

## 1.0 Public Outreach Summary

### 1.1. Introduction

From May 2019 through August 2019, the Downtown Parking Study Project Team led an outreach campaign to engage the community and downtown stakeholders to help understand, frame, and prioritize the key challenges and potential improvements for the parking experience in Downtown Hood River.

This summary provides an overview of the variety of opportunities for stakeholder engagement and education that were offered throughout the summer, highlights consistent themes – observed by the consultant team and self-reported by the community – and concludes with strategies for incorporating identified stakeholder priorities into the development of strategies.

The document is organized as follows:

- In-Person Community Outreach Event Summaries
  - Farmer’s Market
  - Open House #1
- Emails and Social Media Comments
- Online Survey Results
- Summary of Stakeholder Priorities and Key Themes

### 1.2. In-Person Community Outreach Events

Two in-person events (all open to the community and publicized widely via traditional and social media) provided a foundation for the Parking Plan’s community outreach strategy. The following section summarizes each in-person event along with key themes.

#### 1.2.1. Farmer’s Market

##### *Overview*

- **Date:** Saturday, June 29, 2019
- **Location:** Hood River Farmer’s Market, 5<sup>th</sup> & Columbia Street
- **Format:** Hosted table with sign-in sheets, survey forms, and handouts.
- **Attendees:** Approximately 40

##### *Key Themes*

- **Emerging Modes:** Lots of people in Hood River are beginning to ride e-Bikes; Hood River should consider adding bike charging stations?
- **Transit Service:** The summer “Pink Trolley” service should run later into the evening (ends at 7pm) and have more frequent service.



- **Payment Options:** Pay-by-phone options would make it much more convenient to pay for parking in Downtown for frequent visitors (but pay stations will continue to be needed for tourists and occasional visitors).
- **Pedestrian Safety:** Many intersections feel unsafe to cross as a pedestrian (similar issues in the Heights neighborhood).
- **Traffic Safety:** Driving downtown is dangerous due to poor visibility at intersections and limited intersection control (insufficient number of signals or flashing stop signs).

### 1.2.2. Open House

#### Overview

- **Date:** Tuesday, July 9, 2019
- **Location:** Hood River Hotel, 102 Oak St
- **Format:** Three (3) informational boards, Presentation + Q & A.
- **Attendees:** Approximately 40 (including 22 individuals from sign-in sheet)



#### Key Themes

- **Parking Demand by Land Use:** Need to consider that some land uses, such as restaurants, generate more parked vehicles than less intense uses in a mixed-use environment and this should be taken into account when forecasting parking demand.
- **Employee Parking Demand:** Many employees park on the edges of Downtown in unrestricted areas and walk in, and the Study Area boundaries miss some of these parked vehicles.
- **Limited Employee Parking Permit Options:** There is very limited permit availability for the public lots, and some business owners wait for years for a permit for employees; Making use of private lots (shared parking) would be a good option to increase permit options for employees and open up on-street parking; Should also consider remote parking options.
- **Permit Overselling:** The Columbia Lot is very congested, and some employees choose not to leave at lunch for fear of not having parking when they return.
- **Increasing Parking Supply:** Exploring options for additional parking capacity in Downtown was a recommended strategy 10+ years ago, and the City needs to make progress.
- **Reductions in Parking Supply:** Elimination of surface lots and possible removal of on-street parking are long-term considerations that need to be taken into account as appropriate.
- **Cost-Effectiveness:** Prior to constructing new parking, the City needs to look at the cost-effectiveness of the investment; adding structured parking at \$40,000+ per stall is a poor investment at currently monthly parking rates.
- **Financial Transparency:** It is important to share how parking revenue is being spent and saved; clarify how Hood River is different/similar to other cities.
- **Existing Multimodal Trips:** It should be noted that the existing conditions analysis does not quantify trips by alternative modes (trolley, ped, bike) or park-and-ride trips.
- **Emerging Trends/Modes:** Uber/Lyft do not currently operate and they are likely to have no effect on parking demand in the near term.

- **Increasing Trips by Alternative Modes:** Bicycle infrastructure (including corrals, covered bike parking, and protected bikeways) should be explored as a means to encourage trips to Downtown by alternative modes.
- **Shuttle Service:** The Performing Arts Center will be looking into shuttle service in the future to expand parking options.
- **On-Street Pricing:** The City should look at on-street pricing to determine how much to increase the hourly rate without reducing parking demand.
- **Free Short-Term Parking Options:** Hood River should consider free parking for very short-term trips (such as 15 or 20-minute zones).
- **Serving Hood River Residents:** While the total number of trips into Downtown has increased, the share of trips by residents has decreased; Hood River should explore options to make Downtown more welcoming and inviting to residents who are critical customers for some Downtown businesses (Option: annual permits for residents to allow up to 2 hours free in Downtown).
- **Service Large and Recreational Vehicles:** Parking Downtown is nearly impossible for large vehicles; there is some amount of demand for parking that is not currently met due to parking constraints.

### 1.3. Emails and Social Media Comments

As part of the outreach campaign, community members were encouraged to submit comments and recommendations through the Facebook page or to [planning@cityofhoodriver.com](mailto:planning@cityofhoodriver.com). **Appendix B** includes the full text of all comments submitted through these channels, with key themes summarized below:

- **Bicycle Parking Improvements:** Invest in additional bike racks (potentially at intersections where parking is restricted) and consider installing bike racks that can accommodate larger e-bikes.
- **Transit and Shuttle Service:** Expand the operating hours of existing transit serve to better serve commuters and promote park-and-rides that are served by frequent shuttle service as a reliable option for employee parking.
- **Expand Short-Term Parking Options:** Consider free parking options for very short-term trips (such as 10 or 15-minute zones); However, clearly state enforcement hours (such as 8a-6p M-Sat).
- **Promote the Parking Forgiveness Program:** Not all Downtown merchants are familiar with the program to forgive parking tickets for downtown visitors and additional outreach is needed.
- **Improve Parking Payment Options:** Paying for parking sessions as well as Downtown permits should be greatly streamlined and improved, particularly for those who travel Downtown frequently (or daily).
- **Parking Revenue Transparency:** Promote where parking dollars have been invested in Downtown to demonstrate to the public how parking revenue is being used.

## 1.4. Online Survey Results

### 1.4.1. Overview

A 44-question online survey was available from June 13<sup>th</sup> through July 15<sup>th</sup>, 2019 to gather feedback and priorities the campus community. 584 individuals completed the survey.

In order to gather more specific information from Downtown business owners, employees, and residents, some questions were only asked of specific groups:

- All Respondents: 13 Questions
    - Business Owners/Operators: +19 Questions
    - Downtown Employees: +5 Questions
    - Downtown Residents: +7 Questions
- 44 Questions

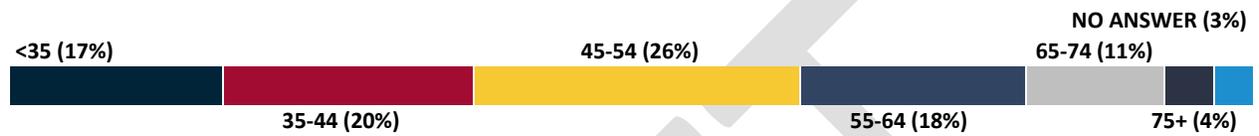
The following sections summarize the results of the survey by category of respondent.

1.4.2. All Respondents

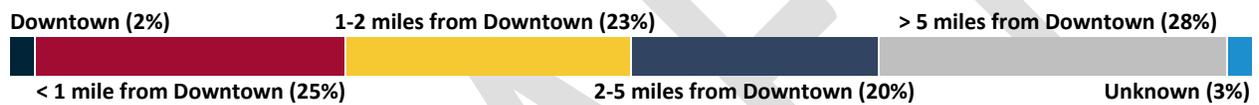
*Gender Identity*



*Age*



*Home Location*

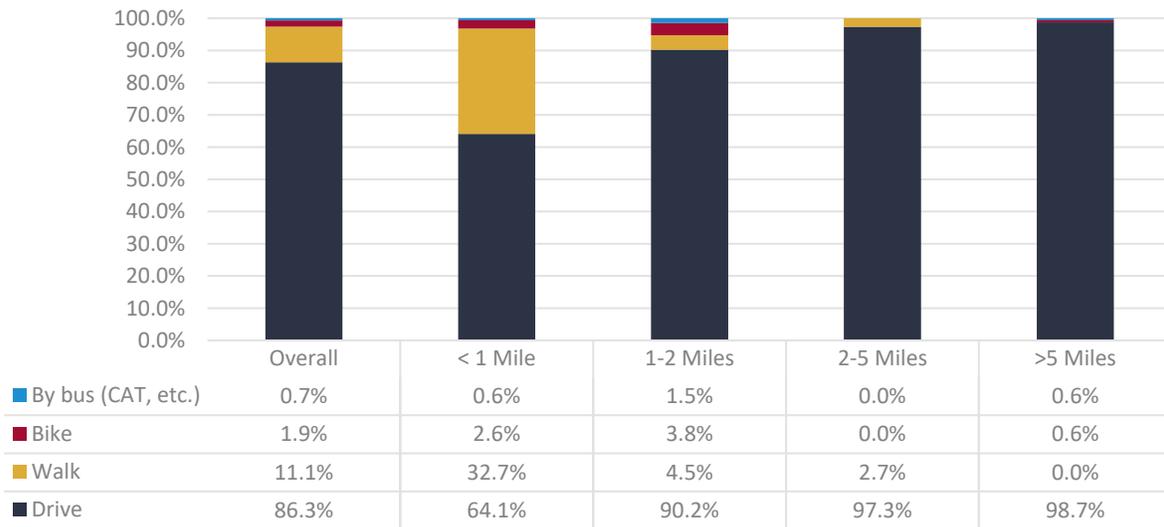


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*Typical Mode of Travel*

- **Total Responses:** 577 responses
  - Live within 1 mile of Downtown<sup>1</sup>: 156 responses
  - Live between 1 and 2 miles from Downtown: 133 responses
  - Live between 2 and 5 miles from Downtown: 113 responses
  - Live more than 5 miles from Downtown: 157 responses
  - Unknown: 18 responses<sup>2</sup>

How do you **typically travel** to shops/restaurants/activities in Downtown Hood River during the summer?



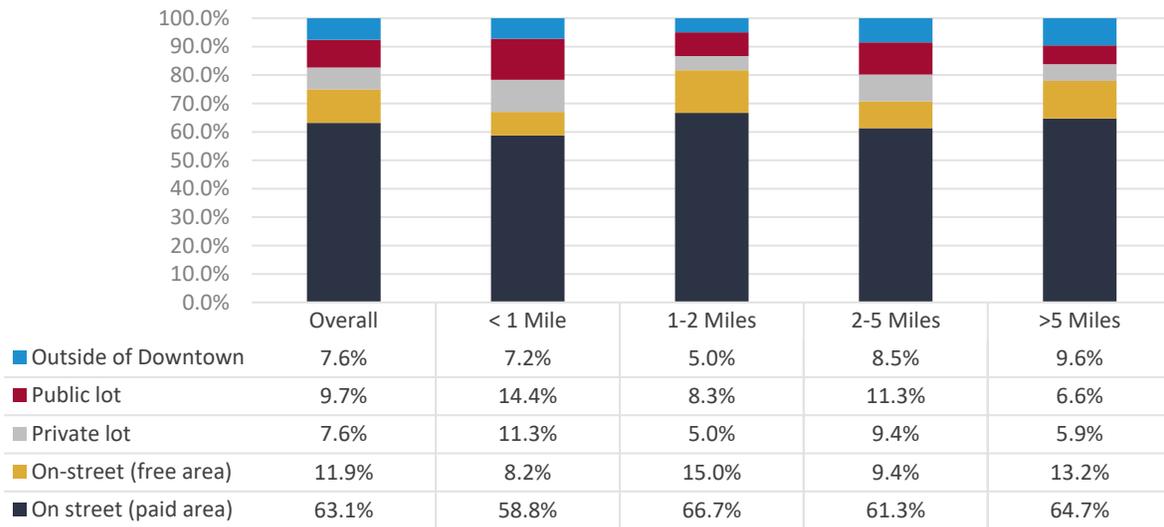
<sup>1</sup> Due to the limited number of Downtown Resident responses, this category includes both Downtown Residents and those who live within 1 Mile of Downtown.

<sup>2</sup> "Overall" category shown in the chart includes 18 responses collected at the Farmer's Market with unknown home location.

Typical Parking Location

- **Total Responses:** 472 responses
  - Live within 1 mile of Downtown<sup>3</sup>: 97 responses
  - Live between 1 and 2 miles from Downtown: 120 responses
  - Live between 2 and 5 miles from Downtown: 106 responses
  - Live more than 5 miles from Downtown: 136 response
  - Unknown: 13 responses<sup>4</sup>

When you drive to shops/restaurants/activities in Downtown Hood River, where do you typically park?



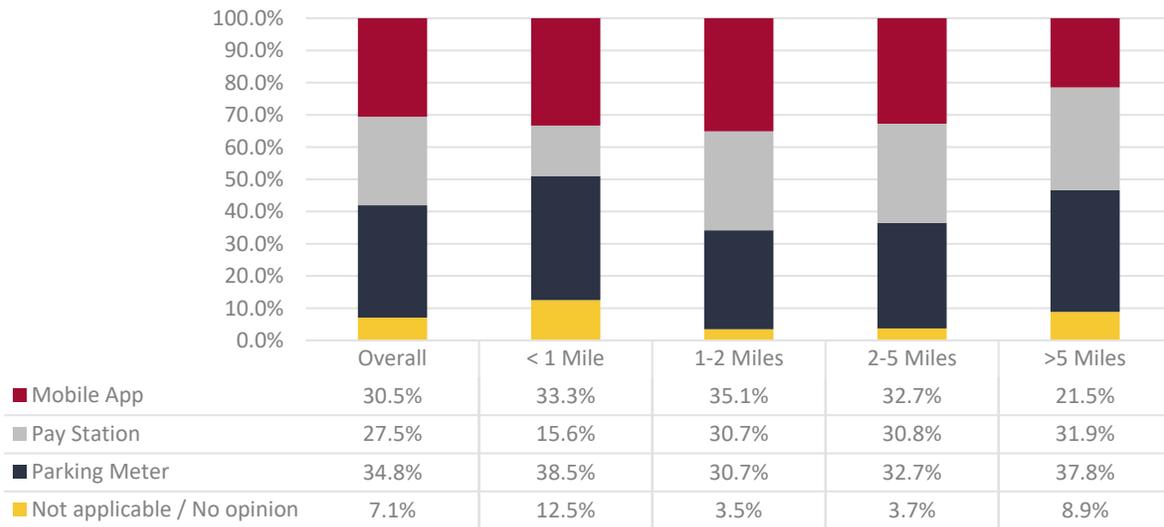
<sup>3</sup> Due to the limited number of Downtown Resident responses, this category includes both Downtown Residents and those who live within 1 Mile of Downtown.

<sup>4</sup> "Overall" category includes 13 responses collected at the Farmer's Market with unknown home location.

