



**Thursday, July 21, 2022**

**TMP Update**

**Technical Advisory Committee Meeting**

**10:00am – 11:30am**

**Meeting is Online with Zoom**

**<https://us02web.zoom.us/j/83881291541?pwd=U2ZLVFh0OTNqZXdlTk9PTm1yNDNFZz09>**

**Meeting ID: 838 8129 1541**

**Passcode: 542494**

### **Agenda**

- 1. Introductions (10:00 am)**
- 2. TMP Update – Process & Outreach (10:15 am)**
  - a. Timeline Status
  - b. Public Engagement Process Review
  - c. Survey Summary
- 3. Review of TMP Progress (10:45 am)**
  - a. TMP Goals
  - b. Draft Service Options (attached)
- 4. Land Use / Transit Coordination Opportunities (11:15 am – attached)**
- 5. Next Steps**

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

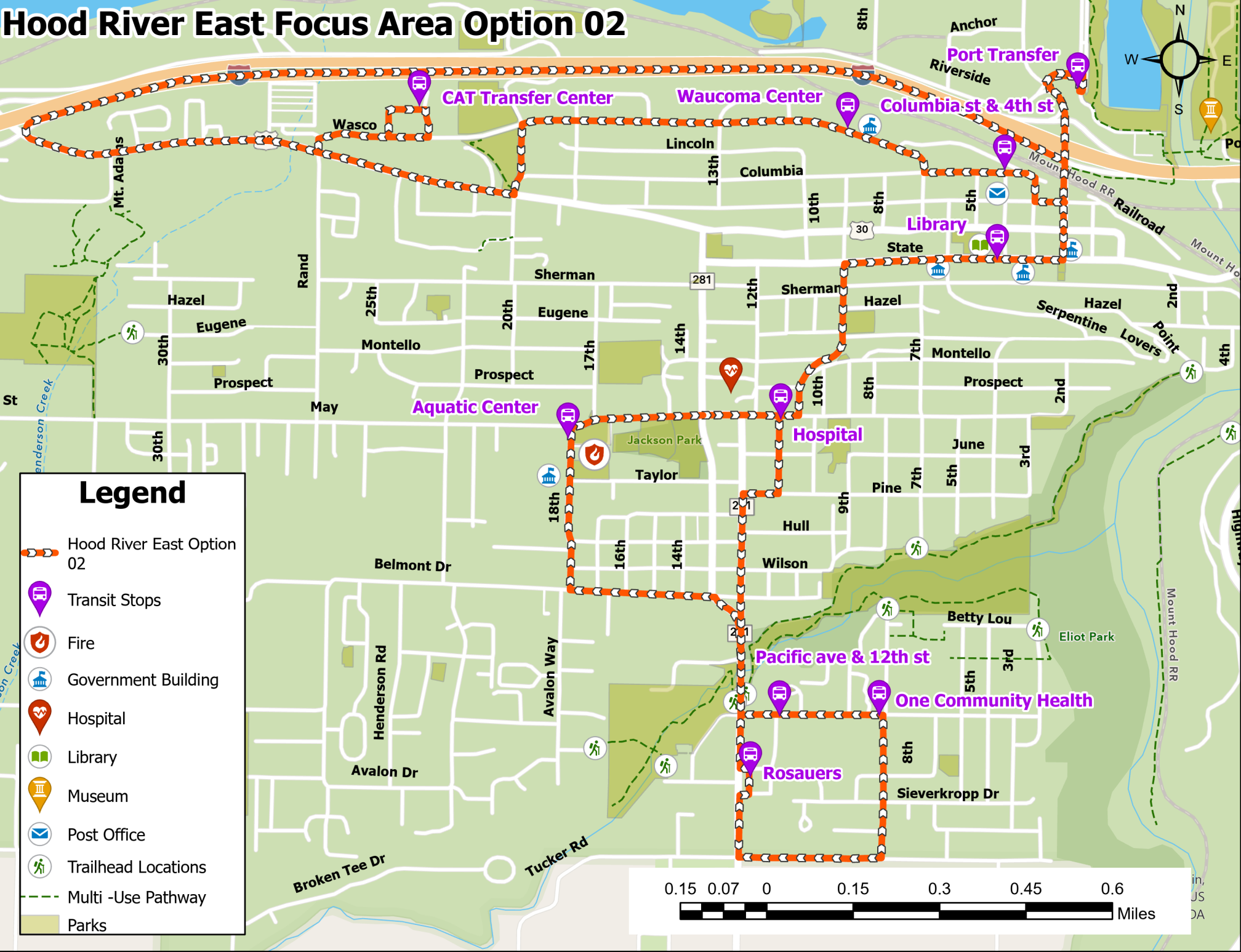
# Current Hood River Route



# Hood River East Focus Area Option 01

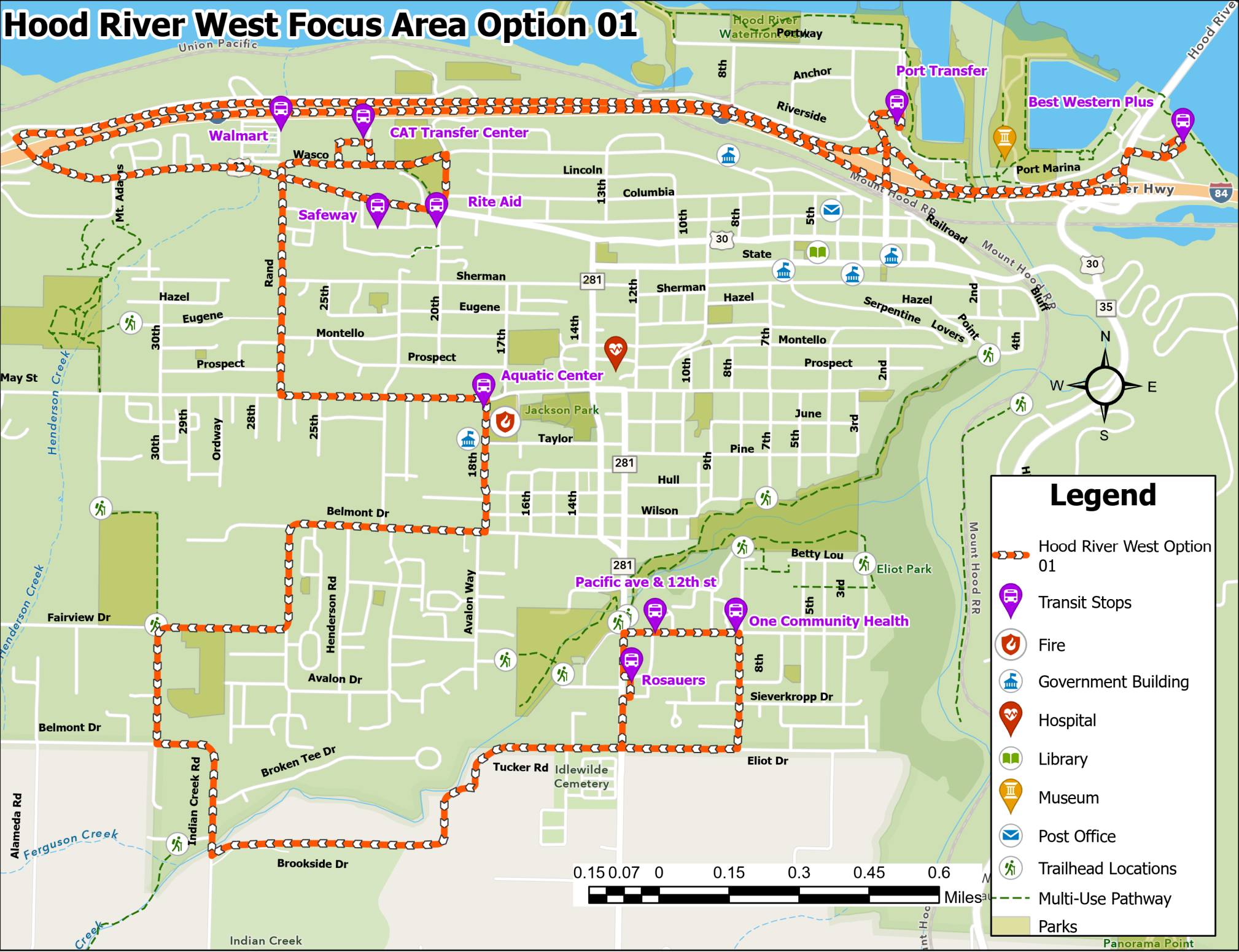


