
Hood River Urban Renewal Agency

211 Second St.

Hood River, OR 97031

(541) 386-1488

www.cityofhoodriver.com

June 14, 2021

AGENDA

6:00 p.m.

URA Members: Kate McBride, Chair
Hoby Streich
Jessica Metta

David Meriwether
Megan Saunders
Erick Haynie

Mark Zanmiller
Tim Counihan
Gladys Rivera

All public meeting locations are accessible. Please let the City Recorder know if you will need any special accommodations to attend any meeting. Call (541) 387-5212 for more information. Oregon Relay Service 1-800-735-2900

The City of Hood River is taking steps to limit exposure and spread of COVID-19 (novel coronavirus). In support of state and federal guidelines for social distancing, the City of Hood River will hold this meeting by using Zoom Conferencing.

Please use the following phone number or video link:

<https://us02web.zoom.us/j/87475696829>

(253) 215 8782

Meeting ID: 874 7569 6829

Members of Urban Renewal Agency and City staff will participate by Zoom, they will not be on site at City Hall during the meeting. The audio recording of the meeting will be posted shortly after the meeting on the City's website. Please check the City's website for the most current status of planned public meetings. <https://cityofhoodriver.gov/administration/meetings/>

I CALL TO ORDER

II AGENDA ADDITIONS OR CORRECTIONS

III BUSINESS FROM THE AUDIENCE

Urban Renewal Agency encourages community members to talk about issues important to them. If you wish to speak during "Business from the Audience", there are two options to choose from:

1. Submit written comments to the City Recorder at j.gray@cityofhoodriver.gov by Monday, June 14, no later than 12 noon in order to distribute to the City Council in one packet for review by 3pm. All comments will be added to the record.
2. To address Council during Business for the Audience, email the request (name of speaker and topic) to j.gray@cityofhoodriver.gov by Monday, June 14, no later than 12 noon. Please specify the topic your testimony addresses. Testimony will go in order of requests received. Attendees that have registered will be unmuted by the IT Administrator for 3 minutes to address the URA. Public comment will be by audio only. At the URA Chairs discretion, public comments may be received prior to a specific topic of relevance during the meeting.

IV	CONSENT AGENDA	
	1. Approval of Meeting Minutes – May 10, 2021	Pages 3-4
V	REGULAR BUSINESS ITEMS	
	1. Heights Urban Renewal Project Update/Policy Discussion (<i>45 mins.</i>)	Pages 5-60
VI	PUBLIC HEARING	
	1. Adoption of FY2021-22 Budget (Res. 2021-URA-01)	Pages 61-62
VII	ITEMS FROM AGENCY MEMBERS	
VIII	ADJOURN	

Urban Renewal Agency
Regular Meeting
May 10, 2021

Present: Chair Kate McBride, Vice Chair David Meriwether, Mark Zanmiller, Megan Saunders, Tim Counihan, Jessica Metta, Erick Haynie, Gladys Rivera

Staff: City Manager Rachael Fuller, Finance Director/ACM Will Norris, City Attorney Dan Kearns, Fire Chief Leonard Damian, Police Chief Neal Holste, Public Works Director Mark Janeck, City Engineer Wade Seaborn, City Recorder Jennifer Gray, GIS Analyst Jonathan Skloven-Gill

Absent: Hoby Streich

I CALL TO ORDER – McBride opened the meeting at 6:01 p.m.

II AGENDA ADDITIONS

III BUSINESS FROM THE AUDIENCE

IV APPROVAL OF MINUTES

Motion: To approve the meeting minutes of April 12, 2021 as written.
First: Saunders
Second: Counihan
Discussion: None
Vote: Motion passed unanimously

V PUBLIC HEARING

1. Q3 Supplemental Budget - Resolution URA-2021-01

Norris provided the staff report. This supplemental budget does two end of the year housekeeping items. It makes the budget appropriations for the intergovernmental loan agreement that the Urban Renewal Agency adopted at the last meeting and budgeting for the Nichols Basin debt service.

City of Hood River Intergovernmental Loan \$ 750,000

The Urban Renewal Agency entered into an intergovernmental loan agreement with the City of Hood River to borrow \$750,000 for Phase I of the Riverside Drive Stormwater Line replacement project. This Supplemental Budget recognizes this loan and appropriates the additional resources to the stormwater line project.

Nichols Basin Debt Service \$ 60,000

The City of Hood River purchased in the Nichols Basin Passive Park with a no interest loan from the developer of the Hampton Inn and Mid-Columbia Medical Center (MCMC) Buildings in 2016. This loan is repaid from the additional tax increment generated by these two properties. Both

properties received an enterprise zone tax exemption with the Hampton Inn returning to the tax roles in FY2019-20 and the MCMC building during this FY2021-22. The Hood River County Assessor does not provide informational pre-assessments of taxable value which has made budgeting for payment from tax increment challenging for these two properties. Staff's underestimate of the taxable value created by the MCMC building means additional debt service appropriations are needed for FY2021-22. The total amount of the loan, \$395,000, will be fully repaid in FY2022-23.

Motion: I move that the Urban Renewal Agency Board approve Resolution URA-2021-01, to make appropriations and adjust the adopted budget for Fiscal Year 2020-21.
First: Metta
Second: Meriweather
Discussion: None
Vote: Motion passed unanimously

VI ITEMS FROM AGENCY MEMBERS

Meriwether announced this will be his last URA meeting. He will no longer be on the Port Commission after July 1. He thanked everyone for their outstanding service, and he has enjoyed working with everyone. The Agency thanked Meriweather for all his service in the different roles he has had over the years.

VII ADJOURN – 6:09 p.m. by unanimous consent.

Kate McBride, Chair

Jennifer Gray, City Recorder

Approved by the Agency on _____



HOOD RIVER URBAN RENEWAL AGENCY

Urban Renewal Advisory Committee

211 2nd Street, Hood River, OR 97031 Phone: (541) 387-5214

DATE: June 14th, 2021
TO: Urban Renewal Agency Board
FROM: Dustin Nilsen, Planning Director
SUBJECT: Heights Streetscape Goals and Survey Update

Purpose of the Meeting:

The purpose of this meeting is to share with the Board the results of current outreach efforts, findings, and feedback from community stakeholders, and to get Board approval of the emerging project goals that will be used to guide the upcoming streetscape concept alternatives.

Background

Over the next 12 months, the Urban Renewal Agency will develop a preferred streetscape plan for the Heights that guides infrastructure investments focused on improving transportation efficiency, safety, and community livability. The project is broken down into three phases. The primary deliverable of Phase One is the establishment of project goals informed by a review of the background work, community feedback, and stakeholder input.

Outreach and Emerging Goals:

Included within URAB meeting packet are summary memos of the Phase One public survey and outreach efforts and emerging goals of the project. An overview of the findings and themes from the surveys and interviews indicate that *“The preliminary project goals most important to survey participants are related to slowing traffic, creating safe streets and intersections for all users, and promoting a livable community through street improvements that support access to local businesses”*.

Other common themes that emerged and are detailed in the summary include the need to preserve the Heights as a local destination, to make safety improvements specifically at street crossings, to improve connections to neighborhoods and schools, to improve bicycle connections and amenities, to build on the area’s character and history, and to manage on-street parking.

The following is the list of project goals for Agency Board review and approval.

Project Goal 1: Preserve and promote a livable community through streetscape improvements that balance safety and access for people walking and biking with parking needs to support access to local businesses and future mixed-use development.

Project Goal 2: Create an identify for the Heights that reflects the diverse culture and history of the area and as destination for residents.

Project Goal 3: Create streets and gathering spaces that provide safe, comfortable places for people walking and biking along and across the corridor and that connects area

recreation and commercial destinations and neighborhoods.

Project Goal 4: Calm traffic and improve intersections to improve safety for people driving, walking, and biking and supporting local businesses.

Project Goal 5: Support existing and future development by maintaining and improving utility infrastructure as part of the streetscape project.

Project Goal 6: Engage residents and businesses, the school district, and those that use the corridor to provide ongoing input in the streetscape project.

Project Goal 7: Provide locations for people to gather, to stop and rest.

While the goals above were broadly supported, it is also clear from outreach activities that parking will be a significant point of contention between various stakeholder groups. Changes to the district will almost invariably require altering parking configurations, locations, and potentially even capacity. In anticipation of this potential challenge, Agency staff intends to add a limited-scope parking study to the Phase Two contract for Agency consideration. The Phase 2 contract amendment may come to the board as early as July but is dependent on solidifying initial project goals.

Request

Staff requests that the URAB review and approve the project goals to be used to guide Phase 2 concept design and development. If there are elements, concepts, or goals that the Board finds essential to the success of the project, which are currently not included in the project goals, staff requests Board direction on goal amendments to be included in the final Phase One documents to be considered at the next Board meeting.

URAC Recommendation

The Urban Renewal Advisory Committee reviewed and unanimously concurred with the proposed project goals at their May 20th regular meeting.

Suggest Motion

I move to approve the draft project goals as presented.

Alternative Motion

I move to approve the draft project goals as amended.

Attachments

1. Draft Project Goals Memo
2. Stakeholder Summary Memo
3. Online Survey Memo



memo

to Dustin Nilsen and Will Norris, City of Hood River
from Alex Dupey, AICP, Nathan Polanski, PE, MIG
re The Heights Streetscape Plan - Draft Project Goals (revised per URAC 5/20/2021 comments)
date June 4, 2021

This memorandum describes the proposed Heights Streetscape Plan (Project) goals to be discussed with the Urban Renewal Agency Board on June 14th. The proposed Project goals incorporate input from the Urban Renewal Agency Board and Urban Renewal Advisory Committee kickoff meeting held February 4, 2021, online community survey that was open from March 8, 2021 through March 29, 2021, stakeholder meetings held in April and May 2021, and the Urban Renewal Advisory Committee meeting on May 20, 2021.

The Heights Business District Urban Renewal Plan (First Amendment March 2016) has seven goals that are described below. These goals apply to the entire urban renewal area and are broad statements designed to guide future planning and urban renewal funded projects in the area. The Heights Streetscape Plan is focused on improving 12th and 13th Streets and the intersections and couplets that tie the couplet together at the north and south ends of the area. While each urban renewal goal applies in some form to the streetscape project, community input-informed goals have been developed specifically to guide this project.

Urban Renewal (UR) Plan Goal 1 – Economy: Promote the role of the Hood River Heights Business District Urban Renewal Area as diversifying the economic base in the Hood River area and strengthening the area’s role as a regional economic center. Preserve and promote a livable community, better utilizing commercial and mixed use and residential lands. Accommodate the need for expansion of new and existing businesses and housing to support those businesses.

- **Project Goal 1:** Preserve and promote a livable community through streetscape improvements that balance safety and access for people walking and biking with parking needs to support access to local businesses and future mixed-use development.
- Alignment and Community Input:
 - This goal aligns with UR Plan Goals 1 (Economy) and 7 (Housing)
 - **This goal is a priority based on community and stakeholder feedback.**

UR Plan Goal 2 – District Identity: Help create and enhance a distinct identity for the Area as a mixed-use neighborhood of Hood River. The identity should include the role of the area as a gateway to the city and as a place for residents of the city to live, shop for goods and services, work, and play.

- **Project Goal 2:** Create an identify for the Heights that reflects the diverse culture and history of the area and as destination for local residents.
 - This goal aligns with UR Plan Goals 2 (District Identity) and 1 (Economy).
 - **This goal is a priority based on stakeholder meeting feedback (NOTE: it was less of a priority for survey respondents).**

UR Plan Goal 3 – Recreation: Provide facilities and parks to support the Hood River Heights Business District and neighboring residential community.

- **Project Goal 3:** Create streets and gathering spaces that provide safe, comfortable places for people walking and biking along and across the corridor and that connects area recreation and commercial destinations and neighborhoods.
 - This goal aligns with UR Plan Goals 3 (Recreation) and 4 (Traffic and Transportation)
 - **This goal is a priority based on community and stakeholder feedback.**

UR Plan Goal 4 – Traffic and Transportation: Implement transportation improvements that are designed and constructed in a manner that enhances Hood River’s livability. Provide a safe transportation system and transportation facilities which are accessible to all members of the community, reduce trip length, and provide for the efficient movement of goods.

- **Project Goal 4:** Calm traffic and improve intersections to improve safety for people driving, walking, and biking and supporting local businesses.
 - This goal aligns with UR Plan Goal 4 (Traffic and Transportation).
 - **This goal is a priority based on community and stakeholder feedback.**

UR Plan Goal 5 – Public Utilities: Ensure that new development is adequately served by public infrastructure.

- **Project Goal 5:** Support existing and future development by maintaining and improving utility infrastructure as part of the streetscape project.
 - This goal aligns with UR Plan Goals 5 (Public Utilities) and 1 (Economy).

UR Plan Goal 6 – Public Involvement: Maintain a citizen involvement program that ensures the opportunity for citizens to be involved in all phases of the planning and implementation process.

- **Project Goal 6:** Engage local residents and businesses, the school district, and those that use the corridor to provide ongoing input in the streetscape project.
 - This goal aligns with UR Plan Goal 6 (Public Involvement).

UR Plan Goal 7 – Housing: Promote the role of the Heights Urban Renewal Area in diversifying the supply of housing in Hood River and strengthen the Area’s role as a residential neighborhood. Preserve and promote a livable community, better utilizing commercial, mixed use and residential lands.

- **Project Goal 7:** Provide locations for people to gather, to stop and rest.
 - This goal aligns with UR Plan Goals 7 (Housing) and 2 (District Identity).

Next Steps

The proposed project goals documented above will be reviewed and modified, as necessary, with input from the URAB. Upon approval by the URAB on the project goals, this will complete Phase 1 of the project and the project team will prepare an executive summary memorandum documenting outcomes and key

findings from Phase 1. As noted in the project scope the Phase 1 executive summary memorandum will be used as an “approval” package to be accepted and approved by the URAB and authorize the start of Phase 2 – Concept Development. During Phase 2 the project team will develop preliminary concepts and an approach to evaluate concepts based on the community’s vision and project goals.



memo

to Dustin Nilsen and Will Norris, City of Hood River
from Alex Dupey, AICP, Nathan Polanski, PE, MIG
re The Heights Streetscape Plan
Stakeholder Meeting Summary
date May 21, 2021

This memorandum, which will be updated as additional stakeholder meetings take place during Phase 1 of the project, summarizes the major themes identified during a series of small group interviews conducted in April and May 2021. These interviews were conducted by MIG, Inc., the consultant project manager, and the Next Door, part of the consultant team charged with facilitating meetings with primarily Spanish-speaking participants. Stakeholder meetings were organized to gather input on the project area from individuals and groups with a specific interest in the area (e.g., they own a business in the Heights) and provided an opportunity for the project team to explore specific issues in depth. Meetings were captured using one to two notetakers. Summaries are attached as Appendix A at the end of this document. The project team facilitated the following small groups (attendees does not include City staff or consultant team members):

- Landmarks Board (Cindy Walbridge, Jeff Dellis, Cathy Orfall, Jennifer Kaden, Arthur Babitz), May 4 11:00am-12:00 pm
- Latinos en Accion (see attached summary notes for attendees), April 8, 5:00 pm
- Latino businesses in the project area (seven attendees), April 7 6:30-8:00 pm
- Up Valley community members (Randy Franz, Heather Staten, Jonathan Graza), May 4 1:00-2:00 pm
- Community organizations that have taken an active role in previous planning efforts or provided previous input on the Heights (Megan Ramey, Tina Lassen, Kristi Chapman), May 6 4:00-5:00 pm
- Businesses (Katie Kadlub. Businesses were invited but did not attend), May 7 3:00-4:00 pm

Each group was asked similar questions as well as questions specific related to their areas of interest. The following themes emerged from the interviews.

Preserve the Area as a Local Destination

Most participants characterized this area as “locally serving” and distinct from Downtown or the waterfront that may be more tourism focused. It is a location where area residents go to get everyday

items. It is also an area between the hospital and community college, with a unique set of services. One participant said, **“it is comforting to be in the Heights.”** While some meeting participants felt the Heights should be local, there was an understanding of the need for strong connections to other parts of the city and agricultural areas and Mt Hood to the south when talking about how the Heights fits in with the broader Hood River context.

A number of meeting participants spoke about the evolution of the area over time. Past infrastructure projects, such as the roadway fill and culverts across Indian and Adams Creeks, led to area’s development. Over time, the farm to market road changed with the creation of the 12th/13th couplet that has changed the district. While the local focus of the Heights as a neighborhood has remained, **many respondents felt the streets are more about moving cars as opposed to supporting a walkable district and adjacent neighborhoods.**

Slow Down Traffic

There was general consensus among participants that speeds are too fast in the Heights. Northbound motorists on 12th Street do not slow down upon entering the couplet and commercial area. One participant suggested that because the southern entrance to the Heights is particularly car-centric; enhancements for people walking and biking are needed and **bicycle lanes south to Elliot Drive should be considered.**

Similarly, southbound traffic on 13th enters the Heights moving quickly through the May Avenue intersection. A number of participants said maintaining access to businesses and parking on both sides of the street is important because 12th and 13th Streets are hard and unsafe to cross and people don’t have to cross the street.

