

# The Villages at Mt. Hood Pedestrian and Bikeway Implementation Plan

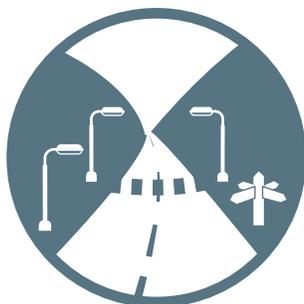
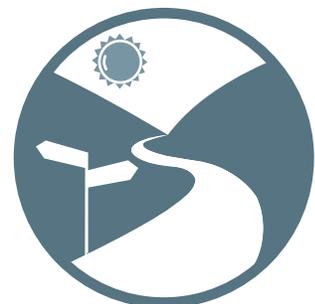
PREPARED FOR

**Clackamas County**  
with support from Oregon  
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**RECOMMENDED DRAFT PLAN**





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The contents of this document do not necessarily reflect views or policies of the State of Oregon.

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Appendix 2: Public Workshop #1 results and public survey results.

Appendix 3: Additional comments from ODOT

Appendix 4: Stakeholder Interview Summary

**Appendix Volume II (Provided Separately)**

- Technical Memo #1: Existing Conditions: Needs, Constraints, and Opportunities Memo
- Technical Memo #2: Policy Framework and Alternatives Evaluation and Prioritization Criteria
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# Executive Summary

The Mt. Hood National Forest is one of Oregon's most scenic and important lands—it provides some of the best recreational opportunities in the state, forest and habitat lands, and is a nationally recognized icon that supports the economy of Oregon. Located 66 miles east of downtown Portland, Mt. Hood National Forest extends south from the Columbia River Gorge across miles of forested mountains, lakes, and streams encompassing over a million acres. The area serves thousands of recreationalists, tourists and is home to permanent and seasonal residents.

The Villages at Mt. Hood include the communities of Brightwood, Welches/Wemme, Zig Zag, and Rhododendron. The Villages are connected by Highway 26 and other county roadways. For travelers on foot or bicycle, conditions are uncomfortable and not well connected.

- People walk on shoulders that disappear into ditches. They walk in poorly-lit conditions and on dirt footpaths worn along roads over time, which are usually only known to residents.
- Bicycle riding is popular in the scenic area for recreation and to access Sandy Ridge Trail System. Pedestrians, bicycle riders, and cars are packed into roadway lanes with no shoulders, resulting in conflicts.
- Many residents would like to walk and bike for daily needs, but do not feel safe doing so. US 26 bisects The Villages at Mt. Hood, and poses a significant barrier to pedestrian and bicycle crossings.
- Missing directional signage for visitors in the area for both for day trips and overnight stays. Visitors are left to use their cars to go to restaurants and stores.

A well-connected pedestrian and bicycle system would improve the quality of life of residents and allow visitors to leave their car behind when enjoying the area's numerous destinations.

The Villages at Mt. Hood Pedestrian and Bikeway Implementation Plan (the Plan) provides a long-term, prioritized set of pedestrian and bicycle infrastructure improvements to increase transportation choices within The Villages, including access to transit. The infrastructure improvements create a connected pedestrian and bicycle system, integrated with transit, aimed to meet residents' and visitors' daily needs (Figure 1).

The Plan has been guided by the following project objectives:

- Identify bicycle and pedestrian needs within The Villages at Mt. Hood
- Develop a Safe Routes to School Plan for Welches Elementary and Middle School
- Identify potential locations for additional or enhanced US 26 pedestrian crossings. The project team will consider at-grade and grade-separated solutions, or enhancements to the current crossings
- Evaluate the feasibility of a multiuse path in the area

## *Priority Improvement Category and Costs*

This *Implementation Plan* describes all improvements and identifies whether they are low, medium or high priority. Improvements are grouped into the following categories of project types -- multiuse path, crossing treatment, shoulder expansion, safe routes to schools, and streetscape amenities – as described below.



**Multiuse Path:** A wide path (ideally 12 feet) separated from the roadway and shared by pedestrians, bicycle riders and people who use a mechanical device to help them travel due to a disability.



