

THE HEIGHTS STREETSCAPE PLAN ONLINE SURVEY SUMMARY MAY 2022

Introduction

The Heights Streetscape Plan focuses on the commercial core of OR 281 between May Street and Belmont Avenue, which has a mix of office, restaurant, and other retail uses, with single and multi-family housing located next to the commercial core. Both the local business district and surrounding neighborhoods are culturally and socially diverse, with a strong Latino community presence.

Using the project goals and information from Phase 1, the project team developed streetscape concepts that demonstrate urban design elements centered around the community's goals and priorities. The online survey asked for input on the three street design concepts.

1. **Concept 1** converts 12th and 13th Streets to two-way traffic.
2. **Concept 2** reduces 12th and 13th Streets to one lane of one-way traffic.
3. **Concept 3** is a hybrid and reduces 12th Street to one lane of one-way traffic, and converts 13th Street to two-way traffic and adds a center turn lane.

The concepts had also been evaluated to determine how well they align with the project goals developed through previous public input and adopted by the Urban Renewal Agency Board. The survey results along with feedback from the April 2022 open house will help shape the preferred design concept. This document summarizes the questionnaire methodology and key findings.

Questionnaire Methodology

The online survey ran from April 15, 2022, to May 16, 2022. It included information on the technical evaluation completed and the three design concepts that were developed. A variety of questions were asked related to how well respondents thought the design concepts aligned with the project goals and which key differences between the concepts were most important to them. Respondents were also asked about their level of support for roundabouts and could participate in a budgeting exercise. Six questions related to respondent demographics were optional.

A total of 1,217 people viewed or responded to some of the questions while 306 people completed the full survey. The online survey was published in both English and Spanish, with 21 responses completed in Spanish. One question allowed respondents to write in additional input and those response are included in Attachment B. The full response counts for each question are shown in graphs in Attachment A.

Key Themes

- **Divided feedback.** Many question results showed respondents were divided. The survey had several opportunities for respondents to rank their level of support or how important a concept, goal, or key difference was to them. This polarization in feedback resulted in the average result or score often falling in the middle.
- **Living in the Heights.** Due to the divided opinion on many of the questions and concepts, results were separated between those who indicated they lived in The Heights and those that did not. The graphics and charts show the overall results, or average response in some cases, and then also show the results based on where respondents stated they lived. While not all respondents answered whether they lived in the Heights or not, 132 people stated they did live in The Heights.
- **Important concept differences.** Traffic congestion, comfortable places for walking, and Safe Routes to School were the most important differences between the three concepts.
- **Roundabout support.** Respondents are split in their level of support for roundabouts. Overall, a roundabout at 13th and May received a slightly higher level of support than a double roundabout at the intersections of 13th, Belmont, and 12th.
- **Concepts and community goals.** When asked how well each of the concepts aligned with community goals, more respondents fell in the 0-20 point range indicating they felt the concept did not align at all with the goal than any other point range. Concept 1 scored poorly in terms of alignment across all goals, however Concepts 2 and 3 had more people scoring alignment in the 60 to 100 range, resulting in slightly higher average scores.
- **Concept alignment.** When asked to pick which concept they felt most aligned with, more people picked Concept 3 than Concepts 1 or 2.
- **Differences in decision-making.** Respondents who preferred Concepts 2 and 3 found better pedestrian access and opportunities for gathering and better bike access most important when choosing their preferred concept. Respondents who preferred Concept 1 found better auto access and preserving parking were most important.
- **Budgeting improvements.** In the budgeting exercise, respondents spent the most points on constructing roundabouts, but items that cost fewer points such as improved east / west crossings or enhancing street trees and landscaping were chosen the most.
- **Respondent demographics.** The majority of respondents were white, between 35-44 years old. A majority indicated they shop or use services in the area, followed by “I pass through the area.” Most respondents do not live or work in The Heights.

Evaluating the Concepts

Survey participants were shown a graphic of how the technical evaluation demonstrated that each concept meets the project goals in different ways. After reviewing the graphic, participants were asked to show on a slider bar how important these key differences between the concepts were to them with 'Not at all' at 0 and 'Very' at 100 on the scale. Responses were then averaged and are presented below for each important difference between the concepts.

What do you think are the most important differences between the concepts?

Traffic Calming



Traffic Congestion



Comfortable Places for Walking



On-Street Parking



Opportunities for Placemaking



Safe Routes to School



Participants were also asked whether they had anything else to add about the concept evaluation before moving to the next questions. Those responses are included as Attachment B.

Traffic Signals versus Roundabouts

The survey asked respondents to show on a slider bar how supportive they were of roundabouts at two key intersections with 'Not supportive' at 0 and 'Very supportive' at 100 on the scale.

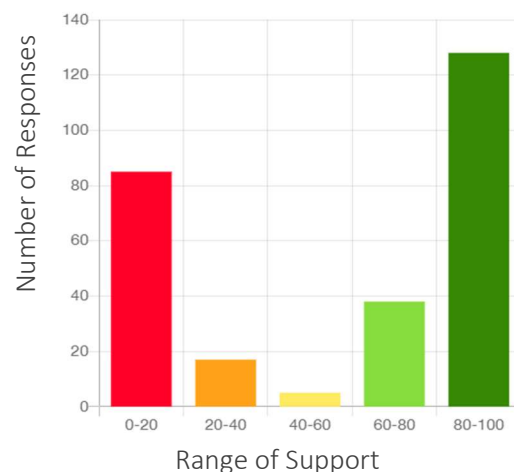
Respondents are split on their level of support for a roundabout at 13th and May. Some appear to strongly support a roundabout (scored 70 and higher), while others indicated that they are not supportive and scored a roundabout between 0-10. Respondents seem to be polarized on the idea of a roundabout with a majority of respondents either showing strong support or strong opposition, creating an average level of support of 56.

Similar to the roundabout at 13th and May, the level of support for a double roundabout is only slightly less than the level of support for a single roundabout. However, overall fewer respondents indicated a strong level of support for a double roundabout compared to a single roundabout.

The temperature gauge shows the average level of support while the graph shows the number of responses for 20-point increments (range of support) between Not supportive (0) and Very supportive (100).

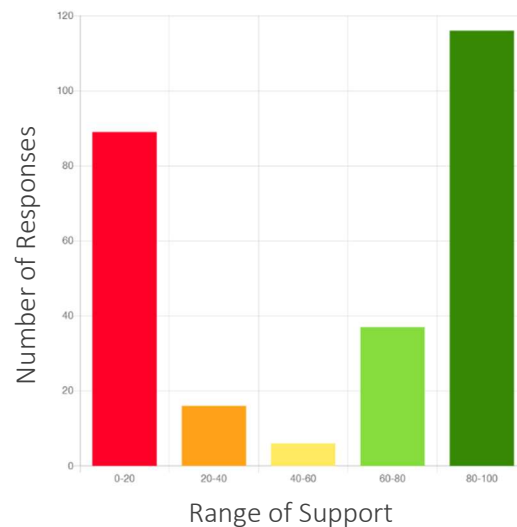
What is your level of support for a roundabout at 13th and May?

13th and May Roundabout



What is your level of support for a double roundabout where 13th, Belmont, and 12th come together?

13th, Belmont, and 12th Double Roundabout



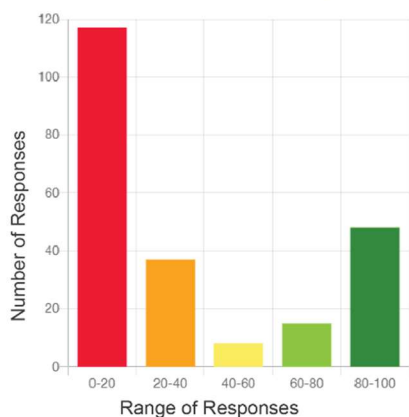
Aligning Concepts and Community Goals

Respondents were again asked to use slider bars to show how well they thought each of the concepts aligned with the community's priority goals with 'Doesn't Align' at 0 at 'Aligns' at 100. Across all four goals each concept had a number of respondents scoring the alignment between 0-20 indicating they felt the concept did not align with the goal at all. Concept 1 scored poorly in terms of alignment across all goals, however Concepts 2 and 3 had more people scoring alignment in the 60 to 100 range, resulting in slightly higher average scores.

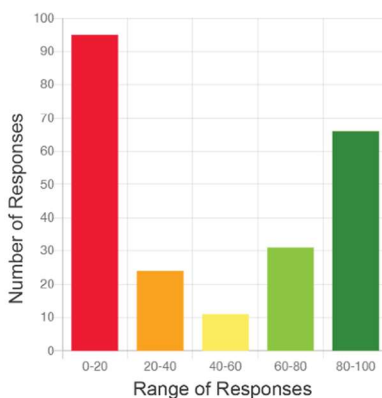
	Average Alignment Scores			
	Goal 1	Goal 2	Goal 3	Goal 4
Concept 1	32	29	29	28
Concept 2	40	40	36	40
Concept 3	41	41	38	39

Goal 1: Calm traffic and improve intersections to improve safety for people driving, walking, biking, taking transit, and supporting local businesses. The responses for Goal 1 are very similar for each concept. Most respondents indicated that the concepts were not aligned with the goal of calming traffic and safety. Concepts 2 and 3 have more responses indicating it is aligned with this goal compared to Concept 1 for Goal 1.

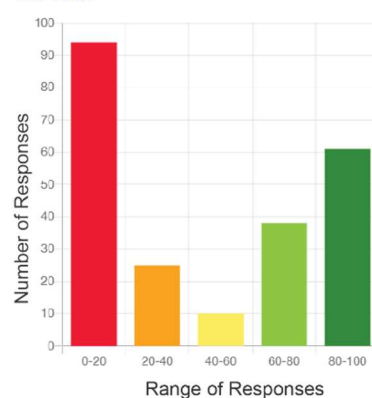
Concept 1. Two Lane, Two-Way Traffic



Concept 2. One Lane, One-Way Traffic

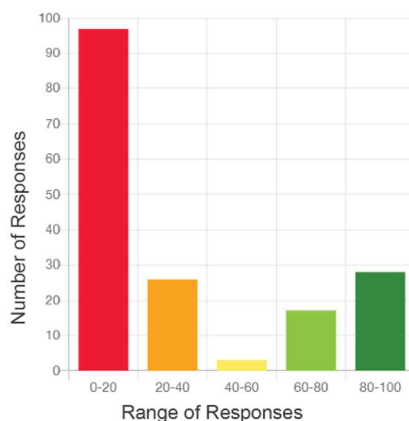


Concept 3. Hybrid - One Lane, One-Way on 12th and Two-Way Traffic on 13th

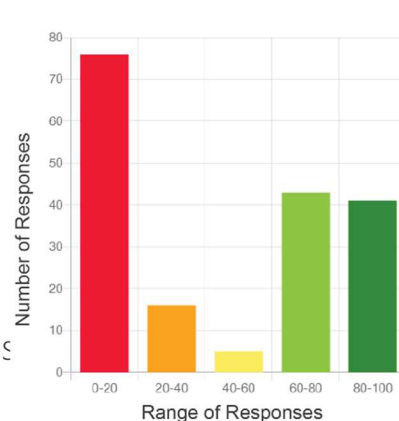


Goal 2: Preserve and promote a livable community and economy through streetscape improvements that increases safety for people walking and biking and addresses parking needs to support local business access, and future mixed-use development. Similar to Goal 1, most respondents indicated that none of the concepts were aligned with Goal 2 but Concepts 2 and 3 had slightly more respondents ranking alignment more favorably.

