



**Transportation Project Sponsors**

**1. Project Sponsor (must be a public agency)–REQUIRED**

|   |                        |
|---|------------------------|
| Organization Name: Hood River County Public Works |                        |
| Contact Person Name: Don Wiley                    | Title: County Engineer |
| Street Address: 918 18th Street                   | Phone: (541) 386-2616  |
| City, State Zip: Hood River, OR 97031             |                        |
| E-mail: don.wiley@co.hood-river.or.us             |                        |

**2. Co-Sponsor(s)**

List the organization names for any Co-Sponsors of this project:

**Transportation Project Information**

**3. Project Name–REQUIRED**

Project Name: Country Club Rd: MP 1.21 – 3.0 Shoulder Bikeway

**4. Project Budget Summary - This table will automatically fill in.**

|                                   | Project Funds | % of Project Costs |
|-----------------------------------|---------------|--------------------|
| Total Costs                       | \$1,712,000   | 100%               |
| Non-Eligible Costs                |               | 0%                 |
| Total Transportation Project Cost | \$1,712,000   | 100%               |
| Matching Funds                    | \$175,823     | 10.27%             |
| Requested Funds                   | \$1,536,177   | 89.73%             |

**5. Provide a brief summary of the project (max 800 characters)–REQUIRED:**

Country Club Road is a rural major collector that is also a popular route for recreational and commuting bicyclist traveling between the City of Hood River and the west side of the Hood River Valley. The proposed project would add four foot to six foot wide paved shoulders along 1.8 miles of Country Club Road between Wooded Acres Drive (MP 1.21) and Barrett Dr (MP 3.0).

**6. Is this project a continuation of a previous Statewide Transportation Improvement Program (STIP) Project?**

- Yes       No



# MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

If yes, describe the status of the previous STIP project.

**7. Does this project complement or enhance an existing or planned STIP project? For example, does it provide a more complete solution for an existing project or is it intended to work with another planned project, including a "Fix-It" STIP project?**

- Yes
  No

If yes, describe the relationship of this proposed project to the other, including planned timing of both projects.

**8. Project Problem Statement–REQUIRED**

Provide a paragraph explaining the problem or transportation need the project will address:

Most of the bicycle travel in Hood River County occurs on rural roads, typically with two paved travel lanes and little or no paved shoulder. Some of these roads are satisfactory for bicycle use because the low traffic volumes result in few conflicts. However, for the County’s major roads (like Country Club Rd) high traffic volumes and speeds can result in conflicts when there is not a paved shoulder where bicyclists can ride out of the main traffic. Since Country Club Rd is the primary truck route to the lands south of Hood River the potential for conflicts is greater.

**9. Transportation Project Location–REQUIRED**

|  |   |
|--|---|
| City: <input style="width: 90%;" type="text"/> | County: <input style="width: 90%; border: none; text-decoration: underline;" type="text" value="Hood River"/> |
| MPO: <input style="width: 90%;" type="text"/>  | Special District: <input style="width: 90%;" type="text"/>  |

Project Location Detail: (include as appropriate: road and milepost range, rail line and milepost range, GPS coordinates, bus route and stops, bike path or multipurpose trail locations, sidewalk locations, or other location detail)

Country Club Road MP 1.21 to MP 3.0.

**10. Maps and Plans** (Project Site and Vicinity Maps are required for all construction projects. Include other applicable maps or drawings, if available.)

|  |   |
|--|---|
| <input checked="" type="radio"/> Attached/Upload<br><input type="radio"/> Not Applicable | Vicinity Map (8.5x11) (may be inset on site map page) |
| <input checked="" type="radio"/> Attached/Upload<br><input type="radio"/> Not Applicable | Site map/air photo (showing existing site) (8.5x11)   |



# MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

|  |  |
|--|--|
| <input checked="" type="radio"/> Attached/Upload<br><input type="radio"/> Not Applicable | Site map (showing proposed construction area clearly marked) (8.5x11)  |
| <input checked="" type="radio"/> Attached/Upload<br><input type="radio"/> Not Applicable | Typical Cross Section Drawings (showing proposed construction funded by the requested funds clearly marked) (8.5x11) |