Make Crossing Streets Safer

There was general consensus among all meeting participants that crossing 12th and 13th Streets was dangerous for people of all ages and abilities. One participant labeled the 12th/13th Street couplet **the “Great Wall” for pedestrians.** Intersections at both ends of the Heights (May to the north and Belmont to the south) do a poor job of setting the tone for speed and safety within the Heights. A number of problem intersections were identified specifically:

- **Belmont Avenue intersections:** Drivers are travelling at high speed as they enter the Heights from the north on 12th Street. The 12th Street/Belmont intersection does not provide visual cues that drivers are entering a pedestrian area. A number of participants also said the 13th Street/ Belmont Avenue vicinity is dangerous for pedestrians and cyclists because of limited sightlines along the curve and long crosswalks. Vehicles are also increasing speed as they leave the Heights on 13th Streets.
- **May Street intersections:** Drivers are generally travelling fast southbound on 13th Street through this intersection, particularly during the winter when stopping on the hill could make it difficult to maintain momentum. Participants said that the fast moving traffic and general lack of traffic control makes this area dangerous for pedestrians and cyclists. The free right turn from May Street to 13th Street is also challenging. Similarly, the right turn lane on 12th Street to eastbound May Avenue was also identified and dangerous; although there is a signal at this intersection, several participants said they feel unsafe crossing the street and it is challenging for pedestrians from the Hospital to access businesses south of May Street.

- **Taylor Avenue/Pine Street intersections:** Many meeting participants said this is a primary east/west corridor for pedestrians and bicyclists and also primary route for students crossing the streets to attend the schools and access parks in the area.

Participants also said that it is hard to see traffic because of **limited site distance at intersections** throughout the Heights. Participants who drive in the area said cars are parked too close to the intersections, requiring them to edge out into traffic (while also blocking sidewalks). Participants who walk in the area said they have a hard time being seen, and with the speed of cars, do not feel comfortable stepping into travel lanes. **Suggested changes to the corridor included slower speeds, bulb outs, and reconfiguring parking to improve visibility.**

Improve Connections to Neighborhoods and Schools

Participants in all of the stakeholder meetings talked about the benefits of living in or near the Heights. Services are generally within walking distance and side streets are relatively quiet. There was general consensus that safe pedestrian connections from the Heights into the neighborhoods is important, as is being able to cross 12th and 13th Streets safely (described in more detail, above). The long-term desire is for safe streets to support neighborhoods and businesses.

Some participants highlighted the need to provide safe connections to schools. While kids are within walking distance of schools, participants said some parents will drive kids even short distances due to pedestrian safety. Participants also suggested that this project align with the results of City's current **Safe Routes to School Project** now underway in the area (NOTE: the projects are coordinating).

Improve Bicycle Connections and Amenities

Potential future configurations of bicycle lanes on 12th and 13th Streets were discussed, including whether those should be two-way, the type of separation needed, and other details. One participant noted that two-thirds of the right-of-way is dedicated for vehicles and questioned whether that is appropriate for the Heights. Another noted that there are very few bicycle racks or existing facilities for people biking in the Heights. Comments from participants generally fell into these categories

- **Dangerous conditions in the Heights.** The current road design is very dangerous for cyclists because of a lack of bicycle lanes, fast traffic, and poor sight lines. As a result, cyclists ride on the sidewalk, which affects pedestrians.
- **Motorists are uncertain.** For motorists, bicyclists are a challenge because they are unpredictable. Some participants complained about having to share vehicle travel lanes with cyclists.
- **The area needs better, more connected bicycle and pedestrian facilities.** The Heights should be better connected for bicycles and pedestrians. There were many opinions about how that might occur and whether that includes removing parking and/or travel lanes, adding bicycle lanes, wider sidewalks, or some combination of those elements.

While many people supported adding bicycle lanes on 12th and 13th Streets, there was a broader discussion in a number of meetings about the highest and best future use of the right-of-way. This included discussions about wider sidewalks, preserving on-street parking, or adding other amenities that would use the existing right-of-way. Some said this is a discussion about which values should be prioritized and whether that is motor vehicle mobility, pedestrians and cyclists, or a more balanced approach.

Several participants also noted that A Street and Wilson Street are important east/west connections for people biking.

Build on the Area's Character and History

Participants talked about the Heights' many local businesses that are regular stopping places, including up-valley residents who come to the Heights instead of other locations. The area also has a high percentage of Latino/a-owned businesses, which creates a unique location and hub within the city. Some participants talked about its history as a gateway to orchards and Mt. Hood, as well as an area with historic Main Street qualities that are different than Downtown. Many are worried that this character will be overshadowed by new development but recognize the opportunity to invest in infrastructure (transportation system and utilities) to support community and future needs.

Manage On-Street Parking

Every stakeholder group talked about parking and there is no agreement on how on street-parking should be allocated in the Heights. Businesses would like to maintain parking and some suggested that it be metered (others were very against metered spaces). There were also discussions about whether on-street parking should convert to bicycle lanes, parklets, or other uses. Up valley participants were against any changes to on-street parking but acknowledged the need for safe places for people to bike. Others are concerned that permitted future residential development in the Heights will take all of the on-street parking now used for businesses. There were, however, generally two points of agreement:

- Current parking in the Heights is dangerous because it is too close to corners, which makes it dangerous for motorists as well as pedestrians and cyclists.
- Side streets are underutilized, and may some have opportunity to provide additional parking if reconfigured, such as converting parallel parking to angled parking (there was no discussion of back-in parking).

Conclusions

Meeting participants were very engaged in the discussion and want to stay involved in future meetings and activities in the Heights. While there is general consensus on a number of topic areas, use of existing rights-of-way, parking, urban form, and other elements will require additional public input as part of the concept development process that will occur in Phase 2 of the streetscape plan. As in-person communication becomes more feasible, additional outreach will be required with local businesses to supplement this initial stakeholder assessment.

Attachments

1. Heights Streetscape Plan: Stakeholder Questionnaire (2 pages)
2. Notes from Stakeholder Meetings (14 pages)



THE HEIGHTS STREETSCAPE PLAN: STAKEHOLDER QUESTIONNAIRE

General:

1. What do you think are the biggest opportunities and/or challenges with transportation in the Heights today? What do you think is needed to address the challenges you have identified?
2. What do you think can be done to improve traffic and/or make intersections safer than they are today?
3. What attracts (or detracts) you to the area? If the corridor were to change by adding landscaping, lighting, and other streetscape features (e.g. benches, planting, street trees) , do you think that would change your perception of the area? Should the corridor be left alone?
4. If you could pick one thing to change in the area, what would it be?

Business owners/operators:

5. Why did you choose to locate in the Heights?
6. Are there particular features that you think could be improved along the corridor to support your business?
7. Do you have off-street parking? If so, how do people access the lot? Do other businesses use your lot or is it reserved?
8. Do you think on-street parking is well used? Who do you think uses it most regularly (e.g. visitors, employees, business patrons)? What if on-street parking were used for something else, like bike lanes or wider sidewalks with additional seating?
9. How does your business receive deliveries? For example, do they come to the front or back door? Do you know the type of delivery vehicles that are typically used and where and how they access your business (e.g. off-street parking lot, on-street parking, alley)?

Active Transportation:

10. Do you consider this to be a safe (e.g., accessible, comfortable, easy to navigate) environment if you are walking or riding a bike? What are the biggest challenges for bicycles and pedestrians in this corridor?
11. What do you think would make it more comfortable for cyclists and walkers to use the area? What would it take for you to walk or ride your bike in the corridor (if you don't already)?
12. Who are the people walking, biking or taking transit in the corridor? Do they take transit or other modes of travel to get to jobs/businesses? For transit riders, are there areas with a higher density of riders?
13. If you are on foot or bike, are there particular locations along the corridor that attract people? Are there other connections in the area that people are traveling to?
14. In your opinion, what is the most challenging or dangerous location for crossing the road by foot?
15. What improvements do you think are most needed in the corridor to improve multimodal travel? Are there examples that you think would fit well into this corridor?



16. How well do you think transit serves this area?



THE HEIGHTS STREETScape PLAN: STAKEHOLDER QUESTIONNAIRE

General (Both Groups):

1. Can you raise your hand if you saw the City's online survey for The Heights Streetscape Plan Project? Can you raise your hand if you took it?
 - Only 2 have heard of this project before this meeting.

2. Do you think the streets in the Heights (see map below) work well for people driving, walking, biking, and taking the bus?
 - It seems perfect to me that they do this type of remodeling and have the streets outline so bicycles can have their own lane.
 - I have seen that there is more traffic every day, so I agree that the renovations should be done
 - I don't think they are safe
 - No, the streets are not safe, people who come from outside go in the opposite direction on the street going down the hospital even if there are signs. This just happened to me last week
 - I worked right at the corner on Belmont and 13th and I have seen almost every two weeks someone driving the opposite way.
 - Also where Pine Street is, the cars can't see the area where pedestrians cross the street so I think it is a good plan to do this renovation
 - There should be a lane for people who ride bicycles and also a yellow light for pedestrians who cross the street, they are hard to see when crossing because of the cars that are parked.
 - It is super difficult to pass between Belmont Street and 13th Street because there is not good visibility when we want to pass towards Belmont.
 - There is no good visibility across the street to the paint store. Where the US Bank is, it is very saturated with cars.
 - It is also difficult for me to cross the street where Pine Street and the mail office is
 - I also agree with the person who said that there is poor visibility when trying to cross by car between the US Bank, parked cars obstruct visibility for cars, pedestrians and cyclists
 - -Participant ask: How far are 12th and 13th streets considered for remodeling? Dustin answered from North May Street to Belmont



Business owners/operators:

1. What do you like about the Heights business area and why did you choose to locate your business in the Heights?
2. Can you describe the current parking options for your business? Would you like to see any changes in parking options in the Heights?
3. What if on-street parking were used for something else, like bike lanes or wider sidewalks with additional seating or trees?
4. Can you describe how deliveries access your business?
5. Is there anything else you would like to share about your business being in the Heights?

Latinos En Accion

1. Do you spend time in the Heights? What do you do in the Heights?
 - It is a place of business and restaurants and I used them to go to eat
 - Gasoline (fuel station) is important to me
2. What do you think attracts people to the Heights?
 - The Saint Mary's church is in the area and I think that attracts a lot of us
 - I live in the heights by OCH area and the truth is that I like it a lot because I can find things that are necessary for me. I can walk to a lot of places. When driving when I am getting closer to 12 and 13 it gets a little more difficult to drive for me.
 - I feel this remodeling plans are very important because these are the 2 streets that take us to downtown Hood River.
 - Food businesses
 - Is a commerce area, the church, coffee shops, and restaurants. And yes there should be more marked crossing areas well identified for pedestrians.
 - The corner between Belmont and 13 is very dangerous to pass because it is not well marked for the crossing
 - Also to cross the street to get to the Thai House restaurant gets a bit dangerous because the cars sometimes come at high speed
 - I think that the people who use the heights more are the people who live in town, I think that tourists stay more in downtown. We locals use it for restaurants, services and for work too
 - Parking is a big problem in the heights, parking on the streets causes no visibility
 - Flashing lights for pedestrians
 - Maybe a stoplight at 13th street



- I agree with the traffic lights because there are many people who like to use those streets for exercise such as running and there are many places where it is not possible to cross safely
- There should be another area where cars can park. And that that area will only be used for walking
- Participant question: All the ideas we are giving are good, but does Dustin already has his plan made and if yes changes still can be made? Dustin: Right now the project is to listen to ideas and voices, we don't have a design, and we don't have a plan. We need to make a plan and for now we are just listening to the community. This plan is 15 to 18 months before starting to build.

3. What do you think are the biggest concerns for the Heights residents and business owners?

- Parking
- A safe place to park
- We live in a city where it snows in the winter and sometimes it snows a lot. So it is very difficult to clean the streets when there is snow and the drainage is covered with snow. It is a big problem. It would be better if the parking was not on the streets so that they could be better cleaned in the winter.

4. Are there locations that the community gathers in the area?

- I feel that people gather in the corner by el Potrillo and Chicken Teriyaki Restaurant

If so, what draws them there? If not, what specifically would help draw the Latino/a community to new gathering areas?

- parking near by
- Benches to make it look more beautiful
- Hours to park on the street
- The businesses that exist in downtown are not the same as those above, bringing more businesses, more restaurants, brewers to attract more tourists to the heights. (I don't want it to be filled with bars either)
- Benches on the sidewalks for pedestrians to rest
- Boutiques to attract more tourists
- The business façade
- Stores of different cultures, that there would be more opportunities for small businesses
- Better not bring more restaurants here because otherwise they will raise the price for us
- Organize something like the first Friday



- Benches to sit down
- Build a kiosk/refreshment stand
- A sky transportation like the one at OHSU to go down to downtown
- Events with Music in Spanish to dance

5. Is there anything else you would like to share?

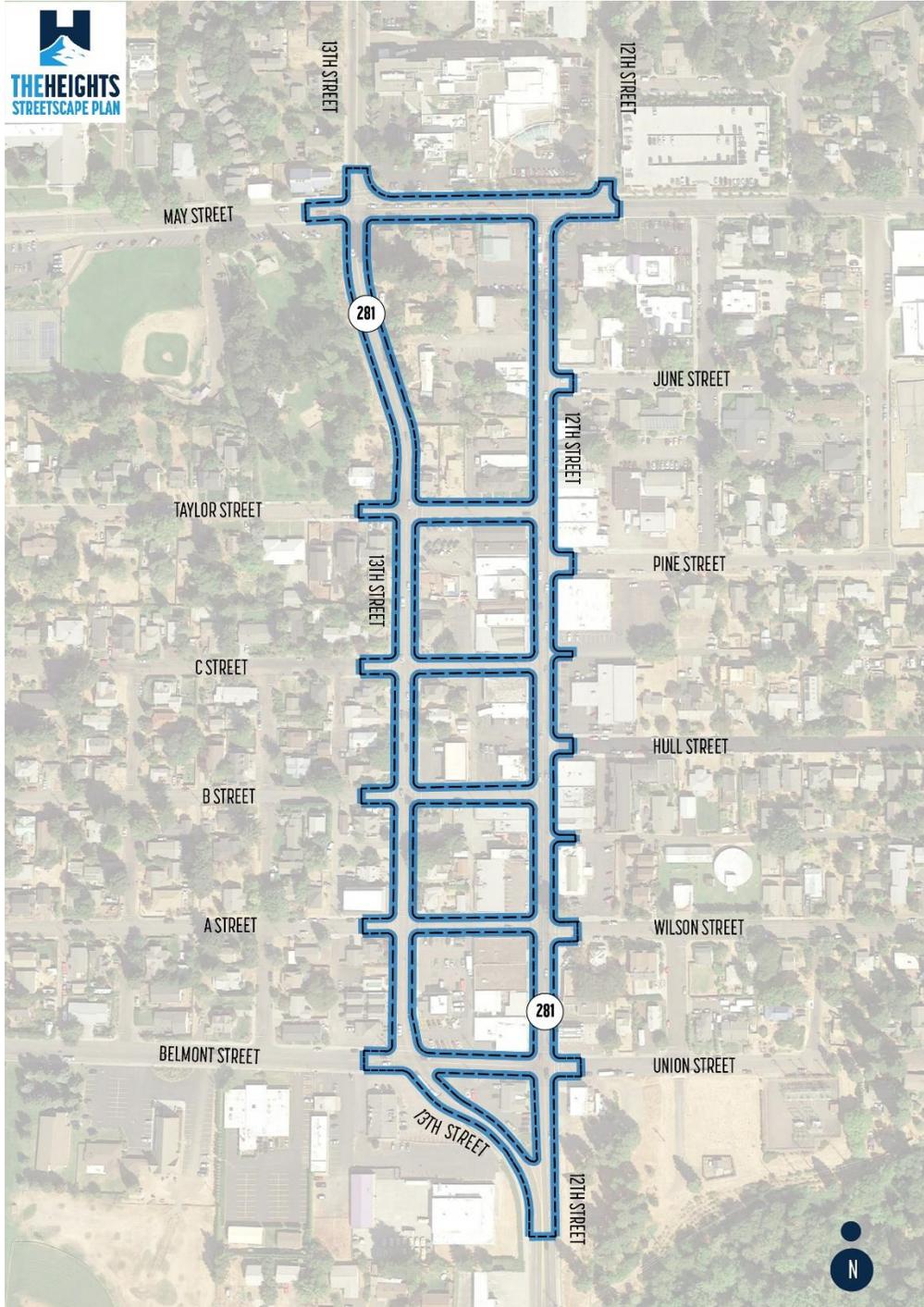
Participant asked:

- After the focus group, how are we going to know how they took into account our opinions in the plan?

Dustin: This is the first part of the project. We will hopefully have more meetings in person throughout the year after this focus group. We will have more meetings with other URACs, committees, boards, more ideas from the community and other community organizations and then we will show elected officials. Then we will return with more information and as the plan progresses that is where the ideas will be seen.

THE HEIGHTS STREETSCAPE PLAN

Map of Study Area



Heights Focus Group for Latino Business

April 7, 2021 6:30 PM-8:00 PM

Notes by Joel Pelayo
Facilitator by Gabriel Muro

Participants: Rosa Ayala Taqueria Ayala, Nabor Matias (chicken Teriyaki), Teresa Ocampo Chiken Teriyaki, Abby Capovilla, Mary Ortega Lake Taco, Dustin Nilsen, Emmanuel Flores, Mayra Ceja and Liliana Justo Bello The Next Door Economic Development.