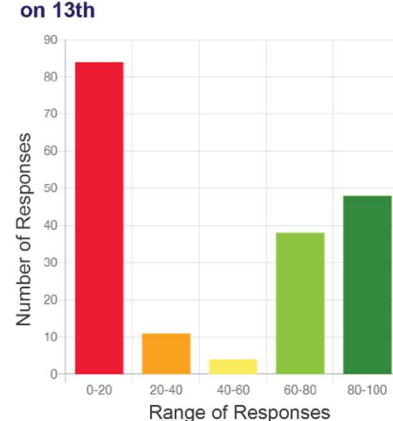
Concept 1. Two Lane, Two-Way Traffic



Concept 2. One Lane, One-Way Traffic



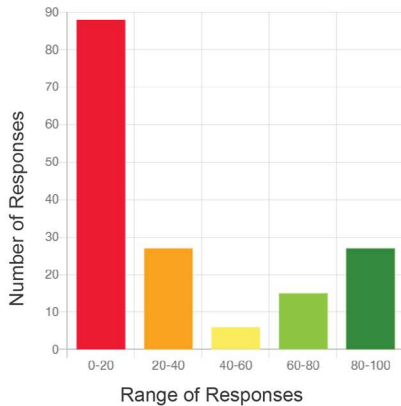
Concept 3. Hybrid - One Lane, One-Way on 12th and Two-Way Traffic on 13th



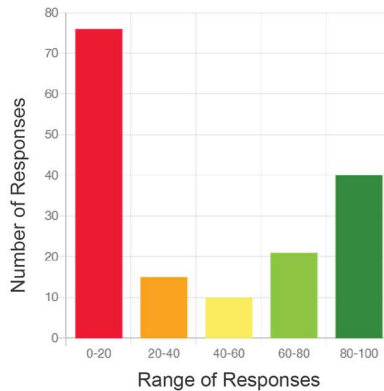
Goal 3: Create an identity for the Heights that reflects the diverse culture and history of the area and as a destination for local residents for goods and services.

Goal 3 had a similar outcome to the previous goals.

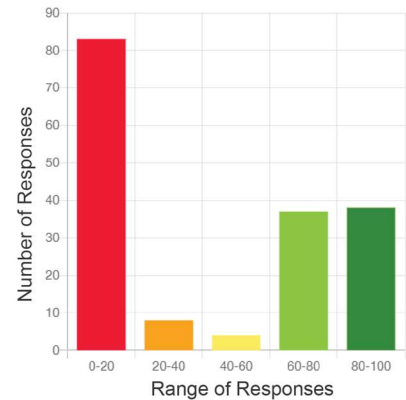
Concept 1. Two Lane, Two-Way Traffic



Concept 2. One Lane, One-Way Traffic



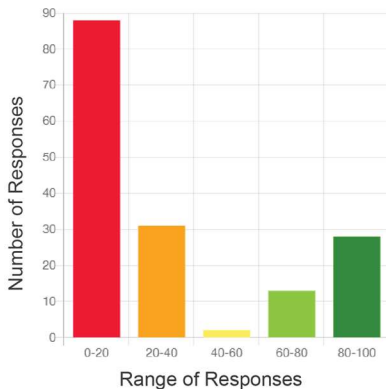
Concept 3. Hybrid - One Lane, One-Way on 12th and Two-Way Traffic on 13th



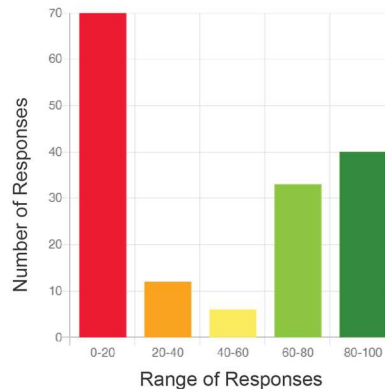
Goal 4: Create streets and gathering spaces that provide safe, comfortable places for people walking, accessing transit, and biking along and across the corridor and that connects area recreation and commercial destinations and neighborhoods.

Most respondents indicated that none of the concepts align with Goal 4 although more respondents believed that Concept 2 was aligned or at least somewhat aligned with Goal 4 compared to the other concepts.

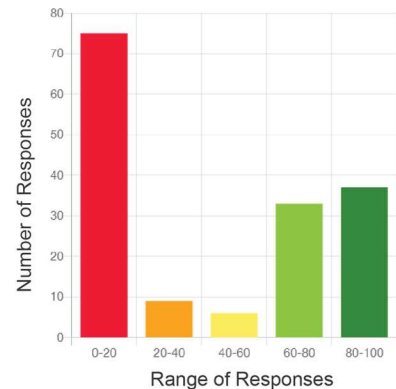
Concept 1. Two Lane, Two-Way Traffic



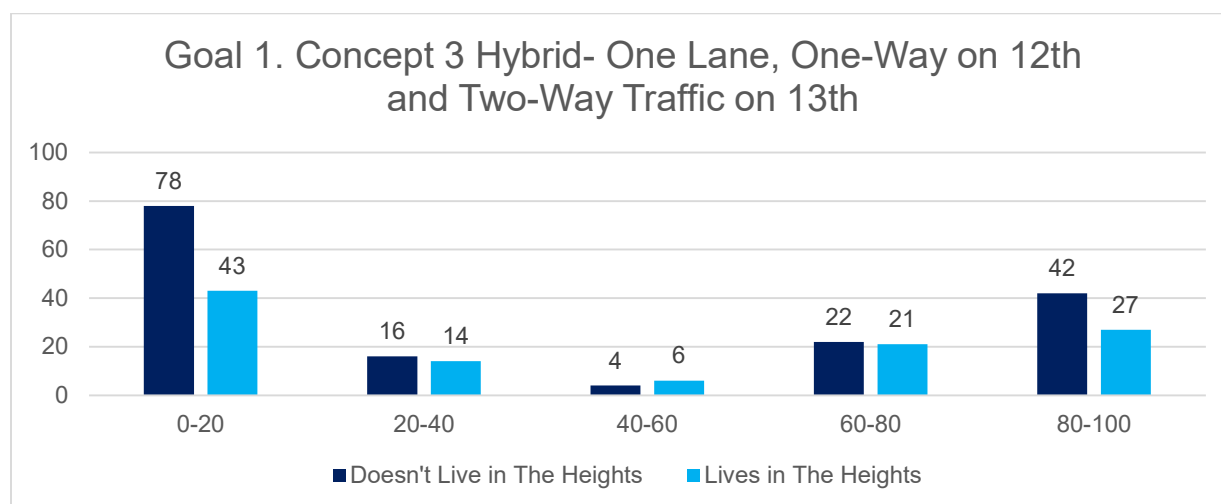
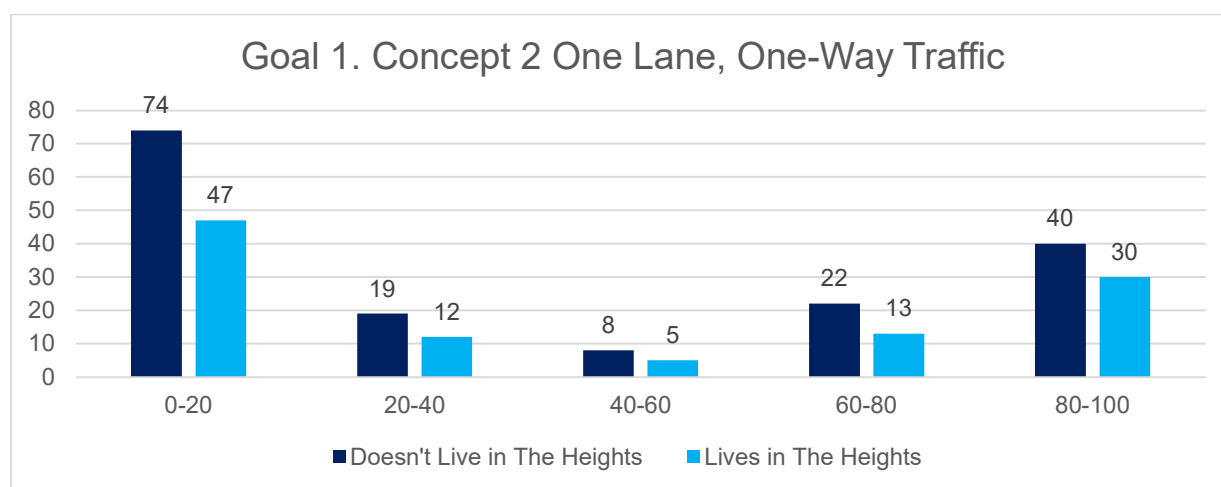
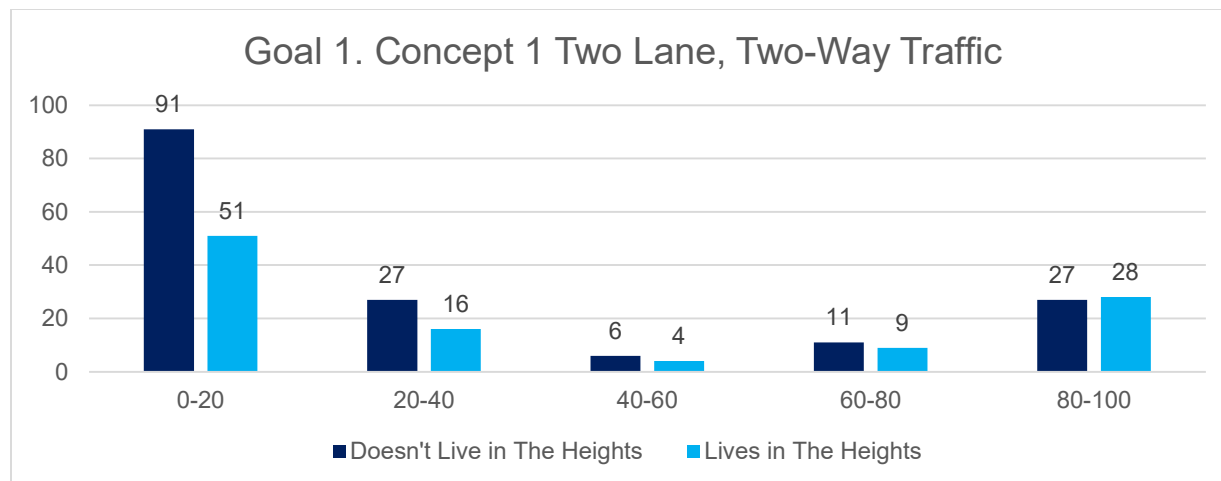
Concept 2. One Lane, One-Way Traffic