# Hood River East Focus Area Option 02

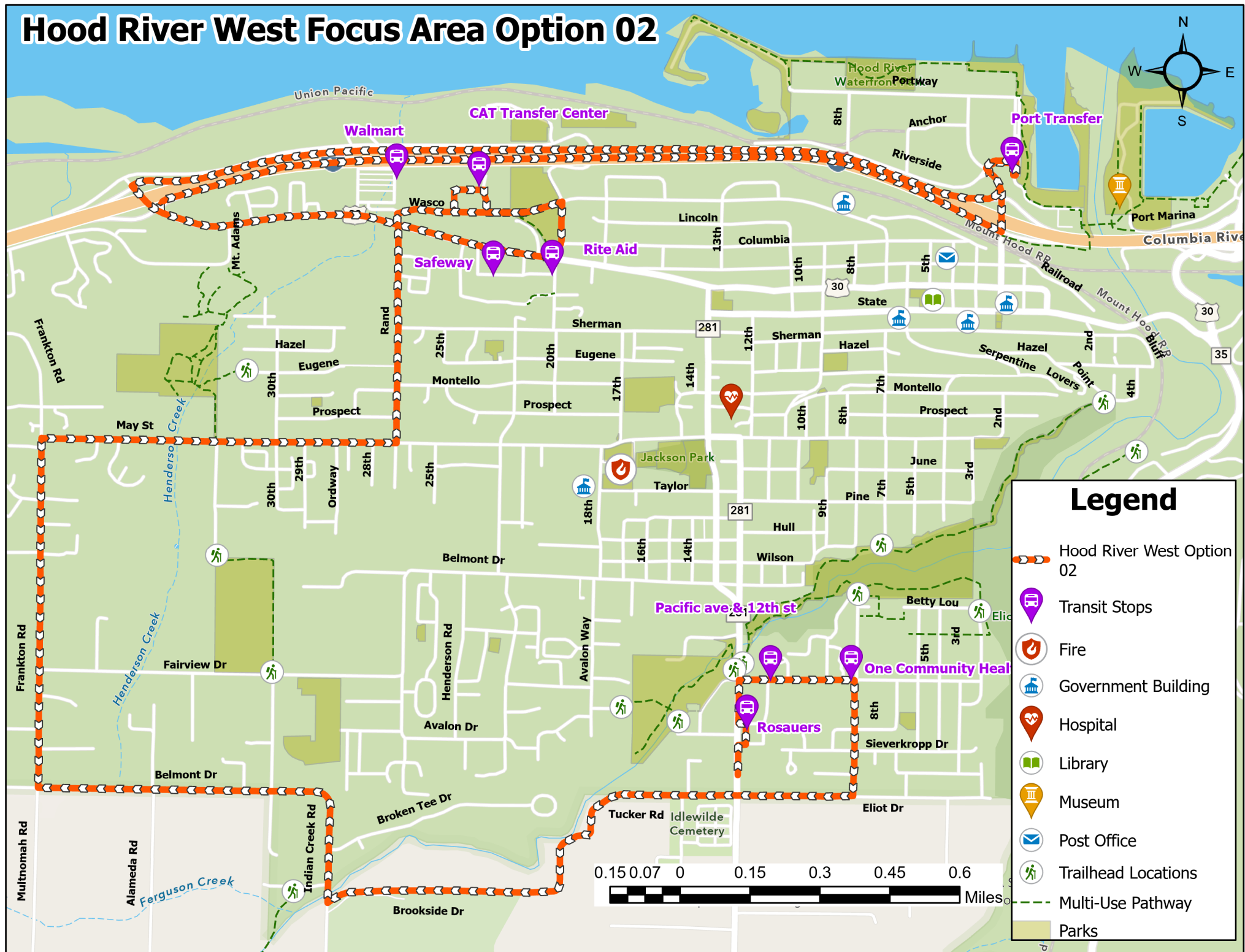




# Hood River West Focus Area Option 01



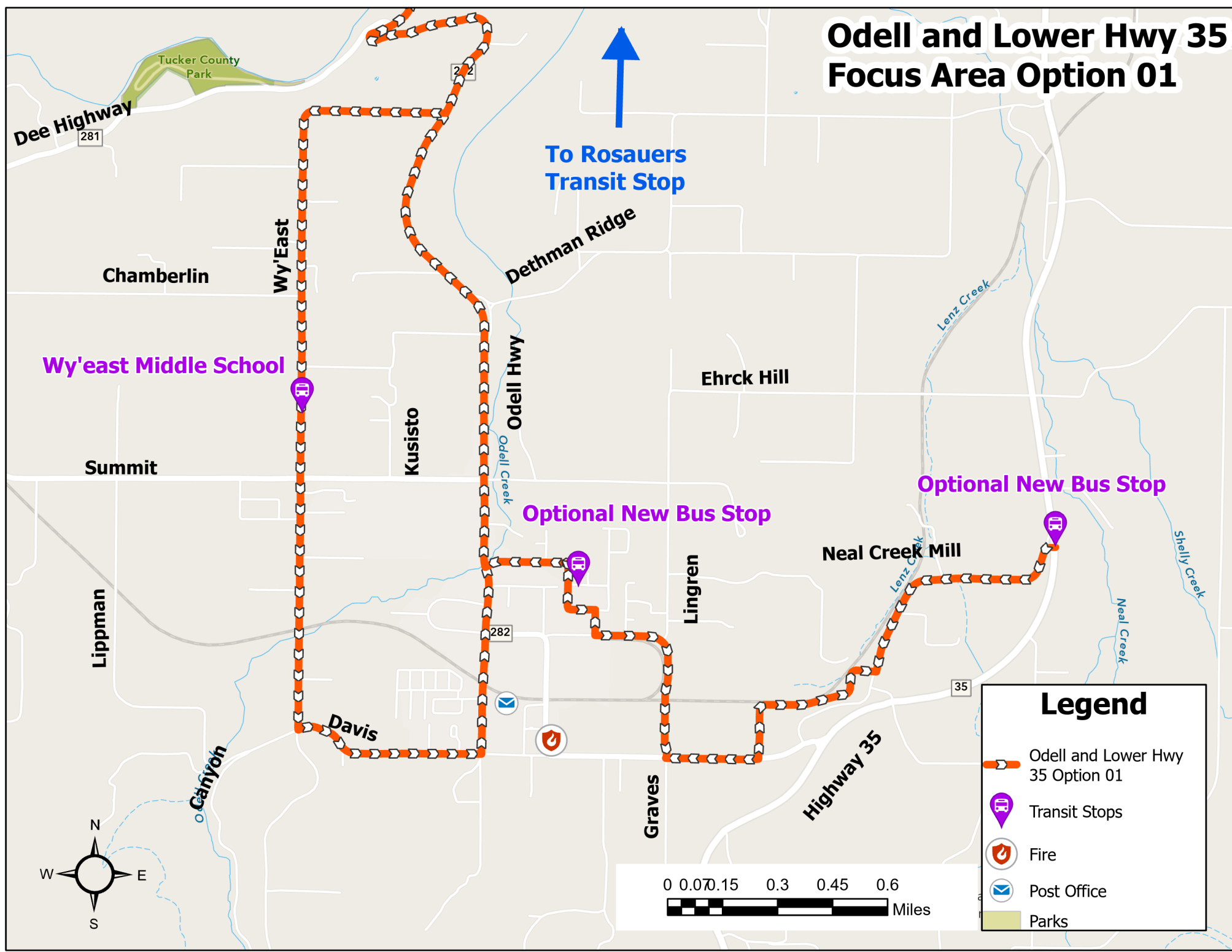
# Hood River West Focus Area Option 02



## Legend

- Hood River West Option 02
- Transit Stops
- Fire
- Government Building
- Hospital
- Library
- Museum
- Post Office
- Trailhead Locations
- Multi-Use Pathway
- Parks

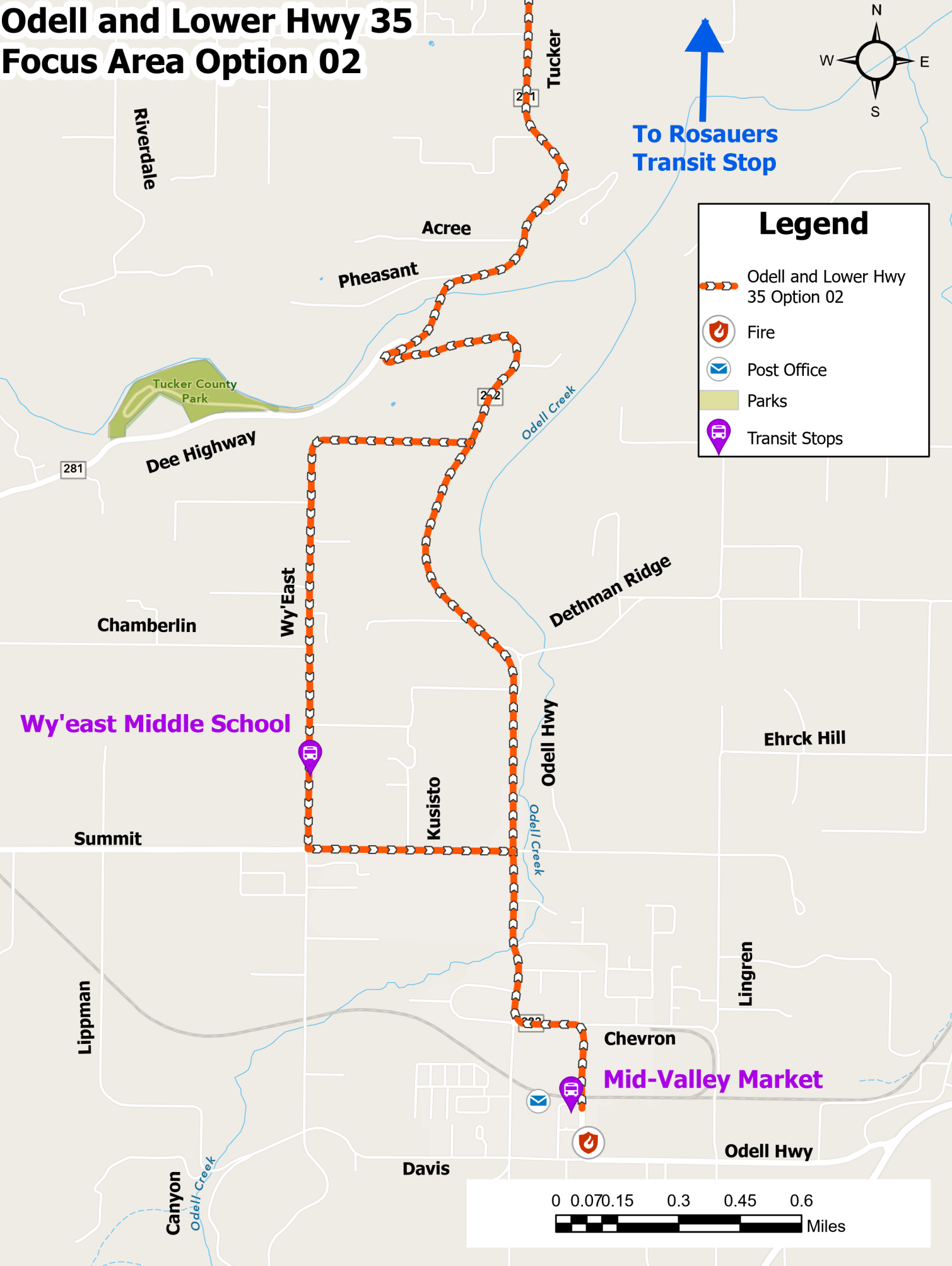
# Odell and Lower Hwy 35 Focus Area Option 01



## Legend

- Odell and Lower Hwy 35 Option 01
- Transit Stops
- Fire
- Post Office
- Parks

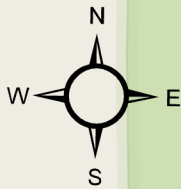
# Odell and Lower Hwy 35 Focus Area Option 02





# Parkdale and Upper Hwy 35

## Focus Area Option 01

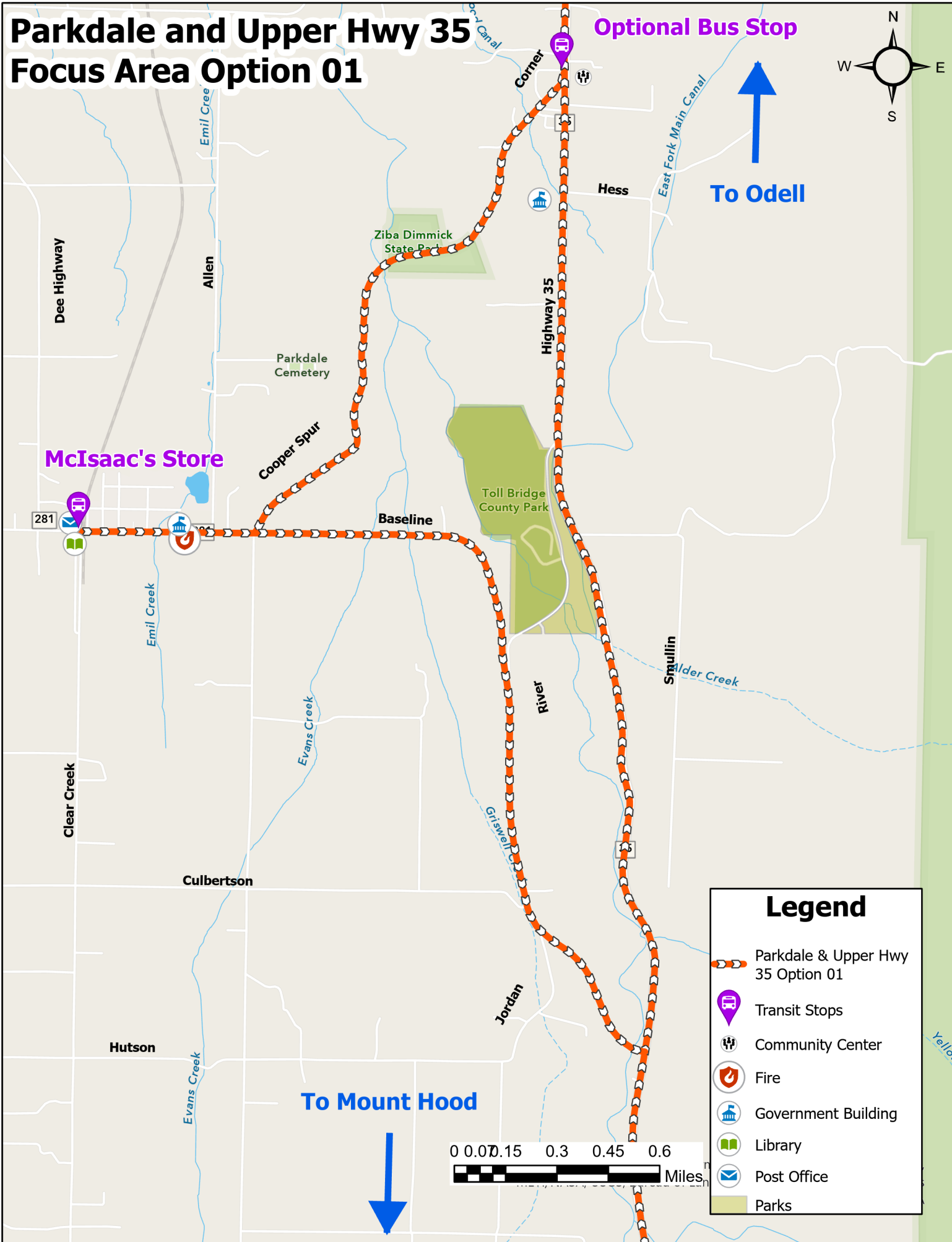
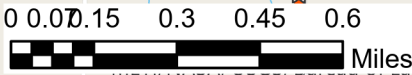