- **Emmanuel Flores** works in the area of Belmont he is from The Dalles. Mary Rivas owns the Lake Taco. She said Hood River is growing a lot and the housing is very expensive.
- **Dustin, Director of City planning of Hood River** says it is very important to listen the voice of the community.
- **Rosa Ayala** has been living in this area for 15 years in Odell. She owns the business of Taqueria Ayala. She wishes to listen about what others think.
- **Maryra Ceja** has been living in Odell for 10 years. She said, "I like that Hispanics are included." I see lots of traffic on the streets 12th and 13th. As an open place it is very difficult because there is no place for parking. I know other business from outside will come here. My business is small and it is not fair we live here, but they can come in too. It is important to listen how this will benefit us.
- **Dustin** was talking about the project plan, what is going to happen. It is an important part of the project for the community to be heard. We need to hear their ideas about security, traffic, etc. This is the first step, to plan focus groups to learn what they think about safety, pedestrians, cars, bicycles, etc. The next parts of the project we will continue with the design then the construction.
- **Gabriel** asked to raise your hand if participants have been having access to the survey: Only Mary Ortega raised her hand, the majority have not heard about it.
- **Do you think the streets of the heights work well for the people...**
Cars do not respect the speed limit. And drivers from outside the area take the wrong way on 12th street.

What do you like about business area of the heights, why do you decide to put your business in this area? Would you like to see any changes, options for parking?

Mary Ortega (Lake Taco): When we installed our business, there was not too much traffic. It was more accessible, more independent from the tourism. Now there is too much traffic and it is more out of control. It is more difficult to cross the streets for pedestrians, there are not good signs, and we should focus more on the pedestrian's safety.

Liliana Justo Bello, There is too much traffic. Lots of business are hidden, and some have better location than others. The real problem is that there is not sufficient parking, some are OK and others are not.

Mary Ortega: At our location parking is not working, but other business have little availability. Driver's park on the close streets and walk over. One customer said "They will start to build apartments close to the Jackson Park."

Mayra: I agree with Mary Ortega we need more parking. It is important that the parking will be free, no charge for the parking.

Mrs. Ayala There is no parking now and so people leave.

Liliana Justo Bello: There are lots of conflicts for the business. There are big buildings, also there are churches and many visitors. If you do something different you should consider the Summer traffic flow and now with the COVID the tourism has come more into the Heights. If you are going to charge for parking, we will have very difficult times.

Gabriel Muro: I believe it will be fluid in terms of traffic flow. There are hours that are very busy and others less so.

Liliana Justo Bello: There are banks, and when their parking is full, the drivers park outside on the streets.

Mary Ortega: Is very close to the hospital, also there is a fire department, the traffic is congested close to emergency vehicles.

Gabriel showed us the street plan

Nabor: I would like to see 12th street to be blocked at the exit close to Juanitas. There have been several crashes. We should leave the exit area free, or add the modification like a tree that provides shade, a garden place to purify the air.

What about using it for to bicycles, sidewalks, benches, etc.

Mayra: I know it is important for pedestrians and the bicycles not circulate out of their lane and I'm afraid to hit them. They are careless. I would like more space for parking. Sometimes I do not support room for benches, because they will take out space for parking.

Mary Ortega: The streets are very narrow. They were not planned well, so the traffic is very congested. At May Street there are two schools, lots of school buses and lots of bicycles. Not sufficient planning when they built many of the buildings. At Juanitas, there are people that do see well and they are affected by the lack of a clear view of traffic. If this remodeling is to going make it more fluid, that is good.

Nabor: I agree, there are problems with routes of bicycles. Maybe they could be restricted on a different schedule, like prohibited at late afternoon? It could prevent lots of accidents. It will help with the congestion if we can use the schedule with not much traffic for bicycles.

Teresa Ocampo If you build lines for bicycles, I think that there are small business that will be blocked. If there are pedestrians walking with their dog that is not easy to see them either.

Mary Ortega: One option is on Belmont Street where you could build a big parking lot that could benefit the heights. There is not much housing there now and this will help.

How is your business deliveries load and unloading?

Nabor: It is necessary to pave the access to business. There are parts of the streets where the taqueria is located that is full of holes right now.

Mary Ortega: If people park on 13th street the neighbors are not happy, because they do not have sufficient space. It is complicated and it is dangerous. They do not have sufficient space there are big trucks, it is complicated.

Anything else you would like to share?

Mayra: I have a small business, and I put a sign on the side walk that calls the attention to customers. I had some flashing lights too. After two months the city sent a paper saying I need to remove it all because I'm not suppose put up any signs. The economy is not going well, and this is unfair.

Mary Ortega: They will be increasing costs to lots of things, it will need to balance costs & profit for different business, because for sure costs will increase.

Rosa: We are paying for everything they do not allow us install signs, not even a small taco sign. I put out a table and they did not accept that either. One pays for everything and I don't know why.

Nabor: On the small street (alley?), they could plant grass in order to prevent the accumulation of garbage.

Liliana Justo Bello: Signs are not professional, the way they are exhibited. At times. It does not add visibility, but it is very important to create a solution.

Questions to Dustin

Will you charge for parking? There is no plan to charge for parking. At the city center they charge because there was no parking! Any decisions will be at the design phase, they are just starting, and they are taking inputs from the community.

Liliana Justo Bello: What factors are taking into consideration for this project about safe streets? Factors include bicycles on the main street, housing, schools, and creating the future. We are just taking information and we know the impact of the main factor is the safety.

Nabor (Chicken Teriyaki): As my personal opinion, I would like to install parking meters. It is better than parking machines, because it will reduce impact on business.

Dustin answers: there is no guarantee, is not in the plan, we have them at the city center because it is congested!

Liliana Justo Bello: How long it will take?

Dustin: 15 to 28 months

Mary Ortega Lake Taco: Living here is related to Cascade Street, where Taco Bell is located and there will be another project.

Mayra: Maybe they will charge for parking in the future. It's clear it will be traffic congestion and crowded. It is happening already, they are cheating.

Dustin: it is not in the plan. When we have problems at the City Center, it was a normal solution, so it could happen.

There will be another meeting?

Dustin: Yes, many. We do not have one programmed, I hope we can have one in-person. There will be more meetings including Latinos.

Liliana Justo Bello: There will be follow up as the project continues?

Gabriel Muro: Is it written in stone?

Dustin: Something will happen depending how the changes happen

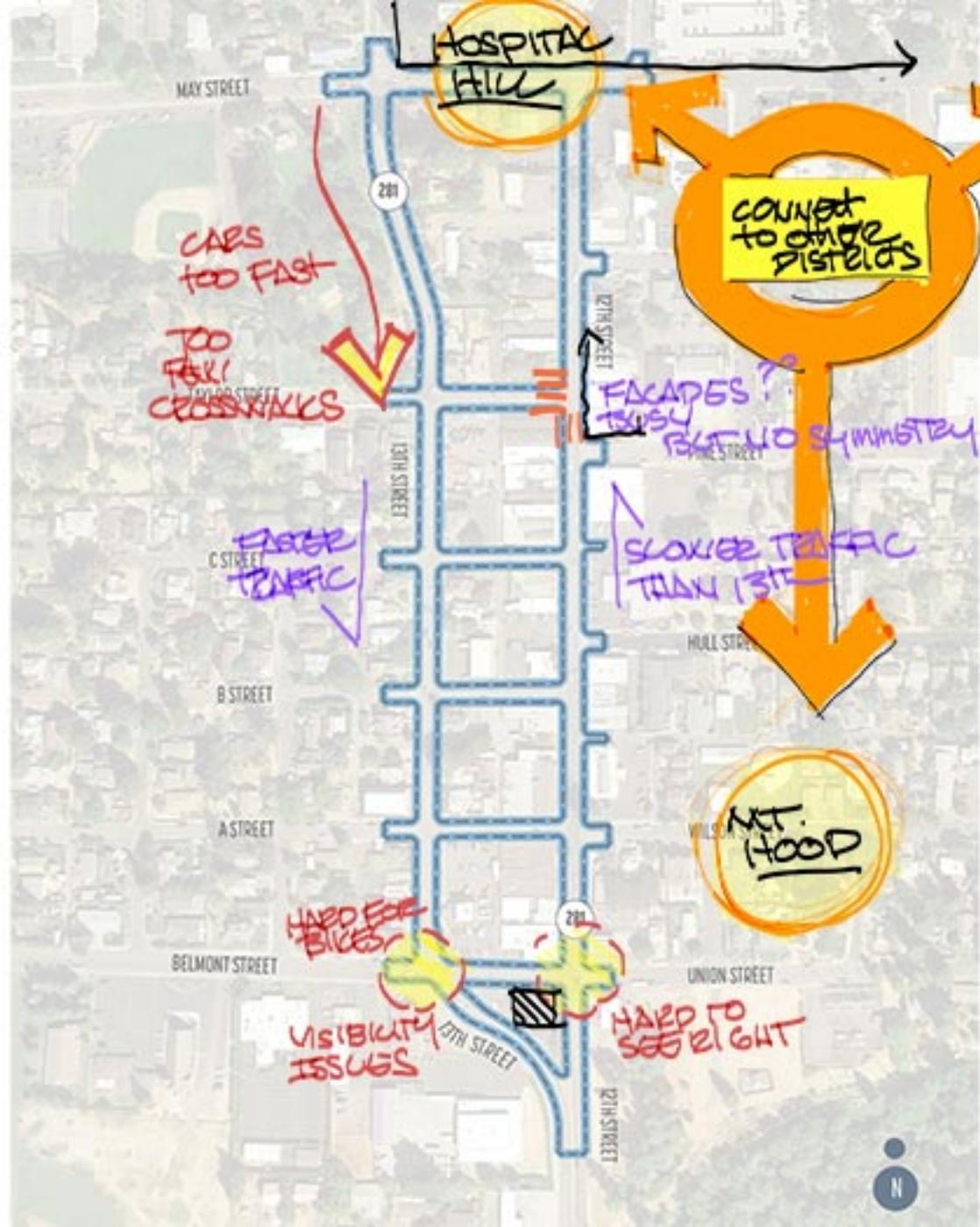
Abby: There will be an opportunity of working together. I hope we accomplish a lot in the future, it will be something!

THE HEIGHTS STREETSCAPE PLAN

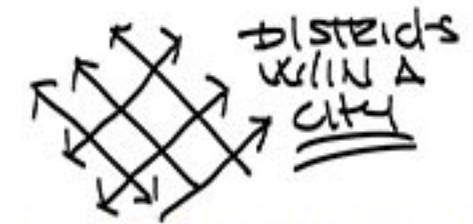
STAKEHOLDER
MEETINGS
MAY 2021

- ILO MASTER PLAN / FLOW
- KIND OF A HODGEPODGES
- BUSINESSES → MOSTLY LOCAL
- HEIGHTS LOGO HAS BEEN DEVELOPED
 - STORYTELLING WHERE THE BUSINESSES COME FROM
- EASY TO WALK → WHAT'S THE EXPERIENCE?
- PROXIMITY TO SERVICES & SCHOOLS
- DRIVE BUT WALK OUTSIDE
- PARKING OK EXCEPT DURING EVENTS

LOCAL OPTIONS VS TOURIST ATTRACTIONS



DOWN TOWN



- ◆ IMPROVEMENT TO DOWNTOWN IS KEY
- ◆ IMPROVED LANDSCAPING
- ◆ INTERSECTION CONTINUITY

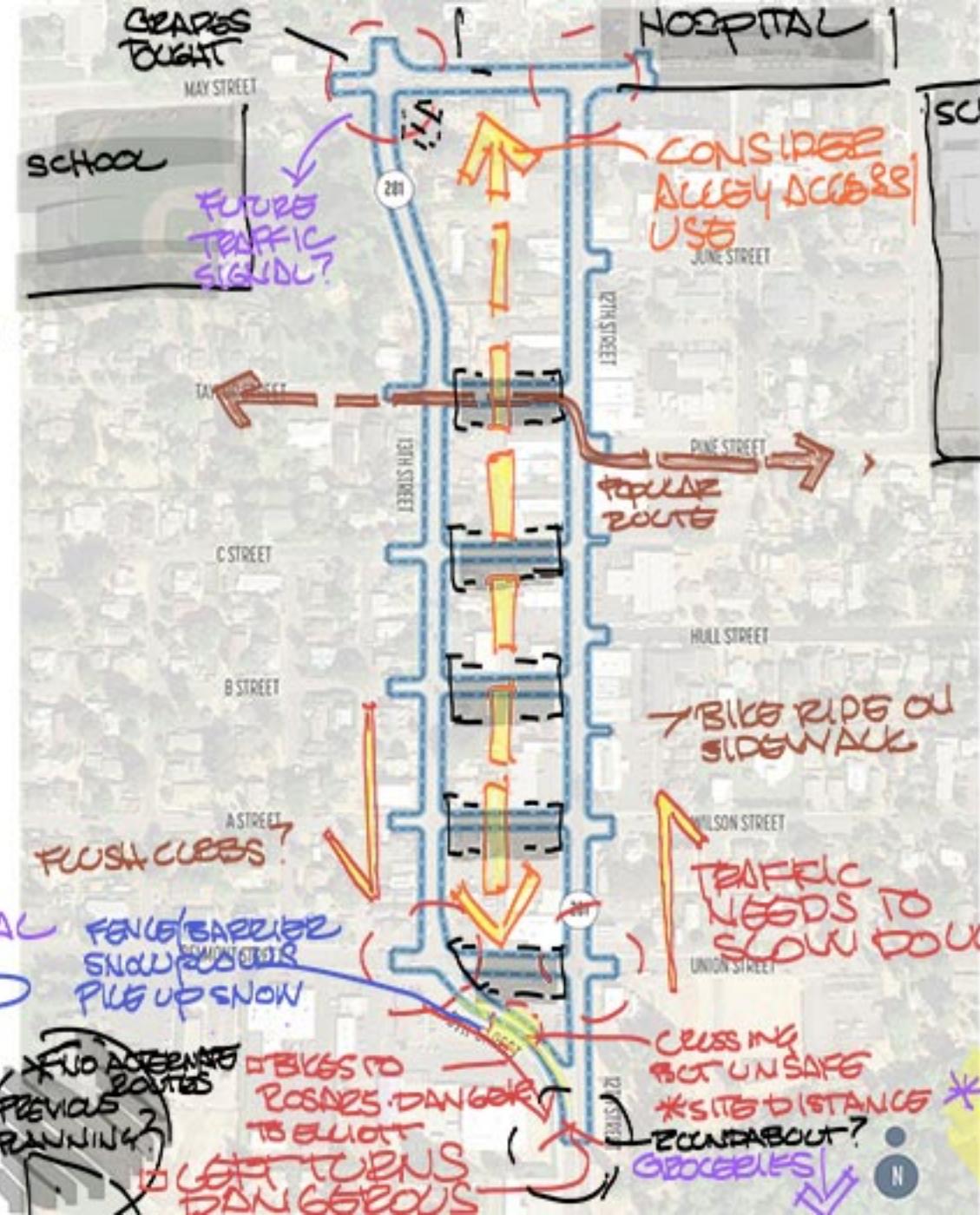
STAKEHOLDER MEETINGS MAY 2021

WHAT DEFINES THE HEIGHTS?

- ▷ DIVERSE
- ▷ GREATER THAN DUTMAN
- ▷ HOUSING TYPES (AFFORDABLE)
- ▷ BEST NEIGHBORHOOD TO LIVE WHO A CAR

IN THE FUTURE

- * PEOPLE CAN DO EVERYDAY THINGS
- ▷ MULTIPLE MODES SUPPORTED
- ▷ GROWTH WILL OCCUR TO THE SOUTH TO THE CEMETARY
- ▷ NARROWER Lanes / WIDER SIDEWALKS / STREET TREES
- ▷ CONNECTION TO BIKE LANES OUTSIDE OF AREA / TRAIL CONNECTIONS
- ▷ BUS STOPS
- ▷ CONSIDER MIXED USE / RESIDENTIAL
- ▷ LEFT TO GO N IS HARD
- ▷ SPEED OF CARS
- ▷ TRAFFIC NOISE IS AN ISSUE



- ▷ NEED TO ADDRESS BIKES
- ▷ THINK ABOUT ROUTES
- ▷ ACCESS TO BUSINESSES
- ▷ CLOSURE PARKING
- ▷ WIDE STREETS
- * PEOPLE GO TOO FAST
- ▷ KEEP PARKING ON BOTH
- ▷ ANGLED PARKING ON SIDE STREETS?
- ▷ BOUBOUTS

* NEED TRANSITION TO THE HEIGHTS !!

THE HEIGHTS STREETSCAPE PLAN

STAKEHOLDER MEETINGS MAY 2021

PINE STREET BATTERY

- WALKABLE AREA

- UNIQUE CHARACTER NOT KNOWN BY TOURISTS

- MAINTAIN FOR LOCALS
- *CHARACTER NEEDED

- FIRE 1940s

*WORKING PERSONS DISTRICT

- ALL LOTS
- OLDER BUILDINGS
- 45' HEIGHTS →
- NOT IN A DISTRICT
- *INVENTORY COMPLETED
- *UTILITY / CURB STRUCTURE

LOCAL RESTAURANTS

CHALLENGES TO DEVELOP BECAUSE OF AGE

BASEBALL FIELD



- BRANDING / IDENTITY
- SERVICES LASTING COMMUNITY
 - STAY LOCAL !!
 - GO UP ON THE HEIGHTS!
 - LOCAL SERVING BUSINESSES
 - FACADE IMPROVEMENTS

SPEEDS!
GET TO HIGHWAY / PASS THROUGH

- NEED FOR PARKING
- BUS LANES
- TRUCK ACCESS
- FRUIT TRUCKS / WHERE SHOULD THEY GO?
- LOCAL TRUCKS?