**Crossing Treatment:** Painted high-visibility crosswalk which may include a rapid-flashing beacon to warn drivers when people are crossing, as well as additional improvements (decorative streetlamps, curb "bulb-outs" that shorten crossing distances or landscaped paths along the road near crossings) to give drivers advance notice that they are in an area where people will be walking.<sup>1</sup>



**Shoulder Expansion:** Adding or expanding paved shoulders on roadways to provide a space for people to walk or bicycle outside of the travel lane. It is a lower cost alternative to sidewalks that can increase safety.



**Safe Routes to School:** Projects to better enable school children to walk or bike safely to school such as enhanced crossing treatments or a path that provides an alternative to busy streets.



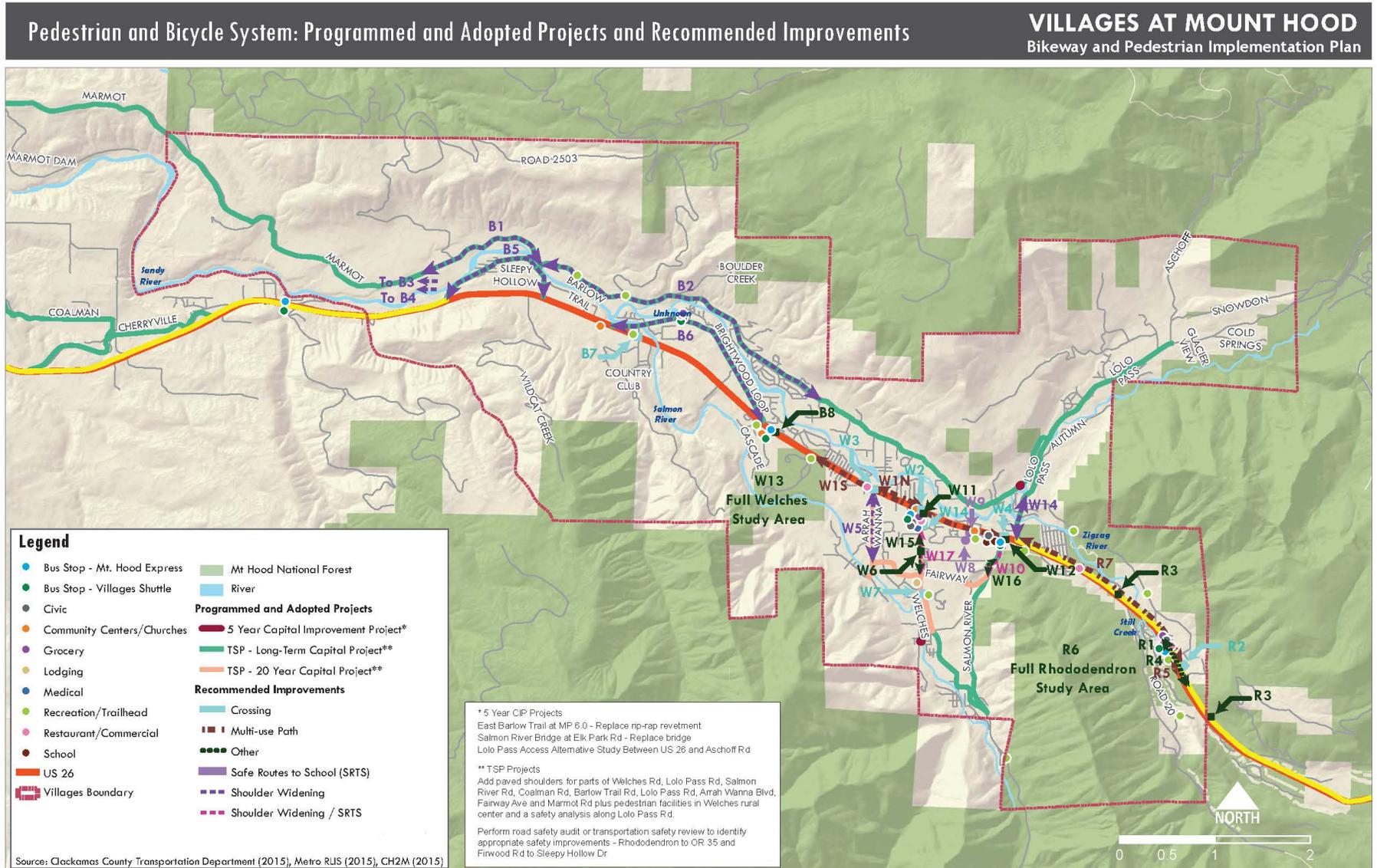
**Streetscape Amenities:** Curb extensions, pedestrian-oriented lighting and gateway signs can alert drivers to the presence of pedestrians and improve the pedestrian experience. Other options include directional signs, bike hubs and driver speed feedback signs.