**To Odell**

**To Mount Hood**

**Legend**

- Parkdale & Upper Hwy 35 Option 01
- Transit Stops
- Community Center
- Fire
- Government Building
- Library
- Post Office
- Parks



# Parkdale and Upper Hwy 35








## Focus Area Option 02

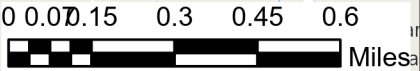
Optional Transit Hub

To Odell

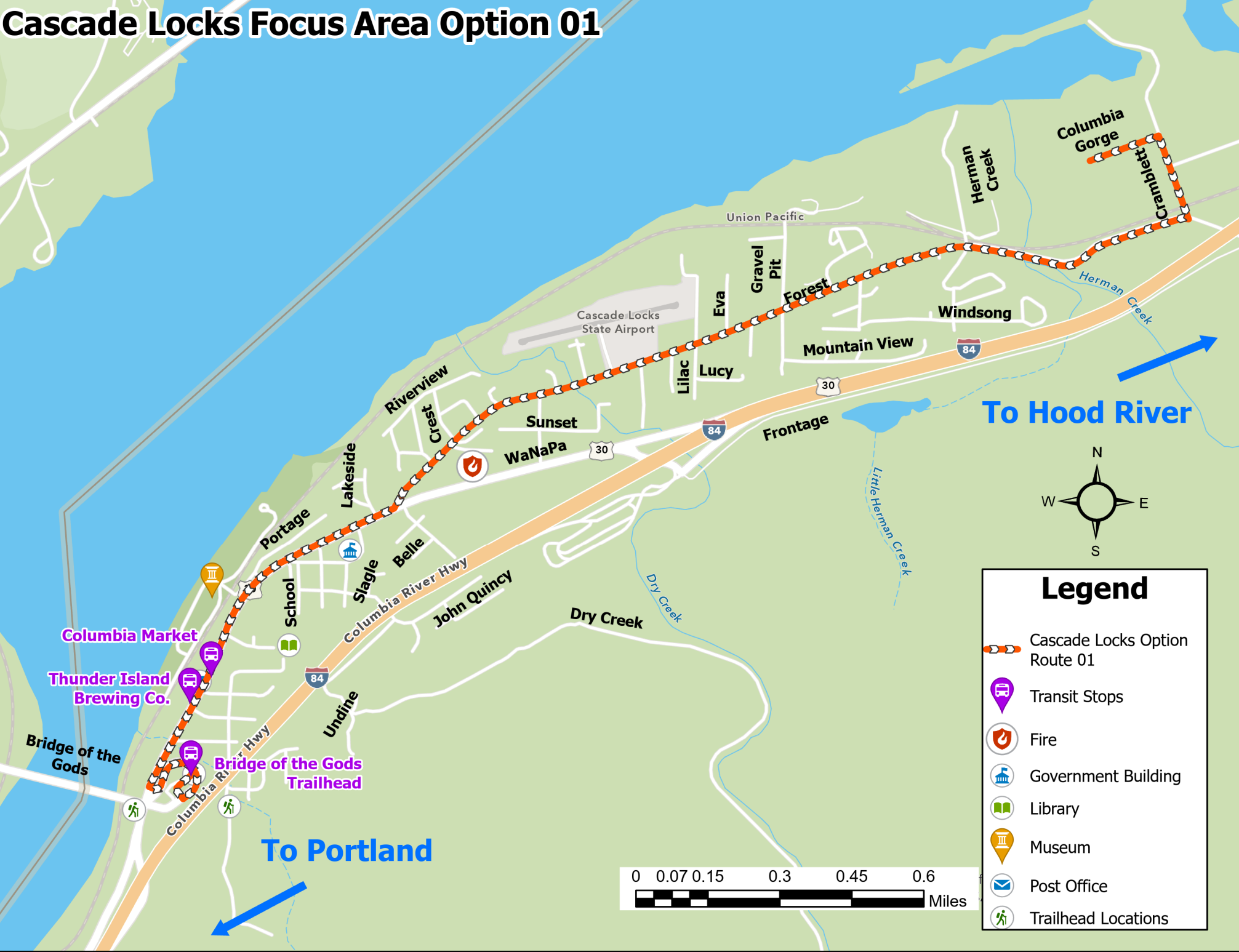
To Mount Hood

### Legend

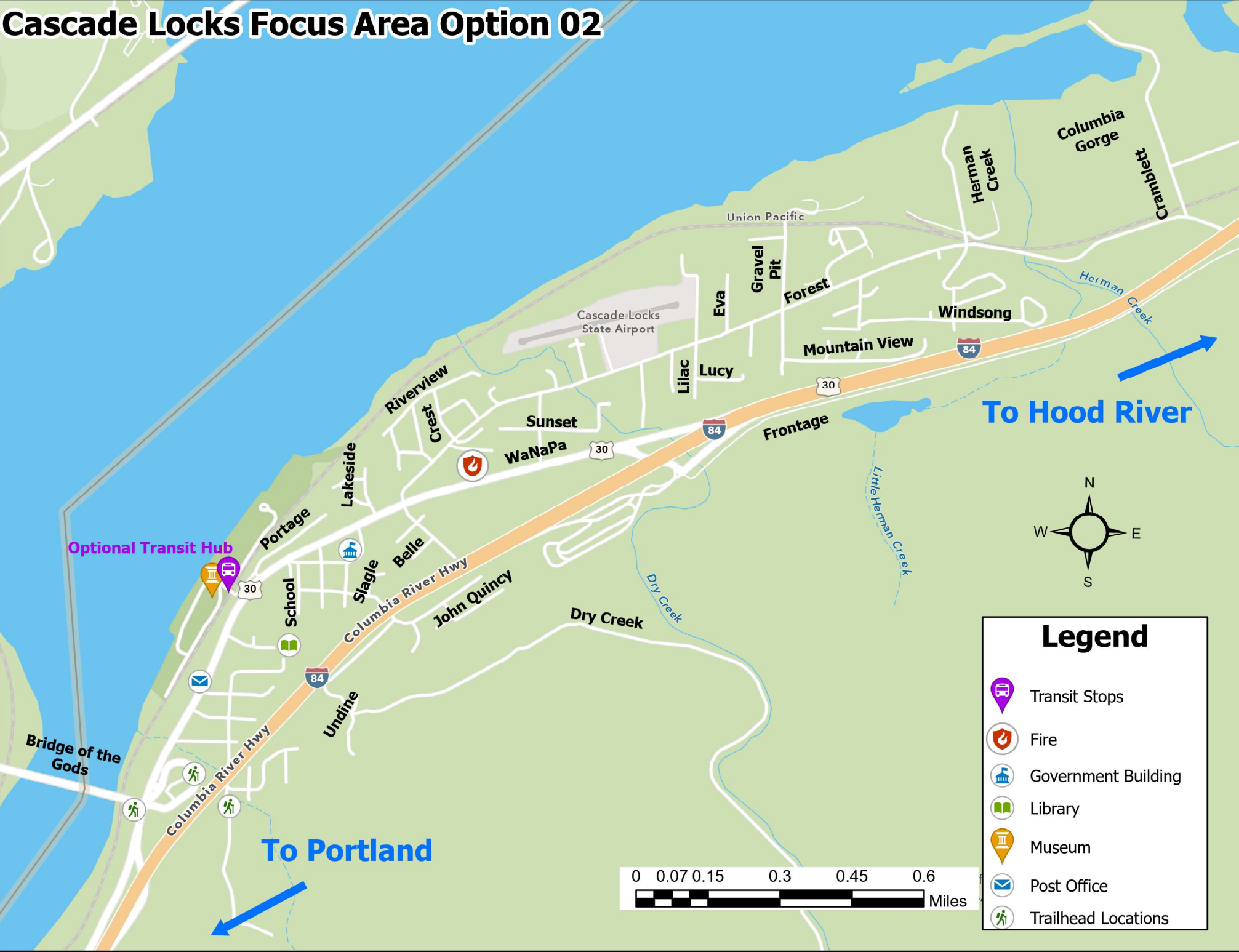
-  Community Center
-  Fire
-  Government Building
-  Library
-  Post Office
-  Parks
-  Transit Stops



# Cascade Locks Focus Area Option 01



# Cascade Locks Focus Area Option 02





# memo

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to Amy Schlappi, Columbia Area Transit (CAT)  
from Andrew Parish, Shayna Rehberg, and Emma-Quin Smith, MIG  
re CAT Transit-Oriented Development (TOD)  
Task 2 – Key Development and Transit Issues; Plan Review and Stakeholder Interviews DRAFT  
date July 13, 2022

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## Introduction

This memorandum identifies development and transit issues that will be key factors in implementing transit-oriented development (TOD) and transit service improvements within Hood River County in support of the Columbia Area Transit (CAT) Transit Master Plan (TMP) Update. The memorandum also includes a brief overview of relevant planning documents (Appendix A) and notes from interviews conducted with planning officials and other stakeholders in Hood River County (Appendix B). The summary of key development and transit issues draws from the document review and interviews.

## Key Development and Transit Issues

The development and transit issues identified in the following sections are organized into the five focus areas used in CAT's TMP Update. The findings are based on the plan review (Appendix A) and County, City, Port, and housing authority interviews (takeaways and notes in Appendix B). Development and transit issues that are related to a specific location are associated with labels that are placed on maps at the end of each section. The maps are taken from CAT's Draft Existing Conditions Report.

### FOCUS AREA 1: CASCADE LOCKS

Interviewees suggested that transit service within and connecting to and from Cascade Locks should focus on employment and tourism. The interviewees also noted that the community is highly constrained for parking, particularly on weekends, and that transit can be part of addressing that constraint.