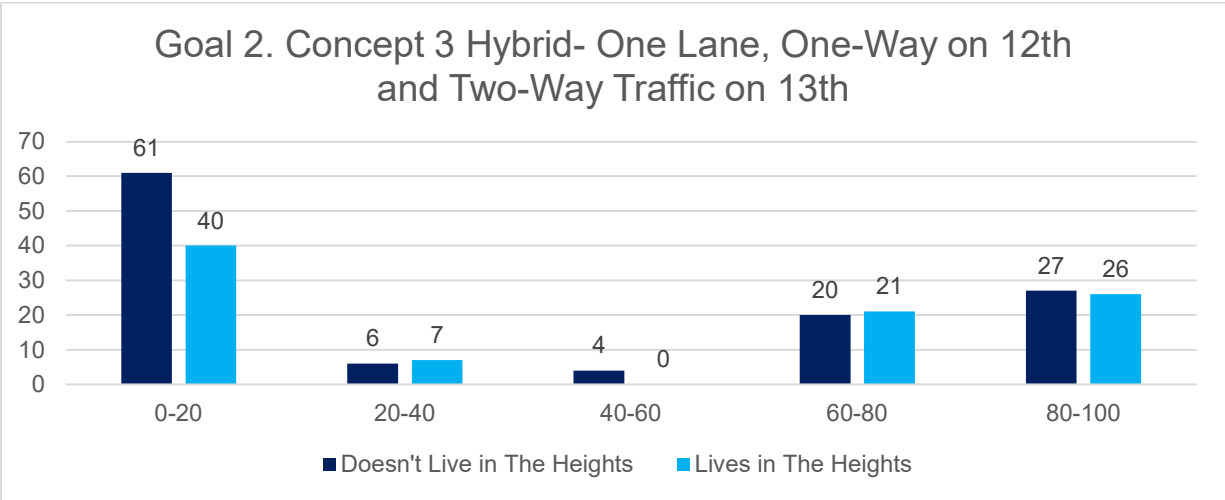
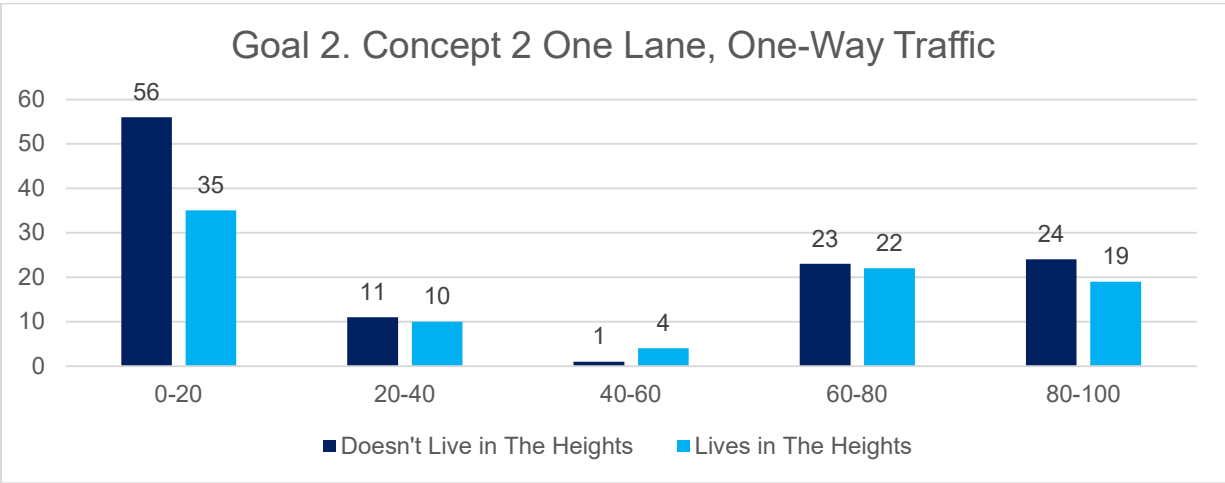
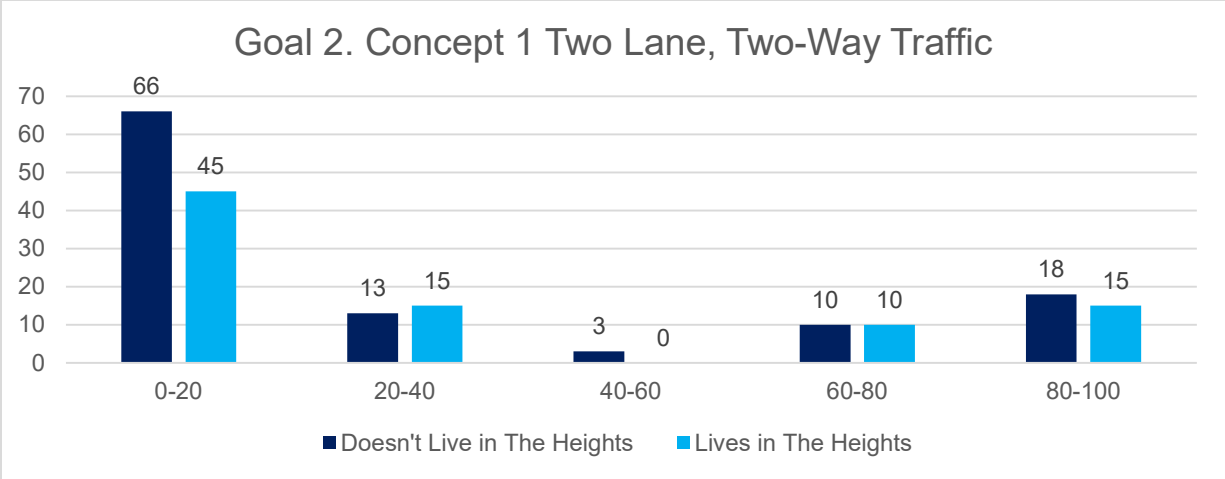


Concept 3. Hybrid - One Lane, One-Way on 12th and Two-Way Traffic on 13th

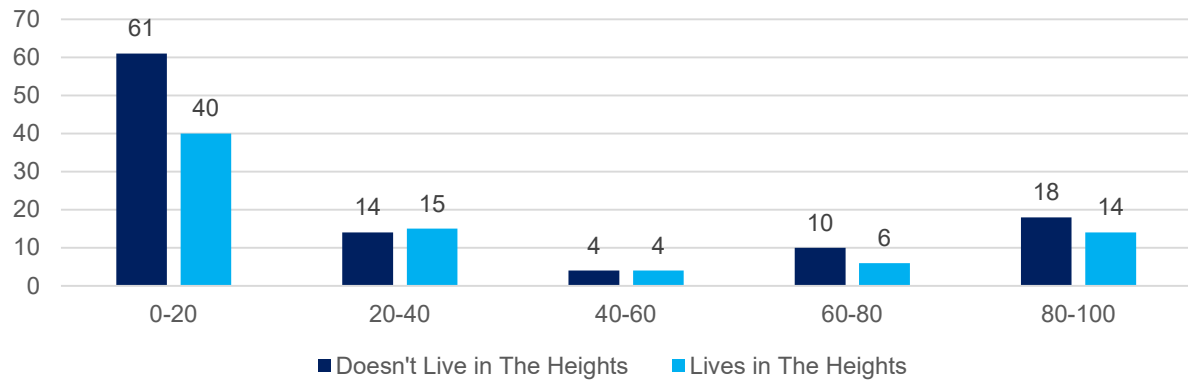


While the graphs above show the overall range of responses for how well the concepts chosen align with the project goals, the graphs below show the range of responses divided by whether respondents indicated they lived in The Heights or not. While fewer respondents indicated that they were residents of The Heights, their results generally parallel the responses of those who do not.

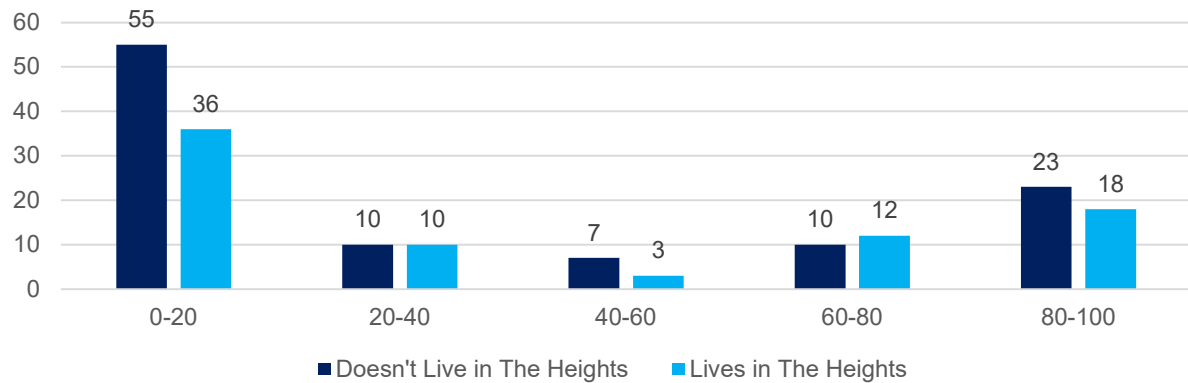




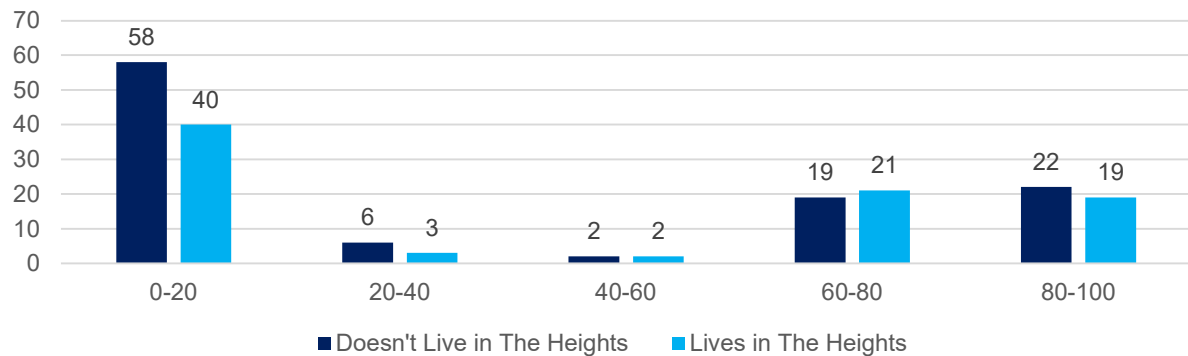
Goal 3. Concept 1 Two Lane, Two-Way Traffic