Preferred Payment Method

- **Total Responses:** 464 responses
  - Live within 1 mile of Downtown<sup>5</sup>: 95 responses
  - Live between 1 and 2 miles from Downtown: 116 responses
  - Live between 2 and 5 miles from Downtown: 105 responses
  - Live more than 5 miles from Downtown: 135 response
  - Unknown: 13 responses<sup>6</sup>

When you drive and **pay for parking**, how would you prefer to pay?



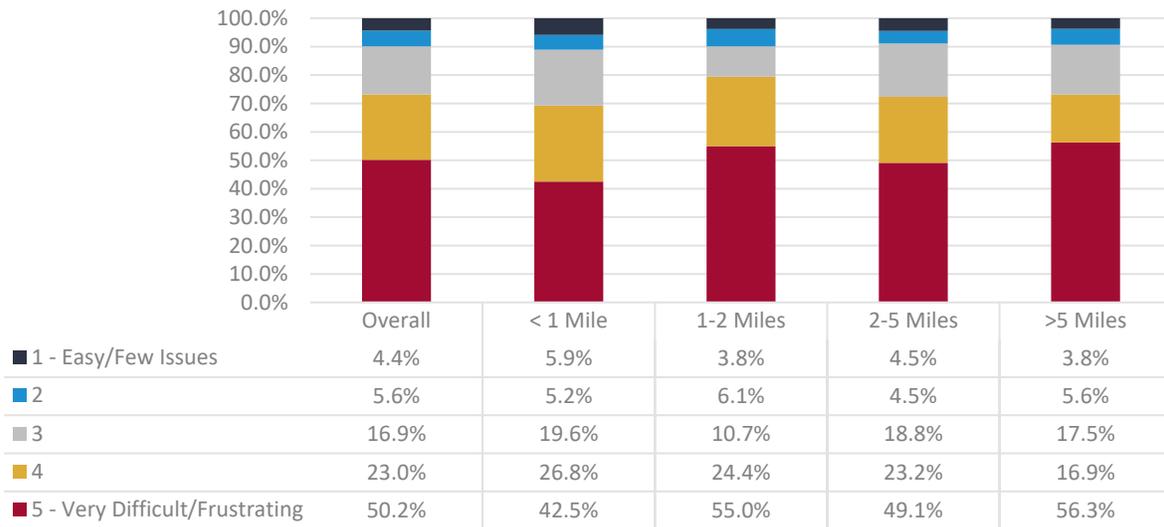
<sup>5</sup> Due to the limited number of Downtown Resident responses, this category includes both Downtown Residents and those who live within 1 Mile of Downtown.

<sup>6</sup> "Overall" category includes 13 responses collected at the Farmer's Market with unknown home location.

Parking Difficulty

- **Total Responses:** 574 responses<sup>7</sup>
  - Live within 1 mile of Downtown<sup>8</sup>: 153 responses
  - Live between 1 and 2 miles from Downtown: 131 responses
  - Live between 2 and 5 miles from Downtown: 112 responses
  - Live more than 5 miles from Downtown: 160 response
  - Unknown: 18 responses<sup>9</sup>

Typically, on a scale of 1 to 5, how difficult is it to find parking in Downtown Hood River during the summer?



<sup>7</sup> 10 respondents selected "Not Applicable; I don't park in Downtown Hood River"

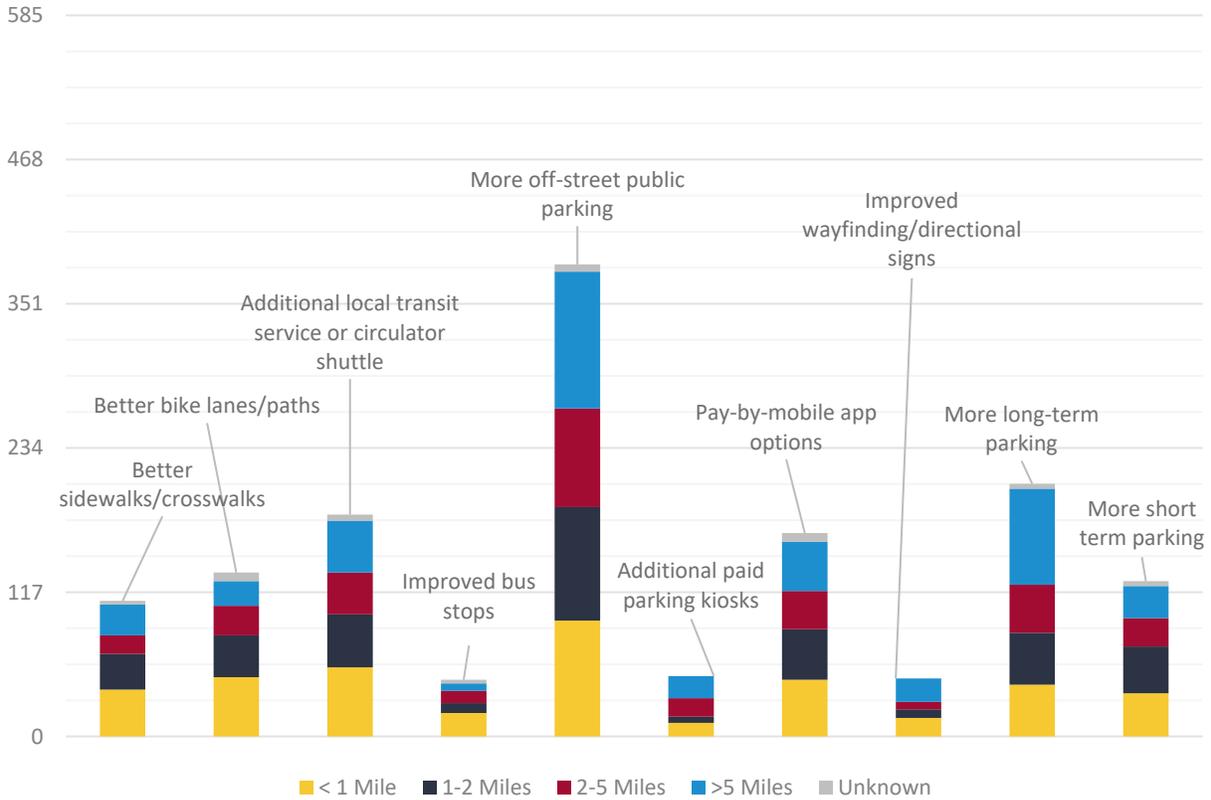
<sup>8</sup> Due to the limited number of Downtown Resident responses, this category includes both Downtown Residents and those who live within 1 Mile of Downtown.

<sup>9</sup> "Overall" category includes 18 responses collected at the Farmer's Market with unknown home location.

Preferred Transportation Improvements

- **Total Responses:** 584 responses
  - Potential votes cast (3 per response): 1,752 votes
  - Actual votes cast (including write-in responses): 1,489 votes

If you could make 3 transportation investments in Downtown Hood River, what would you add/improve?



Note: The light grey gridlines represent 5% of total respondents, and the dark gray gridlines represent 20% of total respondents.

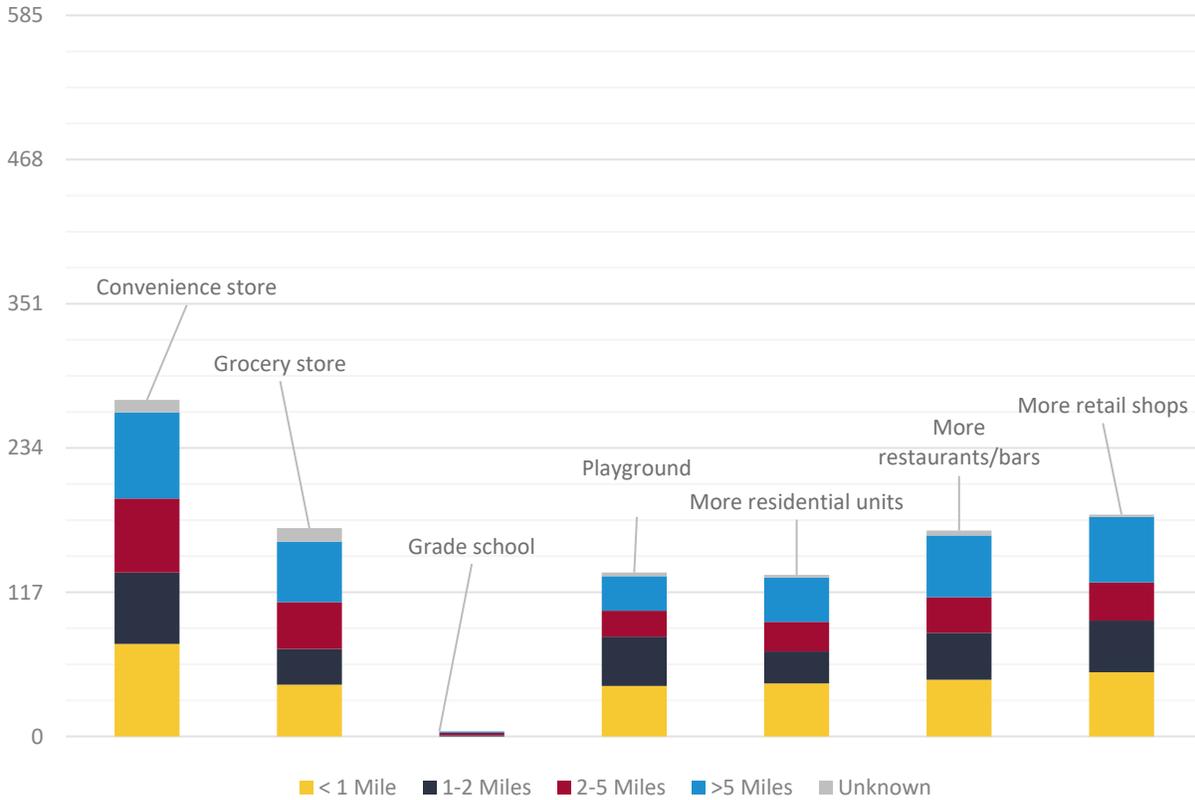
- **Write-In Responses<sup>10</sup>:** 45 responses (8%)
  - Additional Parking Options: 26 responses (4%)
    - Example answers: “a free parking option for locals”; “improved employee parking options”; “Need much more free parking for people who work/employed or low-cost garage”
  - Improved Traffic Flow 12 responses (2%)
    - Example answers: “Improve the flow of pedestrians and traffic. Consider converting Oak and Cascade into one-way streets”; “Traffic light at 2<sup>nd</sup> and Oak”; “Better traffic management and more visible and better marked crosswalks”
  - Additional Mobility Options 4 responses (1%)
    - Example answers: “Secure bike parking”; “Shuttle bus that is timely and has readily available maps w stop times”; “Uber or Lyft”
  - Streetscape Improvements 1 response (<1%)
    - “Sweep gravel & pull weeds on sidewalk”
  - Other/General Comments 2 responses (<1%)
    - Example answers: “It’s fine the way it is. This is a “walking” downtown, which is good for one’s health and for commerce”; “I just stay away from downtown in the summer.”

<sup>10</sup> See Appendix for full text of all comments

Other Preferred Downtown Amenities

- **Total Responses:** 584 responses
  - Potential votes cast (3 per response): 1,752 votes
  - Actual votes cast (including write-in responses): 1,126 votes

If you could add/improve 3 amenities in Downtown Hood River, what would you add/improve?



Note: The light grey gridlines represent 5% of total respondents, and the dark grey gridlines represent 20% of total respondents.

- **Write-In Responses<sup>11</sup>:** 69 responses (12%)
  - Additional Parking Options: 12 responses (2%)
    - Example answers: “Parking”; “Central parking garage”; “Free parking”
  - Parks, Open Space, and Pedestrian-Only Areas 13 responses (2%)
    - Example answers: “Close the 3 main blocks on Oak to cars”; “Open space / walking, no car space”; “green space”
  - Traffic Improvements 7 responses (1%)
    - Example answers: “traffic light”; “pedestrian lights”, “stop lights”
  - Dog Park/Pet Amenities 4 responses (1%)
    - Example answers: “Pet groomer/doggy daycare and dry cleaning drop off”; “Dog park”; “Doggie poo bag stations, trash bags”
  - Specific Stores and Restaurants 4 responses (1%)
    - Example answers: “Drugstore”; “Bakery”; “Indian food....it’s the only thing we don’t have”
  - Amenities for Children and Young Adults 4 responses (1%)
    - Example answers: “More options for those under 21 to shop/explore”; “Kid stores”; “Children’s areas”
  - Transit/Trolley Service 3 responses (<1%)
    - Example answers: “none of these. Four marked local bus stops to transport people in and out of downtown”; “Transit”
  - Public Restrooms 2 responses (<1%)
    - Example answers: “More public restrooms”; “another public restroom”
  - Bicycle Improvements 2 responses (<1%)
    - Example answers: “Bike lanes, bike parking, traffic circle at country club and cascade,”
  - Affordable Housing 1 response (<1%)
    - “Affordable housing”
  - Less Residential 1 response (<1%)
    - “fewer residential”
  - No Preference / No Changes 16 responses (3%)
    - Example answers: “None of the above”; “The mix downtown is fine”; “I think the downtown amenities are great.”