## 11. Project Description–REQUIRED

Clearly describe the work to be funded and describe what will be built, any services that will be provided, what equipment will be purchased, or project planning or environmental document efforts that will be paid for with Requested Funds. Include whether [Practical Design](#) considerations have been applied to the proposed project. Identify if the project can be completed in phases, and whether the project or phase will provide a complete, useful product or service. (Maximum 4000 characters)

The work to be funded would include preliminary engineering, right-of-way purchase, construction engineering, and construction of paved shoulders, stormwater improvements and related work along Country Club Rd between Wooded Acres drive (MP 1.21) and intersection with Barrett Dr (MP 3.0). The typical paved shoulder width would be five feet from the center of the fog line to the new edge of pavement. To accommodate the new shoulder, approximately 6500 feet of ditch would need to be relocated. Approximately 40 driveway approaches would need to be reconstructed and all driveway approaches would be paved at least six feet back from the edge of the new shoulder. Signs and mailboxes in conflict with the proposed improvements would be relocated. The need for stormwater mitigation is anticipated since the project would add approximately 1.5 acres of impervious surface. The preliminary proposal for stormwater mitigation includes regrading and adding 1-foot check dams to the existing roadside ditches at 100-foot intervals to enhance the detention and infiltration capacity within the ditch. Right-of-way would be purchased for any stormwater improvements needed beyond the existing right-of-way.

## 12. Primary Project Mode(s)

|   |  |  |
|---|--|--|
| <input type="checkbox"/> Passenger Rail | <input type="checkbox"/> Light Rail      | <input type="checkbox"/> Bus/Transit             |
| <input type="checkbox"/> Pedestrian     | <input checked="" type="checkbox"/> Bike | <input checked="" type="checkbox"/> Highway/Road |
| <input type="checkbox"/> Other:         |  |  |

## 13. Project Activities

|   |   |  |
|---|---|--|
| <input checked="" type="checkbox"/> Infrastructure Engineering, Design, or Construction | <input type="checkbox"/> Project Planning and Development | <input type="checkbox"/> Operations/Service Delivery |
| <input type="checkbox"/> Capital Equipment Purchases                                    | <input type="checkbox"/> Transportation Demand Management | <input type="checkbox"/> Other                       |



## Timetable and Readiness Information

**14. Indicate anticipated timing for the following activities, as applicable. Provide a date, if known, or year–REQUIRED.**

| Anticipated Dates | Activity   |
|-------------------|--|
| 2016              | Requested STIP Funding Year (e.g. 2016, 2017, 2018) - <b>REQUIRED</b>              |
|                   | Bid Let Date   |
|                   | Construction Contract Award  |
|                   | Construction Complete  |
|                   | Capital Equipment Purchase   |
|                   | Operations/Service Begin   |
|                   | Other Major Milestone:   |
| 2018              | Project Completion/End of Activities funded through this request - <b>REQUIRED</b> |

**15. Is the proposed project consistent with adopted plans? (Plans may include, for example, transportation plans, mode plans such as bike/ped or transit plans, economic development plans, comprehensive plans, corridor plans or facility plans.)–REQUIRED**

- Yes
  No

Describe how the proposed project is consistent with adopted plans. List plans that include the project (with page numbers if possible) or describe how the project meets plan intent. If the project is not consistent, explain how and when plans will be amended to include the project.

The Country Club Road shoulder bikeway project is a recommended project in the Hood River County Bicycle Plan (2010) (Project B-103). The need for the project received the highest ranking in the Plan.

The project is consistent with the Hood River County TSP (2009):

TSP Figure 6-8 – The figure indicates 4’ wide (minimum) paved shoulders for Rural Major Collectors.

TSP SECTION A2. BICYCLES AND PEDESTRIANS

POLICIES:

Provide a network of safe and convenient bicycle and pedestrian facilities that connects residential areas to parks, school, commercial centers, and other areas and is integrated into the overall transportation system.