AUDIN CREEK BRIDGES

THE HEIGHTS STREETScape PLAN ONLINE SURVEY SUMMARY – MARCH 2021

Introduction

In 2020, the City of Hood River began work to develop The Heights Streetscape Plan (Plan), a document intended to support the Urban Renewal Agency in improving 12th and 13th Streets and intersections along the corridor. As part of the planning process, an online map-based survey was conducted that invited community members to provide input on preliminary project goals and existing issues and needs in The Heights.

Preliminary project goals were developed based on the Heights Business District Urban Renewal Plan goals and input from the Urban Renewal Advisory Board. The preliminary project goals presented with the survey were:

- Calm traffic and improve intersections to improve safety for people driving, walking, and biking.
- Create streets that provide safe, comfortable places for people walking and biking along and across the corridor.
- Preserve and promote a livable community through streetscape improvements that support access to local businesses and future mixed-use development.
- Engage local residents and businesses, the school district, and those that use the corridor to provide input in the streetscape project.
- Support existing and future development by maintaining and improving utility infrastructure.
- Provide locations to gather with people and to stop and rest.
- Create an identity for the Heights that reflects the diverse culture and history of the area and as a destination for local residents.

The survey input received will help shape the goals and recommended improvements of the Plan. This document summarizes the questionnaire methodology and key findings.

Questionnaire Methodology

The online survey ran from March 8 to March 29, 2021. It included 16 questions related to The Heights and six questions related to respondent demographics. Nine of the 16 questions were map-based and asked respondents to place pins on the map to indicate places they visited, routes they used, and where improvements were needed. A link to the questionnaire was posted on the City's website and distributed via email, social media, and other outreach methods. While survey results should not be interpreted as statistically representative, the results help identify common and shared goals, concerns, and priorities. When combined with the technical analysis conducted as part of the Plan, these findings inform the planning process.

A total of 344 responses were received. Several questions allowed respondents to write in responses which are attached in Appendix A (note: many responses are associated with specific locations on a map, however, for simplicity in summarizing feedback the mapped location is not noted in the attached appendix). Although the online survey was published in English and Spanish no surveys were completed in Spanish. Demographics collected as part of the survey are summarized on pages 13 and 14.

Key Takeaways

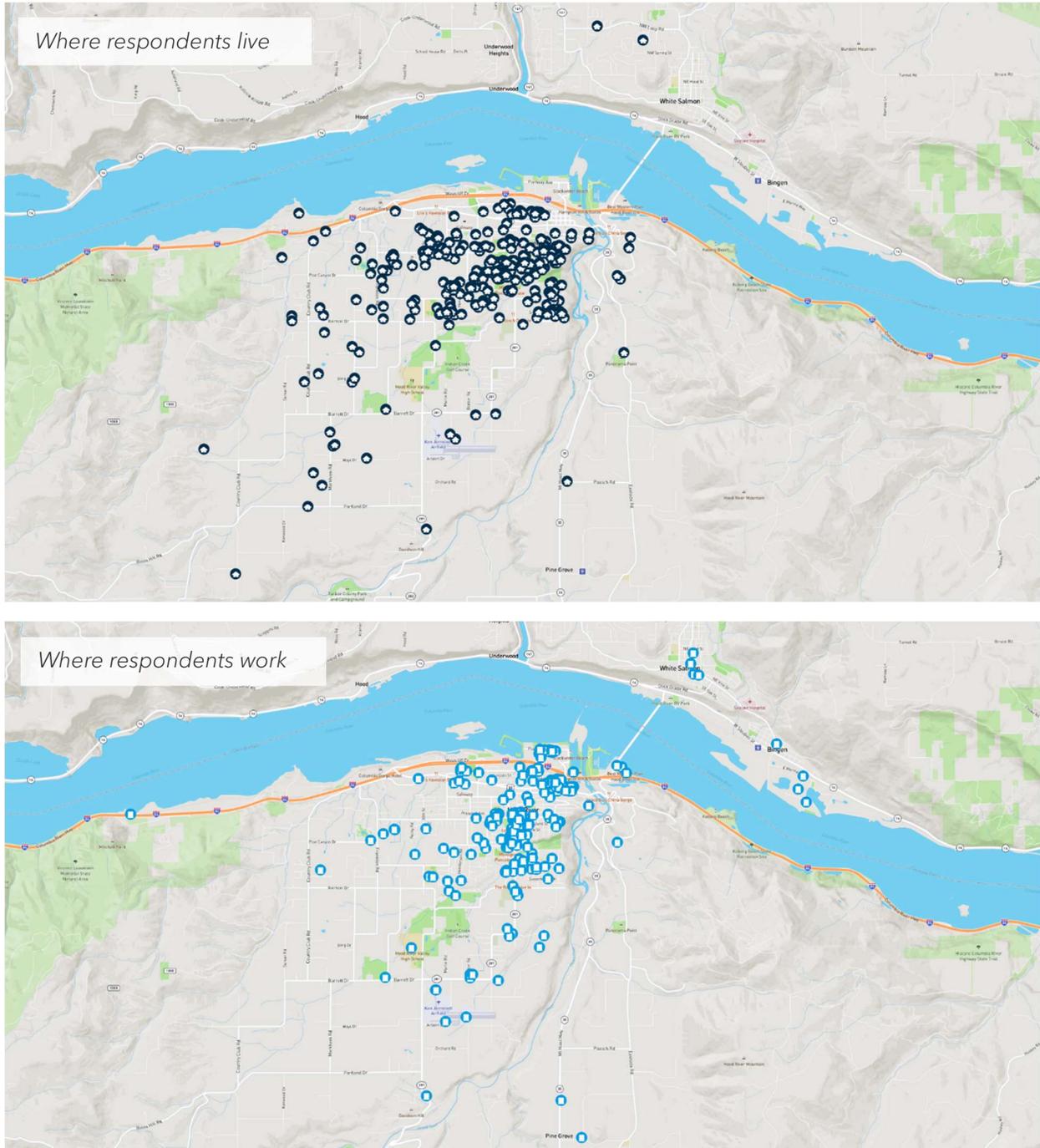
The Heights Streetscape Plan survey provided some clear insights on preliminary project goals and existing issues and needs for the area.

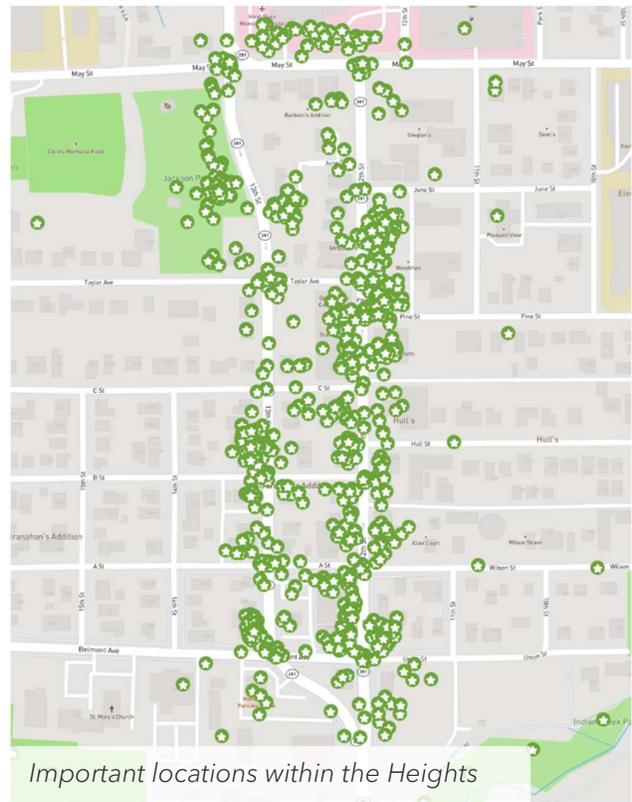
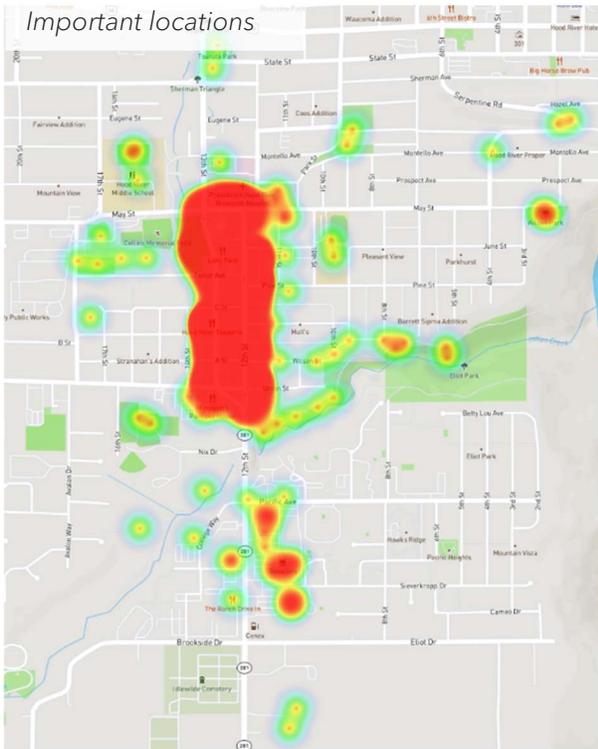
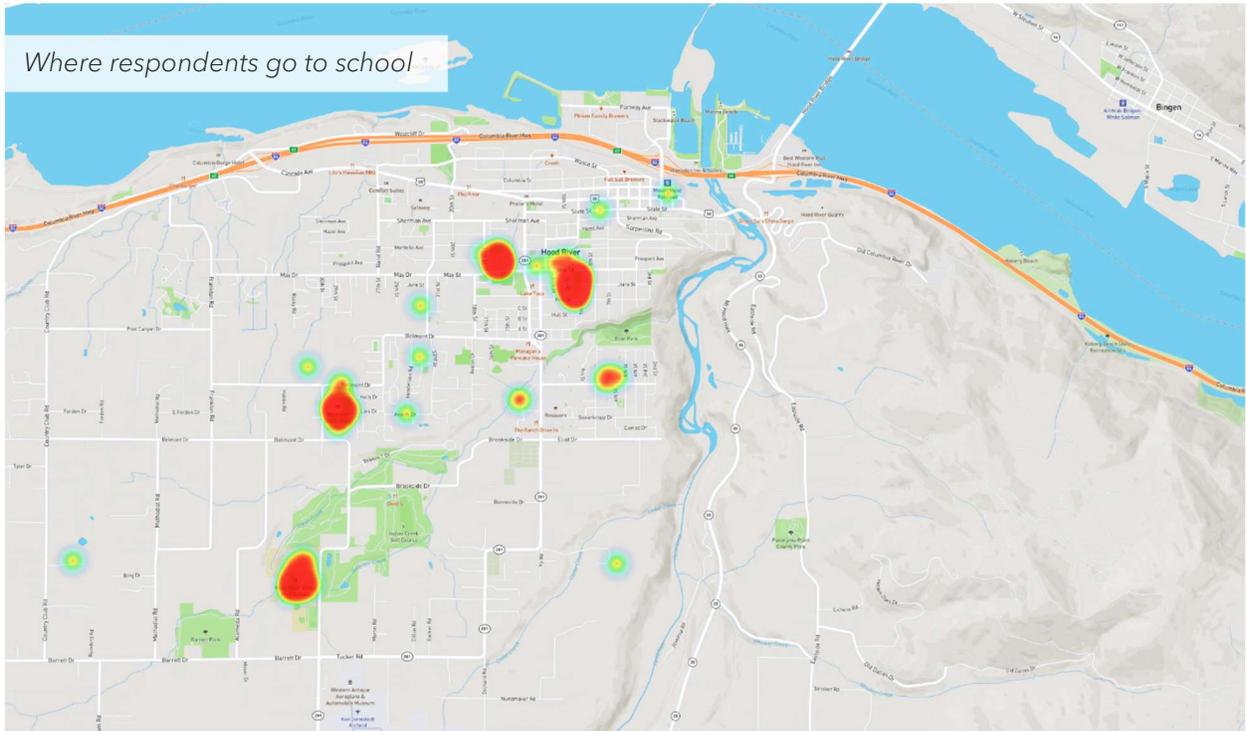
- The preliminary project goals most important to survey participants are related to slowing traffic, creating safe streets and intersections for all users, and promoting a livable community through street improvements that support access to local businesses.
- The desire and need to improve safety for people driving, walking, and biking was echoed throughout the survey results.
- Improved crossings are needed for pedestrians and bikes to increase safety at certain intersections and improve access overall. Pedestrians, bikers, and drivers all noted visibility issues trying to cross 12th or 13th from the east or west.
- Map-based feedback for people walking and biking indicates all east/west connections are well used but there did appear to be slight preference for improved east/west crossings along A St/Wilson St and Taylor Ave/Pine St in addition to Belmont Ave and May St.
- Crosswalks and crosswalk improvements are desired by pedestrians for a safer walking experience. Crosswalk related improvements suggested included flashing beacons or pedestrian islands.
- To support business and economic development, improving opportunities to access businesses across transportation modes and maintaining and improving views to storefronts on 12th and 13th should be considered.
- Accessibility improvements, street trees, and lighting are desired street environment enhancements.
- Community engagement should consist of both online and in person engagement to ensure broad participation from the community.

Key Locations

Participants were asked to place pins on the map to indicate where they live, work, and go to school as well as to show places along 12th Street and 13th Street that were important to them. Concentrations of those pins are shown a heat map. Red areas indicate the highest concentrations of pins.

Figure 1: Key Locations





Assessing Preliminary Project Goals

Respondents were asked to indicate which of the Urban Renewal Area goals (NOTE: goals were slightly modified to incorporate Urban Renewal Advisory Board input related to this project prior to the survey) were most important to them and this project. This question also allowed participants to write in their own goals which included providing more accessible parking, improving vehicle traffic flow, providing protected bike lanes and pedestrian paths whether through the Heights or on other nearby streets, and considering access and equity when planning for this area.

Figure 2: Goals most relevant to The Heights

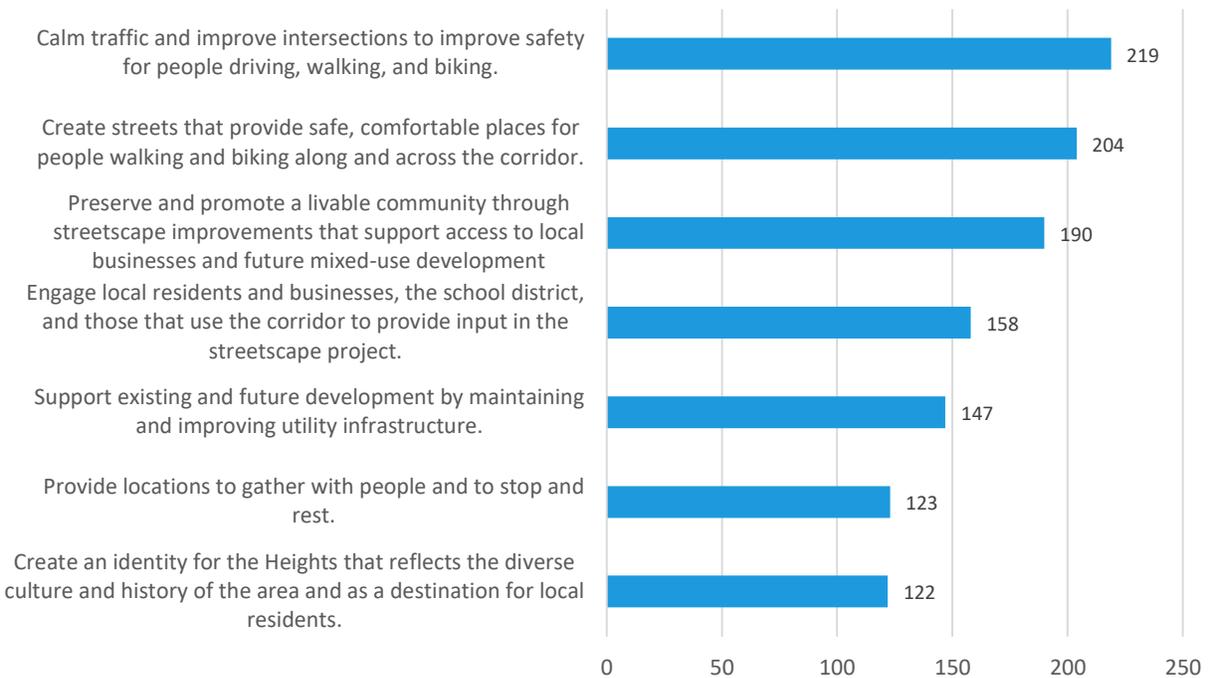
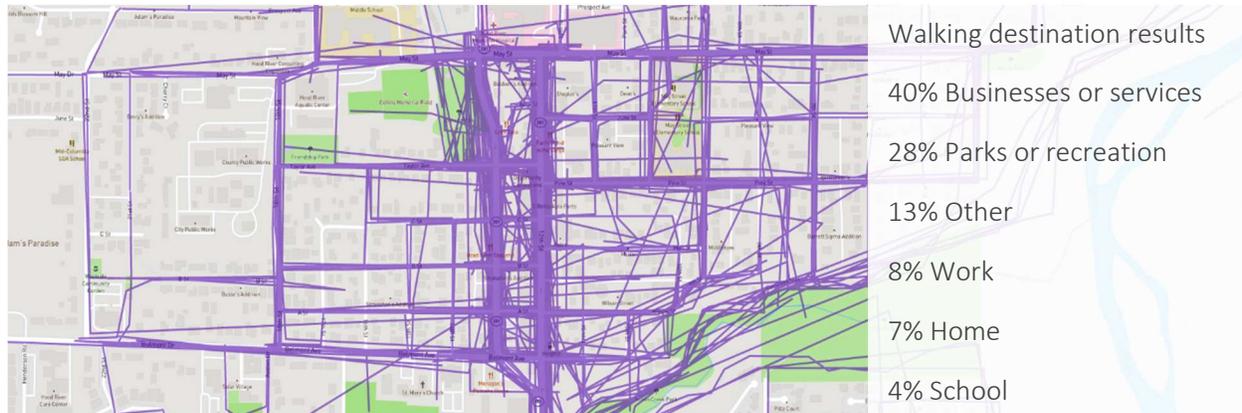


Figure 3: Word cloud with write-in goals



Walking in The Heights

Figure 4: Walking routes in The Heights



Respondents were asked to identify where issues or challenges exist for people walking in The Heights. Most issues were concentrated around intersections, particularly near Belmont Ave and 13th, Union St and 12th, 13th and May St, and on 12th near between Taylor Ave and Pine St (Figure 5). Improving safety and visibility at crosswalks and reducing the speed of traffic are the most desired pedestrian improvement, with respondents also favoring adding street elements and enhancing existing sidewalks (Figure 6). Other common comments included:

- Improving the confusing intersection at 13th St/May St and reducing long cross distances along this route to local schools.
- The removal of existing east/west crosswalks at various locations along 12th/13th Streets.
- The importance of safe east/west crosswalks at Taylor Ave/13th St and the need for crosswalks at Pine St/12th St along the heavily use route to/from Jackson Park and neighborhood schools to the Heights business area.