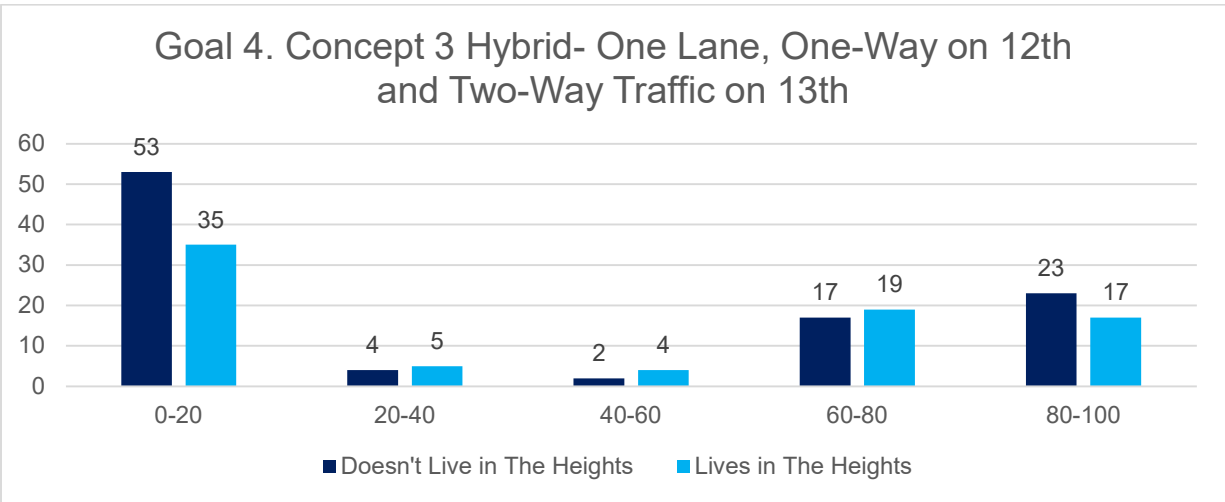
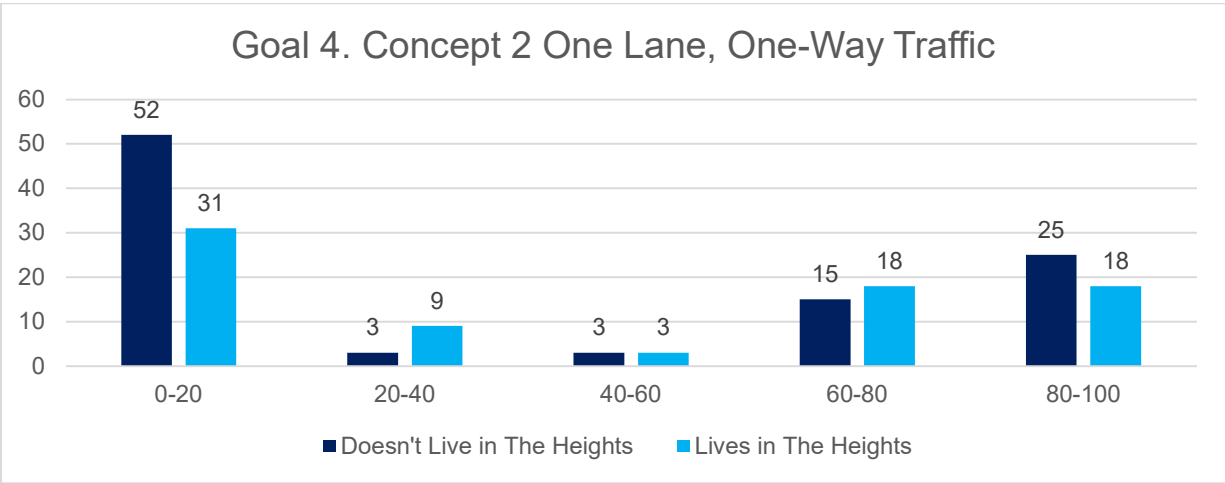
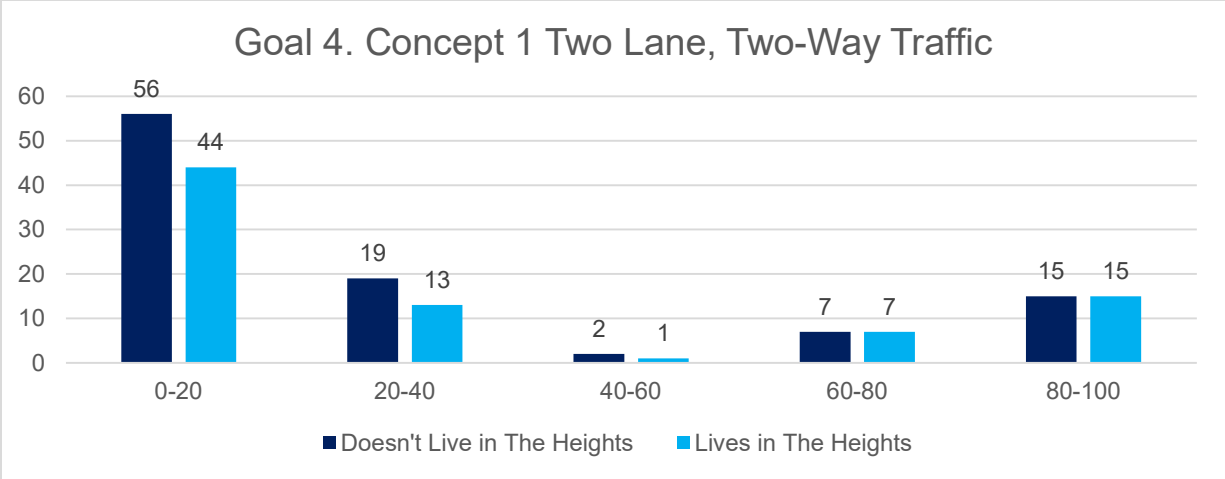


Goal 3. Concept 2 One Lane, One-Way Traffic



Goal 3. Concept 3 Hybrid- One Lane, One-Way on 12th and Two-Way Traffic on 13th

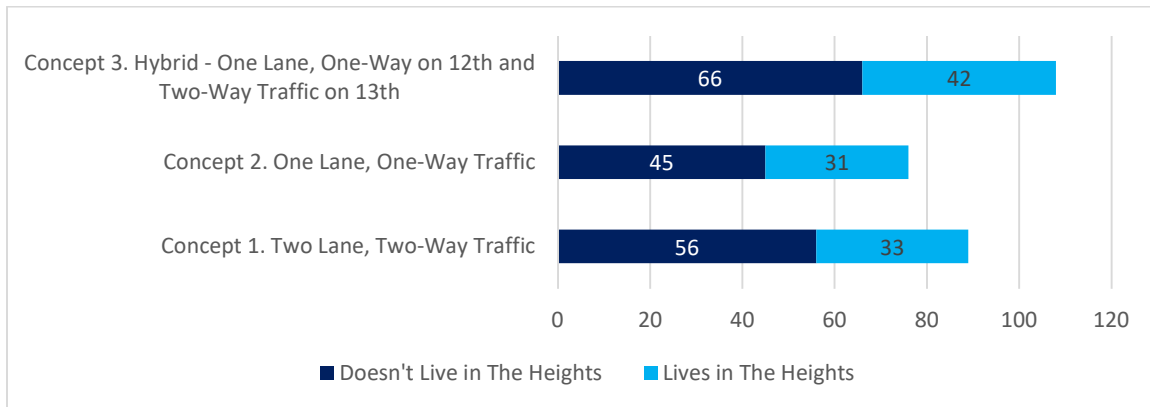




Preferred Concept

After ranking the concepts based on how they met community goals, respondents were then asked whether there was a concept they felt most aligned with. Concept 3 ranked first and while Concept 1 ranked poorly when compared to alignment with community goals in the previous section, here it ranked ahead of Concept 2 by a small margin.

Is there a concept you feel most aligned with?



Based on the concept they selected, respondents were then asked to use slider bars to rank how important each four factors were in making their decision from 'Not important' at 0 to 'Important' at 100.

For those who picked Concept 1, the following four graphics show the average score of importance for each of the factors. Better auto access and preserving parking were most important.

Better pedestrian access and opportunities for gathering **Better bike access**



Better auto access



Saves parking



For those who picked Concept 2, the following four graphics show the average score of importance for each of the factors. Better pedestrian access and opportunities for gathering and better bike access were most important.

Better pedestrian access and opportunities for gathering Better bike access



Better auto access



Saves parking



For those who picked Concept 3, the following four graphics show the average score of importance for each of the factors.

Better pedestrian access and opportunities for gathering Better bike access



Better auto access



Saves parking



Prioritizing Improvements

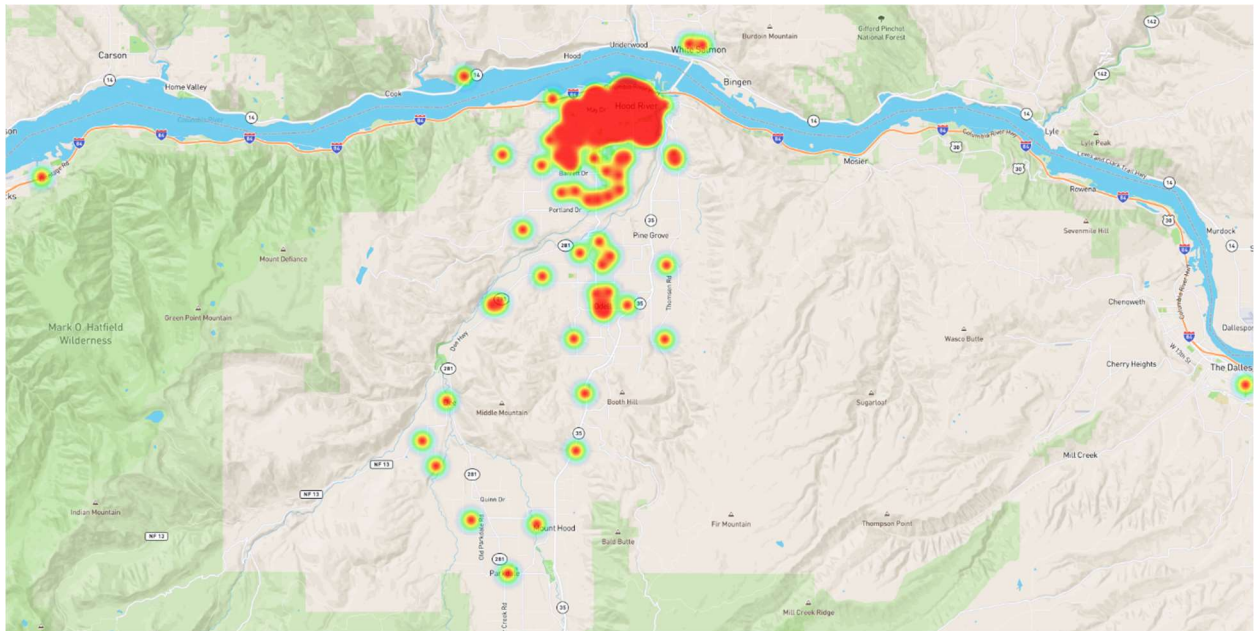
For the last section respondents were given a budgeting exercise and asked to pick from a list of improvements for how they would spend their budget. The total budget was 20 points, but 10 have already been spent to address basic street and safety upgrades needed in the area. That left the respondents with 10 points to spend how they wished. The table below shows each improvement, the cost of the improvement in points, the total number of points spent on that improvement, and the number of times that improvement was chosen.

Improvement	Point Cost	Total Points Spent on Item	Number of Times Item Was Picked
Roundabout. Construct a roundabout instead of a traffic signal at 13 th Street and May Street.	3	354	118
Double roundabout. Combine intersections of 13 th Street, Belmont Ave, and 12 th Street and construct a large, double roundabout.	5	530	106
On-street parking. Modify street design to create more on-street parking.	3	243	81
Bike Lanes. Construct a two-way bike lane instead of one-way bike lanes.	2	206	103
Add gathering spaces. Modify street design to remove some on-street parking and provide more places for people to meet and gather.	2	176	88
Improved lighting. Provide pedestrian lighting to supplement street lights.	2	230	115
Improved east / west crossings. Construct enhanced street crossings at B Street and C Street in addition to the enhanced crossings provided at Pine/Taylor and Wilson/A St.	1	158	158
Enhances street trees and landscaping. Provide more planting areas and street trees.	1	167	167
Enhanced building frontages. Provide support to improve the look of buildings.	1	112	112
Green stormwater infrastructure. Incorporate natural systems into the landscape.	1	123	123