City staff believes that existing service will generally serve projected development in Cascade Locks sufficiently, though there are a few opportunities for potential enhancements. City and Port staff identified the following potential service opportunities

- **CL 1** – Serve Grain Integrative Health on Herman Creek Lane (114 NE Herman Creek Lane)
- **CL 2** – Provide shuttle/connector to new Pacific Crest Trail (PCT) trailhead parking area near the intersection of the PCT and Harvey Road (a conditional use permit for the trailhead is currently under review)

- **CL 3** – Ensure adequate service to growth and new tenants in Bear Mountain Business Park<sup>1</sup> (Industrial Park Way)
- **CL 4** – Service to Marine Park and Sternwheeler, particularly given constrained entrance (narrow railroad underpass) and parking
- **CL 5** – Consider a stop at Forest Lane/WaNaPa Street (City offices nearby; Cascades Meadows Senior Apartments about 0.1 miles from intersection)

In the long term, City and Port staff recommended monitoring the following areas for potential service needs:

- **CL 6** – Dry Creek Road, where approximately 80 acres could potentially be developed for housing, roughly doubling the City's housing stock
- **CL 7** – Airport area, where there are approximately 20 developable acres<sup>2</sup>
- **CL 8** – Eastern portion of the Port's Bear Mountain Business Park, where approximately 62 acres are developable for mixed use (in the Resort Commercial zone<sup>3</sup>) and industrial uses (e.g., data center)

Port staff also raised the idea of seasonal service considerations, including enhanced summer service between Cascade Locks and Stevenson (e.g., allowing visitors to spend part of a day in each community) and event-based winter service (e.g., drawing other communities in for the City's tree lighting).

Other issues to be considered for potential transit-related improvements include:

- Options for a transit turnaround on WaNaPa Street (some coordination has occurred between the City and CAT about this); and
- Supporting and reinforcing the trail hub and cycling hub at Thunder Island and neighboring Overlook Park, as outlined in the 2012 Connect Cascade Locks plan and in the 2015 Historic Columbia River Highway (HCRH) Community Cycling Hub report.

### Transit-Supportive Policies and Code

Last, at a minimum, City policies and code should be amended to formalize coordination of development proposals with transit (CAT).

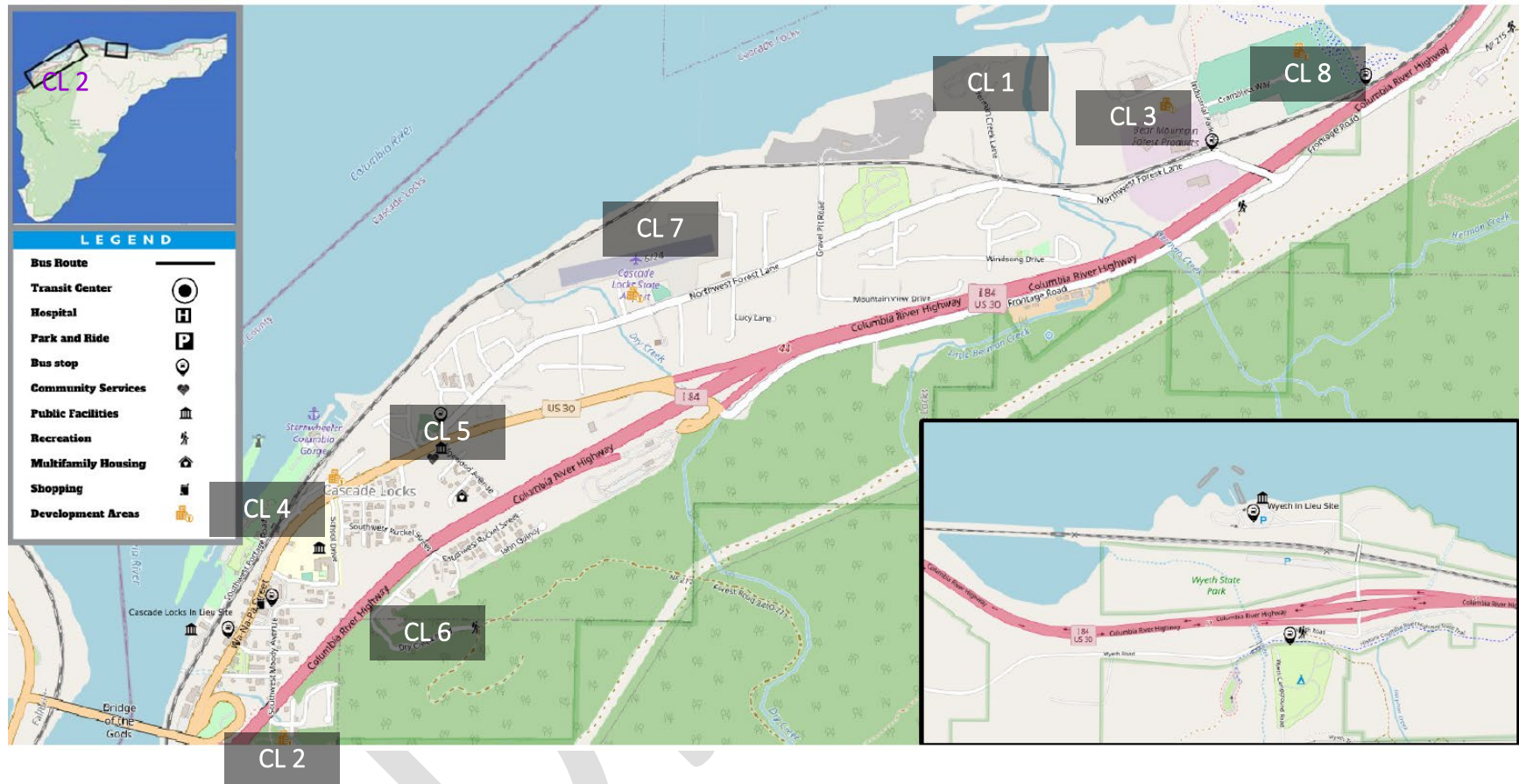
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<sup>1</sup> The 2004 Downtown Plan recommended a shuttle from Business Park to Downtown that was not necessarily provided by CAT. However, given growth since 2004, this service recommendation should be revisited.

<sup>2</sup> The 2018 Final Airport Report concluded that further study was needed regarding redevelopment at this site.

<sup>3</sup> The Revised Port Master Plan Map (2015) shows the rezoning of Parcel 1 identified for zone change from High Density Residential (HDR) to Resort Commercial (RC).

Figure 1. Cascade Locks Area



## FOCUS AREA 2: HOOD RIVER WEST

**HRW 1** – The Westside Area Concept Plan – for the area roughly bounded by I-84 on the north, Frankton Road and the urban growth boundary (UGB) on the west, Fairview Drive on the south, and Rand Road on the west – included transit concepts. Two fixed-route transit services (north-south and east-west routes) on the westside were planned in CAT’s last TMP and were included in the assumptions of this plan along with a half-mile deviation zone. These routes – one in the Belmont Avenue (extension) corridor and one west of 30<sup>th</sup> and then between May Street and Sherman Avenue – are pictured in the Plan Review (Appendix A). The plan notes that recommended routing could be subject to change, that routing and deviation zone will be updated as the street network and land uses within the Westside Area are built out.

**HRW 2** – City staff pointed to considering service on Cascade Avenue, for which a Streetscape Plan has been completed between I-84 Exit 62 and 13<sup>th</sup> Street. Features of the recommended streetscape include one lane in each direction for most of the corridor, continuous sidewalks, separated bicycle facilities, and raised medians to provide protected crossings for pedestrians and bicyclists, with constrained design options. The plan includes bus stop design specifications (e.g., ADA standards and recommended amenities). Project staff relayed that most of the mixed use and TOD opportunities are anticipated in the west end of the Cascade Avenue corridor.

**HRW 3** – A significant Mid-Columbia Housing Authority (MCHA) development on Rand Road should also be a candidate for service.<sup>4</sup> MCHA staff indicated that a stop is desired for this major affordable housing development, even if not required by existing City development code. It was proposed that the extension of Wine Country Road that will be constructed as part of the development be considered for the stop instead of the very narrow and constrained Rand Road right-of-way. MCHA staff also noted wanting to prioritize electric vehicle charging and access as well as on-site connections to trails and other modes as a way to provide more transportation options to residents.

**HRW 4** – Southwest of the city, at the Port’s Jernstedt Airfield, roughly 10 employees work for TacAero and roughly 10 volunteers regularly staff the Western Antique Aeroplane and Automobile Museum (WAAM). When events bring a large number of people to the airfield in summer and fall, that is a time when service to the airfield could serve both staff and visitors.

In the long term, the following activities and developments should be monitored for potential service:

**HRW 5** – Extension of Belmont Avenue to the west (connection to Post Canyon Drive)

**HRW 6** – Shuttle service to Post Canyon lower trailhead (Seven Streams), with racks for mountain bikes

### Transit-Supportive Policies and Code

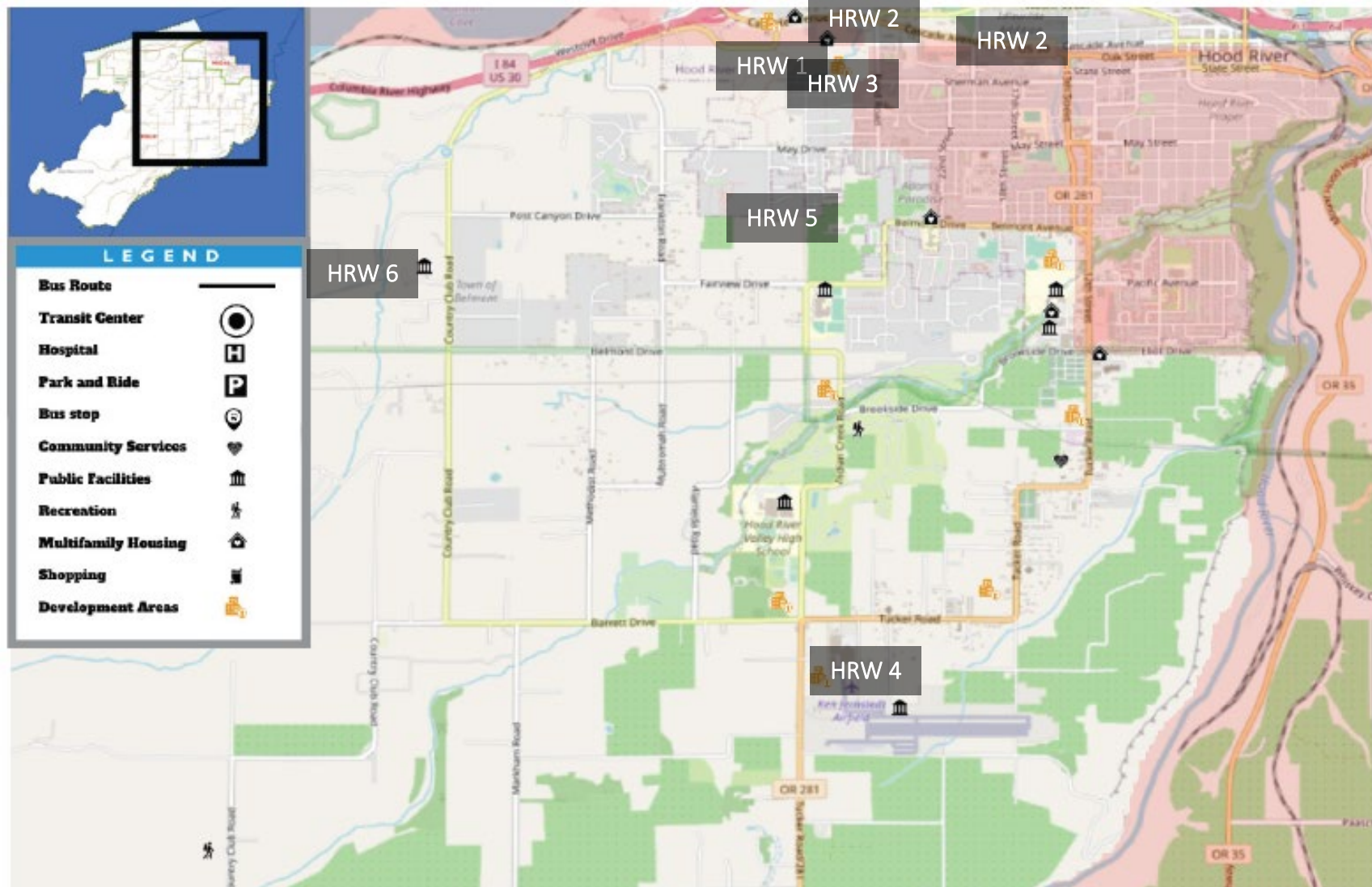
City staff reported that transit-supportive provisions are largely absent in the City’s policies and development code. In particular, staff is looking for the establishment of meaningful requirements (e.g., transit-related exactions for pull-outs, etc.).