Street trees, accessible sidewalks and curb cuts, and lighting were the most desired street elements to enhance the walking environment (Figure 7).

Figure 5: Needed pedestrian improvements in The Heights

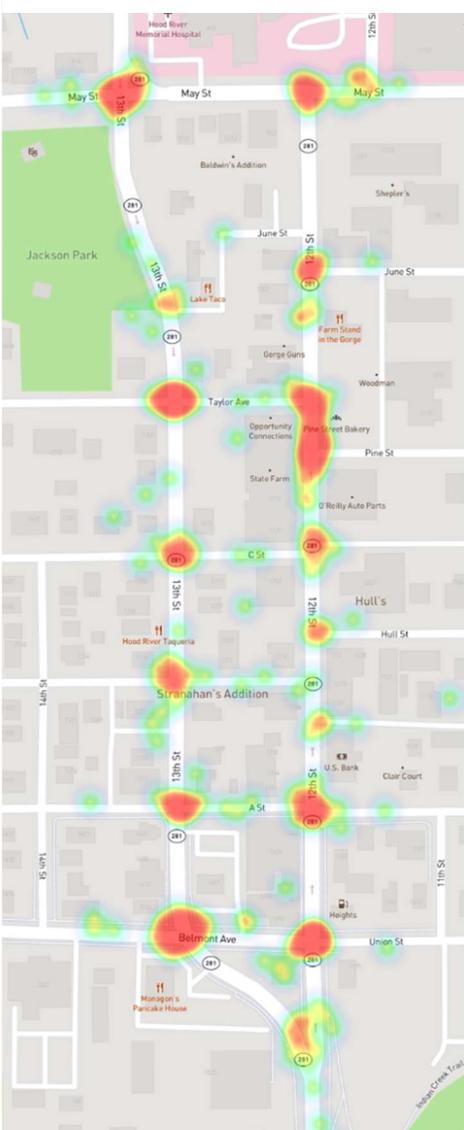


Figure 6: Top pedestrian improvements

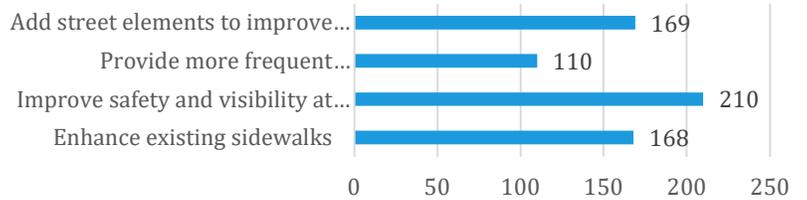


Figure 7: Preferred street elements along 12th and 13th

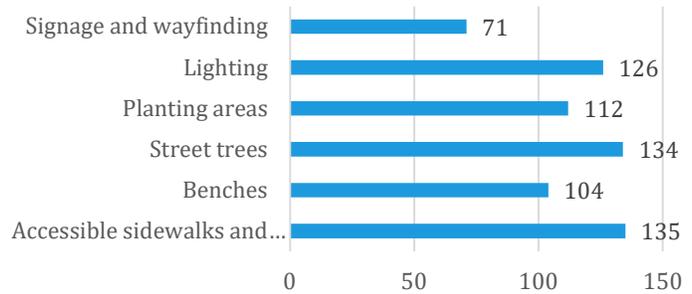
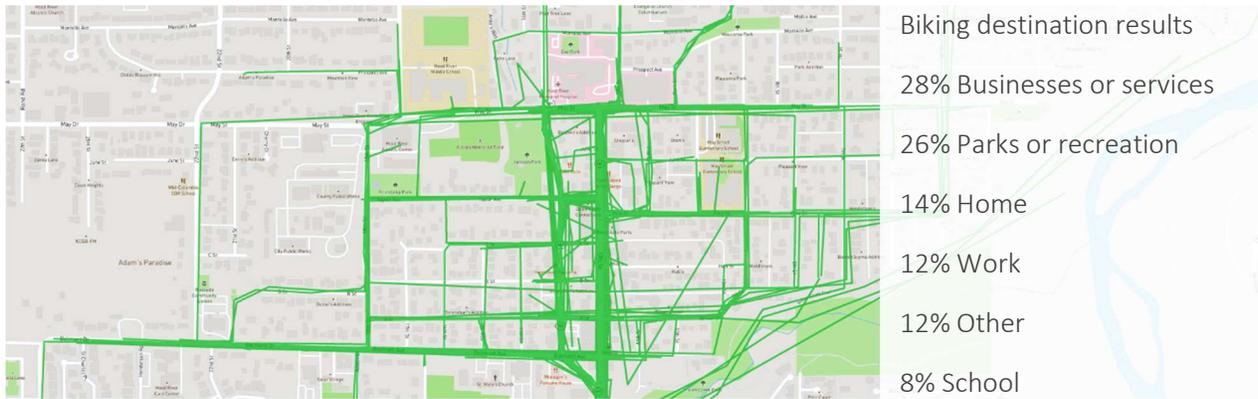


Figure 8: Word cloud with issues and improvements in write-in walking responses



Figure 9: Biking routes in The Heights



Biking in The Heights

Respondents were asked to identify where they thought issues or challenges exist for people biking. Similar to the feedback related to issues for people walking, respondents identified challenges for biking at 13th and Belmont Ave, Union St and 12th, A St and 13th, and the area near Taylor Ave and Pine St, as well as several other intersections (Figure 10). Many respondents noted it is difficult to cross intersections due to the speed of traffic and poor visibility. Recommended improvements at these intersections included protected bike lanes, better crossings, and bike racks. Overall, the most popular improvements among participants include providing safe, comfortable places to bike and improving east/west connections across 12th and 13th (Figure 11).

Survey comments indicate there is a slight preference for improved east/west crossings along A St/Wilson St and Taylor Ave/Pine St in addition to Belmont Ave and May St; Belmont Ave and May St are shown in the City’s Bicycle System Plan as having future bike lanes.

Another comment was the desire to improve connections to Indian Creek Trail.

Figure 10: Needed bicycle improvements in The Heights

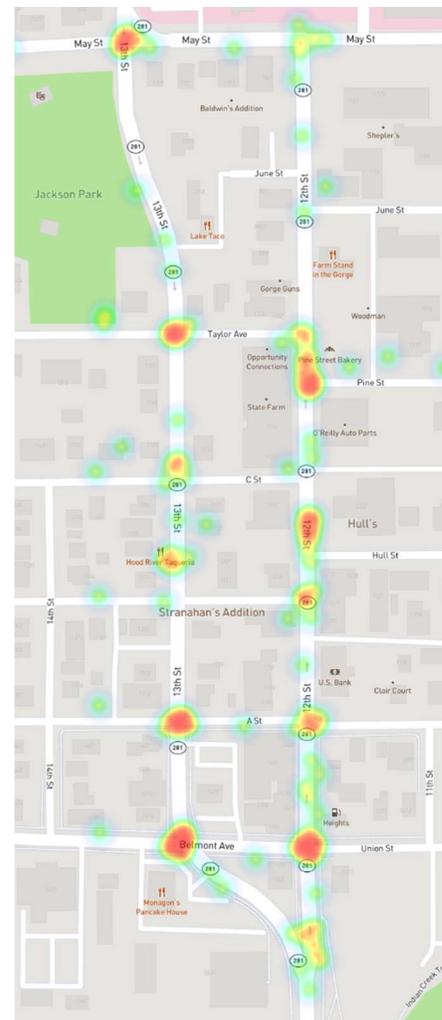


Figure 11: Top biking improvements

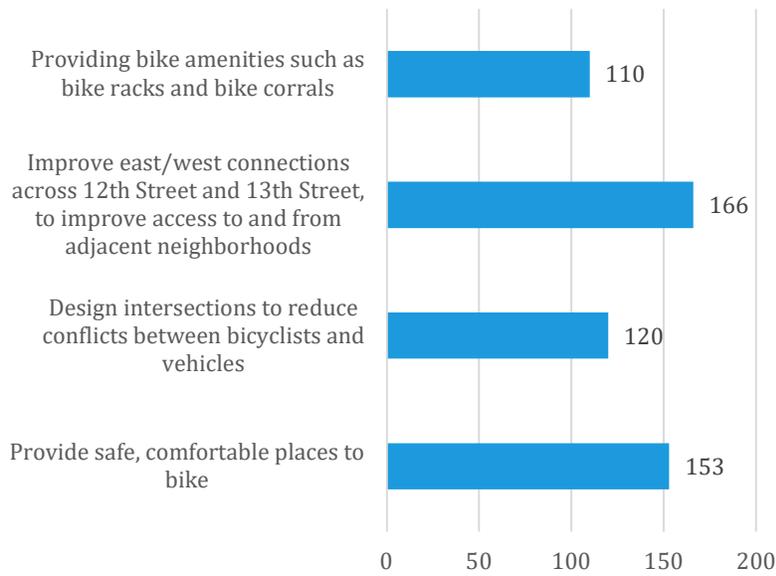


Figure 12: Word cloud with issues and improvements in write-in biking responses



Driving in The Heights

For drivers, the intersections of May St and 13th, Belmont Ave and 13th, Union St and 12th, and area near Taylor Ave and Pine St need improvements. Many respondents noted visibility and dangerous speeds on 12th, issues when trying to cross 12th or 13th from the east and west, with some noting cars parked along the street as contributing to that issue. Others noted changing lanes was difficult due to the number of intersections and the narrow streets. Some respondents indicated that while there were needed improvements, they would like 12th and 13th to remain a traffic corridor. The most popular improvements for driving in The Heights were improving intersections for safety and better traffic flow and providing street improvements to slow vehicular traffic. Some common comments for key intersections of concern:

- 13th St/May St: The intersection is not intuitive, fast traffic speeds make it challenging to navigate, and the pavement condition is poor.
- 13th St/Belmont Ave: The intersection is hard to cross for east/west traffic, due to fast traffic speeds on 13th and poor visibility due to parked cars. Wrong way traffic turning onto 13th Street was also mentioned.
- 12th St/Union St: A busy intersection with fast traffic northbound as cars enter the Heights and poor visibility at the intersection.
- 12th St/Pine St: This intersection is heavily used to access nearby businesses and it is challenging to cross 12th St from Pine St to Taylor St. Vehicles turning left from 12th St onto Taylor Ave sometimes encroach on the oncoming eastbound travel lane when making the turn.

Figure 13: Needed driving improvements in The Heights

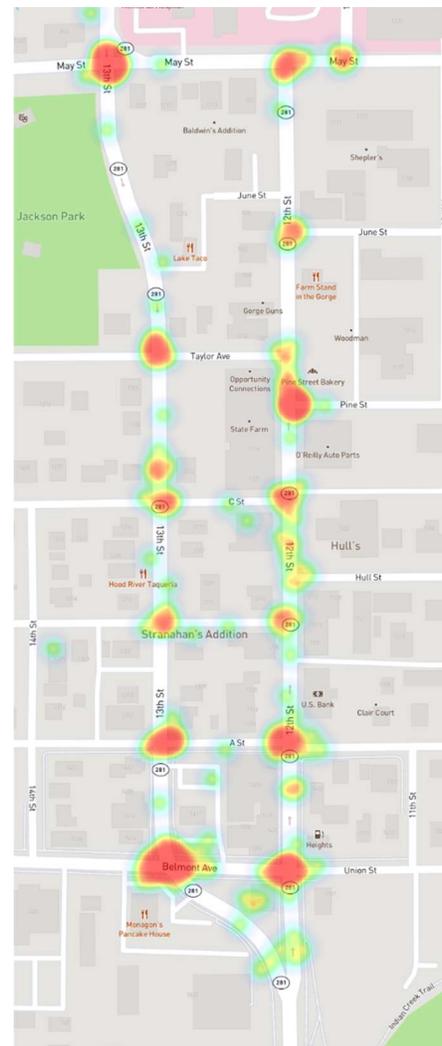


Figure 14: Top driving improvements

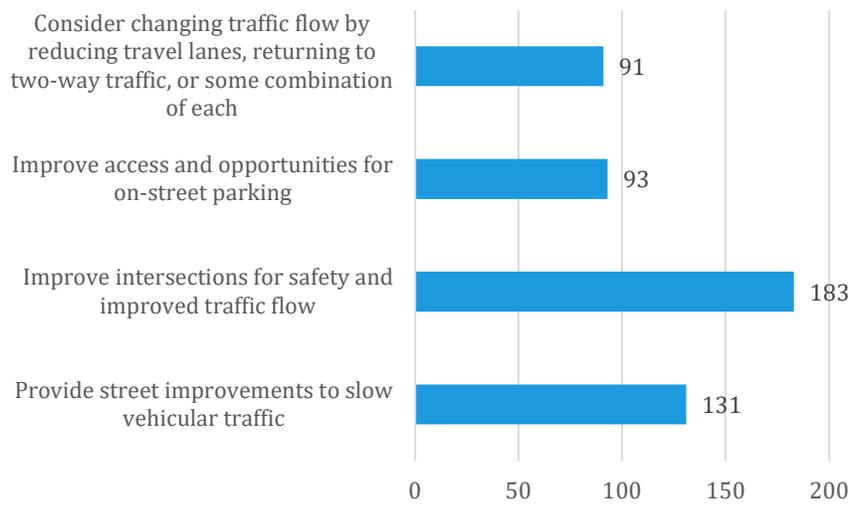
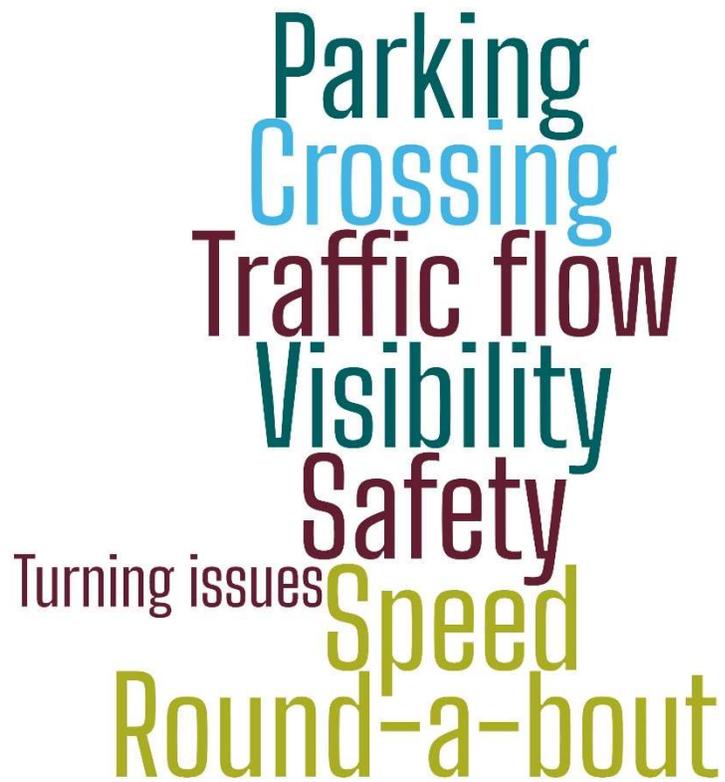


Figure 15: Word cloud with issues and improvements in write-in driving responses



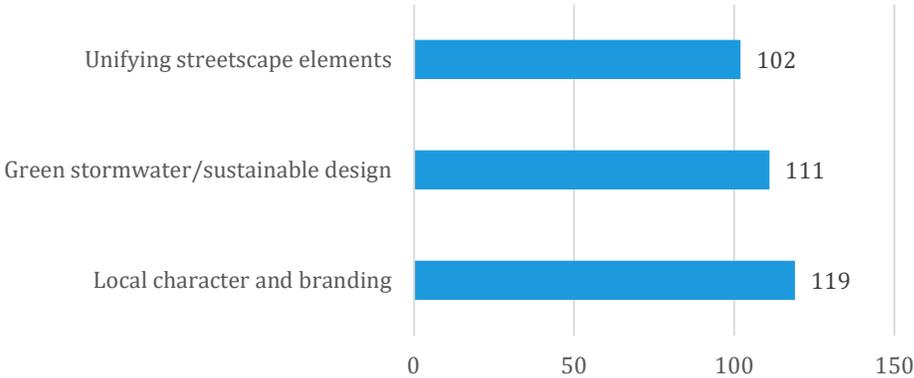
Business and Economic Development

Improvements along the corridor have the potential to support local businesses and guide the redevelopment of adjacent properties. To achieve this, respondents support improving opportunities to access businesses for people walking, biking, taking transit, and driving as well as maintaining and improving views to storefronts and 12th and 13th streets (Figure 16). To enhance the identity of The Heights, respondents slightly favored local character and branding over green stormwater and sustainable design or unifying streetscape elements although all three choices received similar levels of support.