<sup>11</sup> See Appendix for full text of all comments

*Additional Comments*

• <b>Write-In Responses<sup>12</sup>:</b>	260 responses (44%)
○ Traffic Improvements	52 responses (9%)
○ Additional Parking / Parking Garage	42 responses (7%)
○ Pedestrian & Bicycle Improvements	40 responses (7%)
○ Lower Parking Costs / Free Parking Options	38 responses (6%)
○ Employee Parking Options	25 responses (4%)
○ Bus / Transit Improvements	23 responses (4%)
○ Parking Payment Options	11 responses (2%)
○ Alternative Transportation	7 responses (1%)
○ Preserve Hood River's Character	3 responses (<1%)
○ Maintenance / Infrastructure	3 responses (<1%)
○ Downtown Housing / Affordable Housing	3 responses (<1%)
○ Enforcement	2 responses (<1%)
○ Loading Zones / Deliveries	2 responses (<1%)
○ Handicapped Parking	1 response (<1%)

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<sup>12</sup> See Appendix for full text of all comments

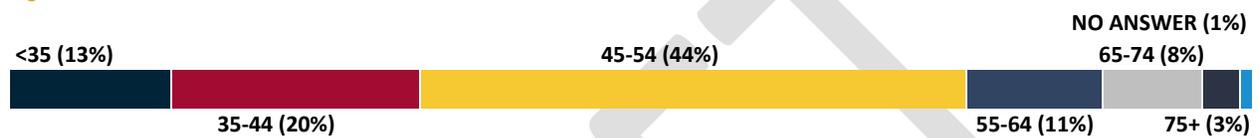
1.4.3. Business Owners/Operators

- **Business Owner/Operator Responses:** 75 responses
- **Businesses Represented<sup>13</sup>:** 70 businesses

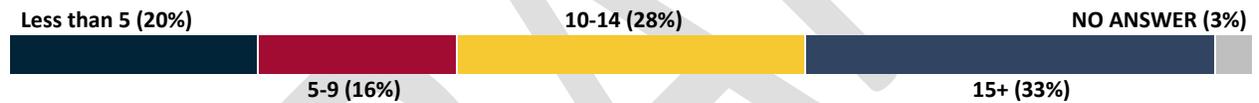
*Gender Identity*



*Age*



*Years in Business*



*Home Location*

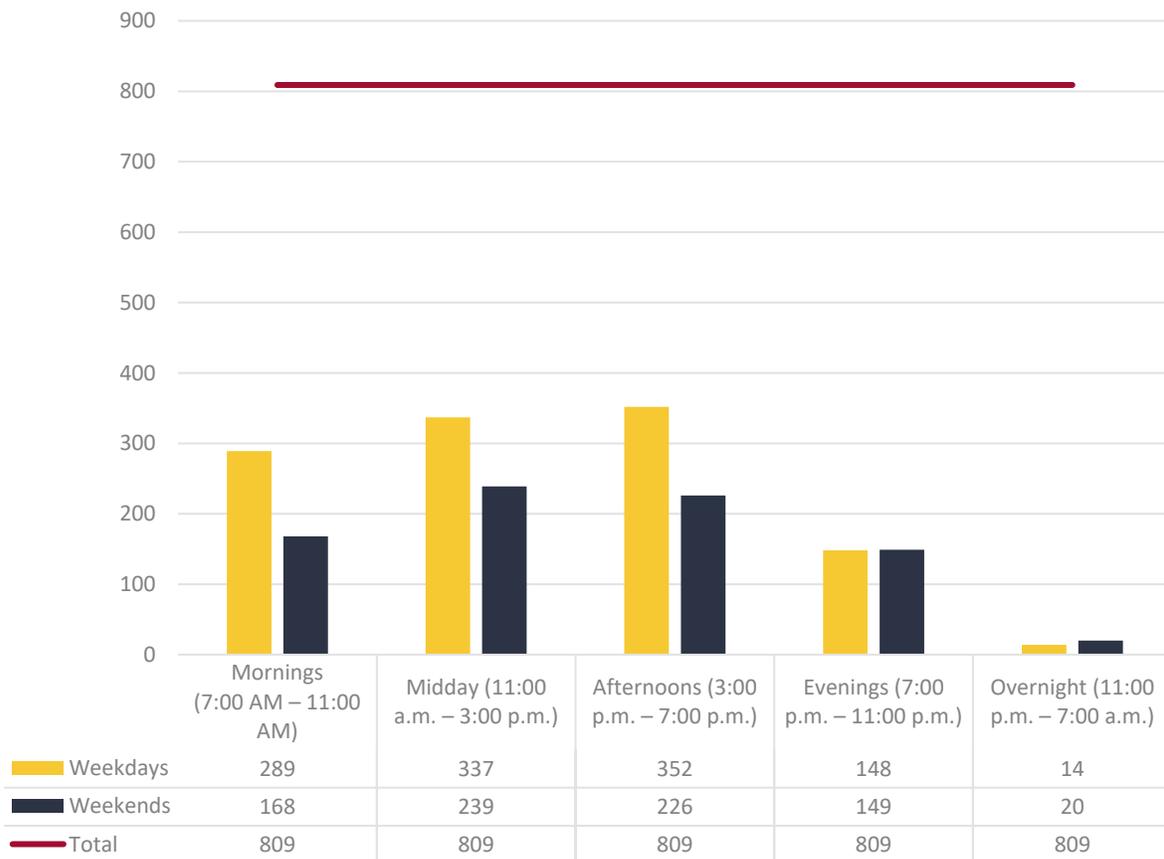


<sup>13</sup> Several businesses have multiple owners who filled out the survey; All responses are included in results, but employee counts adjusted to avoid double-counting employees. Two businesses did not self-identify their name.

*Downtown Employees by Time of Day*

- **Total Reported Downtown Employees (Full Time + Part Time):** 809 employees
- **Employees per Business:** 11.9 employees
- **Weekday**
  - Peak Number of Employees: 352 employees
  - Percentage of Reported Employees at Peak Time: 44%
  - Peak Time for Downtown Employees: 3:00 PM – 7:00 PM
- **Weekend**
  - Peak Number of Employees: 239 employees
  - Percentage of Reported Employees at Peak Time: 30%
  - Peak Time for Downtown Employees: 11:00 AM – 3:00 PM

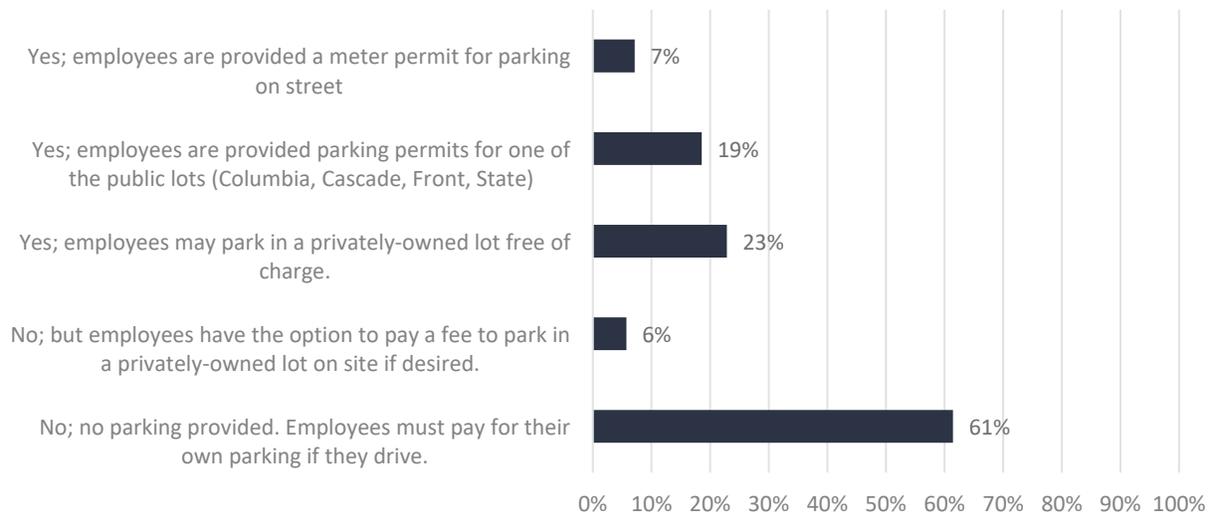
Downtown Employees by Time of Day



Employee Parking

- **Business Responses<sup>14</sup>:**
  - Business Provides on-Street Meter Permit: 5 businesses (7%)
  - Business Provides Public Lot Permit: 13 businesses (19%)
  - Business Provides Free Off-Street Private Parking: 16 business (23%)
  - Business Provides Private Off-Street Parking (For a fee): 4 businesses (6%)
  - No Parking Provided: 43 businesses (61%)

Does your organization **Provide or Pay for Parking** for employees?



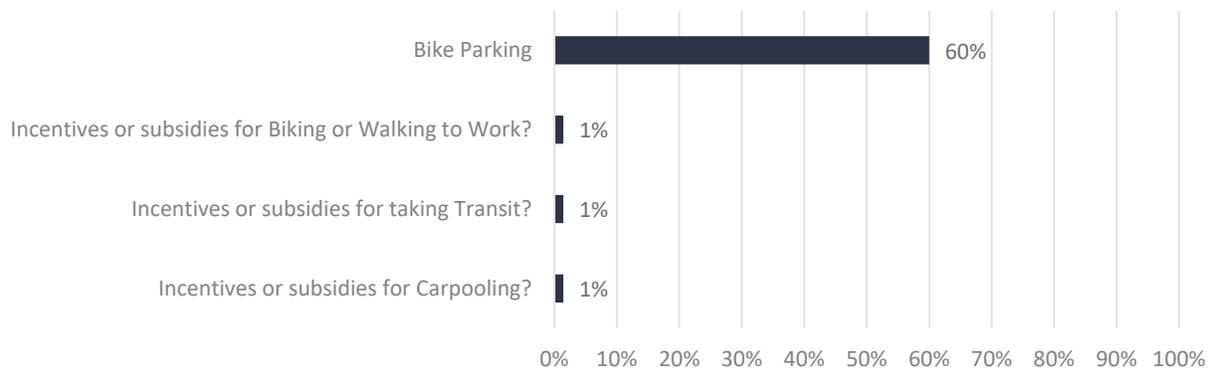
<sup>14</sup> Multiple responses allowed, values do not total 100%

*TDM Incentives*

- **Business Responses:**
  - Carpool Incentive or Subsidy
    - (No Explanation)
  - Transit Incentive or Subsidy
    - Free Transit Passes
  - Walk/Bike Incentive or Subsidy:
    - No Free Car Parking Provided + Bike Storage
  - Bike Parking:

70 businesses  
 1 business (1%)  
 1 business (1%)  
 1 business (1%)  
 42 businesses (60%)

Incentives or Subsidies to Use Alternative Modes

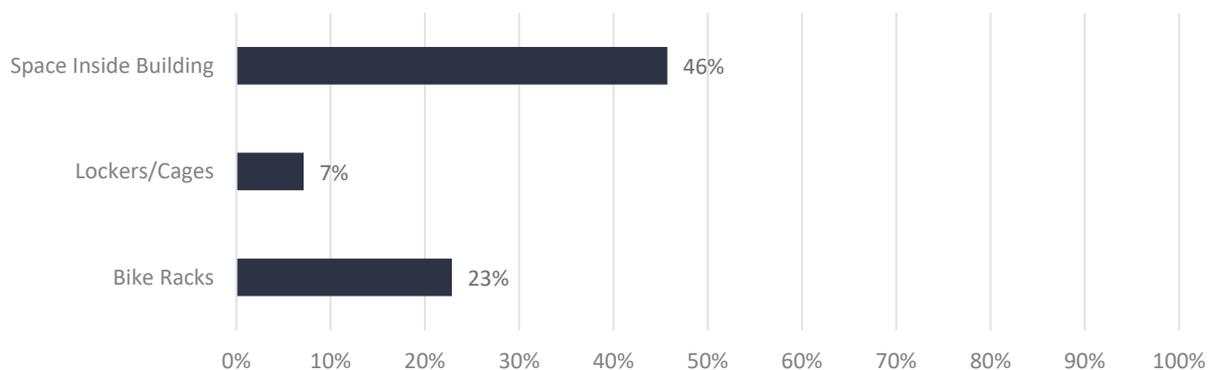


*Types of Bike Parking Provided*

- **Business Responses:**
  - Bike Racks<sup>15</sup>
  - Lockers/Cages
  - Space Inside Building<sup>16</sup>

70 businesses  
 16 businesses (23%)  
 5 businesses (7%)  
 32 businesses (46%)

Types of Bike Parking Provided



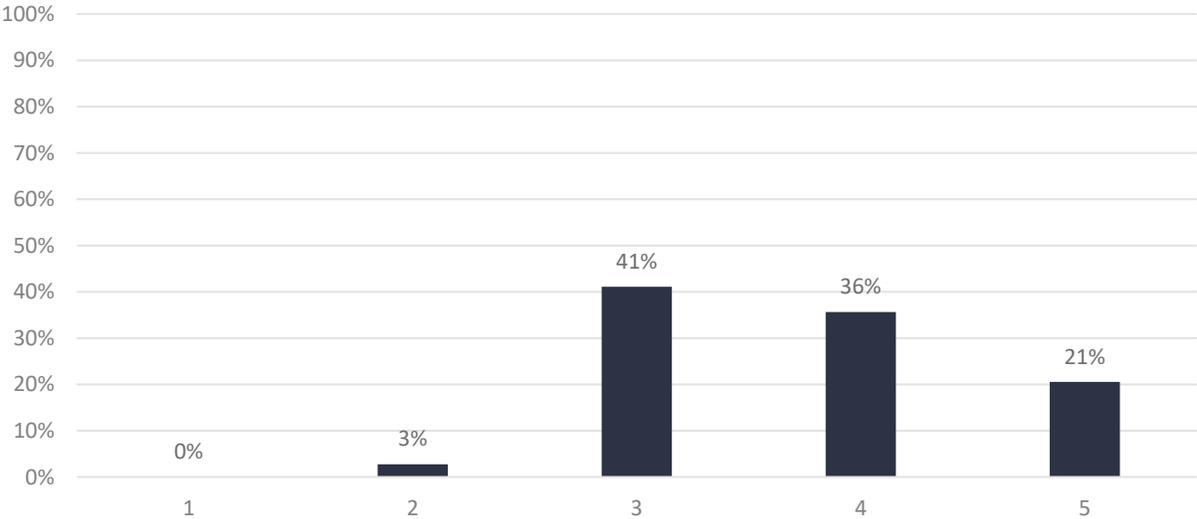
<sup>15</sup> "Railing" (1 response) and "Alley" (1 response) added to this group

<sup>16</sup> "Storage closet for garbage/recycling" (1 response) added to this group

Level of Satisfaction

- **Individual Responses:**
  - 1 (Very Dissatisfied) 73 individuals
  - 2 0 individuals (0%)
  - 3 2 individuals (3%)
  - 4 30 individuals (41%)
  - 5 26 individuals (36%)
  - 5 (Very Satisfied) 15 individuals (21%)

How satisfied are you with Downtown Hood River as a place to own/operate a business?