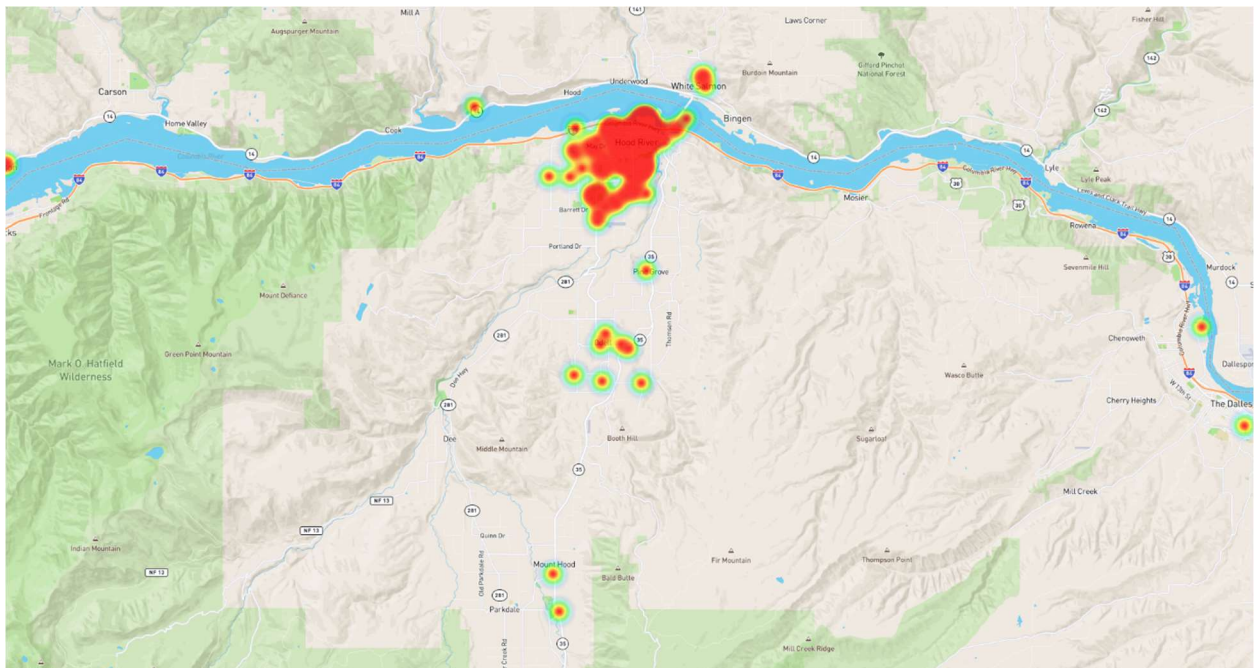
Demographics

Demographic questions were options. The majority of respondents were white, between 35-44 years old. Most respondents also indicated they shop or use services in the area, followed by “I pass through the area.” Most respondents do not live or work in The Heights. Of the ones that do, most indicated they have lived or worked in The Heights for more than 10 years. Demographic data is included in Attachment A.

Where do respondents live?



Where do respondents work?



Attachments

Attachment A: Online Survey Charts

Attachment B: Survey Open Ended Responses

Attachment A Online Survey Charts

Importance of Key Differences

As you review the results of the analysis, what do you think are the most important differences between these concepts? Use the slider bars below to indicate how important the key differences between concepts are to you with Not important as 0 and Very important as 100.

Figure 1: Traffic Calming (slower traffic)