Figure 16: Improvements to support economic and business development



Figure 17: Enhancing local identity



Demographics

The following questions were optional. Most respondents to the survey were people who either shop or use services in The Heights or pass through the area. Some respondents have lived in The Heights, but few respondents work in The Heights. Those surveyed were predominantly people aged 35-54 who identify as Caucasian/White.

Figure 18: Relationship to The Heights

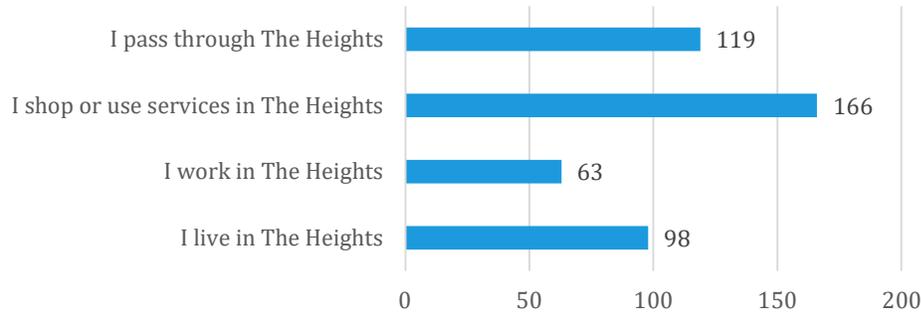


Figure 19: How long they have worked in The Heights

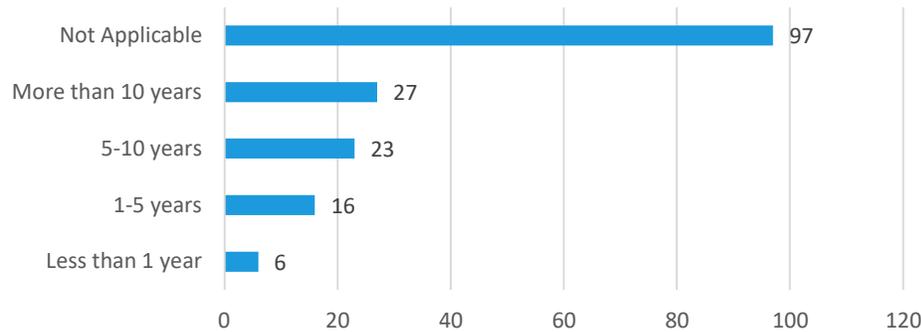


Figure 20: How long they have lived in The Heights

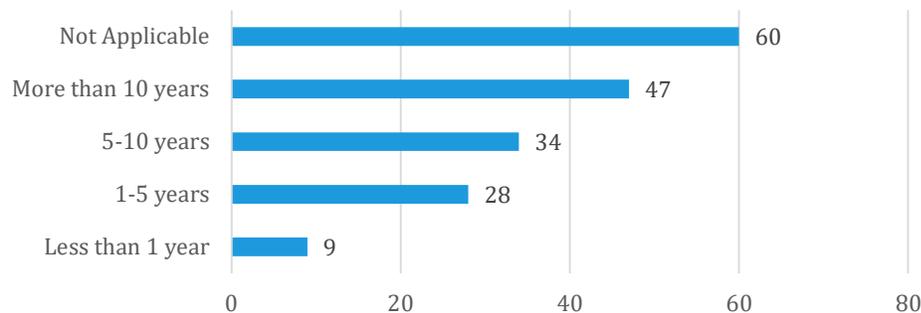


Figure 21: Age

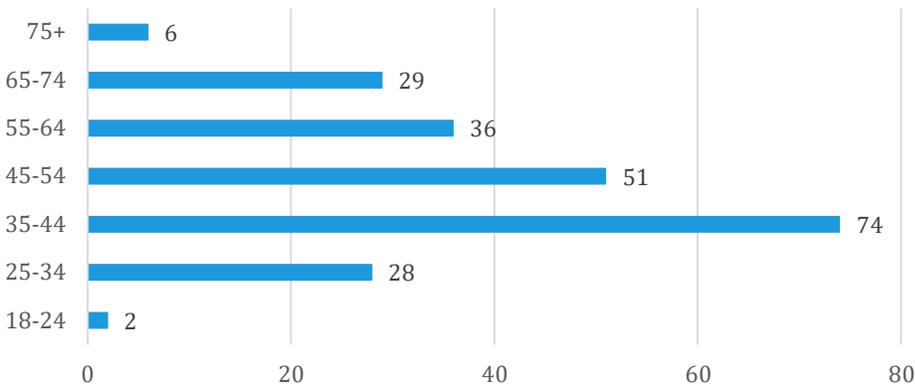


Figure 22: Gender identity

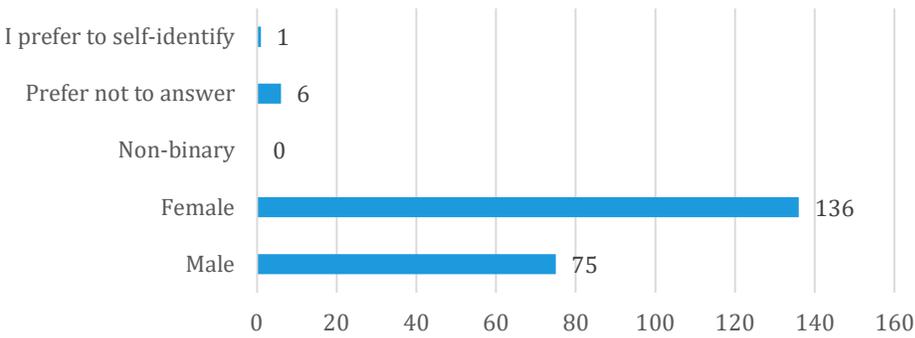
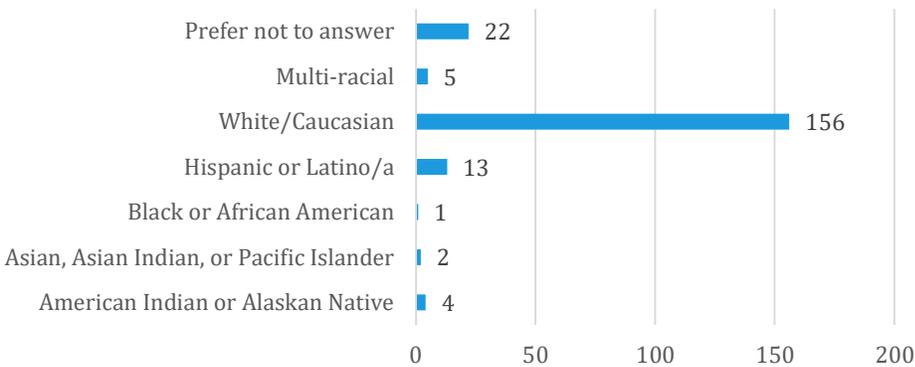


Figure 23: Ethnic or racial identity



APPENDIX A

Appendix A includes all write-in responses to the survey questions from the 344 responses. Note, many write-in responses are associated with specific locations on a map, however, for simplicity in summarizing feedback the mapped location is not included with write-in responses summarized below.

Table 1: When walking in The Heights, what are issues or challenges that you experience that you would like improved?

Crossing the street
Crosswalk is needed here
underpass for pedestrian travel from trail so people do not cross here!
need more crosswalks in this popular area (pine street bakery, farmstand, etc.)
Crosswalk was removed
Vehicles don't stop for pedestrians
Former crosswalk was removed, would like it back
Sidewalks in disrepair
Pedestrians have been hit by vehicles here
Sidewalk is falling/crumbling, supports are cracking
Sketchy crosswalk, low visibility of traffic coming uphill
Such a clunky corner, traffic flow, pedestrian crossing
Zig zag use of 12th to Taylor, ripe for danger
There's no marked crosswalk here
It's really dark here at night, and cars often drive faster than 25
There is a crosswalk here, but it's not safe at all. I would never risk crossing here because of all the traffic.
No cross walk
No cross walk
Congestion
Speed, congestion
Speed, congestion, no bike lanes
Speed, congestion, poor visibility
Speed, congestion, traffic flow, bike lanes
Crossing 13th
Ability to safely cross the street
Making it safer for our kids to cross the roads. Right now too many cars go too fast or don't look for kids crossing the roads.
Challenging and unsafe intersection.
Challenging and unsafe intersection.
This crosswalk was closed and there is not another safe and marked crossing until you get to Pacific street; people are now running across 12th/13th to get to the other side.
Poor visibility; need pedestrian bump outs.
People hit the gas getting up the hill and end up peaking the hill going way too fast; need increased signage and other traffic calming measures so people slow down here.

Possible round-about location for pedestrians/bikes/cars.
There is no bike lane on either side of the street here so for bikes to be safe they end up on the sidewalk which can make it tricky for pedestrians and bikes to be on the same sidewalk with different speeds and directions.
Difficult to cross street in Traffic
Taylor east west over towards pine would be a good pedestrian thoroughfare and double as traffic slowing.
Common Crossing
Pedestrians heading North commonly and dangerously cross here.
Nice seating/gathering open space at field/Indian creek trail entrance. Garbage/Recycling
A St to Wilson would be another good east west, pedestrian thoroughfare -
Slow traffic, improve visibility
no crosswalk, no one stops for pedestrians here
no cross walk
lots of families and kids cross here for the park and cars dont have a lot of time to see them and are going fast up the hill
awkward area for walkers and bikers
hard to see cars coming from the north
Nervous to let my kids cross here to get to Jackson Park
More crosswalks along this whole area, both 12th and 13th
Safer road crossing, consider traffic light, intersection is so sketchy with kids
Crossing near park on one way where visibility is clear
Cross walk on South side of intersection so people crossing have to watch for cars turning and cars coming up the hill. If cross walks were on the norht side of intersections walkers and bikers would only have to watch for the one way traffic, not the cars turning from the side steets as well. That's a lot to ask of kids trying to get across these streets to school.
This intersection is tough for kids to figure out, even some adults.
slow the traffic or divert it, many blind spots and speeding Caras
maybe we need a traffic light for safe pedestrian crossing
a traffic light to slow traffic, maybe a pedestrian crossing here to access Indian Creek Trail
Traffic that you can't see coming with all the cars parked on the road.
Inability for drivers to see you trying to cross
Safer crosswalk
Safer crosswalk
Hard to cross, can't be seen well esp at night
Crosswalk was removed by ODOT - each intersection should have three crosswalks in the shape of a U with the bottom of U being first spot of directional traffic
May Street is a mess and needs some attention
Busy traffic area. Many pedestrians try to cross, but crosswalk was removed. Baffling!
Speeding cars, no painted crosswalk, large truck and vans blocking visibility (even though there are signs)
nopainted crosswalk, speeding cars
Getting across the street without dodging cars!
It seems cars come up 13th pretty fast. Its hard to tell if someone sees you when you are crossing Belmont. As a driver I have been on car side of this, where you look north on Belmont for a long while waiting for traffic to clean and then someone starts crossing Belmont. But you (the driver) then see them kinda late or its at least surprising to see them.
As a pedestrian here crossing 13th, cars seems to roar up the hill. Most stop but it can feel a little nerve wracking to cross.
Still difficult to watch for people here with so many lanes of traffic
Pine St bakery very popular, as well as Apple Green, Tammy's Floral, and other nearby businesses. Always feels like traffic is going too fast to be safe walking here
Crossing hazard - need more crosswalks
Weird intersection with too many elements

Can't see people crossing to park
Hard to see people crossing
As a driver, hard to pull out
One of the most invisible places for seeing pedestrians crossing
Belmont intersection needs a light! Super dangerous crossing area and people cant see
visibility, distance/width of crossing
needs an official crosswalk
need a cross walk somewhere around here - it's a long distance between official crosswalks on 12th street in this area
could use a crosswalk in this area
bringing back this crosswalk would be nice - belmont/union is a connection to the indian creek trail
terrible visibility when driving or walking. Parking too close to the corner on southwest side. Auto shop always parking cars in yellow zone on the Southeast side. Cars coming through too fast.
Poor visibility. Parked vehicles always blocking view for both walkers and drivers. Tree and street sign block view for drivers trying to cross 13th from east to west. Cars traveling too fast on 13th.
Poor visibility. Drivers do not see people wanting to cross from west to east. Drivers going too fast.
Drivers at this intersection are so focused on looking for traffic upstream (to the south) that they do not see pedestrians waiting to cross on the north (downstream) side fo the intersection. When there is a break in the traffic the drivers quickly turn onto 12th and there may be pedestrians in the crosswalk.
Drive up bank traffic often extends onto Wilson street in both directions and causes confusion and congestion at the intersection. Drivers aggressively pass waiting cars and there is very little space left on the road and the sidewalk across the bank driveway is treacherous.
The sidewalk on the south side of Wilson does not meaningfully continue east, making walkers again get into the street.
Poor visibility because of parked cars and drivers going too fast.
no safe way to cross Belmont
No safe way to cross Belmont
Pedestrians waiting to use the crosswalk are hidden from view by parked cars on either side of the street and by the USPS mailbox on the west side of the street. Also pretty sure there is a curb on the east side of the intersection which is an impediment to kids and the disabled.
Sidewalk is very narrow, often congested with bikes/walkers because no shoulder or bike lane
Busy and awkward location/ intersection
Visibility for crossing
Visibility for crossing
Visibility for crossing. Maybe parking one side of street.
Visibility crosswalk
Crossing safety
Oncoming traffic never see or stop for pedestrians. Needs a pedestrian activated flashing sign.
Oncoming traffic never sees or stops for pedestrians. Pedestrian activated flashing sign would be helpful.
Oncoming traffic never sees or stops for pedestrians. Pedestrian activated flashing sign would be helpful.
A very popular spot to cross. Traffic usually stops more at this crosswalk, but due to the amount people who like to cross here it would be good to add a pedestrian activated flashing signal.
The intersection is the worst. Cars never know how to interact with this intersection and very unfriendly for the pedestrian. It is hard for pedestrians to be seen as it is fairly dark. Cars are always traveling fairly fast.
bumpouts, remove parking spaces at north corners, pedestrian island, flashing beacons
bumpouts, remove parking spaces at north corners, pedestrian island, flashing beacons
bumpouts, remove parking spaces at north corners, pedestrian island, flashing beacons
dutch style roundabout with safety heirarchy: walking and rolling>vehicles
Yielding Pedestrian scramble. southbound vehicles yield to pedestrians crossing diagonally between Jackson Park, Middle School and the hospital. Westbound vehicles have a yield turn for northbound. Pure east-west vehicles stop as they do currently.

need crosswalk here, bumpouts, remove parking spaces at south corners, pedestrian island, flashing beacons
Need crosswalk and all the treatments
Add crosswalk and safety treatments here.
flashing stop beacons
Create 2-way protected bike lane so people biking and walking don't mix on the sidewalk
Add north crosswalk, bumpouts, flashing beacon and pedestrian island
Signalized pedestrian scramble interval
Improved off-street parking, alleys for walking, better visibility for pedestrians on streets
Reduce on-street parking on 12th & 13th for better vehicle/pedestrian visibility.
This intersection needs major improvements with priority for pedestrians.
Intersection needs to be designed for pedestrians.
This intersection is deadly for pedestrians.
I have almost been hit by cars twice at this crossing.
This intersection should slow cars down before they enter The Heights. A roundabout or some gateway treatment would help.
Both intersections here need to prioritize the safe movement of people walking.
closed crosswalk is inconvenient, people use it anyway, traffic coming up hill is moving fast
dangerous intersection
super hard to cross, long distances, unsafe
hard to cross streets, traffic coming from many directions, long crossing distances
very inconvenient now that crosswalk has closed, I still use the closed crosswalk because its more convenient, fix this so that people can safely cross in all directions
every intersection in the Heights on the one ways are dangerous to cross because often one lane of traffic stops for pedestrians but the second lane doesn't see you and just keeps coming
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every intersection in the Heights on the one ways are dangerous to cross because often one lane of traffic stops for pedestrians but the second lane doesn't see you and just keeps coming
Crossing 12th/13th from Nix drive is a roll of the dice every time.
The street here are off center and there is only one safe cross walk on the south end of this intersection. Also many times cars from Pine St are trying to get to Taylor Ave which can lead to quick lane changes and traffic in that small intersection.
Crazy busy and fast traffic making crossing difficult.
Separation of sidewalk from traffic
Speed limit 20 mph
Speed limit 20 mph
Cars driving to fast
people not giving right of way
General traffic/pedestrian issues here
Crosswalks hard to see; parked cars impede visibility.
poor traffic visibility when heading west in a vehicle. you are so focused on watching the cars you might not see a person.
heading west across A street in a vehicle has poor visibility to many corner obstructions.
Missing mid-block crossing
Missing mid-block crossing
Missing mid-block crossing
Drivers don't stop
this intersection needs some major changes. A roundabout seems unlikely. Maybe Eastbound is RIGHT-TURN only?
remove this building and parking lot and turn into a more mature traffic flow, like a roundabout?
Bumpout or flashing light (like library) for crossing