1.4.4. Downtown Employees/Workers

- **Downtown Employee Responses:** 199 individuals
  - **Businesses Owners/Operators Included in Sample:** 71 individuals (36%)

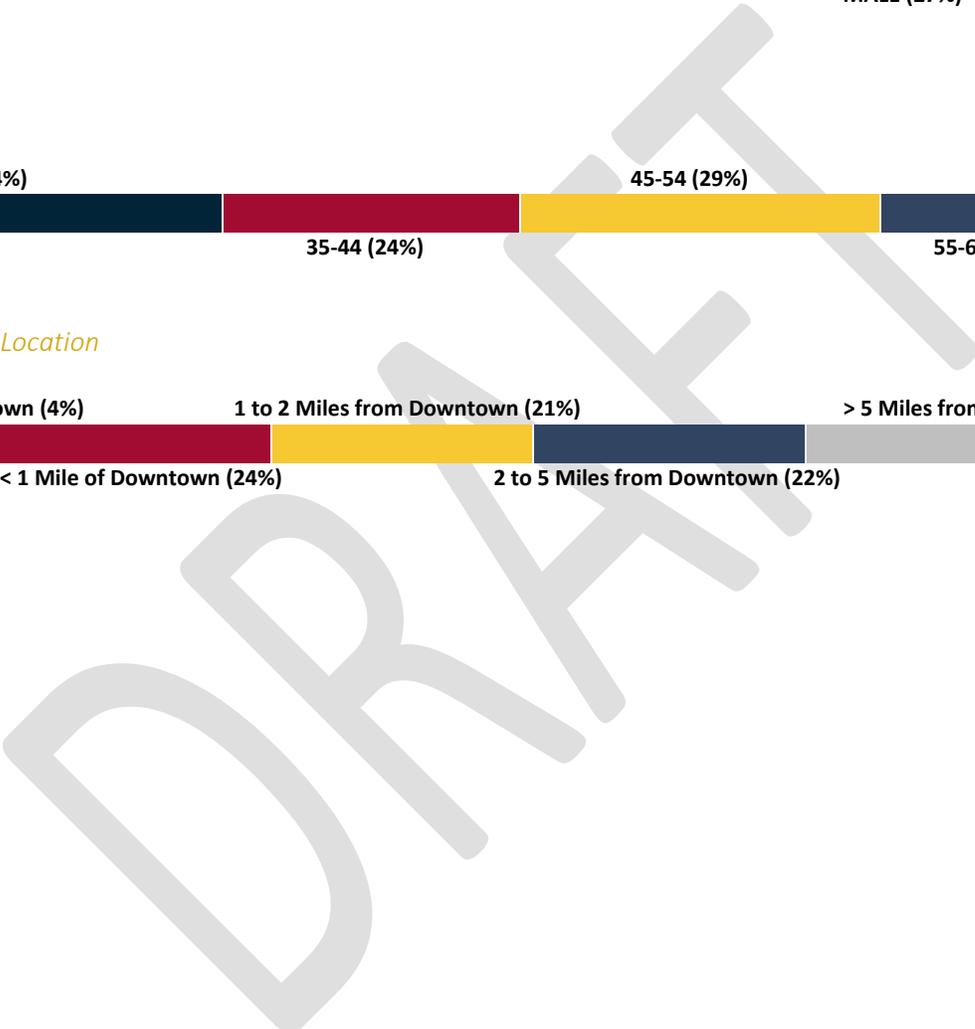
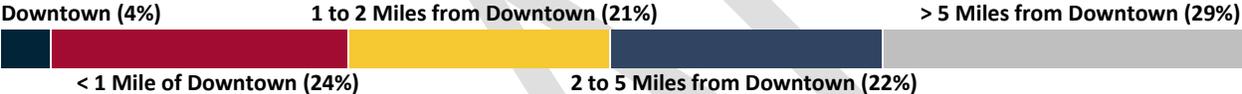
*Gender Identity*



*Age*



*Home Location*



*Commute Mode by Day of Week*

• <b>Downtown Employee Responses:</b>	198 responses
• <b>Total Potential Weekday Trips:</b>	990 trips
• <b>Reported Weekday Trips (Including Work from Elsewhere)<sup>17</sup>:</b>	870 trips
○ Drove alone or motorcycled:	662 trips (76.1%)
○ Carpooled or vanpooled <sup>18</sup> :	26 trips (3.0%)
○ Rode transit:	6 trips (0.7%)
○ Biked:	61 trips (7.0%)
○ Walked or ran:	69 trips (7.9%)
○ Worked from home or elsewhere off site:	46 trips (5.3%)
• <b>Total Potential Weekend Trips:</b>	396 trips
• <b>Reported Weekend Trips (Including Work from Elsewhere)<sup>19</sup>:</b>	179 trips
○ Drove alone or motorcycled:	143 trips (79.9%)
○ Carpooled or vanpooled <sup>20</sup> :	4 trips (2.2%)
○ Rode transit:	0 trips (0.0%)
○ Biked:	12 trips (6.7%)
○ Walked or ran:	10 trips (5.6%)
○ Worked from home or elsewhere off site:	10 trips (5.6%)

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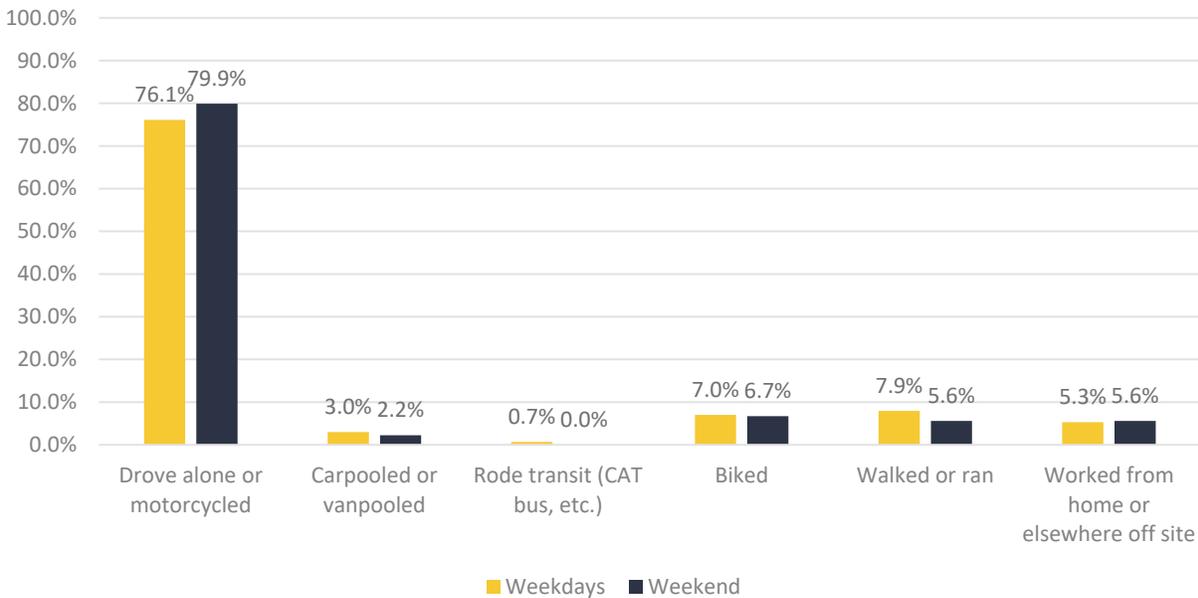
<sup>17</sup> “Regular Day Off” (100) and Blank responses (20) area excluded from the total number of reported weekday trips.

<sup>18</sup> Of the 10 individuals who reported at least one carpool trip, 8 (80%) indicated 2-person carpool trips; the remaining two individuals (2%) reported 3-person carpool trips.

<sup>19</sup> “Regular Day Off” (208) and Blank responses (11) area excluded from the total number of reported weekend trips.

<sup>20</sup> Of the 10 individuals who reported at least one carpool trip, 8 (80%) indicated 2-person carpool trips; the remaining two individuals (2%) reported 3-person carpool trips.

### Employee Work Trips (Mon-Fri: 870 Trips; Sat-Sun: 179 Trips)



#### Commute Mode by Home Location

Table 1: Weekday (Mon-Fri) Work Trips by Reported Home Location

	Average	< 1 Mile <sup>21</sup>	1-2 Miles	2-5 Miles	> 5 Miles
Drove alone or motorcycled	76.1%	59.4%	67.2%	87.1%	92.1%
Carpooled or vanpooled	3.0%	2.4%	6.3%	2.2%	1.7%
Rode transit (CAT bus, etc.)	0.7%	0.4%	0.0%	0.0%	2.1%
Biked	7.0%	10.2%	15.1%	3.2%	0.0%
Walked or ran	7.9%	22.3%	6.8%	0.0%	0.0%
Worked from home or elsewhere	5.3%	5.2%	4.7%	7.5%	4.1%
<b>Total Trip Count:</b>	<b>870</b>	<b>251</b>	<b>192</b>	<b>186</b>	<b>241</b>

Table 2: Weekend (Sat-Sun) Work Trips by Reported Home Location

	Average	< 1 Mile <sup>22</sup>	1-2 Miles	2-5 Miles	> 5 Miles
Drove alone or motorcycled	79.9%	70.6%	60.5%	94.1%	92.9%
Carpooled or vanpooled	2.2%	0.0%	7.9%	2.9%	0.0%
Rode transit (CAT bus, etc.)	0.0%	0.0%	0.0%	0.0%	0.0%
Biked	6.7%	7.8%	21.1%	0.0%	0.0%
Walked or ran	5.6%	15.7%	5.3%	0.0%	0.0%
Worked from home or elsewhere	5.6%	5.9%	5.3%	2.9%	7.1%
<b>Total Trip Count:</b>	<b>179</b>	<b>51</b>	<b>38</b>	<b>34</b>	<b>56</b>

<sup>21</sup> Due to the limited number of Downtown Resident responses, this category includes both Downtown Residents and those who live within 1 Mile of Downtown.

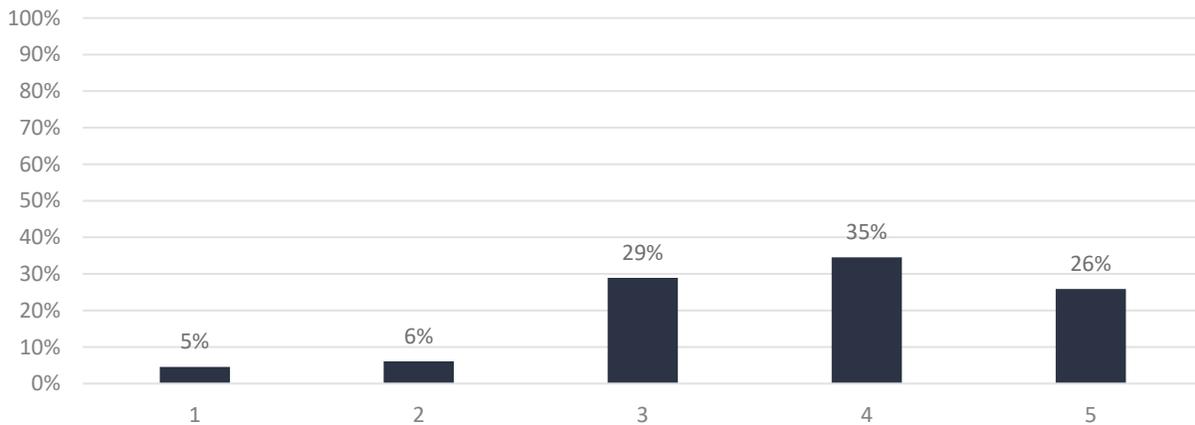
<sup>22</sup> Due to the limited number of Downtown Resident responses, this category includes both Downtown Residents and those who live within 1 Mile of Downtown.

*Level of Satisfaction*

- **Individual Responses:**

- 1 (Very Dissatisfied) 9 responses (5%)
- 2 12 responses (6%)
- 3 57 responses (29%)
- 4 68 responses (35%)
- 5 (Very Satisfied) 51 responses (26%)

How satisfied are you with Downtown Hood River as a place to work?



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1.4.5. Downtown Residents

- **Downtown Resident Responses:**

9 responses

- Downtown Employees Included in Sample:

8 responses (89%)

*Gender Identity*



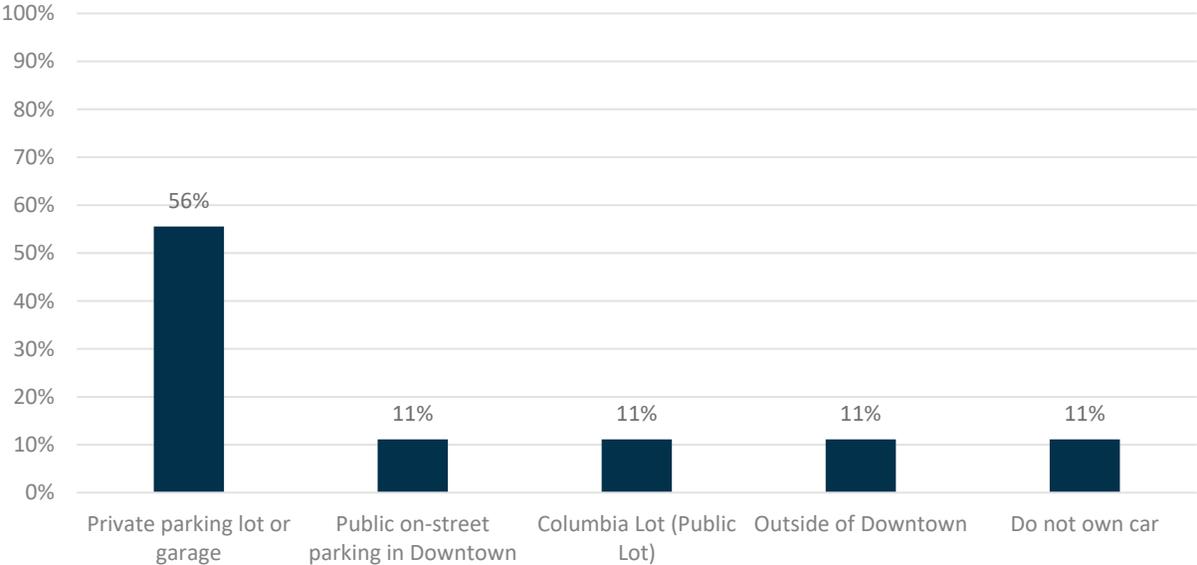
*Age*



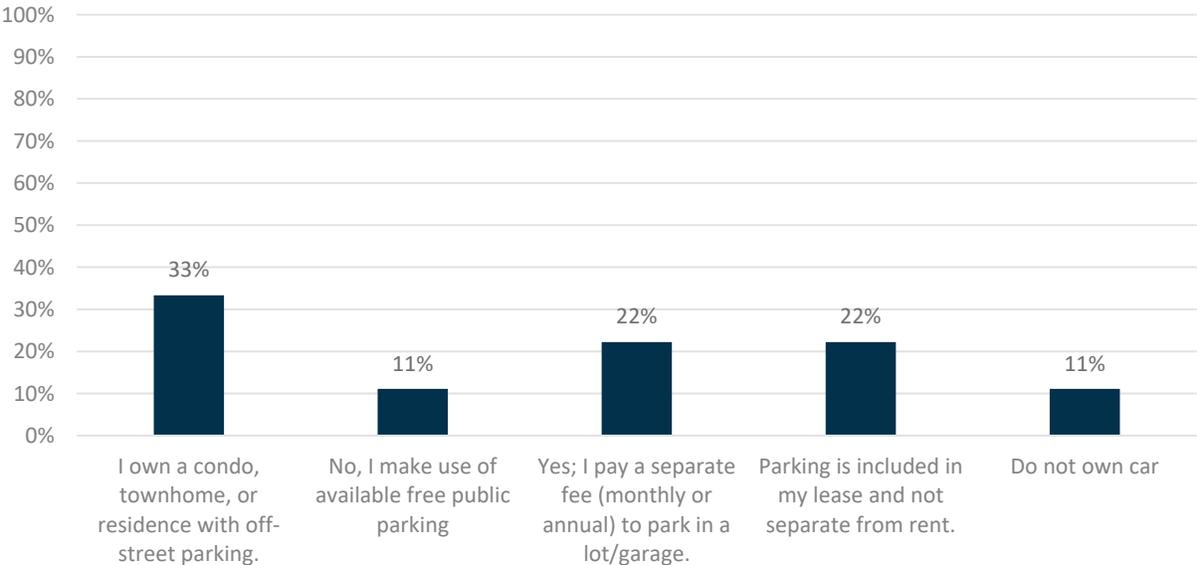
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Parking Location and Payment

Where do you typically park your car overnight?



Do you pay for overnight parking?