Develop a safe, complete, attractive, and efficient system of pedestrian and bicycle ways, including bike lanes, shared roadways, off-street pathways and sidewalks. Road standards shall address bicycle and pedestrian paths.

Provide connectivity to each area of the County for convenient multi-modal access.

STRATEGIES:

Require bikeways along arterials and major collectors.

At a minimum, provide five-foot shoulders to accommodate bicycle use on state highways and local arterial streets, and a minimum 4’ shoulder on collector streets where warranted.

**16. Is the proposed Transportation Project consistent with Major Improvement Policies including [OTP Strategy 1.1.4](#) and [OHP Action 1G.1](#)?–REQUIRED**

- Yes       No

Describe how the proposed investment is consistent with OTP Strategy 1.1 and for highway projects, OHP Action 1G.1. If the project corresponds to a later priority in these strategies, describe how higher priority solutions have already been tried or why they are not applicable or not appropriate to the location.

OTP Strategy: The project improves the efficiency and operational capacity of the existing transportation infrastructure and facilities by making minor improvements to the existing system.  
OHP Action: The project preserves the functionality of the existing highway system by means of improved traffic operations. The project improves efficiency and capacity of existing highway facilities by widening highway shoulders and providing better access for alternative modes (bike lanes).

## Project Benefit Information

Questions 17 through 26: Describe how the proposed solution will help achieve the outcomes listed below. Describe the benefits that the proposed solution is expected to achieve and provide documentation of those benefits where available, such as summaries of data analysis or modeling results, or letters of commitment from participants or employers. Where appropriate, also include in the description whether the proposal will mitigate or prevent a negative impact to the desired outcome.

This information and information throughout the application will be used as input to the STIP decision process. It is not expected that every solution will help achieve every benefit. Different types of solutions are likely to have different kinds of benefits and no type of solution or benefit is assumed to be more important than others. Please provide a realistic description of expected benefits of the proposed solution and feel free to use N/A where the benefit or outcome listed does not apply to the proposal.

### 17. Benefits to State-Owned Facilities

Outcome sought: preserve public investment by maintaining efficient operation of state-owned highways and other facilities through operational improvements, local connectivity, congestion-reducing projects and activities, etc.

For example, will the solution:

- Provide an alternative to travel on state owned facilities?
- Cost less than a state facility improvement with equal benefits?
- Include local efforts to protect the investment such as an Interchange Area Management Plan?
- Plan for or contribute to development of a seamless multimodal transportation system?
- Complete or extend a critical system or modal link?

The project preserves public investment by maintaining efficient operation of County Country Club Road through operational improvements and providing an improved County road Route between I84/Cascade Street and OR281. Project helps completes a critical system link by providing a safer alternative to traveling on OR281 between Hood River and Barrett Drive.

## 18. Mobility

Outcome sought: provide mobility for all transportation system users and a balanced, efficient, cost-effective and integrated multimodal transportation system.

For example, will the solution:

- Improve or better integrate passenger or freight facilities and connections, including multimodal connections, to expedite travel and provide travel options?
- Improve or provide a critical link in the transportation system or connection between modes for travelers or goods?

The proposed project would add four foot to six foot wide paved shoulders along 1.8 miles of Country Club Road between Wooded Acres Drive (MP 1.21) and Barrett Dr (MP 3.0) improving a critical link in the multi-modal transportation system (cars, trucks, bicycles, and pedestrians).

## 19. Accessibility

Outcome sought: ensure appropriate access to all areas with connectivity among modes and places and enable travelers and shippers to reach and use various modes with ease.

For example, will the solution:

- Improve connections within residential areas and/or to schools, services, transit stops, activity centers and open spaces, such as by filling a gap in bicycle, pedestrian, or transit facilities?
- Improve or expand access to employers, businesses, labor sources, goods or services?
- Plan for or contribute to expanding transportation choices for all Oregonians?