Issue is speed. Bumpout or flashing light to alert both lanes
Same as B street
Same
Same as B
Unsafe pedestrian crossing. Cars don't see the people as the cars come up the hill.
Needs more pedestrian signage. I avoid crossing here.
Cars don't respect pedestrians right of way here. This is a terrible intersection for cars, people, and bikes.
The stretch between the right-hand and left-hand turns would be better as a round about. Cars turning left often turn into the oncoming lane of traffic (lazy left turns). Also, pedestrians are often not seen by cars turning left, so those cars will either not give pedestrians the right-of-way or stop in the middle of the intersection if they saw the pedestrian after they started their left turn.
Cars often approach this intersection way too fast.
I often find myself only looking right while turning left while driving at this intersection. And then I miss the pedestrian trying to cross Taylor. More signage for pedestrian awareness? I'm not sure what would help. Overall a dangerous intersection for pedestrians.
dangerous intersection, where pedestrians cross even though there's no crosswalk
Dangerous intersection with pedestrians crossing even though there's no crosswalk
People want to access the heights from Jackson Park or access the park from the Heights, and often it's young people. This is a crucial intersection to make safer. Cross walk lights, etc.
While I don't know that much about sight access, etc, it seems like cross walks and access should be uniform across both 12th and 13th.
Your pop outs prevent me from putting the pin where I wanted, which was by Belmont and 12 to 13th. While this is a congested area, it's where people want to cross the street. Improve the safety with cross walk lights, better cross walk striping, and removing parallel parking near the intersections for better site access for cars to see pedestrians and other cars coming along the road. As a driver, crossing some of the intersections with car parked right up to the intersection's edge is like taking your life into your own hands just to cross. Even removing two parking spots back would improve site access.
Again, just trying to put the pin but the popout (improvement for people walking) would allow me to place the pin where I intended. So if you don't get a lot of votes for Belmont crosswalk and access, that could be why.
Improve the crosswalk crossing May Street. There's a lot of traffic at this light, and drivers don't always appear to pay attention. Is there an alternate route to keep people safe?
This intersection has improved greatly since I moved here 17 years ago. It's still a pinch point for traffic, and people use it regularly for bike and ped access. It still needs work from a safety point. I would hesitate to send my kids on this route by themselves, not because I don't trust them, but because the driving pattern is unclear (some stop, others don't (as on May to 13th)), and, to me, make it an accident waiting to happen.
A way to stop traffic for pedestrians walking
Feels very exposed when walking. Planters/trees and flashing lights for walkers
Sidewalk is right along busy road. Pedestrians and bikers only use this side of sidewalk. Gravel path very hard to bike up
Hazard
Dangerous
Visibility of walkers by drivers since the crosswalk is at the top of a hill
Bicycle and pedestrian crossing
Bicycle crossing
Bicycle crossing
Bicycle crossing
Bicycle crossing
No crosswalk
Side walk very worn out
People do not stop for pedestrians
People do not stop for pedestrians

People do not stop for pedestrians
Crosswalk
Unsafe crosswalk, poor visibility for cars, sidewalks to nowhere on belmont
unsafe crosswalk, especially for kids going to the park
heavily used unsafe crosswalk
need a clear connection to the Indian Creek Trail
crosswalk
Crosswalk on both north and south sides of street
Many people still make right on red at 12 and may, creating a hazard at this intersection with desperate drivers trying to go west at may and 12 not always respecting pedestrians. This is a crazy messed up intersection in general and one of the most dangerous in hood river
clearly marked cross walks
clearly marked crosswalks
crosswalk improvements
the existing pedestrian crossing was removed - should be reinstalled
Better cross walk
cross walk
crosswalk
cross walk
cross walk
logical crosswalks
Crossing
Crossing
Inefficient crosswalk from Pine St Bakery
Difficult and dangerous crossing
This intersection is confusing to drivers so it's dangerous to pedestrians
Still too dangerous for student crossings and for events at Jackson Park or the Middle School. Perhaps a pedestrian crossing button like at the Library.
The curve makes the intersection too broad for pedestrians and too blind for drivers
Dangerous intersection. Belmont should be closed to vehicle traffic between 12th & 13th
Close A St
Close B St to vehicle traffic
Close C St to vehicle traffic
I do not believe that there is a problem to fix since there are adequate sidewalks on both sides of the street of 12th and 13th street. You can make them prettier if you want but I do not support changes for walking (or biking) that limit traffic flow on these two streets.
Cross to park
cross walk
Crossing 12th is difficult for kids
Improved sidewalk on south and southeast side
this intersection is dangerous. the traffic control makes no intuitive sense for cars traveling E-W or W-E. Who has the right of way? It is very confusing for drivers and therefore dangerous to walkers
This is a challenging intersection for drivers to navigate, making it especially dangerous to walkers. visibility is poor here.
poor visibility at the new crosswalk
Make sidewalks safe, currently they are in bad condition
Make sidewalks safe, currently they are in bad condition

Put in sidewalks on both sides of the street.
Make sidewalks safe, currently they are in bad condition
Space for people to gather and sit
Space for people to gather and socializr
Crosswalks on both side of the street (north and south). Crossing 13th on Belmont.
Crosswalks on both north/south side of 13th crossing on Belmont
Traffic control for walking & drivers crossing on Belmont
Parking & getting across street to restaurants
Better traffic control (island?) for pedestrians & cars
I cross here almost every day even though it's not a crosswalk. If you are walking up 11th St you have to go all the way to the Shell Station in order to cross four lanes of traffic. I opt to cross two lanes of traffic here. I wish this were a traffic circle.
Indian Creek Trail dead ends.
This crosswalk was officially closed I think? I still use it to get from Belmont to 10 Speed Coffee.
Very poor visibility. You have to step out into traffic for people to see you and stop (hopefully)
Having to get off the Indian Creek Trail and go up to cross 4 lanes of traffic to get back to the Indian Creek Trail is a bummer. I wish there were a tunnel under the road (dreaming).
I never feel safe crossing here and avoid at all costs
dangerous intersection r/t speed of traffic, poor visibility d/t parked cars along side of street, No pedestrian alert system (flashing light or stop sign)
crossing street
crossing street
crossing street
Shoulders on Eliot Drive and Brookside
Traffic is moving too fast. does not stop.
Traffic too fast. Not safe for bikes to cross on designated bike road.
Dangerous corner for kids crossing to get to and from school. People turning on to Pine and not looking
Dangerous merge area from pine street.
Crossing the street with cars speeding or not stopping
Crossing the street. Westbound cars turning from Pine onto 12th then onto Taylor not stopping for pedestrians
Crossing the street and having traffic stop
crosswalk
crosswalk
poor visibility
crosswalk
crosswalk
Dangerous for pedestrians and low visibility for vehicles. The change made almost 40 years ago at this intersection was a mistake. The intersection is surrounded on 3 sides by parking lots that are off-limits to the public. The triangle within 12th, 13th, and Belmont could be a park and/or perhaps those three roads could be totally redesigned. The idea of walking to Rosauers or Walgreens or Ace appeals, <u>Except</u> for the Ugliness and Traffic in that zone. (Caps are for emphasis, not out of anger.)
Duplicating my 13th and Belmont comment: Dangerous for pedestrians and low visibility for vehicles. The change made almost 40 years ago at this intersection was a mistake. The intersection is surrounded on 3 sides by parking lots that are off-limits to the public. The triangle within 12th, 13th, and Belmont could be a park and/or perhaps those three roads could be totally redesigned. The idea of walking to Rosauers or Walgreens or Ace appeals, <u>Except</u> for the Ugliness and Traffic in that zone. (Caps are for emphasis, not out of anger.)
Much better with the new crosswalk running E-W, but to get from Jackson Park and the May Street parking strip to the north side of May is dangerous. Sidewalks are horrible also, as I'm sure you know.
unsafe crossing for kids walking to school
Tempting to cross here, but dangerous

Table 2: When biking in The Heights, what are issues or challenges that you experience that you would like improved?

Traffic and street crossings
safer way to cross belmont
bike lanes
Parked cars impede ability to see and cross safely.
Dangerous
No bike lane; super scary area to ride with cars.
No bike lane; super scary area to ride with cars.
Difficult interesection to cross with cars going very quickly.
Difficult interesection to cross with cars going very quickly.
Difficult interesection to cross with cars going very quickly.
Difficult interesection to cross with cars going very quickly.
Difficult interesection to cross with cars going very quickly.
Need bike parking for Jackson Park attendees; especially with increased e-bike use. At big events, i.e. Music and Families in the Park there are e-bikes all over the place.
Would be idea to have a bike lane all the way to Eliot and if we're dreaming big...as far as the FISH Food bank for folks who may be biking for those services....
awkward on a bike
hard crossing to the east here
hard to see cars coming from the north
Traffic can't see when bikers and walkers are trying to get across unless bikers and walkers move forward into the intersection.
Traffic can't see when bikers and walkers are trying to get across unless bikers and walkers move forward into the intersection.
dedicated bike lane with barriers
dedicated bike lane with barriers
bike rack
bike rack
bike rack
bike rack big enough for ebikes
This WHOLE street as with all the traffic and cars parked on the side of the road its so dangerous.
Bike lane disappears on corner
Poor visibility to cross and fast uphill traffic
Hectic intersection for bikes. Western bound cars turning left try to beat uphill traffic on 13th
Belmont/ Union are a mess - I don't ride down 12th or up 13th I cut over to Indian Creek Trail
Bike lane here or adjacent streets- for both directions. Prioritize safety for kids biking
We really don't bike on 12th or 13th because it is too dangerous. We use Wilson and A to cut across to get from our house to friends and relatives houses. It would be nice to feel safe enough to use our bikes on these main roads as they are more direct than weaving around the side streets.
Terrible visibility. Traffic moving too quickly. Parking is way too close to the corner on the west side fo 12th
Terrible visibility. Cars always parked in yellow in front of auto shop. Traffic going too fast.
Poor visibility. Parking too close the the corner on the west side of 12th south of B street. Makes no sense why there is parking on 12th south of B street where all the traffic is coming from and parking prohibited north of B street on the west side of 12th where no one needs the visibility.
no bike lane. Parking on both sides of the road make it dangerous with drivers getting in and out of cars and parking spaces.
Fast traffic and no bike lane made more dangerous by parking on both sides of road with people opening car doors and getting in and out of parking spaces unaware of bikers.
No bike lane, uneven pavement, fast traffic, narrow side walk with utility poles

No bike lane, fast traffic, drivers changing lanes, narrow sidewalk not good for bikes and pedestrians
Bad visibility, traffic going too fast
Bad visibility, traffic going too fast
Narrow road often crowded with delivery vehicles and on street parking
No shoulder or bike lane. Much confusion between right of way between walkers, bikers, and vehicles
Bike lanes
Parking on both sides of the street and parking close to intersection makes it difficult to see oncoming traffic.
Two lanes of oncoming traffic makes it more difficult to cross
No bike lanes down 12th. Parking on both sides forces bikes into car lane and increases risk of getting hit by a car door opening
Making this turn to get to Belmont is fairly difficult to do due to traffic. Also a many bicyclists will travel South on 12th street because it is inconvenient or difficult to get to 13th street to go South.
At times a dangerous crossing on you bike due to vehicles going quickly. Not all bicyclists have electric bike and it takes a bit to get on your bike and get it moving iif stopped.
A-Wilson should be a neighborhood greenway prioritized for rolling and walking with diverters, crosswalks, crossbikes, lane islands, wayfinding signage
A-Wilson should be a neighborhood greenway prioritized for rolling and walking with diverters, crosswalks, crossbikes, lane islands, wayfinding signage
Pine-Taylor should be a neighborhood greenway prioritized for rolling and walking with diverters, crosswalks, crossbikes, lane islands, wayfinding signage
Pine-Taylor should be a neighborhood greenway prioritized for rolling and walking with diverters, crosswalks, crossbikes, lane islands, wayfinding signage
2-way parking protected bike lane on the west side of 13th
2-way protected bike lane on east side of 12th from Pacific to June. Make it a parking protected from Union to June to reduce infra costs
Green turn bike box
Protected scramble intersection for walking and biking
protected biking and walking intersection as a route to downtown
neighborhood greenway crossing with wayfinding signage
protected bike lanes on May Street west of Katie's lane and east of Park; instead of routing bikes on May Street across 12th/13th, divert them north and south to safer intersections
Central heights location that would provide a good area for bike racks
Again, reduce on street parking for bike lane, improve off-street parking
13th is a really uncomfortable street to bike - I use it if I'm going south to Rosauers but it always feels sketchy
12th Street is scary to bike on - I use it when I'm in a hurry but will take neighborhood back streets if I'm looking for a more comfortable ride
terrible intersection for bike! Cars aren't paying attention because they are engaged in their own complicated maneuvers
another awful intersection for bikes - especially if you are travelling north on 12th and want to go west on May
Hard to cross this intersection if you are on Belmont heading east
not enough space for bikes on roadway
12th going south where it is 4 lanes is very unsafe.
Concerns about getting doored
Bad intersection for walk and bike
Cars drive fast with limited visibility
Actually, all the areas are nightmares for bicycles. There is no room for us. Cars are hostile. ODOT puts ball bearings (winter rocks) on the road to kill us either by falling or by choking. Biking is really almost too scary to even attempt. Please do something to help.
Too much traffic (fast), parked cars and no bike lane.
Please removing some parking to add Bike lanes on 12th/13th

Please remove some on-street parking for protected bike lanes
Needs more bike parking, less car storage
Awkward E/W Connection to school
Crossing here is a nightmare
E/W could use a bike lane, protected intersections
major change needed
this triangle doesn't work for cars or bikes, redesign needed
cars speed up this hill and don't appear until its too late
Dedicated bike lane, separate from traffic and parking
Safer crossing across 13th and 12th
Safer crossing across 13th and 12th
Protected bike lane (unless there's a 2-way bike lane on 12th)
Poor visibility when trying to cross intersection. Traffic sometimes does not stop
No good way to get to rosauers and ace. Trail is too gravelly to get up hill and sidewalk to narrow and right along road.
Dangerous
visibility
crossing and visibility, parked vehicles close to intersections
Safe and timely crossing
Safe and timely crossing. At peak times there are no safe breaks in traffic flow
Safe and timely crossing
confusion about whose turn it is, and not enough time for bike to get across intersection
No good time for bikes to go because cars never stop coming
This has no good place to ride
This and most intersections in this area oncoming traffic is hard to see because of parked cars. This is a problem with riding bikes or driving a small car
bike lane
totally unsafe for bikes to cross
Need a connection to the indian creek trail
Park should absolutely have a bike lane, it is how kids to bike from downtown to school, swimming, and businesses on the heights. Living downtown I still want to bike to the heights, please make this one way with a bike lane
unsafe to cross
traffic speed, blind corner
left turn on Belmont, car traffic, speed.
weird intersection
DO NOT promote bike and foot traffic on 12th and 13th. Instead build a dedicated path between 12th & 13th. 12th & 13th are MAJOR arterials for vehicles and should be preserved as such
I do not support bikes lanes in this area. It is a state highway and critical for traffic flow. Bikes should obey current traffic laws and everything will be fine. I do not believe that there is any problem to fix.
Difficult to cross two lanes to pass from Pine St to Taylor St
going from Pine st across 12th to Taylor - Hard sometimes due to traffic in both lanes
Need bike land on 12th street.
Need bike lane on 13th
Bike "green" zone needed to easily cross 13th and 13th on A street
Crossing 12th and 13th is treacherous and sometimes one can not see over the cars parked on the street especially in front of 10 speed coffee. Again, we need a round about there and perhaps another farther north closer to the school path. Bike lanes would be awesome down Belmont to 12 th and 13th so one could ride in

residential area back by May St. School. How about a bike route to get downtown from the Heights. Just bought two electric bikes. Drivers are polite.
Traffic control for cars coming up 13th
Traffic control for crossing 13th
Designated bike street; need bike Xing
Trying to navigate traffic on bike
We desperately need a bike lane that starts at Elliot and continues to the hospital. Eliot to Belmont is the ONLY stretch of 4 lanes of traffic in the city of Hood River. It connects an entire neighborhood (Sieverkrop) to the rest of town. It's super dangerous. People go way too fast - they see it as a drag strip.
Hard to make a left turn here (impossible). Traffic circle would help solve that.
crossing traffic, same concerns as pedestrian
crossing
crossing
crossing
accessing Indian Creek Trail, crossing 12 & 13
This is a Bike Route on the side streets but crossing is still not safe.
better bike safety for kids traveling to school