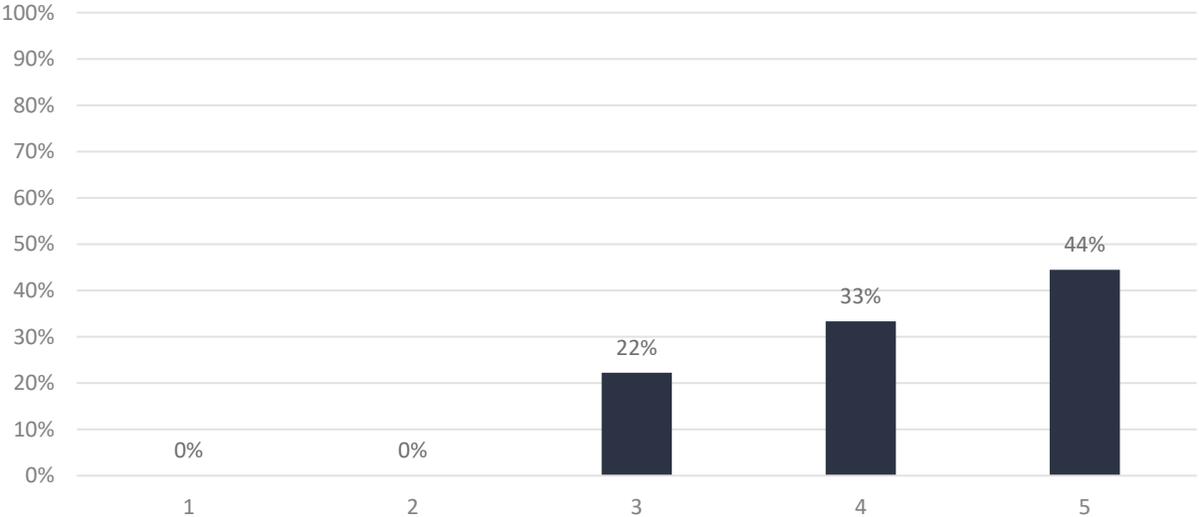
Level of Satisfaction

Individual Responses:

- 1 (Very Dissatisfied)
- 2
- 3
- 4
- 5 (Very Satisfied)

9 responses  
 0 responses (0%)  
 0 responses (0%)  
 2 responses (22%)  
 3 responses (33%)  
 4 responses (44%)

How satisfied are you with Downtown Hood River as a place to live?



## 1.5. Summary of Stakeholder Priorities

Residents, business owners, employees, and members of the community expressed a wide variety of concerns, priority issues, and recommendations related to Downtown parking and transportation during the outreach campaign to collect feedback and input. The following section summarizes the top priorities that emerged as a tool to help organize the information gathered. However, all feedback received will be used to help craft recommendations.

- **Pursue Options to Increase the Parking Supply in and around Downtown:** More than 60% of survey respondents indicated an interest in expanding the off-street parking supply in some form. Constructing a parking garage was a commonly proposed potential approach, although some community members stressed the importance of a cost-effective solution for increasing parking supply. Regardless of the approach employed (whether through shared-parking agreements to use existing and available parking, new surface parking on the outskirts of town, or a new central parking garage), it is clear that the majority of survey respondents see a need for additional parking supply in or near Downtown.
- **Address Employee Parking/Long-Term Parking Needs:** Approximately 35% of survey respondents indicated that additional long-term parking (more than 3-hours) is needed. Similarly, employee parking is clearly a priority for both employees as well as business owners who see a lack of employee parking as a potential barrier to hiring candidates. More than 60% of business owners surveyed indicated that they do not provide parking for employees and employees who choose to drive must pay for their own parking, locate free parking, or consider alternative modes. While Hood River should not pursue strategies that *incentivize* employees to drive and park Downtown, providing additional parking options for employees should be considered a priority.
- **Invest in Additional Local Transit Service:** Additional local transit service that connects Downtown to outlying parking lots and the Waterfront was the third most popular transportation investment option (identified as a priority by approximately 30% of survey respondents). Additionally, while commuter-focused, door-to-door transit is not a feasible option for many employees and visitors to Downtown, expanding existing service later into the evening can help make transit a more viable option for some commuters.
- **Improve Parking Payment Options:** The current system, which includes a mixture of coin meters and pay stations, can make paying for parking very challenging for some customers. Approximately 30% of survey respondents expressed a desire to have the option to pay with a mobile application, which would eliminate the need to carry change and allow customers to extend their parking session remotely, if needed (up to the posted time limit). Additionally, more than 25% of survey respondents identified having a mobile payment options as a top transportation investment. While no single payment option will work for every user group, coin-only meters (in particular) can serve as a barrier for potential shoppers and diners.
- **Identify Additional Short-Term or Free Parking Options for Quick Trips into Downtown:** Business owners and residents alike indicated a desire to explore additional options for free or lower cost options for quick trips into Downtown. Some residents feel that congestion, limited parking availability, inconvenient payment options, and the potential for parking fines makes quick trips into Downtown less desirable. Improving parking availability (through a combination of parking management strategies), additional high-turnover parking options (for quick trips),

and convenient payment options (see previous bullet) may help to address the concerns of residents and business owners.

- **Invest in Pedestrian Comfort, Safety, and Convenience:** Community members strongly feel that Downtown should be a safe, inviting environment for pedestrians. Options proposed range from car-free streets to crosswalk improvements, but regardless of the specific projects, pedestrian safety should be prioritized.
- **Continue to Expand the Bicycle Network:** Hood River already has a relatively high bicycle mode share among commuters (7%), and particularly those who live just outside of Downtown (15% of commuters who live between 1 and 2 miles of Downtown). Likely recognizing this, more than 60% of employers provide some form of bicycle parking at their place of business. With the expansion of the Historic Columbia River Highway State Trail, continued investments in bicycle safety, parking, and comfort can help to increase the bicycle mode share among those who live even further from Downtown.
- **Address Pedestrian-Vehicle Conflicts in Downtown:** Although traffic flow was not a specific focus area of the outreach campaign, traffic congestion associated with intersection control and pedestrian-vehicle conflicts at specific intersections (particularly 2<sup>nd</sup> and Oak) was frequently cited as a priority issue. Strategies that increase pedestrian visibility (bulb outs, flashers, etc.) while maintaining traffic flow through the areas should be considered.

## Appendix A: Survey Comments

**Note: All write-in comments included within this Appendix are unedited with no redactions.**

If you could make 3 transportation investments in Downtown Hood River, what would you add/improve?

- Choices Provided:
  - Better sidewalks/crosswalks
  - Better bike lanes/paths
  - Additional local transit service or circulator shuttle
  - Improved bus stops (better signage, convenient locations, etc.)
  - More off-street public parking Additional paid parking kiosks
  - Pay-by-mobile app options for parking
  - Improved wayfinding/directional signs to parking options
  - More long-term parking options (longer than 3 hours)
  - More very-short term/drop-off parking options (15 minutes or less)
- Write-In Answers Submitted (45 responses)
  - Additional Parking Options (26 responses / 4%)
    - Improved employee parking options
    - We should remove the flags and water fountains to the west of Big River Grill and create an underground parking garage in this location. It would not impact any views, cars could pull off of interstate, travel south, and immediately enter the parking garage.
    - PARKING STRUCTURE. MULTIPLE INDEPENDENT STUDIES CONDUCTED HAVE RECOMMENDED WE CONSTRUCT ONE.
    - Locals only parking
    - Bigger parking lot.
    - More handicap parking
    - Parking should be free. I don't shop in downtown as a result.
    - #1 Free 30 minute parking in the core downtown area. #2 Traffic cop at 2nd & Oak
    - Free parking
    - Make it possible for locals to get a yearly parking sticker
    - Reduced price for locals
    - More handicap parking
    - Free parking for locals
    - Locals could apply for parking permits
    - Parking lots of gar age I avoid downto an due to parking issues as a 30+ year homeowner
    - a free parking option for locals
    - Remove paid parking
    - annual pass for business owners/local residents

- Parking pass for locals
- More lot use available
- Need much more free parking for people who work/employed or low cost garage.
- free parking
- A parking garage as well as mobile app to add more time to meter
- MORE FREE PARKING AND LESS METERS
- Annual local only parking pass
- More free for business employees
- Improved Traffic Flow (12 responses / 2%)
  - Improve the flow of pedestrians and traffic. Consider converting Oak and Cascade into one way streets.
  - Better traffic management and more visible and better marked crosswalks
  - Roundabouts
  - Less pedestrian caused congestion. I'm pro pedestrian but a narrow stream of them ambling through intersections can create gridlock.
  - Traffic light including pedestrian control.
  - Traffic light at 2nd and Oak
  - A traffic light at 2nd and Oak
  - Put in crosswalk signs for pedestrians so that traffic moves more smoothly through HR
  - Light at 4 way stop with diagonal crosswalks
  - Pedestrian only on Oak between 2nd and 6th, with larger parking areas/garages surrounding downtown
  - traffic control (lights); something to increase visibility at intersections (around parked cars)
  - Make Oak Street and State Street 1 ways and install traffic lights for better traffic flow and easier pedestrian crossing.
- Additional Mobility Options (4 Individuals / <1%)
  - Secure bike parking
  - Shuttle bus that is timely and has readily available maps w stop times
  - Uber or lyft
  - Lyft and Uber
- Streetscape Improvements (1 individual / < 1%)
  - Sweep gravel & pull weeds on sidewalk
- Other/General Comments (2 individuals / <1%)
  - It's fine the way it is. This is a "walking" downtown, which is good for one's health and for commerce.
  - I just stay away from downtown in the summer.

If you could add/improve 3 amenities in Downtown Hood River, what would you add/improve?

- Choices Provided:
  - Convenience store
  - Grocery store
  - Grade school
  - Playground
  - More residential units
  - More restaurants/bars
  - More retail shops
- Write-In Answers Submitted (69 responses)
  - Parking Options (12 responses / 2%)
    - Parking
    - Central parking garage
    - Parking Structure
    - Free parking. Free. Parking. Free.
    - Parking
    - Underground parking
    - parking structure
    - Multi-story parking lot
    - More parking
    - free parking for employees
    - Free parking
    - ak. Free 1 or 2 hour parking parkin between 5th and
  - Parks, Open Space, and Pedestrian-Only Areas (13 responses / 2%)
    - Close the 3 main blocks on Oak to cars
    - Designated walking pathway
    - Street closed to cars
    - More downtown Parks or view spaces
    - Open space / walking, no car space
    - Keep parks
    - Public open/flex space
    - Better space for Saturday market/events
    - Park/green space
    - green space
    - green space
    - more outdoor art
    - Park
  - Traffic Improvements (7 responses / 1%)
    - pedestrian lights
    - Traffic light
    - Stop lights

- Pedestrian lights too so it is safer and easier to drive through downtown
- Round about at 2nd and cascade
- Ebike racks on the corners where street parking was eliminated for better pedestrian view
- Easier way to know a person is trying to cross the street. It's hard to see them and they expect you to stop yet I can't see because of the cars parked
- Dog Park/Pet Amenities (4 responses / 1%)
  - Pet groomer/doggy daycare and dry cleaning drop off
  - Dog park
  - Doggie poo bag stations, trash cans
  - Improve Morrison Park and add tee pads, benches, more trails, off leash dog park, park gym.
- Specific Stores and Restaurants (4 responses / 1%)
  - Shops oriented towards local vs tourist needs. Or maybe a downtown bypass so I can get to the heights more easily.
  - Drugstore
  - Indian food....it's the only thing we don't have
  - Bakery
- Amenities for Children and Young Adults (4 responses / 1%)
  - More options for those under 21 to shop/explore
  - Kid stores
  - Children's areas
  - Other indoor activities
- Transit/Trolley Service (3 responses / 1%)
  - none of these. Four marked local bus stops to transport people in and out of downtown
  - Transit
  - Remote parking with frequent trolleys.
- Public Restrooms (2 responses / <1%)
  - More public restrooms
  - another public restroom
- Bicycle Improvements (2 responses / <1%)
  - Bike lanes, bike parking, traffic circle at country club and cascade,
  - covered bike parking
- Affordable Housing (1 response / <1%)
  - Affordable housing
- Less Residential (1 response / <1%)
  - fewer residential
- No Preference / No Changes (16 responses / 3%)
  - None of the above
  - The mix downtown is fine
  - I think the downtown amenities are great.
  - I'm not sure where you would add anything
  - No Change
  - I think it's good as it is!

- None
- Strange choices!
- No preference
- I wouldn't add anything
- Nothing
- None of these.
- None
- Nothing more
- none of the above
- None

DRAFT

What other comments would you like to share regarding transportation options in and around Downtown Hood River?

- **Traffic Improvements**

**52 responses (9%)**

- We avoid going to downtown Hood River in summer time. Not just parking, traffic is really annoying.
- Congestion is the norm... Even off season
- 4 way stop and other corners are frustrating when pedestrians linger and it is difficult to know whose turn it is to drive through
- Adding a street light at the intersections of Oak and 2nd St, one at the intersection of Cascade and 2nd St., something at the corner of State and 2nd st.
- All walk light at 2nd and Oak, bump out at crosswalks so pedestrians are visible to cars, no parking spots within 5 feet of intersections so cars and pedestrians can see from side streets.
- Although I understand the appeal of keeping downtown “quaint”, stop lights would drastically change the way people drove and walked through downtown. I believe it’s this and not parking that is the real issue in downtown.
- Anything to help traffic management in downtown should be a high priority. Tourists have a difficult time knowing which intersections to stop at. The big intersection at Oak and 2nd is difficult and dangerous for both pedestrians and drivers. Cascade gets backed up from people coming off I84. There should be better-marked and highly visible crosswalks in downtown.
- Congestion at 2nd and Cascade is a big problem for motorists and pedestrians. Would a traffic light at that area help?
- consider pedestrian sidewalks with buttons to allow groups to cross at one time, not just individuals walking out in the middle of traffic anytime they feel like it.
- During the summer, with the increase in people and cars, I notice downtown getting congested as these things happen: cars will stop for pedestrians and they (or other cars) block the intersection; backup of cars turning left onto 2nd to get to the freeway or waterfront; cars trying to turn onto (or cross) Oak or Cascade. Perhaps there ways to deal with these traffic patterns or routes to relieve some of the congestion.
- FARMER’S MARKET RESPONSE: Add a blinking stop light for the left turn from Cascade onto 2nd.
- Have not had too much trouble with parking, but driving in/out of town can be tricky with tourist traffic. Better crosswalks (ie. with button/lights for crossing) and more 4 way stops downtown would be my top priority.
- How about a stoplight at Oak and 2nd??
- I avoid downtown HR when I don’t have to be there. Can't afford the shops, can't abide the traffic
- I believe the blinking red light at the main intersection is no longer a viable option for managed flow of traffic and pedestrians.
- i do everything possible to avoid downtown Hood River, due to the congestion.
- I generally avoid going Downtown during the summer due to traffic, difficulty parking, and poor traffic flow (i.e, need stoplight at 2nd and Oak). It's too bad, because there are

