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February 23, 2021

Kevin Liburdy, Senior Planner  
City of Hood River Planning Department  
211 2nd Street  
Hood River, OR 97031

RE: Proposed Transportation System Plan Amendment

Dear Mr. Liburdy,

I would like to offer the following comments on the proposed amendment to the Transportation System Plan (TSP). I have lived in Hood River since 2018 and my primary modes of transportation are walking and bicycling, although I also use a car and sometimes take public transportation. Thank you for this opportunity to comment; managing transportation effectively is essential to the quality of life in Hood River.

I support the following Planning Commission's recommendations dated August 19, 2019:

- bike and pedestrian facilities should be added to the "financially constrained" list in the TSP and/or Park Master Plan
- a trail along Henderson Creek, especially between May Street and Belmont Drive
- a Ridgeline Trail that would extend a trail east from Frankton via an off-street connection
- coordination of bike and pedestrian improvements between the TSP and Park and Open Space Framework (would this address wildlife corridors where trails and paths cross streets?)
- although chicanes and chokers can be effective for slowing down traffic, in my experience they can be dangerous for bicyclists who get forced out into the path of vehicles

I have the following comments based on Figure 2, Pedestrian System Plan:

- for me, improving safety for pedestrians crossing 13<sup>th</sup> Street to get from Sherman Avenue to Street is a top priority (crossings CR15 and CR6)
- lack of safe pedestrian access on Rand Road between Eugene Street and Cascade Avenue is also a safety hazard for me. Until a sidewalk gets built, it would help to have the blackberry bushes cut back along the shoulder
- similarly, lack of a sidewalk on 20<sup>th</sup> Street between Sherman Avenue and Cascade Avenue is also dangerous for me as a pedestrian
- to walk to the western portion of the Indian Creek Trail, I often walk along the shoulder of Indian Creek Road between Belmont Drive and Arrowhead Lane, which is dangerous and not specifically addressed in the TSP Amendment
- walking along the south side of east East State Street (across from Big Winds) between Front Street and East 2<sup>nd</sup> Street is dangerous, and keeping the right of way clear would help until a sidewalk can be built

I have the following comments based on Figure 4, Bicycle System Plan, which will hopefully help prioritize improvements:

- crossing 13<sup>th</sup> Street at Sherman Avenue and State Street is dangerous on a bike, and especially in the summer it can take a LONG TIME to wait for a safe break in traffic
- on May Street the intersections at 13<sup>th</sup> Street and 12<sup>th</sup> Street are confusing to motorists and, therefore, dangerous for bicyclists
- the bike lanes on 12<sup>th</sup> Street between Pacific Avenue and Belmont Avenue are too narrow and have stormdrain grates that are treacherous for bicyclists
- bike paths through town should be designed to make it easy to get to the planned bike paths along I-84 and the replacement Hood River Bridge
- curb extensions are needed on 12<sup>th</sup> Street and 13<sup>th</sup> Street where Wilson Street becomes A Street

Use of electric bicycles (e-bikes) is changing who can ride and how bikes are used. The TCP Amendment should be used an opportunity to evaluate how bike parking standards may need to be updated so that kids and cargo can be safely transported. **Traditional bike racks are not big enough to accommodate cargo bikes and bike trailers.**

In general, maintenance of sidewalks for pedestrians and bike lanes should receive more attention so people have safe alternatives to motor vehicles. Leaf, debris and snow removal on paved paths, and placement of gravel or wood chips on soft surface paths and similar maintenance requirements should be addressed as part of the TSP Amendment.

Best maintenance practices and coordination with ODOT should occur so that sidewalks and bike paths are not used for snow storage, and access to intersections and walk signal buttons are not blocked. Priority sidewalks and bike paths should be identified and cleared, similar to the way streets are plowed and sanded for cars. At a minimum, it would help to keep the following sidewalks cleared of snow:

- 2<sup>nd</sup> Street bridge across I-84 and the railroad tracks
- 12<sup>th</sup> Street between Pacific Avenue and Belmont Avenue (at least on the east side of the street)
- 20<sup>th</sup> Street between Sherman Avenue and Wasco Street (or at least to Cascade Avenue)
- Cascade Avenue between Rand Road and 20<sup>th</sup> Street
- sidewalk on the north side of Sherman Avenue just west of 13<sup>th</sup> Street (at Adams Creek)

Safe, all-weather (covered), well-lighted parking areas for bikes downtown, in the Heights, at the major shopping centers, and near the waterfront park would really be helpful. Successfully managing visitors so they can take public transit to Hood River, or drive and leave their vehicles and then walk, bicycle or take public transit around town would really help to preserve and improve the quality of life here.

Thank you for considering my comments.

Sincerely,  
Mary King

## Kevin Liburdy

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**From:** Tina Castanares <tdcastanares@gmail.com>  
**Sent:** Thursday, February 18, 2021 2:47 PM  
**To:** Planning  
**Subject:** The survey

Hi,

I just took the transportation survey -- thank you for offering the opportunity -- but I wanted to call your attention to the problem with the question about race/ethnicity. Asking someone of mixed race/ethnicity like me to choose just one is difficult. I am LatinX on one side, white on the other, and I don't like to have to choose. When a survey allows me to choose mixed, I usually do, but in our community I would like to also be sure I am counted as Latinx ethnicity because of our demographics here.

Most surveys today allow you to choose as many as apply. Just thought I'd mention that. There are really a lot of people like me, and will be more and more in the future.

I left it blank. It is not true that I declined to state, but I was not offered adequate options.

Thanks!

***Tina***

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*sent from my smith-corona typewriter*