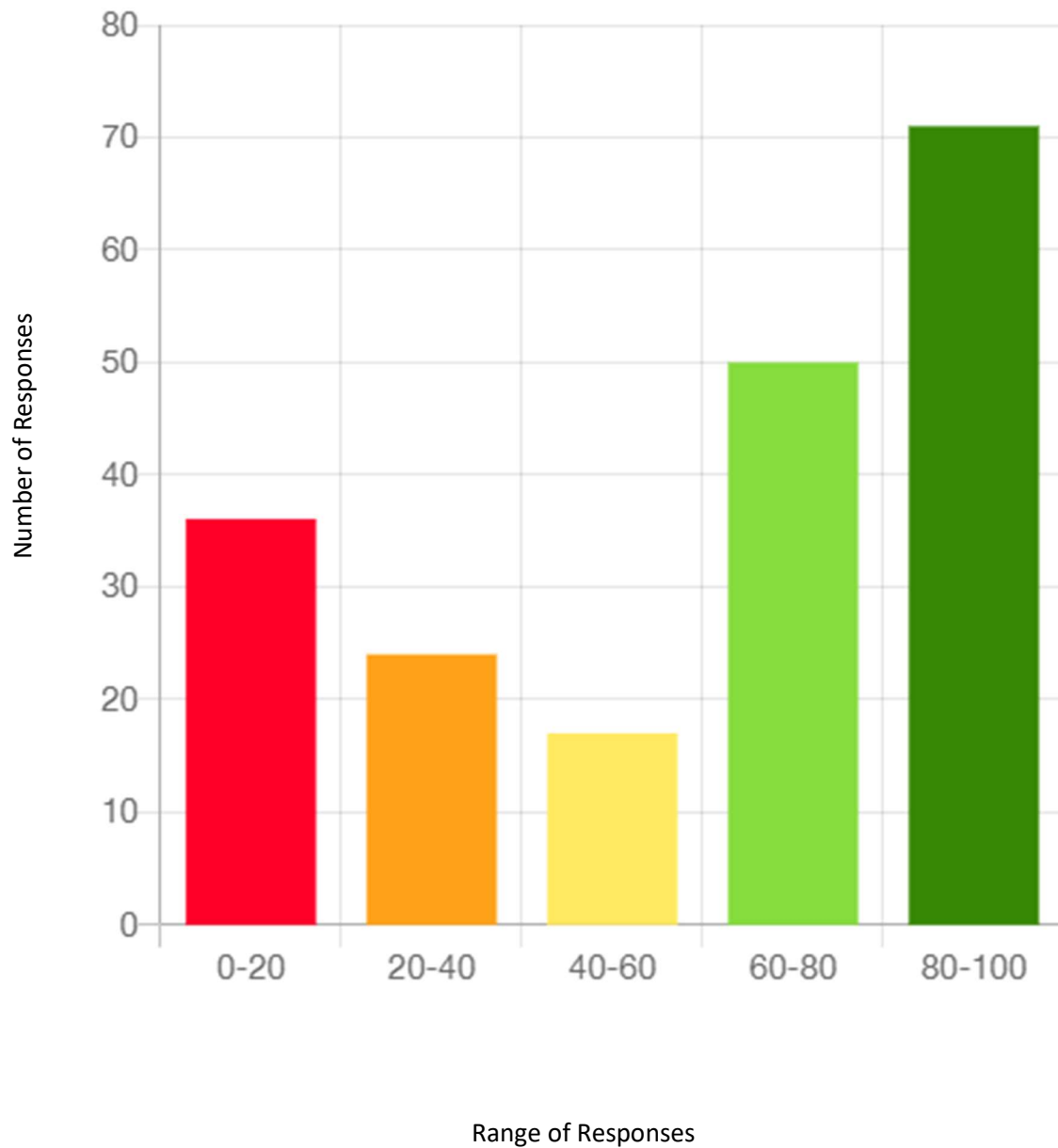


Figure 2: Traffic congestion

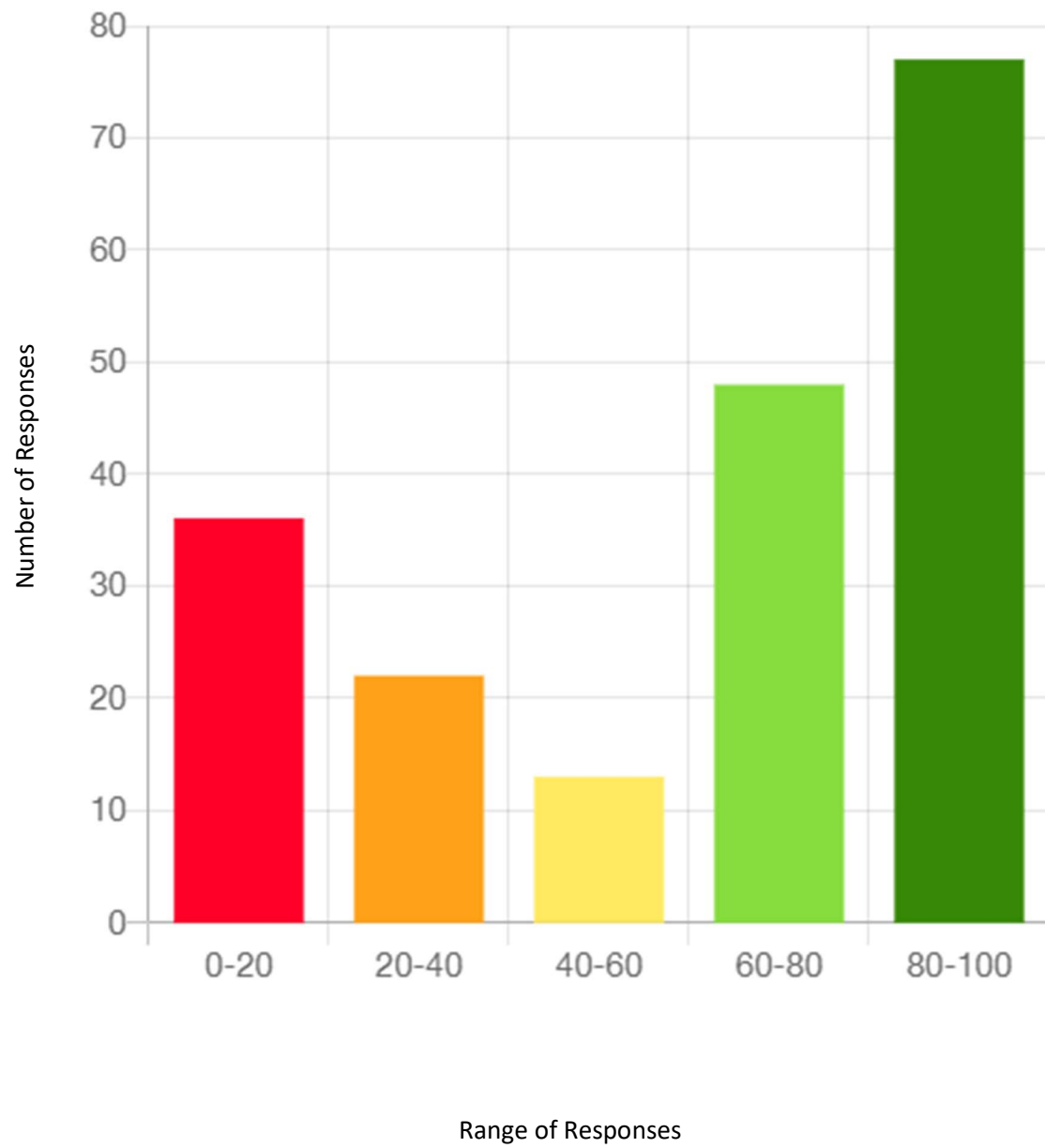


Figure 3: On-street parking

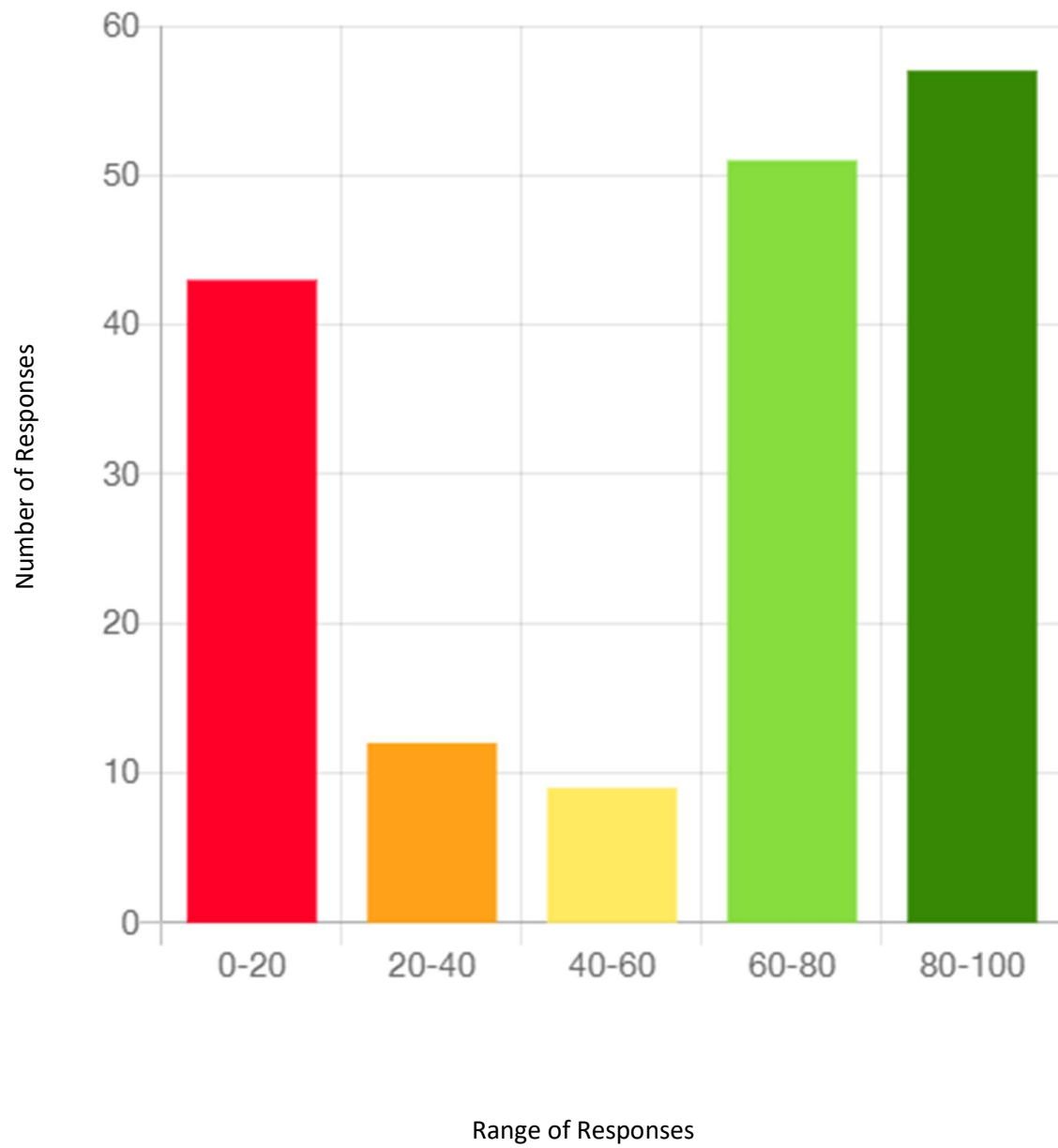


Figure 4: Comfortable places for walking

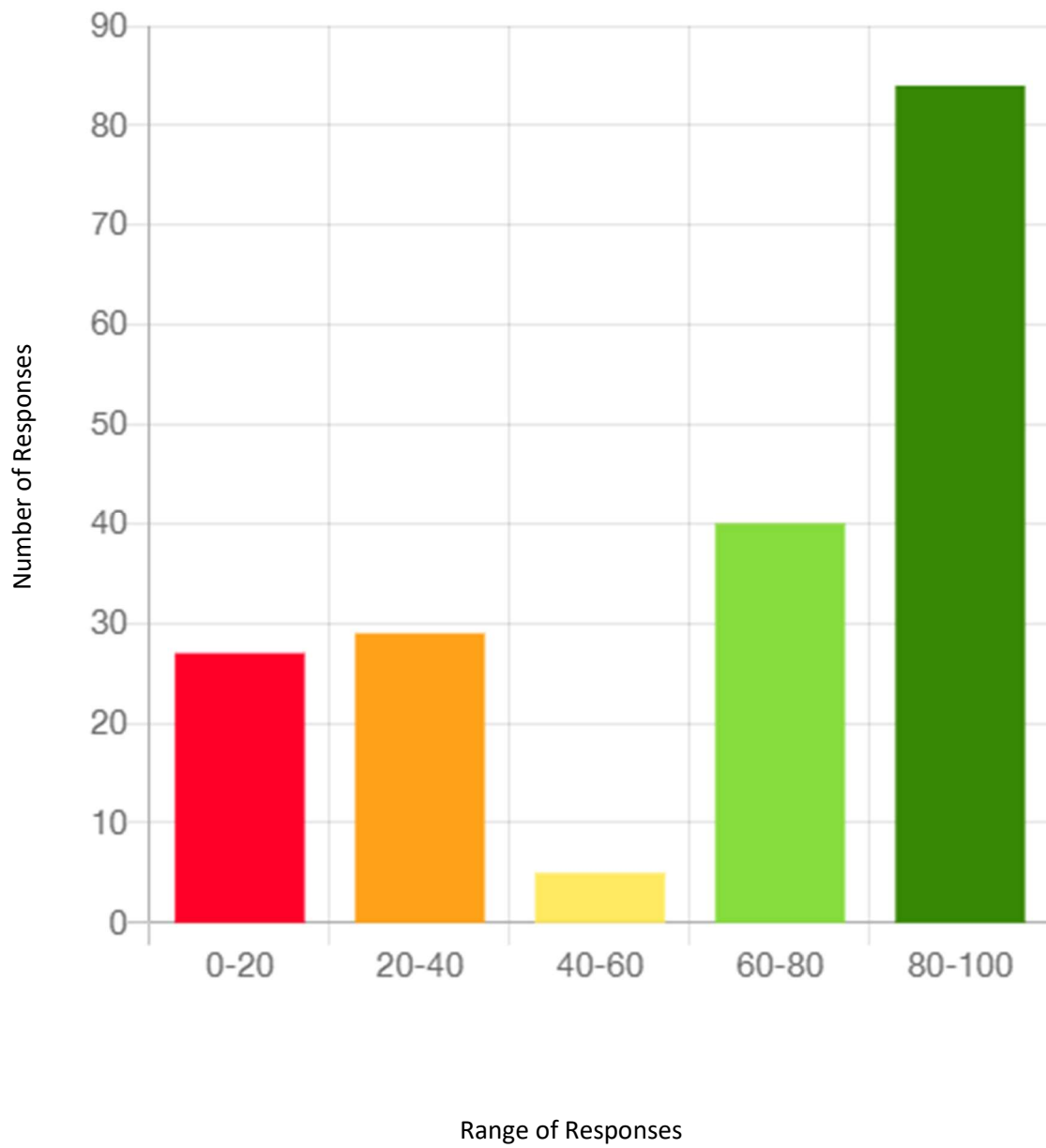


Figure 5: Opportunities for Placemaking

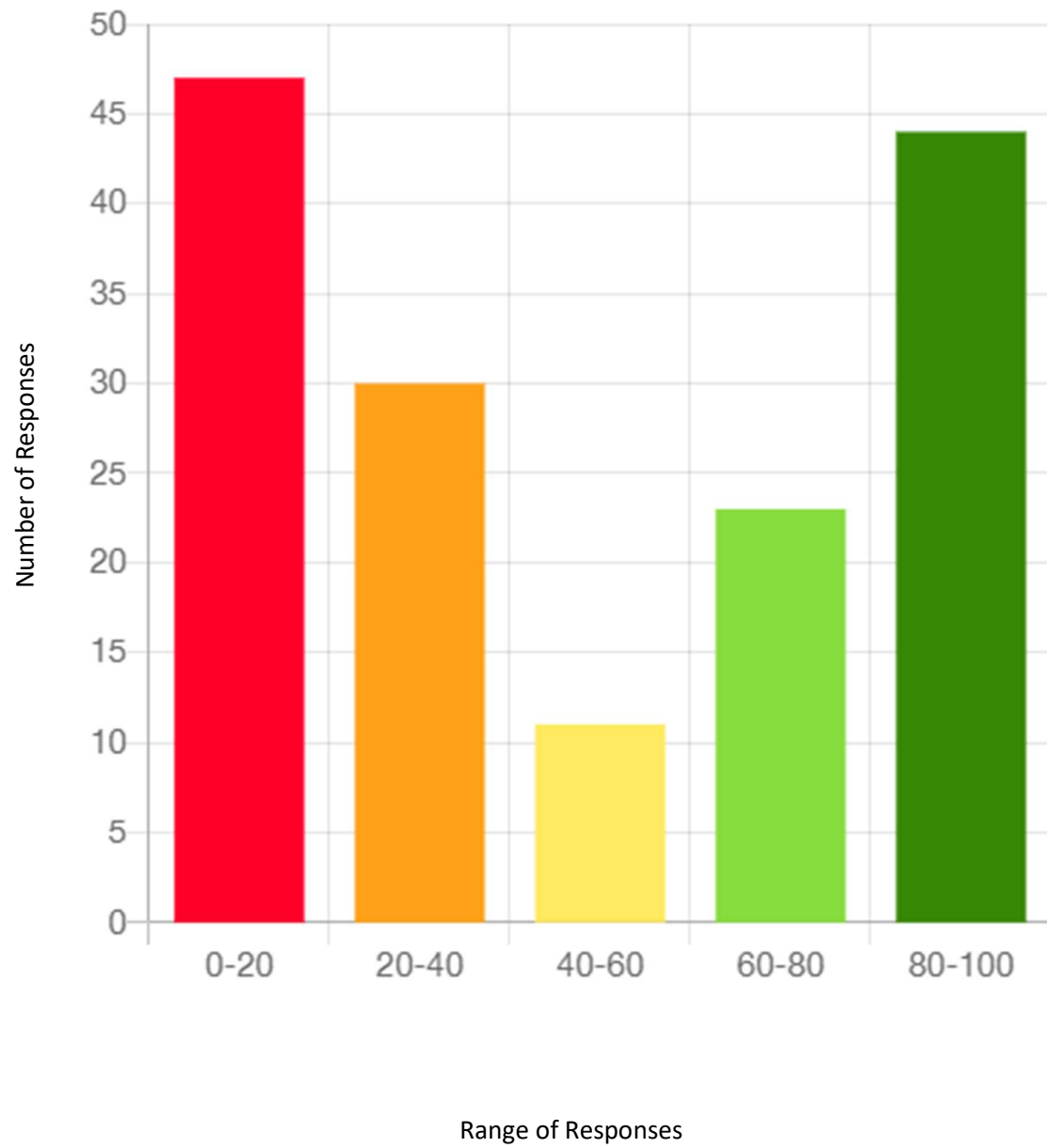
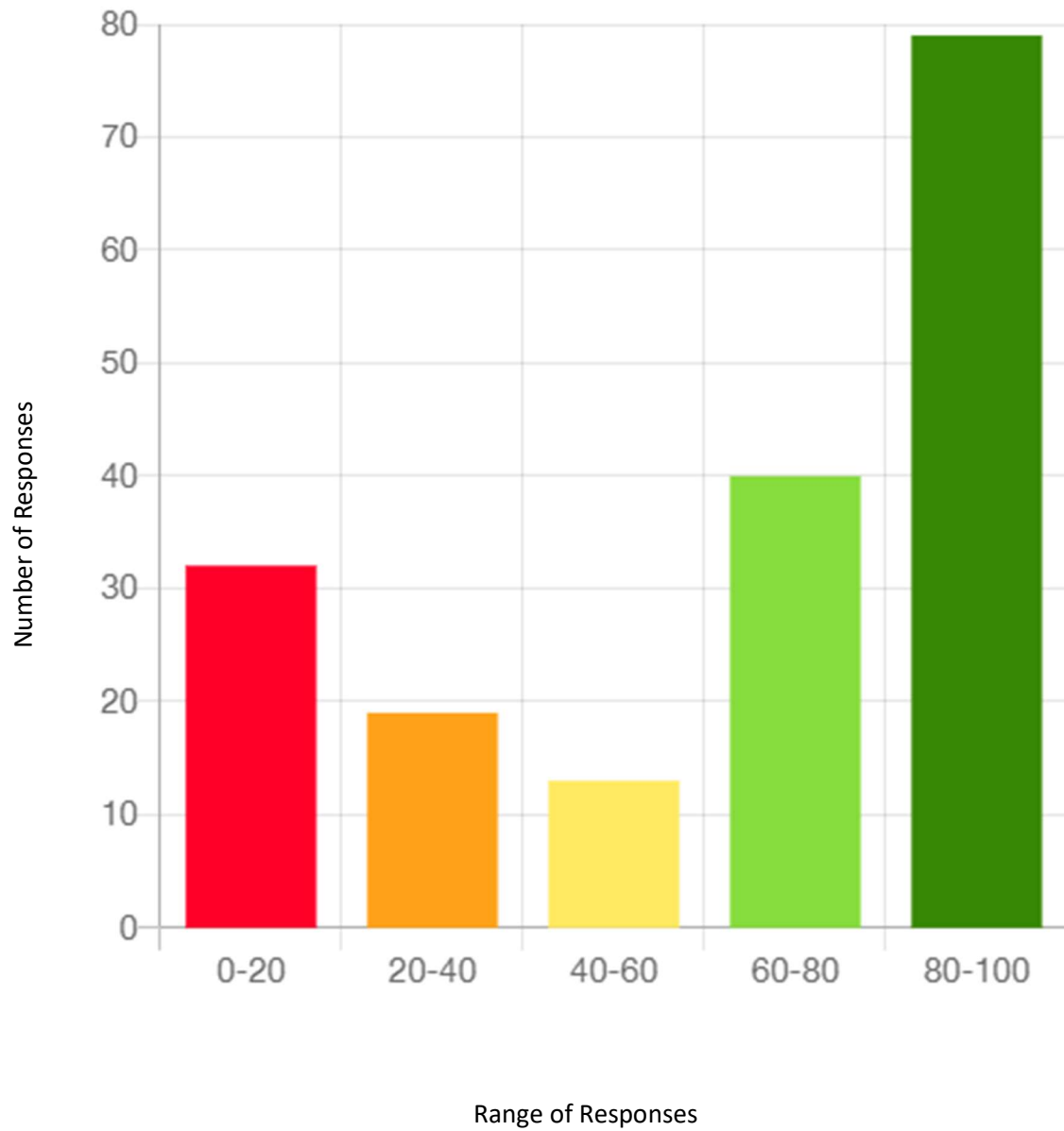