- places in Downtown that I enjoy going to, such as Shortt Supply, Andrew's Pizza, and other shops, but it's not worth the stress and frustration of trying to get there.
- I personally don't like the Saturday market in the parking lot across from Full Sail. It not only makes permitted cars park on the street, but their customers get free parking while I have paid a premium rent for 19 plus years, and my customers have to pay to park. At the very least I think the west side of the lot should remain permitted parking. We also still need to address crosswalks and turning off of Cascade to 2nd going north.
  - I think one of the main issue with downtown especially in summer is the lack of organization when it comes to pedestrians walking around. There is no direction for them and I hear from clients everyday how they cannot stand coming downtown due to this issue.
  - I think the biggest issue is traffic control. A traffic light at Second and Oak would make it easier and safer for pedestrians, bicyclists, and motorists alike.
  - I wonder about more 4 way stop signs. I've seen multiple almost-accidents because people waiting to turn onto Oak Street get tired of waiting and just go ...
  - I'd like to know who developed this survey. Consider roundabouts over traffic lights, get real with bike lanes especially with the onset of ebikes, don't make such a big deal about parking, it's not a problem if people are willing to walk several blocks, if not they should visit other towns where they don't have to.
  - I'd love to see downtown changed to one way streets
  - I'd love to see the intersection of Cascade and 2nd fixed.
  - Improve traffic flow
  - It seems like (on average) at any given time there is a lot of underused parking in permit-only spaces. Obviously i haven't done a real study, but the lots near elks lodge, across from discover bicycles, behind Ground, east and north of the building that Riverdaze is in.... However my number one frustration with downtown transportation is traffic congestion and oblivious pedestrians
  - It would be helpful if there were more guided times for crosswalks. It's impossible to drive through downtown during the summer seasons because everyone crosses at random intervals so your chance to drive through an intersection is severely limited
  - It's very difficult to see pedestrians before they dart into traffic. More traffic control to help corral pedestrians safely and keep vehicles moving is needed.
  - Make oak street one way.
  - More 4 way stops to help flow of traffic!
  - more stoplights or timed crosswalks.
  - No joke. A traffic cop at 2nd and Oak would make a big impact. Even if it was for 4 hours a day, we could reduce the lines up Oak and State. Traffic will flow better and pedestrians safer. I don't believe that a light in that location will help.
  - One simple, high-impact, key change that could be made anytime for cheap: Remove 1-2 parking spaces on eastbound Cascade at 2nd St. (in front of Naked Winery and River City). Doing so would create a right-hand turn lane and GREATLY reduce the wait and back-up at Cascade & 2nd. This is probably the worst domino-effect back-up in town.
  - One way streets - one on cascade and one on state st.
  - perhaps one way streets

- Please address the traffic flow / control on 2nd between Cascade and State - including that of pedestrians.
  - Put a 4-way stop at cascade and 2nd
  - Seriously, roundabouts are way more efficient and safer than stop lights.
  - Someone directing pedestrian AND vehicle traffic at 2nd&Oak during the summer months
  - state st. oak st. one way couplet.
  - The intersection at 2nd and Oak needs better control. For years we have suggested a traffic officer with whistle and white gloves to work that intersection during peak hours. It could be a really fun experience for motorists and pedestrians and relieve the problem of long stops there which lead to aggravation at the entrance to our town.
  - The issue in downtown isn't parking, it's traffic flow. Pedestrians run amuck, no stoplights or ability for summer traffic to move because there are no traffic controls. It's a free for all. Just when you think you can turn the tourist who has been standing on the corner for three minutes decides it's time to go and you go back to square one
  - The traffic at Rand/Oak and Wine Country/Oak could be remedied with Roundabouts. Stop lights are not the answer.
  - There are a lot of blind crosswalks that can be dangerous during peak seasons. And also 2nd & Cascade needs some sort of roundabout or traffic regulation. Nearly impossible and dangerous to turn out onto first from cascade
  - Time for some type of human traffic assistance at the blinking light on high volume days. The right hand turn from 2nd to Oak is often abused (going on their own) - maybe eliminate it?
  - "Traffic flow is critical. Please install a traffic light at 2nd and Oak to control pedestrian and vehicle flow.  
Also a right-turn only at 2nd and Cascade."
  - Traffic is crazy downtown with pedestrians and one flashing light. Dangerous to get off highway.
  - We avoid downtown in summer months, too busy and tourist are not considerate when crossing.
  - We need a stop light at Oak and 2nd St during the busy tourist season. Preferably with an all-way pedestrian crossing (while cars can't cross).
  - we need more signals on our intersections! walk/don't walk signs
  - Would a stop light help?
  - You need a traffic light at Oak & 2nd.
- **Additional Parking / Parking Garage** **42 responses (7%)**
    1. Build a parking structure and allow businesses to validate. With the revenue generated by parking tickets there should be plenty of money for a parking structure.
    2. Congestion may be mitigated with additional lots/parking outside of the main downtown area with easy walking to downtown
    3. Construct eco friendly parking garage at the lot across from Grace Sue's .
    4. downtown parking is horrible so most locals avoid going down there at all costs in the summer. build a parking garage (free)
    5. Have larger parking spots for trucks.

6. Hood river is in dire need of stop light at the 4 stop in main downtown. Summer is horrendous and so is parking. More free parking or a parking garage of some sort.
7. I did not have the option to answer that I don't go downtown in the summer because parking is too difficult. That is the truth. I don't. When we do we park at my mothers house, who lives on cascade. Without the ability to do that we wouldn't be able to go. Parking is basically nonexistent.
8. I don't have employees and my agents are in and out of their car daily. We need a parking garage
9. I don't like to go to HR, as I have trouble finding a place to park near where I want to shop.
10. "I have a contractor business that manages gardens/planters for businesses downtown. It's difficult to park & then unload from blocks away. It ends up costing more for my clients. My employees get frustrated too. As a patron of downtown, I avoid downtown in the summer. I want to shop locally, but dread it in the summer -especially. A parking garage is the answer. More money could be made by charging more per hour. Also, oak street should be a pedestrian street only. Who doesn't love the cute towns with walkable streets. The lost parking spots can be equated into the garage structure. If anything, get rid of the awful meters that charge a card \$1 when I just need a dime of time....& includes more time so we don't have to keep moving our work trucks for projects longer than three hours. I work with managing spaces & am always thinking how downtown could benefit. Thank you."
11. I just think a structure over HR newspapers parking lot that could be accessed from State Street is the way to go.
12. I wonder if Hood River parking could mimic downtown Bend? Free 2 hour parking downtown and/or and large parking garage that offers free parking on weekends.
13. I would like to see a way that locals could have free parking at times. Perhaps we could be given a card to put in the car window so we could park free perhaps up until 11 a.m. on one specific day a week. Or some such incentive for us to shop in our town. Even if we skipped the summer months, with nine months of the year with a little free parking each week would sure be nice.
14. It's increasingly difficult to park downtown and it's only going to get worse.
15. It's time for a parking garage.
16. I've worked downtown for 4 years. I used to buy a lot paying pass until it became always sold out in the summer. I gave up. I just park in free parking and walk. I hear all the time from customers and friends that they won't come downtown on weekends or at all in the summer. The parking is the main problem given when I ask why. We need more parking lots.
17. More free parking, love the photo at the beginning of the survey
18. more parking is needed for the tourism opportunities to grow and that is the life blood of HR these days
19. More roundabouts, parking structure, one-way streets.
20. More standard 3 hour parking spots, or possibly a parking structure, would be great.
21. Need a parking garage where the first two hours are free. It would do wonders for retailers. Lots of folks like me avoid downtown because of the parking congestion and fees. How can other cities offer free parking for the first two hours (Walla Walla for

- example) and Hood River can't. It's more than just the money, it's also the hassle of coins, card kiosks or apps.
22. need better parking
  23. Often I can't find parking, give up and leave! Too often!!!
  24. Owned a business in downtown ( at the old JC Penny's) for 20 years. What happened to the 3 level parking garage that was supposed to be built west of Hood River Cinemas ??? Parking was on the agenda clear back in 1986, when I started my business !
  25. Parking garage. More free parking for quick in and out of a business.
  26. Parking garages on the Port site, with shuttles into town.
  27. Private or city funded parking garage
  28. Put in a large parking garage. Large.... Large.
  29. "Require RVs/trailers to park in designated parking area (Event Site area?) versus taking up multiple parking spots in town. #2 Multi level paid parking lots with free shuttles to key areas in downtown"
  30. Retail stores are losing sales due to inadequate customer parking. All we do is talk about it. We need additional parking spots.
  31. The only reason I keep my business downtown is because of the enormous amount of foot/driveby traffic there is and the name recognition that comes with our street frontage. Due to parking issues that frustrate my clientele so much - I would move out of downtown in a heartbeat if I could find the same visibility/name recognition elsewhere in town.
  32. The way Hood River is growing, I think more options need to be considered for parking, possibly a 2/3 story parking lot.
  33. There should be a parking garage or something bc the parallel parking clogs up downtown and is stressful for drivers
  34. This is now the 4th parking study done in the last 29 years. The city has spent 10's of 1000's of \$'s on the studies and consultants. All studies have stated that a parking structure is warranted and needed. It is time to heed their advice and make it happen!!!!
  35. Too many people bi-pass HR because they can't find parking. Build a multi-story parking garage in the train yard! Close to downtown and just off the freeway.
  36. Town needs a parking structure
  37. We like downtown Hood River, we usually go downtown for food/beverages. Parking is a problem, especially over the summer months.
  38. We need a public parking garage.
  39. We want to shop locally but cannot park!
  40. While alternate transportation is good - where would you park/ride? It seems that a multi level parking structure would be a great investment, because sadly those businesses w/ parking lots lose over half their spaces to non customers because there just is no place to park.
  41. Why are we having more surveys and studies when parking is a problem, people are going to continue to drive their cars - you need more parking.
  42. Why isn't the area on State St between 3rd and 4th on the north side of the street a parking structure? Take down the billboard, combine the mostly empty surface lots and build a multi-level structure.

• **Pedestrian & Bicycle Improvements**

**40 responses (7%)**

- 2nd and Oak and 2nd and Cascade needs major attention. Pedestrian walk/do not walk signals for crossing I feel is necessary for Oak street and a yellow blinking alert for pedestrians trying to cross at Cascade would help. Or maybe the police can pull over people speeding down this area instead of pulling over innocent drivers and harassing them.
- Better biking and walking paths to downtown and around neighborhoods. Better connectivity for non- motorized transport
- Better pedestrian control at 2nd and Oak intersection. It's pathetic.
- better side walks to make walking to town easier.
- Clearer designation of pedestrian crossing areas (especially by Kickstand and on Oak Street), perhaps with flashing lights; a stoplight downtown to make risky, hard-to-see intersections safer.
- E-bike charging stations and free bikes for reservation.
- More walking paths might improve tourists parking in town.
- How on earth did the city allow the State st improvement occur without bike lanes? Shame.
- I also love biking downtown and parking above off sherman and walking into dt when super busy
- I fully support solutions to make downtown hood river a pedestrian friendly space, Right now cars can park too close to walkway intersections, making it difficult for drivers to see pedestrians about to cross if there's a parked car near the corner. it would be cool to see oak street through downtown turned into a European-style "Woonerf" or plaza
- I hate the new bike racks. Sure they look nice but they are not functional. Some of the worst racks Ive ever had to use.
- "I have found that you can find parking if you drive around a little bit. In addition having a farmers market in the biggest lot in town in the busiest seems be adding to the problem. Unless it's really not a problem. Ebikes are getting more and more popular and I think parking for them should be looked at."
- I wish I could bike across the bridge!
- I would close Oak between first and fourth ( not sure about the street numbers) and make it a pedestrian only area but with secure places to park bikes. I would add a shuttle on loop all the time during the summer. I would add a freaking stop light at least on second and oak. I would add a 10 minute parking allowance so you can quickly run to the store and not be stuck paying for time you don't need.
- I would like to see an employer incentive program for employers to purchase e-bikes for key employees. Also, more bike locking stations are needed downtown.
- I would like to see crosswalks with stop and go lights. It's hard for drivers to see people before the step in front of your car and the constant foot traffic causes a back up in car traffic. This makes me avoid downtown more ou often than not.
- I would like to suggest putting in pedestrian lights at 2nd and Oak Street.
- I would love if certain crosswalks had a light for pedestrians. Sometimes the traffic isn't particularly bad but because of the constant flow of walkers who don't ever have to stop, you're left waiting quite a while.

- I'm concerned about pedestrian safety in downtown Hood River, specifically on Oak Street and cascade by naked winery. It seems that if there is a discussion regarding transportation options that the safety of all commuters needs to be addressed.
- I'd like to see taxi stands in prominent locations, along with covered bike parking! I'd like traffic patterns to favor biking over automobiles, i.e provide safe pathways for bicyclists to bypass vehicle congestion. Favor electric vehicles with priority parking spaces, and provide free recharging stations. I'd like a pedestrian boulevard to replace some streets. Finally, develop underutilized near-in lots for parking.
- If you don't mind walking a bit, it's not so bad.
- It'd be great to have a pedestrian and bike option on the Hood River Bridge
- Make downtown and waterfront more aligned and walk friendly, more green space and less business regulations.
- More benches so exhausted walkers can cool off and catch their breath. Also, some with sun and rain protection, although I've noticed that the walking traffic is just SLIGHTLY less in inclement weather. It can be busy during snow season, and of course much less so during heavy rain storms. I've been conducting my own informal downtown "action" survey during waking hours, year-around, for at least four decades, and have done so in many formerly sleepy towns turned tourist towns (Laguna Beach, Belmont Shore in Long Beach, Sausalito, Tiburon, Mill Valley, Sonoma, Santa Rosa, etc. These are places I've lived in or near, or had family there.) It allows me to analyze growth patterns and noting the various differences and commonalities of the direction of the tides. ALSO, people can adapt easier than getting the bonds and levies passed for municipal projects that are extremely expensive. These (probably TMI) observations are the lessons learned not in academia but over my years in the School of Hard Knocks.
- Need a practical PDX and bike connection between downtown and the heights. Tram, funicular, uphill bike assist device. Really need a radical change to get people out of cars and onto foot and bike.
- Need non vehicular access from the south
- Need path to walk/run to waterfront that does not cross traffic; need safe bike path to ride from Heights to downtown to waterfront
- Parking should be part of a transportation demand management strategy that serves the goals of the City, which are focused on improving environmental sustainability and reducing single occupancy vehicle trips. I am concerned that the parking study is focused on simply providing as many parking stalls as a car-dependent future will require. I think the City should start with its vision and goals first, and use parking as a tool to create a future where "90% of non-commute trips within the City are by active transportation or transit modes". (Hood River County Energy Plan)
- Pedestrian safety is my #1 concern downtown, especially in summer. Tourists often stand at corners trying to decide which way to go, causing traffic to stop unnecessarily (thinking they might cross). Parked cars on Oak make it difficult to see pedestrians waiting to cross. Many people cross mid-street and walk out between cars. Making Oak (from 2nd to 6th) pedestrian-only and rerouting vehicle traffic would improve safety for all.
- Pedestrian traffic lights, a stop light at the library, few people actually stop for the cross walk there

- Please add more sidewalks in residential areas, locals need to get to the main thoroughfares so we get to shops and restaurants downtown. Sidewalks are sporadic which prevents locals from walking. I don't feel safe walking on roadways./ my kids are not safe walking on roadways.
  - possibly better parking for the large sprinter vans with bikes on the back...they don't really fit into spaces and seem to block bikes on State Street - I also think there should be a EVERYONE walks when the music plays at the four way stop at 2nd and Oak
  - Sidewalks! Geez get it together Hood River. If you want happy residents and tourism dollars get it together this is the only solution with limited space. Residents can walk, ride to downtown and tourists can easily park and pay. Invest in structure. Other small communities have figured this out.
  - There has been several parking studies the city has completed and one currently in progress. They always come up with the same answer, we need more parking. This is not a solution. We need to start looking at better alternatives for a solution. Example, linear park way or trail that goes around the city and connects up with the historic columbia gorge highway trail. Provides healthy and safe environment for community and visitors. Please keep in mind that this is a rural city and not a urban city.
  - Walkability and circulation are very important in the downtown area. I frequently walk through downtown and would like to see the area continue to be very accessible and safe for pedestrians. Regarding parking: I would like to eliminate parking fees in the downtown area and also limit the amount of time (3 hours?) someone could consecutively use a space. All employees should park at city parking facilities which would be available to visitors as well. Ideally visitors would park outside of downtown and walk or bus to downtown.
  - walking and biking is the way to go...and more 15min parking
  - Walking traffic stoplights (like in Seaside)
  - "Wish bikes were cheaper and roads less steep(obviously this cannot be fixed) because I have a bum knee and would bike more but walking MESSES me up. More used bike and scooter shops?"
  - with the e bike craze HR could develop an ebike "charriot" mobile app friendly for pick ups
  - Work together with the waterfront to plan a unified Hood River with shops and restaurants between the 2 locations instead of fighting for customers. The space between the 2 should be pedestrian friendly and inviting.
- **Lower Parking Costs / Free Parking Options** **38 responses (6%)**
    - Add more free parking for accessing businesses and services.
    - Annual pass
    - As a local I feel its very disappointing to have to even pay to run in a store or eat out.. the tourists take over down town, its now driven for locals..
    - Create free 20 or 30 minute parking in downtown core between 5th and 1st streets, both Cascade and Oak 8 to 6 daily. free 1 hour or 2 hour parking between 5th and 1st streets north and south sides of Columbia and State 8 to 6 daily. Begin using parking revenue to pay for financing additional parking and public transit / shuttle options and to fund free out-of-core shuttled parking for downtown core employees.

