light conditions in urban areas and can help make pedestrians more visible at crosswalks. However, lighting along roadways often is optimized for those driving vehicles, not those who are biking or walking. APG recommends ODOT and Hood River conduct a lighting inventory of the corridor to see where lighting is adequate for pedestrians now and where it is lacking. In addition, any new or revised Programmatic Agreement between ODOT and local jurisdictions in the region should include language about new lighting fixtures that are optimized for cyclists and pedestrians. APG suggests waist-high lighting fixtures at intersections and major driveways as this type of lighting better illuminates pedestrians and cyclists at night making them easier for motor vehicle drivers to see.

*Figure C7–Model crosswalk with center island. Note flashing signs alerting motorists of the presence of cyclists and pedestrians. From NACTO Bikeway Urban Design Guide*
Driveway Design

Like most streets, driveways and entrances to businesses are found along the entire corridor with existing sidewalks undulating up and down to meet the level of the driveway. However, sidewalks and cycle tracks can be designed so these facilities are one level until they intersect with a cross street. Keeping the sidewalk at one level makes walking easier, specifically with those using mobility devices. With the sidewalk visibly crossing the driveway, motor vehicles slow more when they make their turn.

Storm Drains

Ensuring adequate drainage of water from transportation surfaces is important but stormwater facilities should be made safe for all users. Currently there are numerous locations along Cascade Ave. where storm drains are located in the middle of the bike lane and pose a serious hazard to anyone using a bike along this corridor. Properly designed drains pose little hazard.

However, several drains along Cascade Ave. feature a steep drop from the surrounding pavement to the
metal grate. Cyclists either have to veer into traffic to avoid the hazard or they could hit the storm drain and end up crashing. Future construction will not only need to build safer storm drains, ODOT must also ensure any revisions to the pavement remain safe for cyclists.

**Wayfinding**

Other than standard highway and street signs, there is no wayfinding for cyclists and pedestrians along the corridor. New bike and pedestrian facilities will attract new users who may be unfamiliar with the area and wayfinding signage plays an important role in the function and navigation of an area. Wayfinding should be incorporated to help direct people to important destinations and enhance better overall access and connectivity for pedestrians and bicyclists. Signs should be simple, quick and easy to understand and contribute to the historic character of Cascade Ave. There are examples of these types of signs along the HCRH in other parts of the Columbia Gorge. Signs like this could be brought in to Hood River to assist with wayfinding at major intersections.

*Figure C9—Contemporary wayfinding sign in Switzerland. Although not historic, these signs are easily read in all light conditions and could be appropriate in an urban area. Photo from Jeff Broderick*
For a more contemporary look to wayfinding signs within the City of Hood River, Switzerland provides an example with well–signed hiking trails throughout the Country. These types of signs are easy to see from a distance in all kinds of weather and light conditions, something useful to cyclists and pedestrians as they navigate the City. Signs such as this can be used throughout the City.

Figures C10 and C11—Examples of wayfinding in Downtown Portland (left) and Hood River (right). Wayfinding not only helps users navigate spaces but also adds to the aesthetic of a space. Photos from Matthew Gebhardt (left) and Jeff Broderick (right).
appendix d:
stakeholder information
# Questions Asked in Stakeholder Interviews

Questions and their purpose for our project—Questions 1-5

<table>
<thead>
<tr>
<th>Question</th>
<th>Purpose</th>
</tr>
</thead>
<tbody>
<tr>
<td>What is your relationship to Hood River and Cascade Avenue? How do you use Cascade Avenue and Westcliff Drive?</td>
<td>To find out the context of the rest of this stakeholder’s responses.</td>
</tr>
<tr>
<td>What is your vision for Cascade Ave?</td>
<td>To find out whether there is some kind of shared vision between stakeholders. The response could reveal that a lot of people are more concerned with one issue, such as pedestrian safety, than others.</td>
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<td>How do you receive transportation or community information/news?</td>
<td>To find out which organizations/communities/individual stakeholders that we may be overlooking.</td>
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<td>What channels are useful or could be useful? Who needs to be included in the outreach process?</td>
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<tr>
<td>What should be taken into consideration when this transportation corridor is being planned for and redesigned: for business users, residents, visitors, etc. And why or how would you rank your responses?</td>
<td>We need to see what people think about the future of the corridor and how it can or should be used.</td>
</tr>
<tr>
<td>In what ways could the roadway better serve the surrounding community regarding pedestrian and bicycle mobility?</td>
<td>This is an important part of our focus and people familiar with this area may have good ideas about how to better route bike/ped traffic or corridors that may not be immediately obvious.</td>
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</table>
### Questions Asked in Stakeholder Interviews