Figure 6: Safe Routes to School



Roundabout Support

Respondents were asked to use slider bars to indicate their level of support for roundabouts with 0 as Not Supportive and 100 as Very Supportive.

Figure 7: What is your level of support for a double roundabout where 13th, Belmont, and 12th come together?

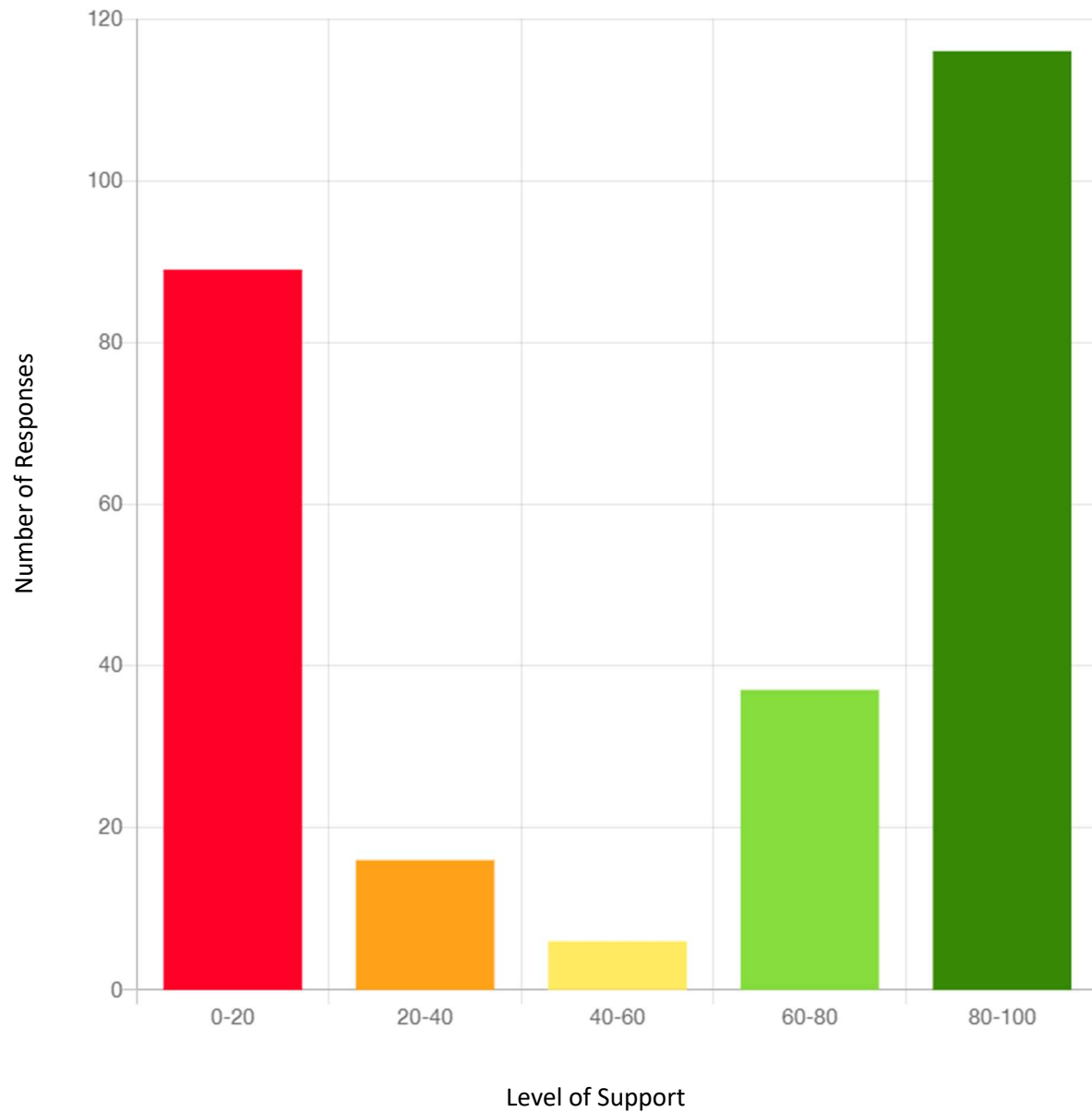
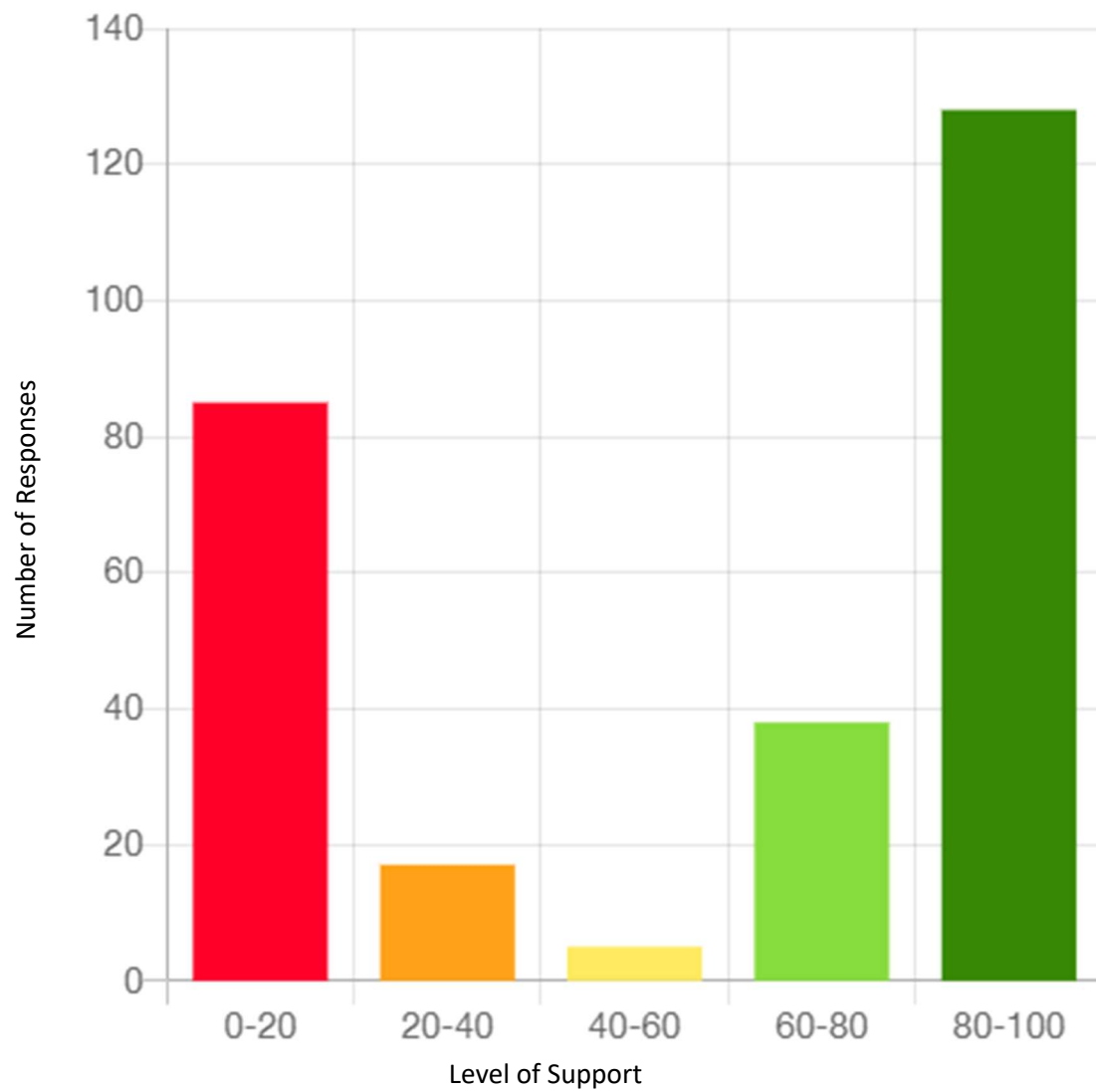


Figure 8: What is your level of support for a roundabout at 13th and May?



Aligning Concepts and Community Goals

In 2021, we asked the community about goals to help guide development of the concepts. The community identified four priority goals. How well do you think the three concepts align with the community's priority goals?

Using the sliding bars below, show how well you think each of the concepts aligns with community goals with Doesn't Align at 0 and Aligns at 100.

Goal 1: Calm traffic and improve intersections to improve safety for people driving, walking, biking, taking transit, and supporting local businesses.