Throughout the Plan cost estimates are provided based on general cost factors. More details on the cost of each proposed improvement can be found in Appendix D. Cost factors range from \$ - \$\$\$\$. The dollar signs equate to:

\$	0 -100,000
\$\$	100,000- 500,000
\$\$\$	500,000- 1 million
\$\$\$\$	Greater than 1 million

<sup>1</sup> Pedestrian treatments, including crossings, will require a traffic engineering investigation/ analysis to determine which treatments are appropriate based on the existing conditions such as vehicular and pedestrian volumes. Approval by the ODOT Region 1 Traffic Engineer or the State Traffic Engineer (STE) would likely be required dependent on proposed treatment type.

Figure 1 Recommended Improvements in the Villages at Mt. Hood



**Table 1 Summary of Proposed Improvements**

Project Description	Cost	Improvement Category
<b>High Priority Recommended Improvements</b>		
<p>B2: Barlow Trail Road Principal Active Transportation Route (Option A and B)</p> <p>Strategically construct widened shoulders on Barlow Trail Road from Sleepy Hollow Road to Lolo Pass Road</p>	\$\$\$\$	
<p>B6: Brightwood Loop Shoulder Widening</p> <p>Widen Brightwood Loop shoulder to 4 feet on each side from US 26 to US 26 (full extent)</p>	\$\$	
<p>B7: US 26 Undercrossing Directional Signs</p> <p>Provide directional signage to direct bicycle riders and pedestrians to an existing undercrossing of US 26</p>	\$	
<p>W1S: Multiuse Path along US 26</p> <p>Construct a multiuse path along US 26, along the south side, between the Wildwood Recreation Site and Salmon River Road.</p>	\$\$	
<p>W6: Welches Road Shoulder Widening and Multiuse Path</p> <p>Widen shoulders and/or develop a multiuse path on Welches Road, with a priority between Fairway Avenue and Huckleberry Drive, and extending to US 26</p>	\$\$	
<p>W9: Woodsey Way and Learning Lane Path</p> <p>Construct path along Woodsey Way that connects to the existing sidewalk on Cedar Hill Terrace and add crossing enhancements.</p>	\$	
<p>W17: Driver Speed Feedback Signs</p> <p>On US 26 on Welches Road, Salmon River Road, lower Lolo Pass Road and in the vicinity of Rhododendron</p>	\$	
<p>W1N: Multiuse Path along US 26</p> <p>Construct a multiuse path along the north side of US 26 between Arrah Wanna Road and Welches Road</p>	\$\$	
<p>W4: Salmon River Road Crossing of US 26</p> <p>Enhance crossing through a treatment such as the installation of a rectangular rapid flashing beacon at the Salmon River Road crossing of US 26</p>	\$	
<p>W7: Welches Road at The Resort at the Mountain Crossing Improvements</p> <p>Enhance existing crossing by adding advance warning signs and a split rapid flash beacon</p>	\$	
<p>W13: Directional Signs and Bike Hubs</p> <p>Enhance pedestrian and bicycle accessibility within the area with the strategic placement of directional signage and bike hubs.</p>	\$	