*Questions and their purpose for our project—Questions 6–11*

<table>
<thead>
<tr>
<th>Question</th>
<th>Purpose</th>
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<tbody>
<tr>
<td>What does safety on Cascade Avenue mean to you? How could safety be</td>
<td>Safety is an important component of this project and we could start to get information about where people familiar with this area might perceive safety problems.</td>
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<td>improved?</td>
<td></td>
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<td>What functional (changes to lanes, sidewalks, bike lanes, etc.), visual</td>
<td>What would they like to see? Explain functional.</td>
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<td>and design elements would make your experience on Cascade better?</td>
<td></td>
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<tr>
<td>If there has to be a tradeoff between higher capacity road throughput</td>
<td>This is a good question because it can help make people understand there could be tradeoffs in design and ultimately, implementation. Which is more important as you can’t always get both things.</td>
</tr>
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<td>versus attractive visual design and inclusion of historic highway</td>
<td></td>
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<tr>
<td>references, which is more important to you and why?</td>
<td></td>
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<tr>
<td>What typical engagement strategies do you use to engage with</td>
<td>To understand what engagement people based in the community are doing and their experiences in that engagement. To get an idea of what is working and where things could be improved.</td>
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<tr>
<td>different communities (relate it to our project and project area)?</td>
<td></td>
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<tr>
<td>How has the current situation impacted these processes? Do you see this</td>
<td>To understand how COVID–19 has impacted the engagement people are conducting and to understand how to move forward with our engagement goals.</td>
</tr>
<tr>
<td>leading to new strategies being used in the future – more use of online</td>
<td></td>
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<tr>
<td>mediums, mailings, etc.?</td>
<td></td>
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<tr>
<td>What kinds of engagement would you like to see for a project like this</td>
<td>It’s very possible that people may not have organized engagement processes before but they’ve likely been involved with them.</td>
</tr>
<tr>
<td>in the future?</td>
<td></td>
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</tbody>
</table>
## Appendix D

### List of Stakeholder Interviewees

<table>
<thead>
<tr>
<th>Name</th>
<th>Agency/Affiliation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Claudia von Flowtow</td>
<td>Hood River resident and business owner</td>
</tr>
<tr>
<td>Jeanette Kloos</td>
<td>Friends of the Historic Columbia River Highway</td>
</tr>
<tr>
<td>Kathy Fitzpatrick</td>
<td>Mobility Manager, MCED</td>
</tr>
<tr>
<td>Maui Meyer</td>
<td>Hood River resident and business owner</td>
</tr>
<tr>
<td>Megan Ramey</td>
<td>Streets Alive!, Region 1 ACT Active Transportation Representative</td>
</tr>
<tr>
<td>Kate McBride</td>
<td>City of Hood River Mayor</td>
</tr>
<tr>
<td>Patty Fink</td>
<td>Columbia Area Transit</td>
</tr>
<tr>
<td>Silvan Shawe</td>
<td>Thrive Hood River</td>
</tr>
<tr>
<td>Ubaldo Hernández</td>
<td>Columbia Riverkeeper</td>
</tr>
<tr>
<td>Wayne Stewart</td>
<td>Historic Columbia River Highway Advisory Committee Member</td>
</tr>
</tbody>
</table>
appendix e: future engagement plan contacts
Figure E1—Table with contact information for Latino community-based organizations for future engagement.