- Free your parking free your mind.
- Get rid of meters forever!
- Hood River should provide the local merchants with a credit program to give to their patrons for free parking. There should also be more free short term free spots for short stops. Sometimes I need to come into town just to pickup dog food or stop into a coffee shop for 5-10 minutes. I don't often carry coins for the meters and don't like using my credit card. It's ridiculous that I have to circle the blocks looking for a spot when I only need a few minutes of parking. Literally I spend more time driving around looking for a spot than I am parked.
- How about a locals discount?
- I don't shop downtown because of having to pay for parking. I shop everywhere else where there isn't a requirement to pay for parking.
- I find the cost and difficulty of parking (even simply to be able to go to work) extremely frustrating. As someone who has lived in the area forever, I know how much locals avoid the downtown area during peak seasons. Teens refuse to apply for jobs in Downtown in many cases because the parking situation is so bad. Many of us young people work minimum wage jobs, and paying a dollar for every hour of our work reduces our net pay to below this threshold. We are encouraged to walk or bike or take public transport to ease the stress of attempting to park, which is frustrating for those of us who live farther away - my commute is 25 minutes minimum by car, so any of these options are absolutely ridiculous suggestions.
- I only ever come down town after 6pm, and never shop there. Free parking would encourage me to do so. I would like to be able to visit one of the cafes or restaurants without worrying about a ticket. I avoid down town unless I'm working and instead go to the heights, or don't shop at all.
- I really would love to see an option for locals of Hood River, a discounted yearly parking pass stuck to windshields we can get at beginning of year so we don't have to dig for quarters ever again. And you don't have to make All the parking in dt HR accept that pass, maybe just side streets and parking lots, or at least some areas to give locals a break, especially for those working downtown who have to run out to repay a meter
- I wish you would have a free pass for senior citizens. I no longer go to the library several times a week like I used to. Paid the meter but always went overtime. Have paid something like \$170 in overtime. Just don't go anymore. I don't go down- town anymore due to parking. And the meters.
- I would like to see a prepaid parking pass much like the breezeby for the bridge or like a parks pass. It would be nice to have something for local residents that is convenient and would encourage us to want to spend more time downtown. I think twice before I head downtown because of parking.
- I would like to see more options for free short term parking. All spots should have anywhere from 15 minute to 1 hour free parking before requiring payment to stop penalizing residents of Hood River who just need to run errands.
- I would LOVE to have HR residents have resident stickers that would qualify them for, say, reduced parking fees, or 1/2-1 hour free each time...that way tourists pay the majority of parking costs, and we locals could run our errands in down town. So many of us simply stop shopping in town 5 moths a year.

- I would love to see a "Locals Wednesday" free parking/some closed blocks every Weds 4-6 pm to encourage more locals to come downtown.
- I would love to see more free parking options for people coming to support businesses and locals needing to access services!
- If local residents had more incentives, they might consider shopping downtown more frequently. As it is most locals avoid shopping downtown due to parking issues.
- It isn't about transportation options but instead about parking, I suppose. The locals are pushed out of downtown in the summer due to so many tourists. Changes never seem to favor the ones who live here year round. Give us an incentive to come downtown-like free parking with permit.
- It shouldn't be so difficult for locals to travel around/shop in their own town (downtown)
- It would be nice if locals could be offered free parking! I so often avoid downtown because of all the tourists and having to pay to park if I ever find a spot. I live here all year round! Have my whole life. Make all the extras pay and give me a break. It's already expensive enough to live here.
- Locals could get reduced parking costs tags. Try to reduce cars downtown. Some intersections are scary to cross walking or driving.
- Make parking downtown free, not pay.
- Offering a free window for parking or a local "free 30 min" pass would encourage residents to shop more downtown. Locals don't like to pay for parking when they are running into one store to purchase something.
- Other tourist towns don't require people to pay for parking. There are often designated parking lots/garages that are provided at no charge. Some that come to mind are Seaside, Canon Beach, Palm Springs area to mention a few..
- Parking is VERY expensive in downtown Hood River compared with other nearby areas. When you combine that with heavy traffic, it makes me think twice about shopping and dining downtown.
- Parking should be free.
- Please consider a "locals" decal/sticker for cars for reduced fee/no fee parking. Perhaps tied to having the Community ID card?! refrain from coming to downtown in summer because of the lack of free parking and scarceness of spaces of any kind.
- Please give consideration to the fact that locals' parking needs are as important as tourists'. We both spend money downtown and need viable parking.
- Should have an option for locals especially in after the summer peak
- The current parking situation doesn't encourage locals to come downtown and support businesses - especially in the Summer. Free parking during the holidays is so great and should be implemented to encourage patronization of local shops. If parking is a hassle I can just order online. Sad, but it's the reality.
- The expense of parking downtown keeps me from frequenting businesses in Hood River very often.
- The parking is expensive and creates a hostile environment for both locals and visitors. I think the current parking arrangement, including the obnoxious pay to park all over town, drives people away. I avoid downtown other than the day I am at work.

- There should be parking permits for people living within the city or county limits. We should get a discounted rate and not have to pay. The tourists should be the ones paying. Not only can we no longer access the town we live in because it's too crowded that we get tickets if we don't get back to our car in time. It's very frustrating
  - We have become such a tourist area that the home grown locals have been pushed out forcing us to shop in The Dalles (no parking meters) and Portland. We are low on money, because we pay so much to have tourists here. Shouldn't have to pay to park in a person's own home town.
  - "When I went to University of Oregon in Eugene, the locals paid for a small parking permit sticker that went on their car bumpers. They paid 25\$ a year, and were able to park anywhere where the signs allowed. All other visitors to the area had to leave the parking spot within 30 minutes - 2 hours (depending on location and signage). I believe locals shouldn't get hit along with the tourists... I used to work downtown and it was hard to find parking. I gladly would have paid for a pass. Increase the parking meter costs for the locals, but anyone who can present proof that Hood River is a FULL TIME home, should be able to park with their parking pass downtown. For example: If I want to go out to eat, or spend time at the yarn shop or library, I have already paid the city \$25 for the right to park. I would be willing to pay more than 25\$ for this convenience, since the parking machines are annoying to use, and sometimes I'm literally just parking long enough in front of a store to drop something off. I have definitely gambled on getting a parking ticket because I just had to run into a store for 5 minutes to pick up/drop off something. These passes could be used for the Waterfront Park, or have staggered payment plans (if you work downtown, or just want to park for up to 3 hours, and the passes could be color coordinated for the user (and costs could be different). More than happy to discuss in person! Thank you for listening to my long ramble and considering it. I am so grateful for the Hood River trolley and the options that are coming to town.. I just hope that something special for the full time locals will be available soon!"
  - Parking in front of the library should be on a strict 2 hr limit and should be validatable
- **Employee Parking Options** **25 responses (4%)**
    - 1.5 spaces for every 1000sft is ridiculous! My company employs 27 ppl and has 3000sft, but no where to park and no dedicated parking spaces. Why aren't some mandatory for businesses? Tourists aren't the only ppl that are downtown.
    - Could employees of Downtown have a pass to park?
    - Employees and Business owners need to stop parking in main downtown areas and plugging the meter all day. These spaces need to be kept open for customers. Hood River needs more designated parking spots for employees and business owners (offsite lot with shuttle for example)
    - I have owned a business for 15 years in downtown hood river, and am actively seeking a new location outside of the downtown area because parking has become too much of a problem. We have a small private lot for customers only, but this gets abused and filled up regularly. Employees also have a hard time with parking. We provide a lot

permit to full time employees only, but it gets expensive to provide permits to everyone.

- "I have the privilege of owning a parking permit for the Columbia Lot; however, when I come to work on Saturday at noon, it can take MORE THAN 30 MINUTES to find a spot outside of the lot (Saturday Market) on a numbered street (city rules). Not only are there no spaces available, I have to navigate the traffic & pedestrians at peak visiting time. This is beyond frustrating.

For my employees who do not have the privilege of a permit, there is very limited access to free parking outside of the paid parking area: by 11 am, most of the spots available within a 15 minute walk are taken. There is no lot that allows parking for a whole 6 to 8 hour shift without a permit; to pay for parking, an employee would have to interrupt their workday twice to pay for additional parking time. Parking is required for the majority of my employees; they travel from Lyle, Odell, Parkdale, Oak Grove, etc."

- I love downtown HR. I have been a fan since the mid 80's. However due to the parking hassles shopping and dining is a planned event. The parking is far too aggravating for a spontaneous trip. I decided not to apply for a job after I learned about ememployee parking issues
- I own a business downtown and parking passes are often sold out. This presents major challenges to my working downtown! I need to be able to count on having a parking spot! I'm fine paying but there's now enough parking spaces for sale?! What?!
- I provide a meter parking permit for my full-time employee driving in from Mosier. There are no more permits available. I would like to offer that as a benefit to all full time staff because the residents complain about staff parking and there isn't much parking on Sherman. I would like to field less complaints from locals about how the downtown shopping district isn't for them because they "pay a surcharge (meters) for the privilege to shop in their hometown". It's heart-breaking. The City needs to make it known that parking fees are not the decision of business owners. We are not doing this to them. We are not profiting from them. That is the misunderstanding. Citizens want to see where their parking fees/fines go. Yes, the budget is public but no one wants to comb through a budget to find a line item. They need to know.
- I wish there were less parking tickets and fees associated with them. You're bleeding the workers of this town dry for being unable to find a free parking spot and sometimes unable to get away from work in time to pay the meter that is getting ticketed. Taking a bus to work in a small town such as this is absolutely ridiculous and a rude solution for the locals.
- It has gotten very crowded. Love downtown and being here, only issue is parking for the actual business customers and for employees. Can't afford to keep paying out just to park and work. There is a lack of # of places for people to park.
- It would be great to not have to pay for parking so I can work in the downtown area. There are a lot of times when I can't find parking to go into work. Very frustrating.
- Like I have always said. We don't have a parking problem. We have an employee parking problem.
- Maybe a locals parking pass. Or an employee pass
- Need for employee parking because permits are no longer available and they are having to park in front of peoples houses. Need public transportation so they can get home

from work after 6pm. Need to maximize parking as soon as possible. Consider shifting location of farmers market and keeping kits open and free for parking rather than using for events unless there is a shuttle or options for people to get there besides driving. Be less aggressive with ticketing and focus more on clear signage and more spaces available to use by creating better parking and public transportation for local employees who work downtown.

- Need to be able to have more prepaid parking. I have waited a couple of months and can't get one.
- Parking has always been an issue in Hood River since we arrive in 1989. The discussions are the same yet nothing gets done. Large companies that have been in downtown since the early 90's have increased in employee size yet have not had to provide any parking or incentives for paid parking for their employees. There are still areas of downtown that are not metered and these employees park here or on the residential neighborhoods which affects those residents. There should be off-street parking, transit services or some type of employee parking provided to employees of larger employers. Also employees of many businesses have always parked close to their work and have not been educated by their employer that they should park outside of the commercial area in order to allow for customer parking along close proximity streets to businesses. Parking permits in parking lots or ride share lots should be encouraged.
- Parking in front of my retail business is currently zoned for permits, meaning that on any given weekday the spots are taken by permitted office workers downtown and I have nowhere close for my customers to park. It's very frustrating. I have taken an informal snapshot of various weekdays and the parking on my block is usually filled ~50-60% with permitted cars that are NOT shoppers.
- "Parking is extremely difficult for employees to find. Even if employees pay for a parking permit there are times no parking can be found in those areas. I'm surprised that residents haven't complained about all the employees that have to park on residential streets.  
With the amount of traffic that is continuing to come to Hood River at some point an option of parking structures has to be looked at."
- There should be free parking options for employees of downtown Hood River, it is absurd how many times myself and co-workers of mine have received parking tickets. Also you should be able to pay by card to cross the bridge. It is 2019. We have the technology. We should also have Lyft and Uber.
- There still seems to be an issue with people that work downtown parking on street spaces that should be for customers, shoppers, and clients.
- trying to find free parking so I can go to work is a huge pain. Workers need better and more convenient options.
- We definitely need an employee parking pass and lot.
- We need more parking options for business owners. I do not have a place to park now. No lot spaces available.
- What are the options for the many employees of downtown businesses? Is that being discussed?
- The parking study map incorrectly identifies downtown parking areas. Residential streets such as Columbia and Wasco have a lot of overflow, long term parking.

Employees and people with large rigs park on these residential streets to avoid paying a parking fee.