Project improves and expands access both for bike and pedestrian users and local/commercial traffic. Bike users will have a greatly enhanced safe access to Hood River's west side recreational areas and local/commercial traffic will benefit from bikes being off the vehicular travel lanes.

## 20. Economic Vitality

Outcome sought: expand and diversify Oregon's economy by efficiently transporting people, goods, services and information.

For example, will the solution:

- Support, preserve, or create long-term jobs and capital investment? Will it do so in an economically distressed area?
- Enhance opportunities for tourism and recreation?
- Plan for or contribute to linking workers to jobs?

The project improves bicycle access along a major corridor enhancing opportunities for tourism and recreation on Hood River County's extremely popular Westside. Freight access to the commercial, industrial, farm, and forest land south of Hood River is enhanced by reducing the likelihood of conflicts between trucks, bicyclists, and pedestrians.

## 21. Environmental Stewardship

Outcome sought: provide an environmentally responsible transportation system that does not compromise the ability of future generations to meet their needs and encourage conservation of natural resources.

For example, will the solution:

- Use design, materials or techniques that will more than meet minimum environmental requirements or mitigate an existing environmental problem in the area?
- Help meet air or water quality, energy or natural resource conservation, greenhouse gas reduction or similar goals?
- Plan for or contribute to the use of sustainable energy sources for transportation?

The project will use design, materials and techniques that will more than meet minimum environmental requirements including drainage improvements. Bike users will have a greatly enhanced safe access to Hood River's west side promoting increased use, potentially displacing some non commercial vehicle use, subsequently reducing greenhouse gas emissions.

## 22. Land Use and Growth Management

Outcome sought: support existing land use plans and encourage development of compact communities and neighborhoods that integrate land uses to help make short trips, transit, walking and biking feasible.

For example, will the solution plan for or contribute to:

- Efficient development and use of land as designated by comprehensive or other land use plans?
- Community revitalization including downtowns, economic centers and main streets?
- Compact urban development and mixed land uses?

The lands south and west of Hood River are zoned for commercial, industrial, farm, and forest use. Country Club road is a primary access to these lands for bicycles, cars, and large trucks. The existing "shared roadway" is insufficient to handle this access. The Country Club Road shoulder bikeway project is a recommended project in the Hood River County Bicycle Plan (2010) (Project B-103). The need for the project received the highest ranking in the Plan.

### **23. Livability**

Outcome sought: promote solutions that fit the community and physical setting, enable healthy communities and serve and respond to the scenic, aesthetic, historic, cultural and environmental resources.

For example, will the solution:

- Enhance or serve unique characteristics of the community?
- Use context sensitive principles in design and minimize impacts on the built and natural environment?
- Encourage a healthy lifestyle and enable active transportation by enhancing biking and walking networks and connections to community destinations or public transit stops or stations?
- Include elements that will make the facility or service more attractive, enjoyable, comfortable or convenient for potential users?

Country Club Road is a rural major collector that is also a popular route for recreational and commuting bicyclist traveling between the City of Hood River and the lower west side of the Hood River Valley. The proposed project's widened shoulders would encourage a healthy lifestyle and enable active transportation by enhancing biking and walking networks both to the neighborhoods and recreational areas to the south and west of the City of Hood river. This would in turn enhance and serve the unique characteristics of the Hood River Valley which tends to attract outdoor recreation users.

### **24. Safety and Security**

Outcome sought: Investment improves the safety and security of the transportation system and takes into account the needs of potential users.

For example, will the solution:

- Improve safety by using designs or techniques that exceed minimum requirements for safety and are likely to reduce the frequency or severity of crashes?
- Help reduce crashes involving vulnerable road users such as bicyclists and pedestrians?
- Improve the ability to respond to an emergency and quickly recover use of the facility or service?

Because of the traffic volume, speed, and frequent use by large trucks, the existing "shared roadway" cross section on Country Club Rd is insufficient for bicyclist's. Paved shoulders will reduce the likelihood of conflicts by providing a place for bicyclist and pedestrians to travel that is off of the vehicle travel lanes. The project will likely decrease the likelihood of accidents for both bicycles and motor vehicles.