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<sup>4</sup> The development application for this project has yet to be submitted.



Figure 2. Hood River West Focus Area



### FOCUS AREA 3: HOOD RIVER EAST

**HRE 1** – An MCHA affordable housing development (Rio Bella) on Hope Avenue at Wasco Street is more than a half mile from the nearest existing stops. A stop near this location could improve transit access.

**HRE 2** – Port staff indicated that a transit hub is envisioned for “Lot 1,” a major development opportunity site on the Hood River Waterfront. The hub would be located in the center of Lot 1 along the extension of Anchor Way through that lot. The Port is planning a curb cut inset that can accommodate two bus stops. This could potentially replace the stop at 1<sup>st</sup> Street and the Nichols Boat Basin, which is roughly 0.1 miles away.<sup>5</sup>

**HRE 3** – Also on the Hood River Waterfront, the west end of Portway features warehousing and recreation. Particularly for the westernmost reaches of Portway used for recreation, Port staff suggested considering extending weekend service to this area.

**HRE 4** – Given the large amount of recreation on the Waterfront – especially at the Event Site, where there is limited parking – the question arose about whether new or modified transit vehicles could accommodate more gear (e.g., bikes, water and wind sport gear).

The Waterfront area – specifically the southeastern portion – is affected by the Exit 63-64 Hood River Interchange Area Management Plan (IAMP), outlined in the Plan Review (Appendix A). To note here, the IAMP includes two project-related recommendations: one recommendation for a trail from State Street to Port Marina Drive (including sidewalk on Highway 35 or Dock Road); and one recommendation about potential turn restrictions (e.g., treatments like concrete islands) at 2nd and Riverside to preserve mobility if this intersection falls below mobility standards.

**HRE 5** – The Heights Streetscape Plan is in progress and addresses 12<sup>th</sup> and 13<sup>th</sup> Streets from May Street to Belmont Avenue. Streetscape options include provisions for aligning potential future bus stops with crosswalks. Potential future bus stops may be located at the northeast intersection of 12th Street and June Street and at the southwest intersection of 13th Street and A Street. CAT should continue to track this planning process as it reaches completion.

**HRE 6** – Consider extending service along May Street in The Heights, particularly in the area of the school.

**HRE 7** – Consider extending service on College Way in The Heights, in order to serve the community college and assisted living facility.

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<sup>5</sup> Port staff noted that the current stop at 1<sup>st</sup> Street and Nichols Boat Basin feels disconnected and is “a bit in the middle of nowhere.”

Figure 3. Hood River East Focus Area



#### **FOCUS AREA 4: ODELL AND LOWER HIGHWAY 35**

A key location in Focus Area 4 is the community of Odell. Its 2004 Urban Unincorporated Community Plan is expected to be updated in the near term. The previous plan established Community Commercial Zones (UC-1) at Summit Drive/Elrick Hill Drive/Odell Highway and from railroad to Davis Drive on Odell Highway. An existing stop at Mid Valley Market on Odell Highway is in the UC-1 Zone.

**OLH 1** – County staff outlined a potential loop/circulator that circles west of town to capture public uses and housing (e.g., middle school, fairgrounds, and mobile home park) and through town (to the northeast) to serve housing and other services.

**OLH 2** – There are multiple fruit packing houses on Davis Drive whose employees could potentially benefit from a transit stop near those places of business.

**OLH 3** – The Neal Creek area on the east end of Odell includes businesses like Cardinal Glass (3125 Neal Creek Mill Road), which has many employees. The area also includes an old mill site that the Port of Hood River has remediated, has rail adjacent, and can be redeveloped. A stop near Cardinal Glass – at times that capture most work stop and end times – could serve that company’s employees as well as other employees in the area.

**OLH 4** – City of Hood River staff pointed out that a rail line extends from Downtown Hood River to Pine Grove, mostly as a tourist/visitor service and periodically as a commercial service). This could warrant a transit stop in Pine Grove at times aligned with this rail service.

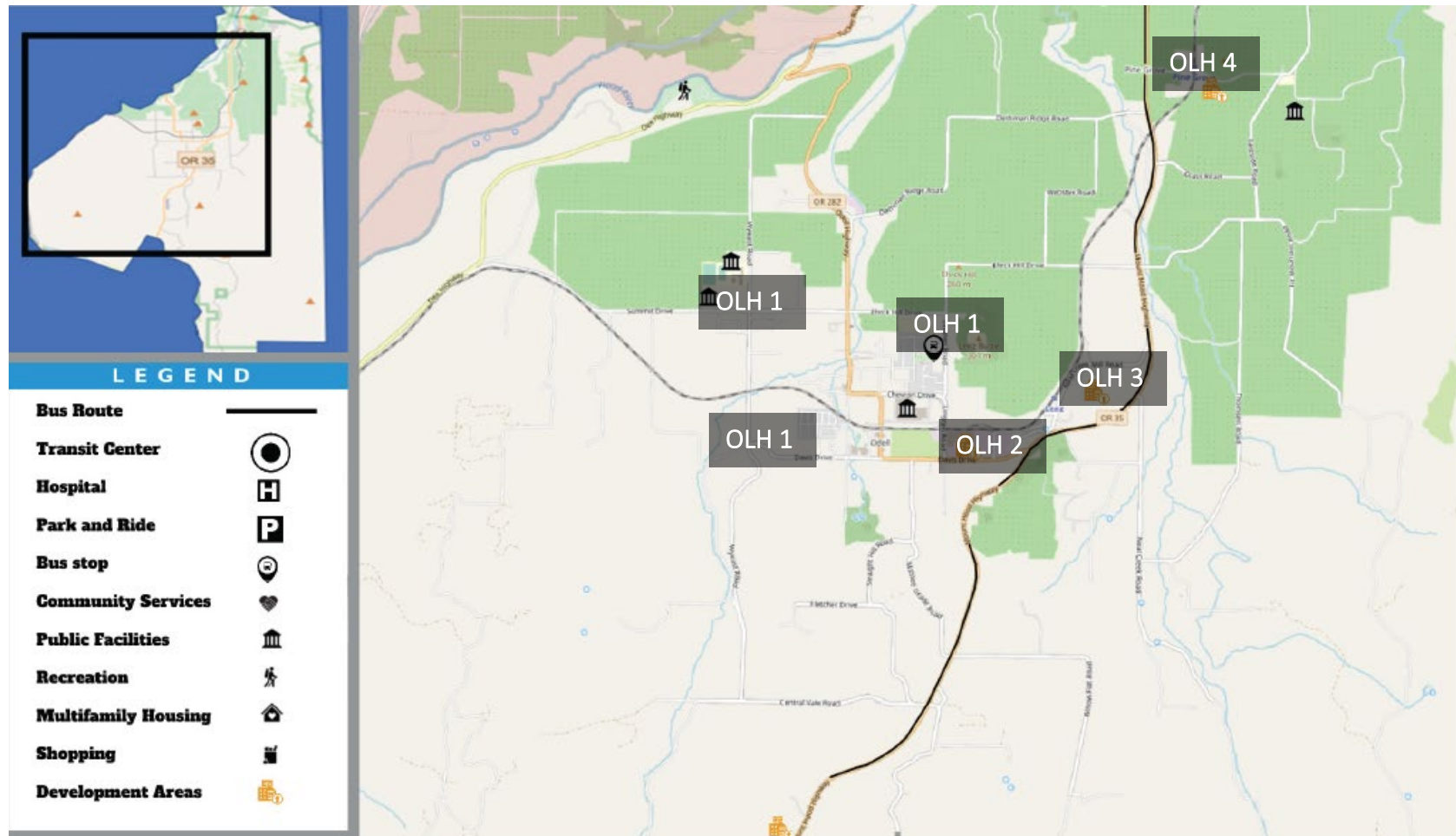
In the long term, MCHA is coordinating with the County about planning projects, with the potential for getting in on the ground floor in planning for affordable housing in the Odell community. Given the early stages of these discussions, there is not a specific location or locations yet for this housing and potential transit service need. Therefore, CAT can track along with MCHA as it coordinates housing opportunities with the County.

#### **Transit-Supportive Policies and Code**

County staff relayed that there is not any existing transit-oriented or -supportive County policy or code that they’re aware of. This planning process can provide at least minimal policy and code language about topics such as coordination between development.



Figure 4. Odell and Lower Highway 35



## UPPER VALLEY AND UPPER HIGHWAY 35

Parkdale is part of the Upper Valley and Upper Highway 35 focus area, and a request for proposals for the update of its Unincorporated Community Plan just wrapped up in late May. The 2004 Community Plan shows the Community Commercial (C1) Zone focused in the center of town along Baseline Drive (Hood River Highway/Highway 281). The existing CAT stop is in the C1 Zone at MacIsaac's Store.

**UVUH 1** – While Parkdale is entering into an update of its Community Plan, County staff noted that the population is small (particularly when compared to Odell) and not much growth is expected in the community. Thus, existing service should generally suffice. One minor modification to existing service could be a potential stop on the east end of town – near the Forest Service Work Center and Parkdale Rural Fire Protection District, which is close to a half mile from the existing stop.

**UVUH 2** – Consider a stop for the community of Mt. Hood, at its junction with Highway 35.

**UVUH 3** – In the long term, monitor Dee for potential service and stop (for employees) if the mill site is redeveloped.

Figure 5. Upper Valley and Upper Highway 35



## Appendix A – Plan Review

Table A-1 lists planning documents relevant to this effort and identifies highlights related to policies, growth areas, types of new development that CAT may consider in updating the TMP.