Table 3: When driving in The Heights, what are issues or challenges that you experience that you would like improved?

traveling east-west on belmont and trying to see traffic coming along 12th is difficult/dangerous
Parking impedes ability to safely turn onto this road. Frequent in many places along 12 and 13
Put up barrier to eliminate zigzag cross from Pine St to Taylor
Difficult intersection on all sides. Needs a light or stop. Cars coming from 13th, across from 12th, making right on Belmont and pedestrians, bikers
Possible round-about spot?
Possible round-about location? This is a ridiculous intersection. I heard from Dan Burden (street/walkability expert) that it is one of the WORST he has seen in the world.
Another bad intersection...needs improvement.
Would love to see single-lane of driving to allow for protected bike lane and back in parking.
Would love to see single-lane of driving to allow for protected bike lane and back in parking.
hard to see people coming from the north
hard to cross from west to east
Difficult to cross traffic
This intersection should have been reconfigured during the hospital construction. Continuing north on 12th is confusing and dangerous for drivers and pedestrians!
Traffic comes in too fast into this section. Is there a way to slow them down, realizing there is congestion in this area.
Slow drivers down so they realize they are coming into a congested area.
Very difficult intersection to get across 13th. The visibility is poor due to cars speed coming into this intersection from the north.
how amazing it would be to close 12th to cars and have a pedestrian only district
let the two lanes of traffic here to flow in both directions
Vegetation makes it hard to see road
very busy intersection
Trying to turn onto 12th is so scary and difficult with the loss of vision because of parked cars and traffic
Trying to turn with oncoming traffic and no traffic light
Hard to go straight through to 12th street with difficult seeing oncoming cars
Poor visibility for cars trying to cross 13th
Bad pavement for cars and bikes
Tourists very frequently drive the wrong way down one way.
speeding cars, cars do not stop for pedestrians, cannot see oncoming traffic, no traffic control
Cannot see cars coming up the hill, speeding cars
Reduced sight lines make this a hazardous intersection
No turn on red light is problematic and non-residents constantly get pulled over for the traffic violation
The couplet is an eyesore. Would benefit of some visual enhancement to let people know they are entering 'the heights'
Street parking in 13th makes it very difficult and unsafe for all east-west traffic to pull out. Attention is on gaps in traffic through brief windows and attention is not on pedestrians nearby.
The visibility here is bad. You have to go way out to see the traffic and them most of the people are turning in front of you to go west on Belmont.
Going west bound on Belmont across 13th can feel like taking a leap of faith.
Dangerous crossing with low visibility
round about
Awkward for southbound traffic to turn east here
Hard to cross eastbound here
Awkward to joking southbound and westbound drivers here at the stoplight. Hoses up intersection and creates blocked road sometimes

weird intersection
people come up the hill and change lanes which makes a dangerous situation for people turning and crossing Taylor, coming out of the parking lots, etc. from 13th st.
parked cars make visibility of oncoming traffic horrible when turning on to 13th St.
horrible intersection. people drive to fast and at busy times it can be hard to get across 13th on belmont
parked cars make visibility very bad turning onto 12th st from pine st
people drive too fast coming from may st - something to slow traffic would be nice
people drive way too fast coming into this section of 12th st. traffic calming features would be great. Makes it hard to pull out from parking or side streets onto 12th and is also super dangerous for walkers and bikers
street parking makes visibility really bad turning onto 12th st from june st
Poor visibility. Parking too close to corner on west side fo 12th south of A street
Bad visibility for turning onto 12th. Parking too close to corner on west side of 12th
Parked cars, a tree with low branches and a poorly placed traffic sign all block the view of oncoming traffic when trying to cross 13th from east to west. One has to pull so far forward that it blocks the sidewalk crossing on 13th and cars turning left from 13th onto A have to be very careful to avoid the cars on stopped on A trying to see oncoming traffic.
Poor visibility of oncoming traffic while trying to cross 12th from east to west. Cars often parked in yellow in front of auto shop. Traffic on 12th going too fast
Drive up banking traffic often backs up onto Wilson causing congestion and confusion and danger.
cars pulling out of gas station and changing lanes make this location dangerous
cars often parked in yellow zone. Large trucks often obstructing view.
traffic going south on 13th should not be able to turn left onto May street.
bad visibility for crossing 13th. Parking too close to corner. Traffic going too fast.
on street parking and delivery trucks crowd the street here. Probably better as a one way
on street parking and delivery trucks crowd the street here. Bank drive up often extends onto road. Probably better as a one way
lane changes to turn left onto Taylor from 12th make this spot congested
Traffic going too fast to safely cross 13th on Belmont
Poor visibility for drivers trying to cross or turn onto 13th.
Drivers are so focused on looking south for oncoming traffic that they are unaware of pedestrians trying to use the crosswalk on the north side of the intersection of 12th and A
A lot of lane changing on the curve here gets dangerous.
On street parking and delivery trucks crowd the street here. Probably better as a one way
Impossible to see oncoming traffic to turn safely on to 13th from any of these cross streets due to parked cars blocking the view
People often stop in the left hand turn lane which is meant for pacific ave in order to turn into the gas station, which blocks traffic flow. Same issue with cars turning immediately into Walgreens off pacific, which blocks other cars in the 12th/pacific intersection, creating much congestion
With parking on both sides plus two lanes of traffic, lanes are narrow and there is high risk of hitting parked cars and getting your door dinged when you open it. Consider reducing to one lane to leave room for parking and bike lanes
When heading west on Belmont, crossing 13th, very difficult to see oncoming traffic with curve and parked cars on east side of 13th. Also hard to cross two lanes of oncoming traffic
Poor sight lines. Traffic moves too fast.
Poor sight lines. Traffic moves too fast. Heavily used corner.
Extremely poor sight lines
Traffic moves too fast. Heavily used intersection.
Poor sight lines
It is hard to see pedestrians. It is very easy to go too fast.
It is hard to see pedestrians. It is very easy to go too fast.
It is hard to see pedestrians. It is very easy to go too fast.

It is hard to see pedestrians. It is very easy to go too fast.
It is hard to see pedestrians. It is very easy to go too fast.
It is difficult to cross east to west at this intersection because it is often difficult to see on-coming traffic.
Belmont and 12th and 13th should be a Dutch style roundabout that would increase flow and safety
Dutch roundabout to increase flow, safety and emergency evacuation
No visibility to cross 13th street
visibility at crosswalks
with the one-way streets you accelerate up the hill and are suddenly going 35 mph through the district. Street design encourages drivers to go fast
the wiggle - drivers from Pine street want to get onto 13th southbound and they do this getting onto 12th, cutting across both travel lanes and taking a left on Taylor
wide streets and one way traffic, everyone drives fast. Makes the Heights a place you drive through rather than a destination
pretty crazy intersection
Most intersections pose chance of being rear-ended when you stop for a pedestrian and the fast moving traffic behind you doesn't
very hard to cross 13th on Belmont because 13th st traffic is constant and fast moving
Too easy to go fast. Poor visibility.
The large number of intersections makes it hard to change lanes safely.
It's hard to see pedestrians trying to cross. A crosswalk with a flashing light would be helpful.
Cars are parked way too close to all intersections and you have no visibility of people in crosswalks until you are right on them. Also this intersection is one where people get so frustrated waiting for an opening at busy times that they just fly across.
Slow traffic to 20 mph
Slow traffic to 20 mph
Better timing of lights
Enforce parking restrictions and closed street crossing
busy times of day traffic backs up to the intersection.
Traffic backup
Traffic
Ability to turn on red light.
cant see when crossing
cant see when crossing
confusing intersection easy to accidently turn left down the one way. not sure weather to pull up to the traffic light or the stop sign. fast moving traffic
hard to know if cars are turning east onto may. you think its safe to go left into the left lane... but then it isnt.
This is a confusing mess. Maybe just a 4-way stop here?
Make 13th a two-way through-traffic route. Roundabout to provide access
Provide bump-outs at intersections so easier to see pedestrians.
Treatments to slow the traffic in this pedestrian/bike zone. We do NOT need to improve traffic flow. It flows through there too fast.
Speed and cross traffic impair visibility of ped. at all intersections on 12th and 13th
Parked cars by crosswalks impede visibility of pedestrians.
Same as B St.
Drivers don't slow down soon enough when entering the heights.
This is a bad combination of left/right turns. Cars often make the left-hand turn into oncoming traffic.
In combination with north-bound traffic from 12th St turning right, this is a dangerous intersection for south-bound car at the stop sign. The left-turning cars often turn into oncoming southbound traffic (lazy left turns). I think this could be remedied with a traffic circle.

The change for pedestrians crossing has helped this corner greatly. However, southbound drivers often change lanes (into the left lane, just past May St) while a left turning vehicle facing west on May St is turning left. There can be a back up of vehicles on westbound May St, waiting to turn left.
Pedestrian visibility
Pedestrian visibility
Pedestrian visibility
Pedestrian visibility
Impossible to drive through this intersection heading west. Difficult to cross going east.
Pedestrian visibility
Pedestrian visibility
Pedestrian visibility
Traffic light
Visability
Visability
Really, I could put a pin down on each intersection. Site access turning off any of these intersections is difficult because car can parallel park right up to the intersections edge and they are often big and hard to see around.
Dangerous
Visibility
As long as 12th and 13th are the only north/south transit from upper and lower Hood River, any attempt to reduce volume or speed of vehicular traffic will generate different user conflict.
Hard to cross intersection E-W because N-S cars rarely provide adequate gap. Therefore too many unsafe chances taken to shoot the gap
Hard to see to the right when coming from the West to see when it's safe to enter traffic. Few gaps in traffic so have to chance it a bit. Usually turning left here (North)
When going from West - East here, often have to punch it across intersection to make it between never-ending flow of cars up the hill from the North. Feels unsafe every time I do it, which I feel is necessary if I ever want to get across.
Visibility for cross traffic to see oncoming traffic
Visibility for cross traffic to see oncoming traffic
Visibility for cross traffic to see oncoming traffic
Needs to be better marked so drivers do not turn wrong way into on-coming one-way traffic
All of these east west intersections have parking spots to close seeing oncoming traffic is almost impossible
People drive to fast
People drive to fast
turning left can be tricky due to bushes the block your view of on coming traffic on the right
Trees and cars on the right block view to safely turn left
too much going on at this intersection
too much going on
this whole block should be a roundabout
unsafe to cross. It's taken me 10 minutes to cross after dropoff at daycare
really dangerous for cars trying to get E to W and turn left to go back up 12th
would be better for cars if there was only parking on one side of the street and a clearly separated bike line. With cars parking on both sides and pulling out I've almost gotten into accidents twice
poor visability
people need to slow down here
heading south from Pine Str. Right turn on 12, left turn on Taylor and right left turn on 13. AND then you are finally heading to Rosauers. All three turns across traffic, or into fast moving traffic.
Cross 13 on Belmont, bad line of sight, two lane fast traffic. Only way to head West from Rosauers. This place needs a "round about" Good luck City, with the State Hwy. Dept.
Need a roundabout at Belmont/12th/13th
Roundabout here

people driving up the hill much faster than 25 and changing lanes at intersections / visibility for oncoming and cross traffic is terrible at all the intersections where onstreet parking blocks visibility
Somewhat of a blind corner westbound
somewhat of a blind stop eastbound
Confusing intersection
Confusing intersection
It's hard to guess which cross street to use to access the businesses on the opposite directional street.
Dangerous intersection. Close Belmont between 12th & 13th
Do NOT reduce traffic flow or impede volume efficiency in any way
Do NOT reduce traffic flow or impede volume efficiency in any way
People trying to go "straight" from Pine Street, across 12th to get to 13th.
Difficult to see to turn left onto 12th street
I do not think this thoroughfare should be altered in a way that restricts traffic flow. It is a state highway and critical to productive traffic flow. Same with 12th street. you can make it look prettier if you want, but don't impede traffic flow. Bikes do just fine on this road. Leave it alone. I don't like in the heights now, but I did for 10 years and never had a problem. But this road is critical to locals for traffic flow.
This street needs to remain uncongested by bikes lanes, etc. and kept at two lanes for critical traffic flow. It is a state highway.
Hard to merge with traffic
Crossing 13th on Belmont is difficult
Traffic is going too fast on both 13th, and 12th. Especially on 13th. Reduce lanes and posted speed
Signal at 13 and Belmont
People turning north off of pine and going directly west on Taylor.
Crosswalk light to alert vehicles coming up 13th
Vehicles entering 13th from side streets often have obstructed views of roadway by oversized vehicles parked at intersections.
during busy summer months it is very difficult to drive E-W or W-E across traffic. For instance it is very difficult to leave the doctors office at 13th and montello to drive north or east.
of all the crazy intersections in HR this might be the most bizarre. It is unintuitive and dangerous for drivers, walkers and bikes.
last summer I witnessed 6 wrong way drivers on 12th st. I don't live or work on this street but I drive it frequently.
Poor visibility at this busy intersection with fast moving n-s traffic
when trying to turn N onto 12th visibility is poor
when trying to turn N onto 12 visibility is poor
poor visibility when trying to turn N onto 12th
poor visibility when trying to turn N onto 12th
Traffic control crossing 13th on Belmont
Traffic control for crossing & turning from May
cross 12th
cross 12th
cross 12th
cross 12th and get to taylor
cross 12th
cross 12th
round about would help slow traffic
People backing out of the professional building on the corner of 13th and Taylor stop traffic on Taylor and 13th while they back out.
Westbound cars on Pine Street turning onto 12th and then left onto Taylor Street make it hard to turn left from Taylor onto 12th. Cars cutting the corner from 12th St. turning onto Taylor. Cars on Taylor having to pull forward to see past the parked cars on 12th.
Vehicles turning left on Taylor from 13th St. from the right hand Lane. Thinking it's two way traffic?

visibility, safety
visibility, safety
visibility, safety
visibility, safety
speeding
speed, visibility for pedestrians
Blind corner turning south from east.
Not a blind corner, but I tend to avoid this intersection completely, as heading west on Belmont, I sometimes wonder if I will make it before someone driving from the north (on 13th) will appear at the last minute. One-way was <u>not</u> a good change on 13th, or 12th.
Dangerous to head across 13th from the east on Taylor. Sloped road and cars coming from May to 13th as well as those headed south on 13th have just negotiated a tricky intersection and aren't prepared for folks going across 13th on Taylor. Bad, especially for Heights residents wanting to go the Jackson Park. Walking would be Horrible!
Difficult to go from Pine street West bound to 13th street in order to drive south

HOOD RIVER URBAN RENEWAL AGENCY AGENDA ITEM COVER SHEET

Meeting Date: June 14, 2021

To: Urban Renewal Agency Board, Chair McBride

From: Will Norris, Finance Dir. / Asst. City Manager

Subject: Adoption of FY2021-22 Budget (Res. 2020-URA-02)

Background:

The FY2021-22 Proposed Budget was approved by the Budget Committee on May 12, 2020. A public hearing on the Approved Budget is required by Oregon Budget Law. This is the time for citizens to provide written and oral comment on the FY2021-22 Approved Budget.

Discussion:

The Urban Renewal Agency Budget Committee deliberated on the Proposed Budget and approved budget as presented. Significant projects and initiatives funded in the Approved Budget include:

- Addition of a Special Projects & Engagement Coord. shared with the City
- Evaluation of Structured Parking on the Columbia Lot
- Downtown Wayfinding Signage
- New Parking Payment Kiosks
- Contribution toward 2nd & Oak Signalization
- Contribution toward Waterfront Stormwater Line Replacement
- Continued Heights Urban Design Planning

Fiscal Impact

See attached Appropriation Resolution

Staff Recommendation:

Hold a public hearing, deliberate, and adopt Resolution 2020-URA-02, adopting the budget for FY2021-22.

Suggested Motion

After closing the public hearing, "I move to adopt Resolution 2020-URA-02, adopting the budget for FY2021-22"

Attachments

Resolution 2020-URA-02: Making Appropriations and levying tax increment for FY2021-22

RESOLUTION 2020-URA-02
ADOPTING THE FY2021-22 BUDGET

BE IT RESOLVED that the Board of Directors of the Hood River Urban Renewal Agency hereby adopt the budget for the fiscal year 2021-22 in the total amount of \$7,946,685

MAKING APPROPRIATIONS

BE IT RESOLVED that the amounts shown below are hereby appropriated for the fiscal year beginning July 1, 2021, for the following purposes:

GENERAL FUND

Operations	65,083
Debt Service	0
Transfers	0
Contingency	4,500
TOTAL - GENERAL FUND	69,583

COLUMBIA CASCADE DISTRICT

Operations	4,583,000
Debt Service	0
Transfers	16,500
Contingency	202,268
TOTAL - COLUMBIA CASCADE DISTRICT	4,801,768

WATERFRONT DISTRICT

Operations	1,251,000
Debt Service	995,935
Transfers	16,500
Contingency	15,000
TOTAL - WATERFRONT DISTRICT	2,278,435

HEIGHTS DISTRICT

Operations	197,921
Debt Service	0
Transfers	16,500
Contingency	125,000
TOTAL - HEIGHTS DISTRICT	339,421

SUMMARY

TOTAL APPROPRIATIONS, All Fund	7,489,207
TOTAL UNAPPROPRIATED AMOUNTS, All Funds	457,478
TOTAL ADOPTED BUDGET	7,946,685

The above resolution statements were approved and declared adopted on this 14th day of June, 2021

Kate McBride, Chair

ATTEST:

Jennifer Gray, City Recorder