Project Description	Cost	Improvement Category
<b>High Priority Recommended Improvements</b>		
<p>R4: Pedestrian Accommodation along US 26 in Rhododendron</p> <p>Install curbs, sidewalk, and gutter to accommodate pedestrians along US 26 in Rhododendron</p>	\$\$	
<p>R1: Consolidate and Define Driveways in Rhododendron</p> <p>Consolidate and define driveways within Rhododendron through access management</p>	\$\$	
<p>R2 Enhanced Crossing of US 26 in Rhododendron</p> <p>Install a treatment such as marked, continental style crosswalk in Rhododendron on US 26 with a rapid flashing beacon to alert drivers</p>	\$	
<p>R3: Rhododendron Gateway Sign</p> <p>Install gateway signs in advance of Rhododendron in both directions of US 26</p>	\$	
<p>R5: Bicycle Facility for Trail Connection</p> <p>Construct a bicycle facility (multiuse path or other design) to connect Pioneer Bridle Trailhead to Rhododendron, particularly the Mt. Hood Express stop.</p>	\$	
<p>W14: Lolo Pass Road Paved Shoulders</p> <p>Widen shoulders to 4 feet along Lolo Pass Road, with a priority between Barlow Trail Road and US 26</p>	\$\$	
<p>W10: Salmon River Road Shoulder Widening</p> <p>Add paved shoulders or a path to Salmon River Road between US 26 and Fairway Avenue</p>	\$\$	
<p>R6: Directional Signage and Bike Hub in Rhododendron</p> <p>Install directional signage to highlight the presence of Mt. Hood Express transit stops and a bicycle hub in Rhododendron</p>	\$	
<b>Medium Priority Recommended Improvements</b>		
<p>B1: Marmot Road Shoulder Widening</p> <p>Widen the Marmot Road shoulder to 4 feet on each side from The Villages boundary to Barlow Trail Road</p>	\$\$\$\$	
<p>B8: Transit Park and Ride Direction Signage</p> <p>Provide directional signage at Hoodland Senior Center Park and Ride</p>	\$	
<p>W2: Crossing Improvements on US 26 at Welches Road</p> <p>Construct sidewalk and relocate pedestrian activation buttons to be ADA compliant at Welches Road crossing of US 26</p>	\$	

Project Description	Cost	Improvement Category
<b>High Priority Recommended Improvements</b>		
W3: Arrah Wanna Boulevard Crossing of US 26 Create an uncontrolled crossing of US 26 at Arrah Wanna Road, with a continental style crosswalk	\$	
W5: Arrah Wanna Shoulder Widening Add a 4-foot-wide paved shoulder along each side of Arrah Wanna Boulevard	\$\$	
W11: Welches Road Park and Ride Pave and formalize the Welches Road Mt. Hood transit stop location to create a park and ride	\$	
W12: Salmon River Road Park and Ride Pave and formalize the Salmon River Road Mt. Hood transit stop location to create a park and ride	\$	
W13: Directional Signage and Bike Hubs Enhance pedestrian and bicycle accessibility with the strategic placement of directional signage and bike hubs	\$	
<b>Low Priority Recommended Improvements</b>		
B3: Coalman Road Shoulder Widening Widen the Coalman Road shoulder to 4 feet on each side from The Villages boundary to Baty Road	\$\$\$	
B4: Cherryville Road Shoulder Widening Widen the Cherryville Road shoulder to 4 feet on each side from The Villages boundary to US 26	\$\$\$	
B5: Sleepy Hollow Road Shoulder Widening Widen the shoulder of Sleepy Hollow Road	\$\$	
W8: Huckleberry Drive Path Formalize demand-path connecting Huckleberry Drive and Woodsey Way to create direct Safe Routes to Schools path.	\$	
R7: Multiuse Path between Lolo Pass Road and Rhododendron Further evaluate the feasibility of a multiuse path/bike route between Lolo Pass Road and Rhododendron	\$\$\$	

## 1 The Villages at Mt. Hood

Visitors enjoy fishing, camping, boating, hiking, hunting, mountain biking, skiing and other snow sports in the winter. Popular destinations include Timberline Lodge and Ski Resort, Lost Lake, Trillium Lake, Rock Creek Reservoir and portions of the Old Oregon Trail. In addition, Mt. Hood offers two other major