- **Bus / Transit Improvements**

**23 responses (4%)**

- Bus stops please!
- Clearly marked curb sides (lets just say Purple) and signs for local transit. The stops are by permit, for operating hours. At non operating hours the spots are public parking. This is a transit issue and safety issue. Bus stops must meet Fed. and State guidelines, locating them properly is required.
- Consistent public transportation that can service hospitality industry employees, 1-2 runs into the late evening.
- "Coordinated parking with Providence utilizing downtown shuttle and pink trolley stop. Parking structure by sewage plant with draped plantings to help block scent with adjacent dog park. Connect it all with trolley and additional shuttle during peak times. Protect public roadway/pedestrian views such as along Serpentine and view of Mount Adams before the Providence sign was installed at the light. Consider tram connecting waterfront, downtown, and the heights. Widen sidewalk to allow for bikes over Indian Creek crossing by Dutch Bros. Overlooking creek and trail to help police that low point. Roundabout at 13th and May"
- Don't forget to include WA residents. It would be great if my ten year old had a transportation option too. I feel like this would certainly create more revenue.
- Everyone complains about the parking situation in Hood River. The pink trolley (or a shuttle) would be a great option to continue 7 days a week, and having a parking area in the Heights. There is more room to expand there.
- FARMER'S MARKET RESPONSE: Add more bus transport, expanding out of town (to the beach)
- FARMER'S MARKET RESPONSE: I want to make it so all citizens, young and old, will prefer to use our economical reliably regular public transit and walk everywhere most always, but somehow we need to be able to hop on and off public transit - like in Mexico - if they can do it, seriously we can too!
- Frequent shuttle service serving downtown is far more appealing and environmentally friendly than lines of traffic and parked cars. As a city, I think we need to get past the idea that "enough parking" means you can park right in front of the place you want to go. More pedestrian traffic and less vehicle traffic will serve businesses better.
- I love that people want to figure out ways for people to NOT use cars, but let's be realistic. People like to enjoy the outdoors here, which are not always within walking distance. People also like to do sports here that require cars (paddle boarding, kiteboarding, etc.), so to think cars are going to go away is idealistic and not realistic. Plus we have harsh winters, so cars are a reality. Let's work on getting better SAFE bike lanes, getting better parking, getting transit systems so that people who don't have to rely on cars can have transit year round. Let's also start working on how we get cars to NOT have to always flow through downtown. It's a bottleneck at certain times of the day which makes it miserable to try to get out of any of the side streets. A light at 2nd

and Oak is LONG overdue. Oh and the pedestrian crossing there is so detrimental to the flow of traffic in town. It needs help.

- I moved here from Indianapolis. A huge city with lots of transportation options and lots of traffic. I love Hood River because of its small-town charm. If we grow this city too large it will lose its small-town charm. It would be nice to have more shuttle service for tourists and even local people with a small fee. In Europe you can ride the bus for a dollar
- I see significant improvements over the last 5 years. Keep improving the bussing, the bus stops and signs
- It is not feasible to provide public transit options to all parts of the county. A good option would be a larger park and ride option (Similar to the Marina's parking lot next to the bridge or the ParkNRide across from China Gorge. Then provide public transportation to those parking areas every half hour or so with stops downtown, in the height at the schools, at the library and at the parks. including.
- Loved the pink trolley last year. Used it multiple times to go from Heights to downtown to waterfront and back again.
- More options and broader use of CAT e.g. regular tie in to Toll Bridge Lot on WA side and addition of bicycle carriers for WA side transient bikers
- Most of us old folks should kick the bucket and quit using so many resources. Not a popular idea among my peers. Next best thing is to get us off the road. Better public transit would help a lot.
- Parking would not be an issue if the community embraced transit services. This requires the City and the downtown businesses to support these services.
- Regular electric bus routes in HR and up to Odell. Maybe build low income housing in Odell (cheaper land/near farming) and have easy/consistent public transportation between the two areas.
- The pink trolley should run late enough to get dinner and drinks downtown. Maybe through 9pm.
- There needs to be free parking for workers with a shuttle bus into downtown. I used to be able to park in the port area and then walk to work but now it's all fee parking. This is not the way to get people to drive downtown less.
- Transit for workers isn't an option unless CAT starts operating at times that make sense and makes their schedule clear and easy to find.
- Use Lot one by the port and shuttle people downtown for free!
- Would love to see the trolley run year round all week long.

● **Parking Payment Options**

**11 responses (2%)**

- For question 6, all payment options should be available.
- Please make an parking app available!
- I avoid parking spaces requiring using credit cards.
- I don't mind paying to park but mobile app would be easier to use and would generate more income for the city.
- I would like to see an annual parking pass for businesses to come and go from downtown without having to pay each time they park. I suppose this could be interested into an app, or something like is used at the bridge for tolls.

- Lived here all my life and love to shop locally, but the new kiosks are a pain., not enough meters. Parking is horrible during tourist season and I just do not go downtown June-September, I will shop online for my items.
- Parking spots should have both coin meters AND option to use pay station for convenience.
- Pay by phone! It's a super hassle to find a kiosk and pay if you have kids are are lucky enough to even find a spot!
- Previously lived in a city with a mobile parking app. It worked really well. Also would be nice if the city did something to help locals feel more welcome downtown during the high season, and parking is one issue. Also problematic that have to pay for parking at library - an access/equity issue.
- The pay kiosks are frustrating. I often get over charged because options are not clear.
- Your parking is a complete pain in the rump! Quarters what a joke!

● **Alternative Transportation**

**7 responses (1%)**

- Get Uber and lyft
- If an investment is made in a parking structure, it should be designed to be retrofitted into residential use if/when parking demand drops. Anticipate consequences of autonomous single-occupancy vehicles. Anticipate needed facilities for e-bike users. Kudos to CAT and its partners for investments in fixed-route services including summer trolley!
- Need better taxi service, uber, lyft, something.
- "Need Uber or Lyft. Hood River Taxi is useless"
- Uber might help as I'm sure there are a lot of people who are driving under the influence
- Uber or lyft
- Uber or something like it

● **Preserve Hood River's Character**

**3 responses (<1%)**

- DOWNTOWN IS SMALL FOR A REASON AND SHOULD BE LEFT THIS WAY. WE DO NOT NEED TO EXPAND TO THE INFLUX OF CALIFORNIA RESIDENTS MOVING THIS WAY WE NEED TO MAINTAIN OUR SMALLTOWN FEEL. NOT EVERYTHING IS DOLLARS AND CENTS. IF WE WANTED A LARGER TOWN FEEL WE WOULD LIVE IN A LARGER TOWN.
- "Please enter these discussions with an open mind and a concern for the future health of this town.  
Decisions need to be made based on the needs and requirements for sustainable business and living requirements, not based on what appears inspiring or successful in an entirely different community or city location. We are Hood River, and Hood River is a city unlike any other city as a result of our geographic limitations and our overwhelming popularity. Geographic limitations will never change, but the popularity most certainly will."
- Try to keep Hood River a small town. Don't ruin the quality of life by letting developers take over and change a great town.

- **Maintenance / Infrastructure** **3 responses (<1%)**
  - Discussion needed when there is snow on the streets and cars are parked.
  - The only comment I have for transportation is that it is time to rebuild the bridge. We spend so much money and time redoing downtown and the waterfront but the bridge should be top priority!!
  - We should fire the public works director, city engineer, planning director, ROW Inspector, and building official for dereliction of their duty to maintain the City's infrastructure. How these people are able to cash their paychecks is unbelievable. We need new leadership in Public Works. This has been the issue in the 40 years we have lived here. Our Public Works Department is Gawd awful! As long as they are making decisions we are held back and will not move forward. Case in point, had they did their job, we would not be in this mess to begin with.
  
- **Downtown Housing / Affordable Housing** **3 responses (<1%)**
  1. I love downtown. Parking is almost always available. More housing and restaurants would be great as well as better and more connections to the river front. Directly connect it with bridges to the downtown. Extend downtown to the river. It will be amazing.
  2. More long-term rental residential units.
  3. Stop issuing building permits for homes until infrastucture, i.e., parking and traffic flow, is addressed as well as addressing the need for low-income, affordable and elderly housing .
  
- **Enforcement** **2 responses (<1%)**
  - Enforcement of parking regulations should be MUCH more non-confrontational. The "gotcha" attitude of parking officers does nothing but harm our reputation towards visitors. How about a 15 minute grace period notice after which a citation would be issued?
  - There should be a grace period on parking tickets. Aggressive enforcement is making people avoid Hood River and hurting local businesses.
  
- **Loading Zones / Deliveries** **2 responses (<1%)**
  - Loading Zones are very limited for downtown businesses.
  - The downtown streets are not meant for 18 wheelers or extra large pickup trucks. There should be a truck route around the city for the 18 wheelers. There should be specific parking for large pickup trucks that take up two spaces, or park near an intersection where you cannot see around then. Parking spaces next to intersections should be for compact cars or mortorcycles only.
  
- **Handicapped Parking** **1 response (<1%)**
  - I like that my Handicap Pass, which I only use when I need to means I don't have to worry about paying for parking, I hope this doesn't get changed

- **General Comments**

**8 responses (1%)**

- I have meetings in downtown Hood River at least once a week and I rarely find it difficult to find parking. Generally, I park on State St. west of 6th and walk to downtown, but if I'm late I'll use a metered spot closer to my destination.
- It's fine except mid summer when it's impossible.
- None
- Thank you for doing this.
- Thanks for putting resources towards this important issue
- This survey is both pointless and worthless at the same time. It's pointless because this is at least the 3rd parking survey that will come to the exact same conclusion as every other parking survey wasting yet more of our tax dollars. It's worthless because the mayor and city council are hell bent on putting in high density housing without adequate input from the community NO MATTER WHAT. As we saw in the Morrison Park fiasco and the development going in on State Street the city government is willing to put all regulations aside at the holy grail of high density housing. The city does not listen to their constituents and good riddance to our developer mayor. If I sound angry, you don't begin to know the half of it.
- We are a new tenant on Oak Street. We are very happy to part of the downtown community and commit to serving the best interests of all our fellow retailers and businesses.
- It's pretty cheap to park.

DRAFT

Appendix B: Other Comments Received

DRAFT

## Social Media Messages / Comments

- Pedestrian & Bicycle Improvements
  - EBikes are very quickly becoming a great mode of transportation to/from HR and will really help with car parking issues. I think it would be great to take all the parking spots that were eliminated a few years back on the corners and put in some super simple bike racks that larger bikes can fit in. You will still be able to see around the corner and could get probably 2-4 bikes in each spot. Some standard bike racks can be a little small/tight for eBikes.
- Public Outreach Promotion
  - Hood River locals, come Tuesday next week to hear about the downtown parking study and provide input about change proposals to parking downtown. This is the time to act and be heard, I know you've waited a long time for this opportunity. See you Tuesday! :)
- General Comments / Questions
  - Is there an email list for people to join to keep updated? I would like to join. I would also like to know the cost of this study.
  - How are you gathering info?
  - Why bother....its a lost cause....
  - In doing some research I stumbled upon this page. Who is running this? Who are/is the administrators? Thank you. So is the planning department running this page? And who is on the project committee please.

## Letters Received

7/10/19

To Hood River City Council Members-

Miko Ruhlen had a discussion with Councilor Counihan after the Community Open House on July 9<sup>th</sup> about the Parking Study in which she was advised that we write down some of our suggestions for parking in a letter to the City Councilors in addition to filling out the parking survey.

Before I get to our suggestions, we ask; is the goal of the parking study to find solutions to help people access the local businesses or is it solely focused on parking turnover with the aim to achieve 65% parking impact? The Community Open House presentation gave the impression that the goal of this study is to primarily increase turn-over so there is access to quick parking. While that is great it is slightly askew from what the downtown businesses are hoping to achieve. We constantly promote "Shop Local" and we are giving to an abundant number of causes and charities in the community. Yet, the meters are a barrier to reciprocation of our efforts preventing residents from shopping local. So far nothing has legitimately been discussed to help locals access downtown. Yes, the Pedit-cab and CAT exist but both are very new and not yet flushed out and are not accessible to the county population. Electric bicycles also are not an option for the county population, people buying things and trying to transport them home nor a year-round solution.

Below are some suggestions on both short term solutions that can and should be implemented quickly, as well as ways to help the local residents access the downtown for shopping, dining, and other services. We realize the parking committee may have discussed some of these ideas already, but since they were not presented at the Open House and we feel they are important we are listing them below.

**Changes that should be implemented in the short-term to help the urgent parking situation:**

- 10-minute parking is not necessary on Sundays on Cascade in front of Post Office. By changing signage to 10-Min Parking Monday through Saturday would add spots to the weekend parking inventory.
- We have two Park and Rides in Hood River; promote employee parking there and run CAT through them frequently so employees and business owners can run work errands during the day without missing a lot of time in the office. One is across from China Gorge and the other is on Wasco Street near Wal-Mart.
- Improve the current Parking Forgiveness Program that enables shopping customers to shop without the stress of the meter. Some sales take time to educate the customer and with the meter situation this is cutting into our ability to sell products. Expand this program to all merchants rather than just chamber members.

- Streamline the process to buy parking permits. At the current time, you have to go into the office at a certain time and date in order to get any permits that have not been renewed. There is no wait list, notification, or convenience to facilitate permits to be acquired. Perhaps online registration/renewal could be implemented.
- Consistently enforce the signs at the charging station for charging cars only. A significant number of electric cars are parking with or without the charger plugged in the car this summer.

**Pertaining immediately to Council decisions that affect downtown parking:**

- Special events and markets cannot be taking up parking. You don't manage a parking crunch by hosting events in parking spaces without creating additional places to park. Have event planners help create additional places to park or shuttle/public transport system before having them be approved by parking committee in light of the recent parking study, and then finally approved by council.
- Continue to support special periods of free parking by request of the downtown businesses as a whole (instead of individually) to encourage local shopping whilst enforcing time limits to discourage overstays and employee use.
- Vet all requests and changes that would take away any parking spaces through the Ad Hoc Parking committee before making decisions. Additional CAT stops, electric car pilot programs, new structure development or zoning, crosswalk adjustments, and other changes should be reviewed in light of the recent parking study to ensure they do not worsen the parking problem.

**Alternative modes of transport:**

- Help fund the Trolley and Cat busses to run later so that employees can use it for work commute. For example, the last downtown pick up is 5:45pm and most retail employees would need that to be 7pm in order to use it. 9pm would be helpful to take home more downtown food service employees who used the Trolley or CAT to get to work.
- Add bike lock-ups stations such as the half-circle stands that also accommodate the larger e-bikes. One location that it is needed is near the Cascade lot.

**Ideas pertaining to supporting locals that wish to visit their downtown:**

- Post signs on the Cale meters saying “Your dollars at work” per the example of Pasadena, CA as mentioned at the Community Open House. This would help local customers understand better how their money was being used and hopefully feel better about plugging the meter.
- Increase ways for limited period 10-minute free parking to get change or a quick stop, via loading zones, reprogramming ticket stations or other.
- Consider a “Breeze By” version of a parking pass for locals similar to the way the bridge toll works or other streamlined and discounted pass.
- Figure out accommodation for oversize vehicles such as 5<sup>th</sup> wheel trailers, RV’s, Extended Vans

**Future planning:**

- Set aside a portion of parking proceeds to fund future parking accommodations
- Expand the Study area during the next study – include the waterfront, heights, surrounding residential neighborhoods to reveal where employees and customers are parking

Thank you for your consideration.

Urgently,

Miko Ruhlen Owner, Hood River Hobbies

*Miko Ruhlen*

*Erica*

Erica Gerald, Owner, 2<sup>nd</sup> Wind Sports

*Stephanie Adams*

Stephanie Adams, Flow Yoga

*Kristen Cook, Gorge Greenery*

*Kathy Malone*

*Megan Cantu* 6 Williker's Toy Shoppe

*Rafe Lehner* MT View Cycles

*Sherry* -Alisha Nightingale - Undermere