Table A-1: Plan Review Summary

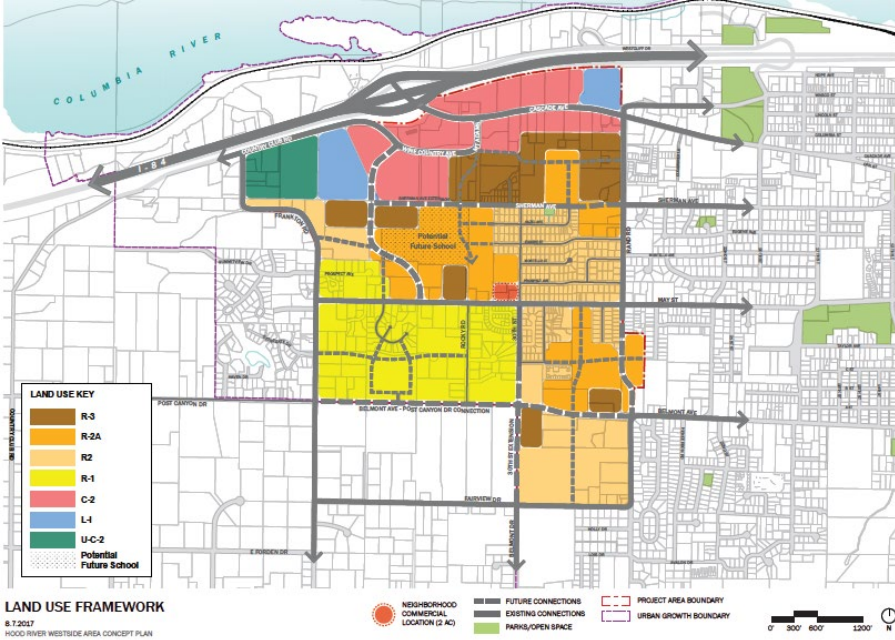
Document	Development Opportunities and Transportation Highlights
1. CAT TMP Update Existing Conditions Report - Draft (February 2022)	<p><b>Areas of Development and Existing Transit Service</b></p> <p>The TMP organizes the county into five focus areas (below). The Existing Conditions Report identifies the development areas below, with more concentrated development expected in Cascade Locks, West Hood River, and Odell.</p> <ul style="list-style-type: none"> <li>• <b>Focus Area 1: Cascade Locks Area:</b> Cascade Locks Airport area, Port of Cascade UPR site, SW Moody/Harvey Residential Development, and Mixed-Use Gateway Property               <ul style="list-style-type: none"> <li>○ Existing transit in the area includes the Columbia Gorge Express Route (CGE) stop on WaNaPa, and multiple stops along the Cascade Locks Route, which connects with the CGE route.)</li> </ul> </li> <li>• <b>Focus Area 2: Hood River West:</b> Westside-Rand Development, Cascade Avenue Streetscape, and Agro-Tech Development at Barrett Park               <ul style="list-style-type: none"> <li>○ The only existing transit in this area is City Dial-A-Ride service within city limits and the Upper Valley Deviated Fixed-Route service area south of Belmont Avenue. There are plans to reroute the City Route fixed-route to serve Rand Road.</li> </ul> </li> <li>• <b>Focus Area 3: Hood River East:</b> Port Waterfront Lot 1 and Anchor Way, and Heights Streetscape Plan Area               <ul style="list-style-type: none"> <li>○ High levels of existing transit service through the CAT Transfer Center, Rosauers Transfer Center, and Port Transfer Center. Also served by City Dial-a-Ride service.</li> </ul> </li> <li>• <b>Focus Area 4: Odell and Lower Highway 35:</b> Tucker Road Enterprise Area, Pine Grove Rural Center, and Neal Creek Mill Road Enterprise Area               <ul style="list-style-type: none"> <li>○ The only existing transit service in the area is the Upper Valley Deviated-Fixed Route.</li> </ul> </li> <li>• <b>Focus Area 5: Upper Valley and Upper Highway 35:</b> Mt. Hood Community Commercial Zone and Enterprise Area, Dee Enterprise Zone Area (Lost Lake Road), and Parkdale Commercial and Enterprise Area               <ul style="list-style-type: none"> <li>○ Existing transit service includes the Upper Valley Deviated-Fixed Route and seasonal Gorge-to-Mountain Express Route.</li> </ul> </li> </ul>
2. MCEDD Gorge Regional Transit Strategy	<p><b>Regional Transit Goals</b></p>


Document	Development Opportunities and Transportation Highlights
<p>– Foundations Memo (June 2021)</p>	<p>The Mid-Columbia Economic Development District (MCEDD) led the preparation of a transit vision and strategy for a bi-state, five-county (Skamania, Klickitat, Hood River, Wasco, and Sherman) region of the Columbia River Gorge. Phase I of the process culminated in June 2021 with the Foundations Memo, which lays out a regional transit vision and set of goals.</p> <p>The regional transit goals are organized under four areas: community and economic vitality; high-quality service and experience; environmental stewardship; and financial sustainability. The statements associated with the community vitality and high-quality service and experience goals are as follows:</p> <ul style="list-style-type: none"> <li>• Community and economic vitality – Public transit in the Columbia River Gorge supports community livability and economic vitality by supporting business and housing development, the multimodal transportation system, workforce mobility, and regional resiliency. <ul style="list-style-type: none"> <li>○ Sub-statements include those that establish that transit supports local and regional economies, provides access to recreation, and reduces the need for expensive parking infrastructure.</li> </ul> </li> <li>• High-quality service and experience – Public transit in the Columbia River Gorge provides all residents and visitors with seamless and equitable access to community resources and to key connection points. <ul style="list-style-type: none"> <li>○ Sub-statements include those that establish that transit services will be reliable, coordinated, and as convenient as driving a private vehicle; and that the network of transit providers will have high organizational capacity.</li> </ul> </li> </ul>
<p>3. City of Hood River Comprehensive Plan (2015)</p>	<p><b>Transportation:</b></p> <p><b>GOAL 1:</b> A balanced transportation system.</p> <ul style="list-style-type: none"> <li>• Develop and implement public street standards that recognize the multi-purpose and shared nature of the street right-of-way for utility, pedestrian, bicycle, transit, truck, and auto use and recognize these streets as important to community identity as well as providing a needed service. <ul style="list-style-type: none"> <li>○ <i>Action: Develop and maintain design standards for motor vehicles, bicycles, pedestrian, transit, and truck facilities in Hood River.</i></li> </ul> </li> </ul> <p><b>GOAL 4:</b> An efficient transportation system that reduces the number of trips and limits congestion.</p> <ul style="list-style-type: none"> <li>• Improve local transit services to increase transit ridership potential. <ul style="list-style-type: none"> <li>○ <i>Action: Bus service improvements are needed to meet this policy and other policies recommended in this plan.</i></li> </ul> </li> </ul>



Document	Development Opportunities and Transportation Highlights
<p>4. Exit 63-64 Hood River Interchange Area Management Plan (IAMP) (2011)</p>	<p>*Port of Hood River staff noted this IAMP in our interview.</p> <p><b>Transportation Projects</b></p> <p>The following projects recommended in the plan are of particular note to pedestrian and transit access in the waterfront area off of Exit 63:</p> <ul style="list-style-type: none"> <li>• Trail – Trail from State Street to Port Marina Drive (includes sidewalk on Highway 35 or Dock Road)</li> <li>• Potential turn restrictions – Treatments (e.g., concrete islands) at 2<sup>nd</sup> and Riverside to preserve mobility if this intersection falls below mobility standards</li> </ul> <p><b>Land Use Regulations</b></p> <p>The City of Hood River adopted an IAMP Overlay Zone into its Municipal Code (Section 17.03.120) following adoption of the IAMP. It establishes the boundaries of IAMP overlay zones (half-mile buffers around Interchanges 62, 63, and 64); applicability (administrative, quasi-judicial, and legislative land use actions); permitted land uses (underlying zone); references to access management (Section 17.20.030 and “access management blocks” in the plan); and triggers for potential update of the IAMP (when a land use action has a “significant effect”). In the case of a potential update of the IAMP, new transportation projects, access restrictions, and/or development limits may be required in order to protect the function of the interchanges.</p>
<p>5. Hood River Westside Area Concept Plan (2017)</p>	<p>The Westside Area Concept Plan addressed the area shown below and envisioned that area as comprised of five different districts or neighborhoods.</p>

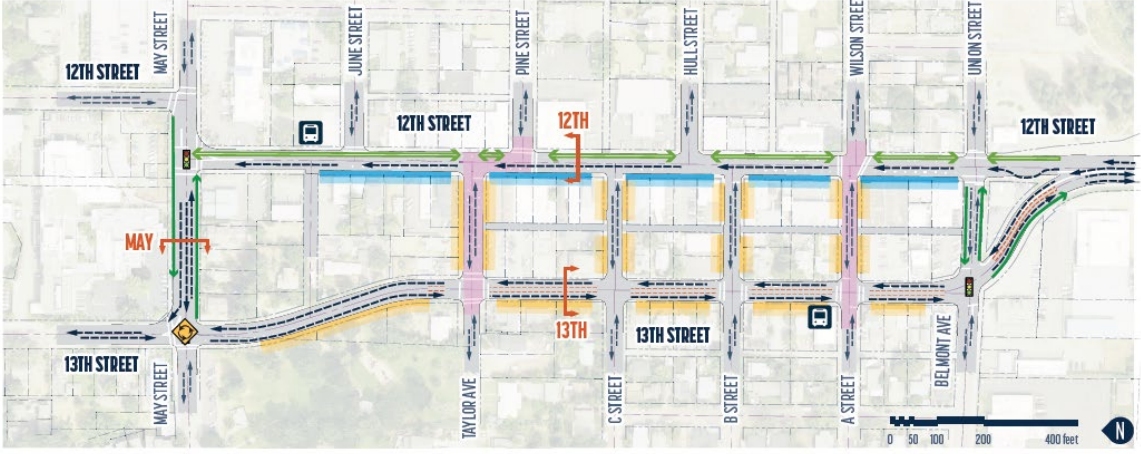
Document	Development Opportunities and Transportation Highlights
	<div data-bbox="772 232 1665 906"> </div> <p data-bbox="499 911 747 938"><b>Land Use Framework</b></p> <p data-bbox="499 950 1934 1172">Focus on housing development by re-designating R-1 and R-2 lands to R-2 and R-2.5, respectively. Update R-3 zones to accommodate higher density residential development. Scenarios to accommodate the development of 1,500-1,700 new residential units. There is also a proposal for neighborhood commercial at the intersection of May Street and 30<sup>th</sup> Street. The County Club Road district will remain large commercial and industrial uses, while the West Cascade Avenue district is envisioned as a walkable, mixed-use commercial corridor (zoned C-2). One of three land use scenarios is pictured below as an example.</p>

Document	Development Opportunities and Transportation Highlights
	 <p><b>Connectivity and Transit</b></p> <p>Intersection and street network improvements are proposed to be designed to accommodate transit vehicles. Two full fixed-route transit lines – an east/west route and a north/south route – were planned for medium-term development with a ½ mile deviation radius that would serve the Westside Area (see image below). This routing is taken from the last edition of the TMP, and the Concept Plan notes that the recommended routing and deviation zone will be updated as the street network and land uses within the Westside Area are built out.</p>

Document	Development Opportunities and Transportation Highlights
	
<p>6. Hood River Cascade Avenue Streetscape Plan (2021)</p>	<p>The segment of Cascade Avenue covered in this streetscape plan serves as the western gateway to Hood River and the main street for nearby neighborhoods. This segment of Cascade Avenue is between I-84 Exit 62 and 13<sup>th</sup> Street. The overall goals of the plan were to create safe multimodal connections that accommodate high levels of mixed-use growth in the surrounding area.</p> <p>Key corridor design elements include:</p> <ul style="list-style-type: none"> <li>• One eastbound and one westbound travel lane for most of the corridor</li> <li>• Continuous sidewalks</li> <li>• Separated bicycle facilities</li> <li>• Landscaping and other placemaking features</li> <li>• A center two-way left-turn lane where feasible</li> <li>• Raised medians to provide protected crossings for pedestrians and bicyclists</li> <li>• Access management strategies to reduce potential conflicts</li> </ul>