## 25. Equity

Outcome sought: promote a transportation system with multiple travel choices for potential users and fairly share benefits and burdens among Oregonians.

For example, will the solution:

- Benefit a large segment of the community?
- Benefit one or more transportation disadvantaged populations?
- Improve environmental justice or economic equity of the community or region?

The project will benefit a large segment of Hood River Valley residents and visitors that recreate on Hood River's west side and prefer to get there by bike. It will also serve the cyclist that commute along this important connection. Cycling is an affordable and efficient transportation alternative to motor vehicles.

## 26. Funding and Finance

Outcome sought: investment uses funding structures that will support a viable transportation system and are fair and fiscally responsible.

For example, will the solution:

- Have ongoing funding available for operations and maintenance?
- Support the continued use of prior investments or reduce the need for future investments?

The project is on Country Club Rd which is a county road maintained by Hood River County. Ongoing funding is available for all county road operation and maintenance needs via state motor vehicle receipts and federal highway funds. Once the improvements are in place Hood River County Public Works will be fair and fiscally responsible in the operation and maintenance of Country Club and all of Hood River's county roads.



**Budget Information**

**27. Estimated Project Costs–REQUIRED**

List estimated costs for the various activities listed below, as applicable to proposed project. Shaded fields are automatically calculated.

|  | <b>Enter Values<br/>in this<br/>Column</b> | <b>Total Column</b> |
|--|--|---------------------|
| Project Administration   |  |                     |
| Staff Costs (for Service/Educational Projects)   |  |                     |
| Project development and PE   | \$200,000                                  |                     |
| Environmental Work   | \$50,000                                   |                     |
| Coordination and Outreach  | \$2,000                                    |                     |
| Leased Space   |  |                     |
| Building purchase and/or Right of Way  | \$100,000                                  |                     |
| Capital Equipment  |  |                     |
| <b>Non-Construction Project Costs Total</b>  |  | <b>\$352,000</b>    |
| Utility Relocation   | \$10,000                                   |                     |
| Construction   | \$1,350,000                                |                     |
| <b>Construction Project Costs Total</b>  |  | <b>\$1,360,000</b>  |
| <b>Total Eligible Project Cost</b>   |  | <b>\$1,712,000</b>  |
| Non-Eligible Costs (other project non-transportation expenditures, e.g. un-reimbursable utilities) |  |                     |

**28. Project Participants and Contributions–REQUIRED**

List expected project participants and their contributions in the table below. Begin with the amount contributed by the Sponsor and include contributions from Project Co-Sponsor and other participants, if applicable. Sponsor and participant contributions must add to at least 10.27% of Total Transportation Project Costs. This is the amount of matching funds typically required for most federal funding programs. The specific amount of matching funds required for the proposed project may be more or less than 10.27%, depending on its funding eligibility. Specific match requirements will be determined during application review.



# MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

| Participant Role | Participant Name               | Project Funds Contribution | Percent of Transportation Project Total Cost |
|------------------|--------------------------------|----------------------------|--|
| Sponsor          | Hood River County Public Works | \$175,823                  | 10%  |
| Co-Sponsor       |                                |                            | 0%   |
| Participant      |                                |                            | 0%   |
| Participant      |                                |                            | 0%   |
| <b>Total</b>     |                                | \$175,823                  | 10%  |

If you have more co-sponsors and participants than lines in the table above, list their names and contribution amounts in the box below and enter the totals of Co-Sponsor and Participant contributions in the appropriate spaces in the table above.



## Submittal Approval

### 29. Project Sponsor Signature Authority Information–REQUIRED

The Authorizing Authority identified below approved the submittal of this application on behalf of the Project Sponsor. Project sponsors other than the Oregon Department of Transportation will be required to sign an Intergovernmental Agreement (IGA) with ODOT prior to receiving any project funds. The IGA with the state will detail the requirements for the use and management of requested funds.

Authorizing Authority Name:

Authorizing Authority Title:

Electronic submittal was approved by the identified authorizing individual. No signature needed if checked.

Signature:  Date:

### 30. Co-Sponsor Signature Authority Information

The signature below demonstrates support of this application on behalf of the Co-Sponsor:

Authorizing Authority Name:

Authorizing Authority Title:

Signature:  Date:

If you have more than one Co-Sponsor, list further Co-Sponsors' submittal authority names and titles in the box below and ask those named to provide their signatures and the date signed by their names.

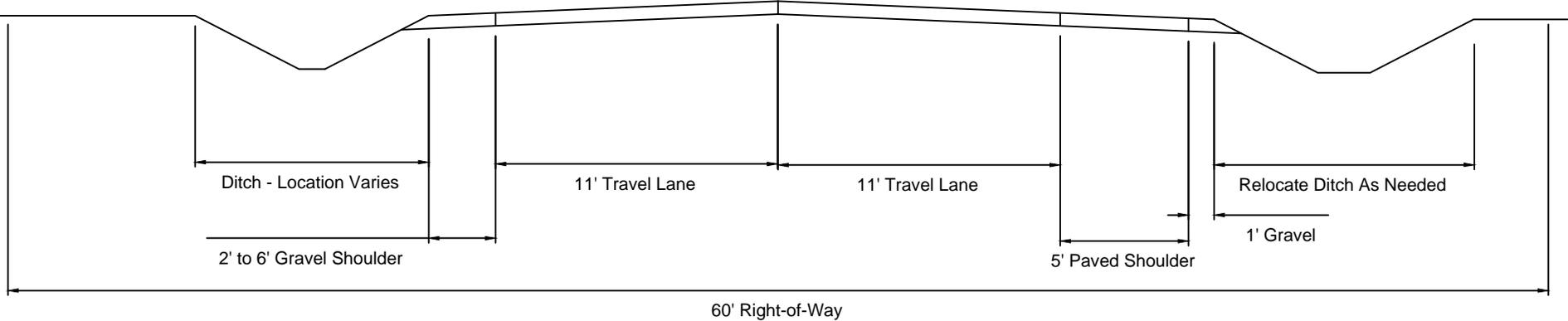
Electronic submittal was approved by the identified authorizing individuals. No signatures needed if checked.



# Country Club Rd: MP 1.21 -3.0 Shoulder Bikeway

EXISTING

PROPOSED





Jeff Flowers  
Oregon Department of Transportation  
123 NW Flanders Street  
Portland, Oregon 97209-4012

RE: Letter of Support Region 1 2015-2018 STIP Enhance Applications

Dear Jeff;

On behalf of the Hood River County Economic Development Working Group (EDWOG), I am submitting this letter in support of all projects submitted by the City of Cascade Locks, Port of Cascade Locks, City of Hood River, Port of Hood River and Hood River County for ODOT Region 1 2015-2018 STIP Enhance Applications.

EDWOG is a membership organization comprised of the City of Cascade Locks, Port of Cascade Locks, City of Hood River, Port of Hood River, Hood River County, Columbia Gorge Community College, Mid Columbia Economic Development District and Hood River Chamber of Commerce. Our mission is to facilitate business growth and job creation in Hood River County. The vision of EDWOG for Hood River County is a multifaceted economic development strategy that provides a strong quality of life to ensure the constant creation of new jobs and thriving businesses, strong local government and community coordination and provision of quality public services.

We have met several times to collaborate on transportation infrastructure needs in the county. As a representative of the local public entities, EDWOG cooperatively supports the projects submitted by the City of Cascade Locks, Port of Cascade Locks, City of Hood River, Port of Hood River, Hood River County Transportation District and Hood River County and appreciates the opportunity to support the vital transportation projects in our region. Each of the enhancement projects submitted through the STIP Enhance process are important to economic development in Hood River County.

All the best,



Anna Tompkins  
Hood River County EDWOG Staff