Document	Development Opportunities and Transportation Highlights
	<div data-bbox="478 240 1213 565"> </div> <div data-bbox="1297 264 1927 605"> <p>OPPORTUNITIES:</p> <ul style="list-style-type: none"> <li><b>A</b> Improve congested intersection and provide mid-block crossings.</li> <li><b>B</b> Provide additional ROW for comfortable sidewalk and streetscape elements with buffered bike lane. Promote walkability.</li> <li><b>C</b> New development opportunities</li> <li><b>D</b> Provide opportunities for raised medians in middle turning lane</li> </ul> </div> <div data-bbox="478 589 594 613"> <p>INSPIRATION</p> </div> <div data-bbox="499 621 1444 654"> <p>The plan prioritizes the following solutions for constrained sections of the street:</p> </div> <div data-bbox="499 662 1822 841"> <ol style="list-style-type: none"> <li>1. Eliminate the midblock center two-way left-turn lane or reduce any raised medians to a narrow, raised traffic separator</li> <li>2. Eliminate the landscaping buffer area</li> <li>3. Reduce sidewalks to their minimum recommended width of 6 feet</li> <li>4. Reduce the separated bicycle facility to its minimum recommended width of seven feet</li> </ol> </div> <div data-bbox="499 881 1371 914"> <p>The plan also provides specifications for designing bus stops in Hood River.</p> </div> <div data-bbox="541 914 1917 1060"> <ul style="list-style-type: none"> <li>• All bus stops should comply with ADA standards with at least 4 feet of sidewalk clearance, landing pads, and curb heights that allow for passengers in wheelchairs to board and depart the bus.</li> <li>• Recommended items at bus stops are shelters and posted route maps and schedules. Options items include bicycle parking and trash receptacles.</li> </ul> </div>
<p>7. Hood River Heights Streetscape Plan (in progress)</p>	<p>The Heights is an urban renewal area including 12<sup>th</sup> and 13<sup>th</sup> Streets and the intersections and streets between May Street and Belmont Avenue in Hood River. Project goals include:</p> <ul style="list-style-type: none"> <li>• Traffic calming and intersection improvements to increase multimodal safety</li> <li>• Livable community and economy</li> <li>• Neighborhood identity</li> <li>• Safe and comfortable places for people</li> </ul>

Document	Development Opportunities and Transportation Highlights
	<p>The streetscape options include provisions for aligning possible future bus stops with crosswalks. Possible future bus stops could be located at the northeast intersection of 12<sup>th</sup> Street and June Street, and at the southwest intersection of 13<sup>th</sup> Street and A Street.</p> <p><b>THE HEIGHTS STREETScape PLAN</b></p> <p><b>DESIGN CONCEPT 3 - HYBRID CIRCULATION + STREET SECTIONS</b></p>  <p><b>LEGEND</b></p> <ul style="list-style-type: none"> <li>Right of Way</li> <li>Parcels</li> <li>Travel Lane - City Street</li> <li>Travel Lane - ODOT</li> <li>Center Turn Lane</li> <li>Bike Lane</li> <li>Cycle Track (Two-Way)</li> <li>Traffic Signal</li> <li>Parallel Street Parking</li> <li>Angled Street Parking</li> <li>Enhancement to Improve East/West Connections</li> <li>Possible Future Bus Stop</li> <li>Roundabout</li> </ul>
<p>8. City of Cascade Locks Comprehensive Plan (2001)</p>	<p>The City of Cascade Locks Comprehensive Plan has limited discussion of transit and development opportunities, and is an older plan at this point. No specific opportunity areas are identified.</p> <p><b>Public Transit and Special Transportation Needs</b></p> <p>Existing Conditions in 2001: Greyhound Bus is available in Hood River three times a day. Public transportation to Hood River is available every Tuesday through CAT.</p> <p><i>Goal: To provide safe, convenient, and economical transportation opportunities for all Cascade Locks residents and businesses as provided in the Cascade Locks Transportation System Plan.</i></p> <p><b>Housing Needs</b></p> <p>Policies:</p>

Document	Development Opportunities and Transportation Highlights
	<ul style="list-style-type: none"> <li>• <i>Encourage a variety of housing types and prices.</i></li> <li>• <i>Strive to make public infrastructure available to support new residential development.</i></li> <li>• <i>Establish partnerships with other agencies and organizations to promote housing availability and affordability in the community.</i></li> </ul>
9. Cascade Locks Downtown Development Plan and Strategy (2004)	<p>Focuses on development opportunities along the WaNaPa corridor (Highway 30) in Downtown Cascade Locks.</p> <p>The plan proposes a shuttle service from the Port Industrial Park on the east side of the city to the Downtown area on the west side. Proposed shuttle development partners are the Port of Cascade Locks and the City's commercial community. There is no discussion of linking corridor improvements or the shuttle service with CAT service.</p>
10. Cascade Locks Airport Project Final Report (2018)	<p><b>Existing Conditions</b></p> <p>The Cascade Locks State Airport is located north of Forest Lane on the east side of the City of Cascade Locks. It is bounded to the north by Union Pacific Railroad and Columbia River, to the east by N Jackson Roberts Road, to the south by Forest Lane, and to the west by Dry Creek.</p> <p>Primarily residential uses are adjacent to the south and southwest of the airport, with sparse residential development and open space/vacant land to the east. The airport is used for small planes to land during inclement weather (i.e., emergency use) and has low utilization, with no pilot services or commercial uses.</p> <p><b>Development Opportunities</b></p> <p>The plan highlights the need for more residential development and job opportunities but recognizes that partially or fully redeveloping the airport will not solve those problems. The airport is underutilized but does have value as an emergency airstrip and a link in the regional airport system. Preserving or expanding the airport, rather than redeveloping it for non-aeronautical uses, is a priority for some stakeholders and may be favored by the community but further study is needed to identify community member, State, and local jurisdiction priorities.</p> <p><b>Transit Connections</b></p> <p>There is no discussion of transit connectivity to the airport in the final report or appendices.</p>
11. Port of Cascade Locks Final Adopted	<p>The Master Plan Map focuses on the Port's Business Park (Bear Mountain) area in east Cascade Locks.</p>

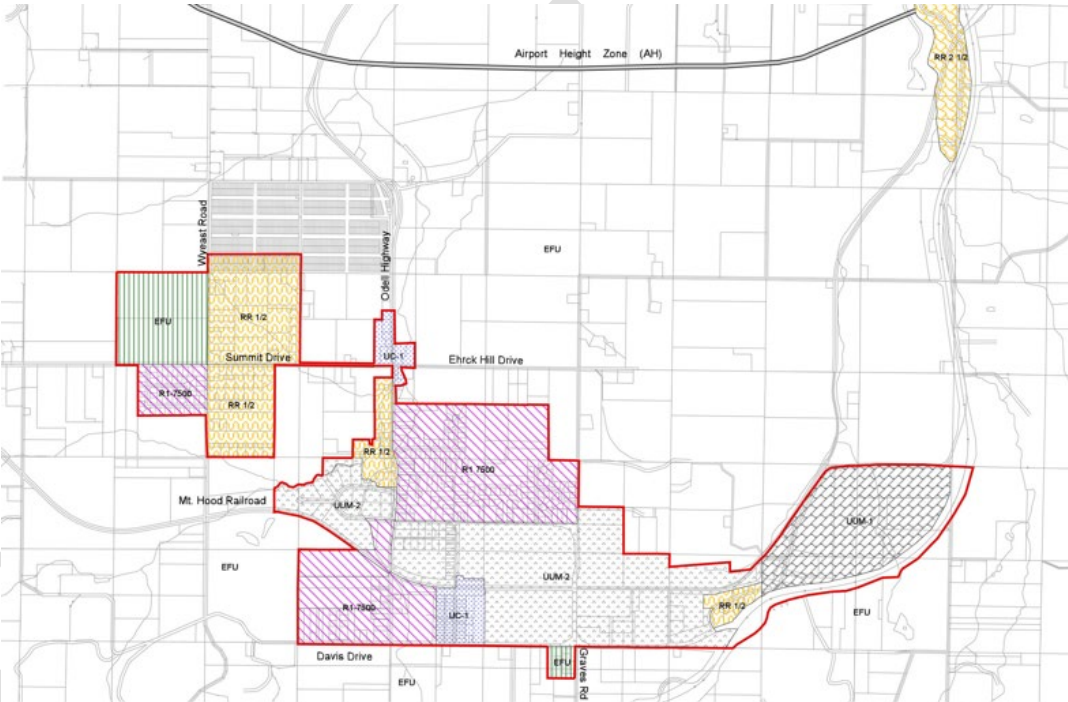
Document	Development Opportunities and Transportation Highlights
Revised Master Plan Map (2015)	Land use designations in the Port of Cascade Locks are predominantly Heavy Industrial, Light Industrial, and Resort Commercial. The High Density Residential designation in Parcel 1 is proposed to change zones to Resort Commercial.
12. Connect Cascade Locks (2012)	<p>Connect Cascade Locks is a trails plan that integrates economic development and recreation opportunities. Cascade Locks is home to several developed trail systems including the Easy CLIMB (Cascade Locks International Mountain Bike) Trail and the Pacific Crest Trail (PCT) (through-hikers cross Bridge of the Gods into Washington). The plan makes three main recommendations:</p> <ol style="list-style-type: none"> <li>1. Community Stewardship: Organize a community non-profit trail care group to host trail build and maintenance days, and community outreach events</li> <li>2. Trails and Trailhead Amenities: Develop a “Trail Hub” with centralized parking, information, and facilities; prioritize CLIMB trail development and improve beach and riverfront access</li> <li>3. Business and Marketing: New business opportunities like a food cart pod, bike and boat rental shop, or a permanent fish market structure. Develop promotional partnerships between the City, the Port, and local businesses.</li> </ol> <p><b>Trail Hub</b></p> <p>The proposed trail hub would include amenities like bathrooms, picnic tables/benches, bike parking, bike maintenance station, information kiosk, and a drinking fountain. Location alternatives include the PCT Trailhead, the lawn east of East Wind, Marine Park, and the recommended alternative – Overlook Park.</p> <p>Overlook Park is located in the center of town, across the street from the grocery store and next to the post office, and a short walk from the PCT and Historic Columbia River Highway State Trail. Overlook Park is also next to Thunder Island Brewing, a popular restaurant in Downtown Cascade Locks.</p>
13. Historic Columbia River Highway (HCRH) Community Cycling Hubs – Hood River (2015)	<p>The Hood River Hub is located at the Intersection of 3<sup>rd</sup> Street and W. State Street. Amenities include:</p> <ul style="list-style-type: none"> <li>• Drinking fountain</li> <li>• Shelter</li> <li>• Restrooms</li> <li>• Seating</li> <li>• Signage, including informational/wayfinding and hub identifier</li> <li>• Bike racks</li> </ul>

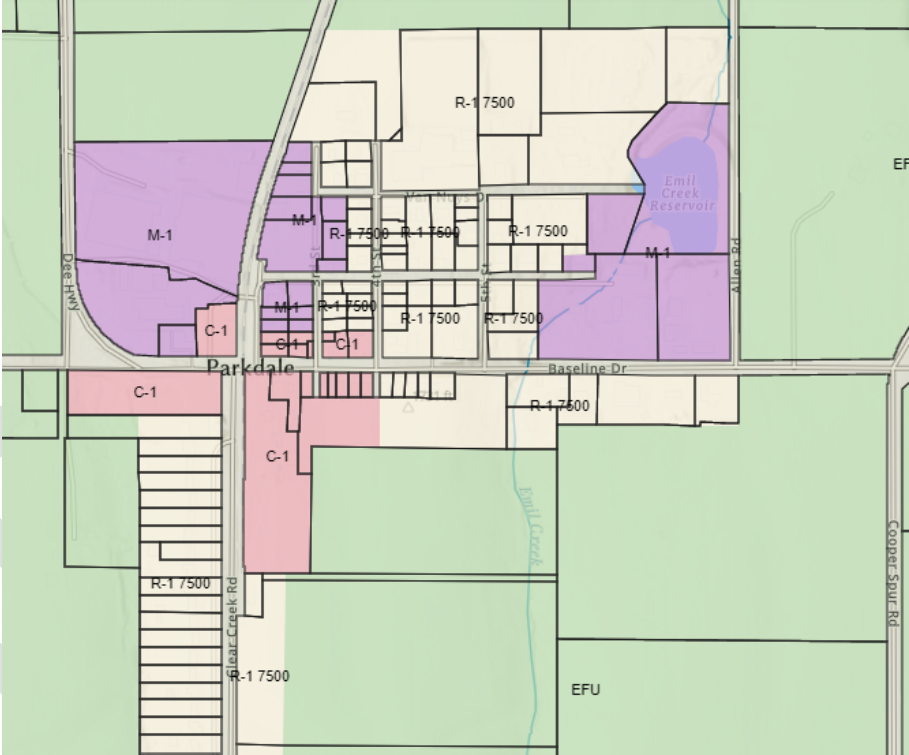


Document	Development Opportunities and Transportation Highlights
	<p>A kiosk sign and artistic elements will also be incorporated into the Hub.</p> <p>An existing CAT stop is about 250 feet away at 4<sup>th</sup> Street and W. State Street.</p>
<p>14. HCRH Community Cycling Hubs – Cascade Locks (2015)</p>	<p>The Cascade Locks Hub is located at Overlook Park, a small plaza between the Post Office and Thunder Island Brewing.</p> <p>Amenities at this hub include:</p> <ul style="list-style-type: none"> <li>• Drinking fountain</li> <li>• Signage, including informational/wayfinding and hub identifier</li> <li>• Wayfinding maps</li> <li>• Seating</li> <li>• Bike fix-it station</li> <li>• Bike racks</li> <li>• Restroom</li> <li>• Shelter expansion</li> <li>• Art</li> <li>• Paving for promenade</li> <li>• Picnic Tables</li> </ul>
<p>15. HCRH State Trail Connection Report (2016)</p>	<p>The original Historic Columbia River Highway (HCRH) was 73 miles long. Most of the original alignment (61 miles) are accessible by motor vehicle on road sections, or by foot or bike on State Trail sections. Between 1987 and 2016, 11 miles of the State Trail had been completed, and approximately 12 miles of State Trail awaited construction in order to complete this world-class recreational route between Portland and The Dalles.</p> <p>The majority of the key connections that remained to be made in 2016 were between Cascade Locks and Hood River.</p>
<p>16. HCRH State Trail Reconnection Progress Report (2021)</p>	<p>Per the 2021 Progress Report, approximately 5.8 miles of trail – the “Mitchell Point Segment” – remain to be constructed, including the following sub-segments:</p> <ol style="list-style-type: none"> <li>1. Viento State Park to Mitchell Point (2.7 miles, funded and construction was planned to start in 2022)</li> <li>2. Mitchell Point Tunnel (1.5 miles, funded and construction in progress)</li> <li>3. Ruthton Point to Hood River (1.6 miles, design in progress, funding needed)</li> </ol>

Document	Development Opportunities and Transportation Highlights
	<p>BikePortland reported in March 2022 that completion of the two sub-segments under construction is anticipated by late 2024.<sup>6</sup></p>
17. GORge Pass	<p>GORge Pass is an annual pass for unlimited rides between Portland/Vancouver and the Columbia River Gorge. It is a partnership between four regional transit operators with stops on the Oregon and Washington sides of the Gorge:</p> <div style="display: flex; justify-content: space-between;"> <div style="width: 48%;"> <p><b>CAT (Hood River County, Oregon)</b></p> <ul style="list-style-type: none"> <li>• Dog Mountain Shuttle (spring)</li> <li>• Cascade Locks (to Hood River)</li> <li>• Cascade Locks (to Portland)</li> <li>• Hood River</li> <li>• Hood River Connect (from Downtown Hood River to CGE)</li> <li>• Parkdale</li> <li>• Odell</li> <li>• Portland (Columbia Gorge Express)</li> <li>• Multnomah Falls</li> <li>• Hood River to The Dalles (weekends)</li> <li>• Mt. Hood Meadows, Teacup, Government Camp (winter)</li> <li>• Troutdale (summer)</li> </ul> <p><b>The LINK (Wasco County, Oregon)</b></p> <ul style="list-style-type: none"> <li>• The Dalles</li> <li>• Hood River to The Dalles (weekdays)</li> <li>• Mosier (weekdays)</li> </ul> </div> <div style="width: 48%;"> <p><b>Mt. Adams Transportation Service (MATS) (Klickitat County, Washington)</b></p> <ul style="list-style-type: none"> <li>○ Bingen</li> <li>○ Dallesport</li> <li>○ Goldendale</li> <li>○ White Salmon</li> <li>○ Wishram</li> <li>○ The Dalles</li> </ul> <p><b>Skamania County Transit (Skamania County, Washington)</b></p> <ul style="list-style-type: none"> <li>○ Bingen Park &amp; Ride</li> <li>○ Home Valley</li> <li>○ Carson</li> <li>○ Stevenson</li> <li>○ Cascade Locks</li> <li>○ Skamania</li> <li>○ Washougal</li> <li>○ Vancouver</li> </ul> </div> </div>
18. Odell Urban Unincorporated	<b>Development &amp; Growth Opportunities</b>

<sup>6</sup> <https://bikeportland.org/2022/03/02/amazing-photos-from-inside-the-mitchell-point-tunnel-in-the-gorge-349560>

Document	Development Opportunities and Transportation Highlights
<p>Community Plan (2004)</p>	<p>Hood River County established an Urban Unincorporated Community Commercial Zone (UC-1) zone to encourage the development of businesses that will serve the community and surrounding areas.</p>  <p><b>ENLARGEMENT "F"</b></p> <p>Odell Unincorporated Community and Surrounding Area</p> <p><b>Community Facilities</b></p> <p>There is no mention of transit or alternative transportation in the Odell Community Plan.</p> <p>Preparations are being made to update the Odell Rural Area Plan, which will include potential adjustments of the community's boundary.</p>

Document	Development Opportunities and Transportation Highlights
<p>19. Parkdale Unincorporated Community Plan (2004)</p>	<p><b>Development &amp; Growth Opportunities</b></p> <p>Parkdale established a Parkdale Unincorporated Community Commercial Zone (P-C1) zone to encourage the development of businesses that will serve the community, surrounding area, and travel needs of people passing through the area. These uses might include general stores, second-hand shops, and health services.</p>  <p><b>Community Facilities</b></p> <p>There is no mention of transit or alternative transportation in the plan.</p>



## Appendix B – Stakeholder Interview Notes

MIG|APG conducted Interviews with Hood River County stakeholders to discuss land use opportunities and transit service in June 2022. Key takeaways of these interviews are included below bulleted below.

### 1. Gordon Zimmerman, City of Cascade Locks

- Existing service should serve new development (that would potentially use transit) sufficiently, with exception of Grain Integrated Health further down Herman Creek Lane
- Very long-term – monitor Dry Creek Road (approx. 80 acres developable for potential housing), airport (approx. 20 developable acres), and eastern portion of Port's Business Park (approx. 62 developable acres for mixed use (in Resort Commercial zone) and industrial, e.g., data center)
- Transit turnaround option(s) on Main Street (WaNaPa), which Gordon has discussed to some extent with Patty already
- Constrained parking throughout community
- Shelter and pullout now at Thunder Island; supports hub at Thunder Island identified in Connecting Cascade Locks plan?
- Provide policies and code to formalize coordination of development proposals with transit (CAT)

### 2. Olga Kaganova, Port of Cascade Locks

- Shuttle/connector to new PCT trailhead parking area (Conditional Use Permit under review)
- Ensure adequate service to Bear Mountain Business Park
- Service to Marine Park and Sternwheeler
- Constrained parking throughout community, particularly around destinations with high numbers of local and out-of-town visitors
- Confirm stop at Forest Lane/WaNaPa (City offices)
- Summer service between Cascade Locks and Stevenson (part day in each town); and winter service for events (e.g., tree lighting)

### 3. Dustin Nilsen, City of Hood River

#### Hood River West

- City policy and code needed; meaningful requirements (re: transit-related exactions – pull-outs, etc.) absent today.
- Cascade Avenue service on Westside
- Long term - Belmont extension west (connection to Post Canyon Drive), monitor for route/service potential; possible shuttle service to Post Canyon lower trailhead (Seven Streams) with racks/accommodations for mountain bikes

#### Hood River East

- City policy and code needed; meaningful requirements (re: transit-related exactions – pull-outs, etc.) absent.

- May Street (school/elementary school) and College Way (community college and assisted living) potential service

#### Odell and Lower Highway 35

- Pine Grove – rail line from Downtown Hood River to Pine Grove, visitor service (periodically commerce service); could be a candidate for service/stop

### 4. Genevieve Scholl, Port of Hood River

#### Hood River West

- Port's Airfield – TacAero roughly 10 employees and WAAM Museum roughly 10 volunteer staff; potential service for employees but more so when high summer and fall event visitation

#### Hood River East

- Lot 1 transit hub – Middle of Anchor Way extension would include a transfer hub. Curb cut inset with two bus stops. Center of the lot becomes a hub. (Stop at 1st/Nichols Boat Basin feels nowhere, disconnected.)
- West end of Portway – warehousing and recreation, weekend access? [nearest existing stop up to about a half mile away at 8th/Portway]
- A lot of recreation on Waterfront (especially at Event Site, limited parking) – can transit vehicles accommodate more gear (bikes, water and wind sports)?

#### Odell and Lower Highway 35

- Odell Neal Creek – site of Cardinal Glass many employees, also site of old mill (which was a brownfield that the Port owns and has cleaned up, RR adjacent) with high development potential; potential employee stop

### 5. Joel Madsen, Mid-Columbia Housing Authority

#### Cascade Locks

- Confirm stop at Forest Lane/WaNaPa (Cascades Meadows Senior Apartments about 0.1 miles from intersection)

#### Hood River West

- Rand Road development (development application to be submitted) – Wine Country Road better as transit pullout than on constrained Rand Road, really want a stop for this development even if not currently required in City's development code
- Want EV and trail connection options for Rand Road residents so that don't have to drive

#### Hood River East

- (MIG|APG finding) Rio Bella on Hope Avenue off of Wasco Street is more than a half mile from nearest existing stops

#### Odell and Lower Highway 35

- Odell - coordinating with County re: planning projects; possibly getting on ground floor in planning for affordable housing in this community

## 6. Eric Walker, Hood River County

### Odell and Lower Highway 35

- Policy and code – nothing transit-oriented or -supportive in code and other policy (consider minimal language about coordination, etc.)
- Odell potential loop/circulator that circles west of town to capture public uses and housing (e.g., middle school, fairgrounds, and mobile home park) and more through town (northeast) to serve housing and other services
- Odell possible stops at Neal Creek and Davis Drive fruit packing houses (see Port of Hood River comment)

### Upper Valley and Upper Highway 35

- Parkdale – going into community planning process but small population and not much growth expected, so existing service should suffice (MIG|APG finding that Forest Service work center and fire station on east side of town almost a half mile from existing stop, so potentially consider an east end stop)
- Mt. Hood – consider a stop for this community at Highway 35 junction
- Dee – monitor long-term for stop (for employees) if mill site is redeveloped