Figure 9: Goal 1 Alignment Concept 1. Two Lane, Two-Way Traffic

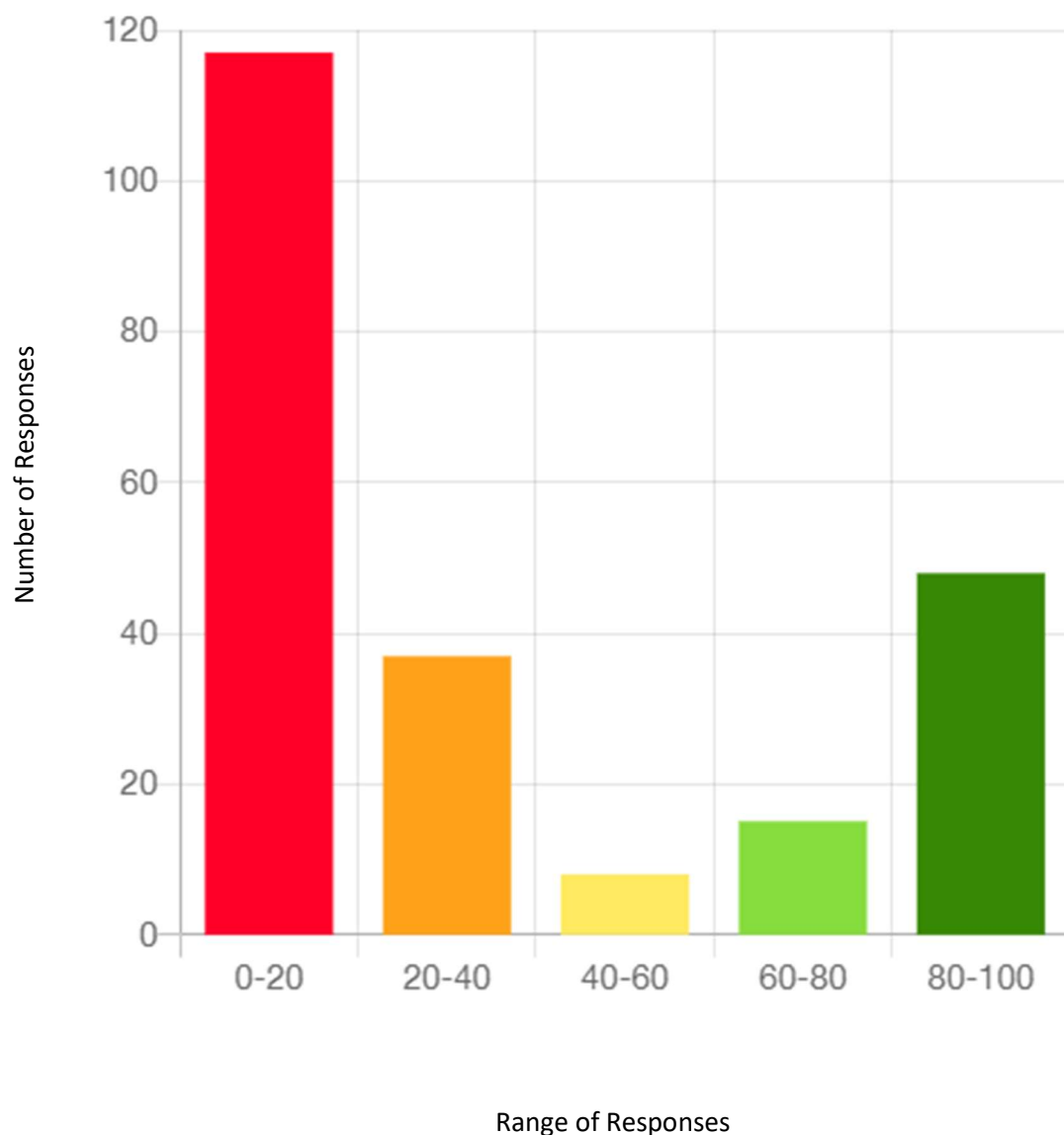


Figure 10: Goal 1 Alignment Concept 2. One Lane, One-Way Traffic

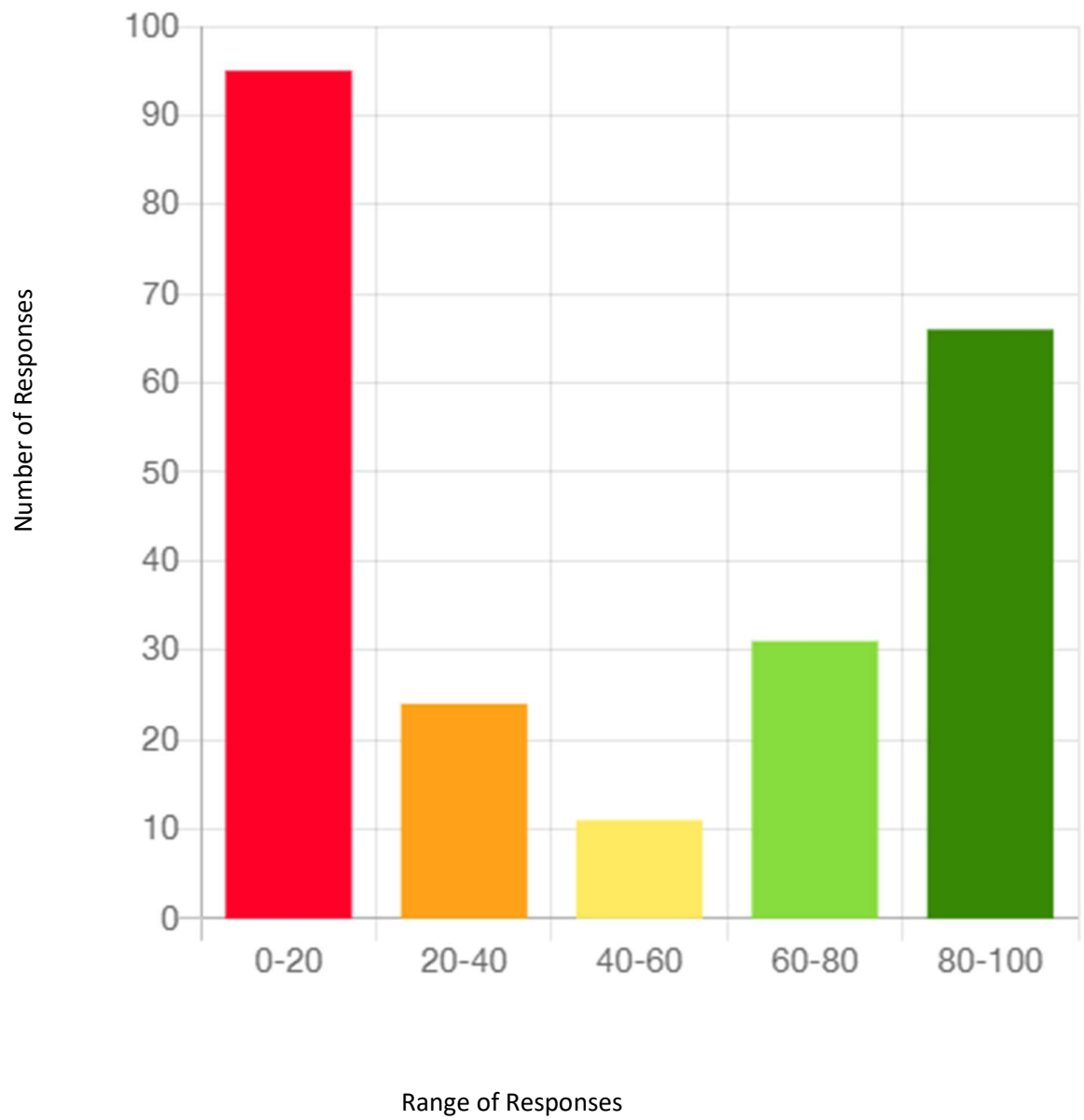
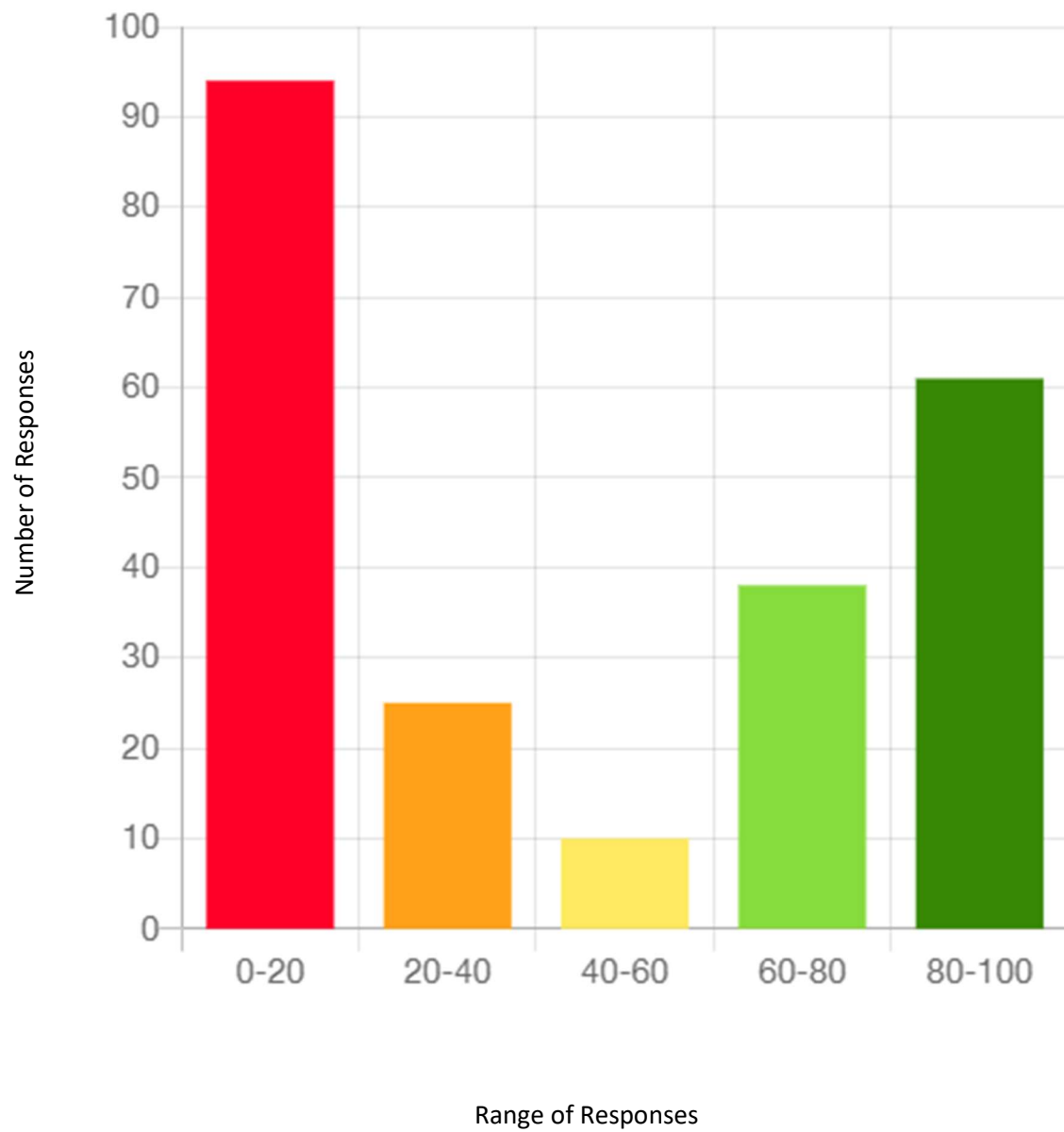


Figure 11: Goal 1 Alignment Concept 3. Hybrid



Goal 2: Preserve and promote a livable community and economy through streetscape improvements that increases safety for people walking and biking and addresses parking needs to support local business access, and future mixed-use development.

Figure 12: Goal 2 Alignment Concept 1. Two Lane, Two-Way Traffic

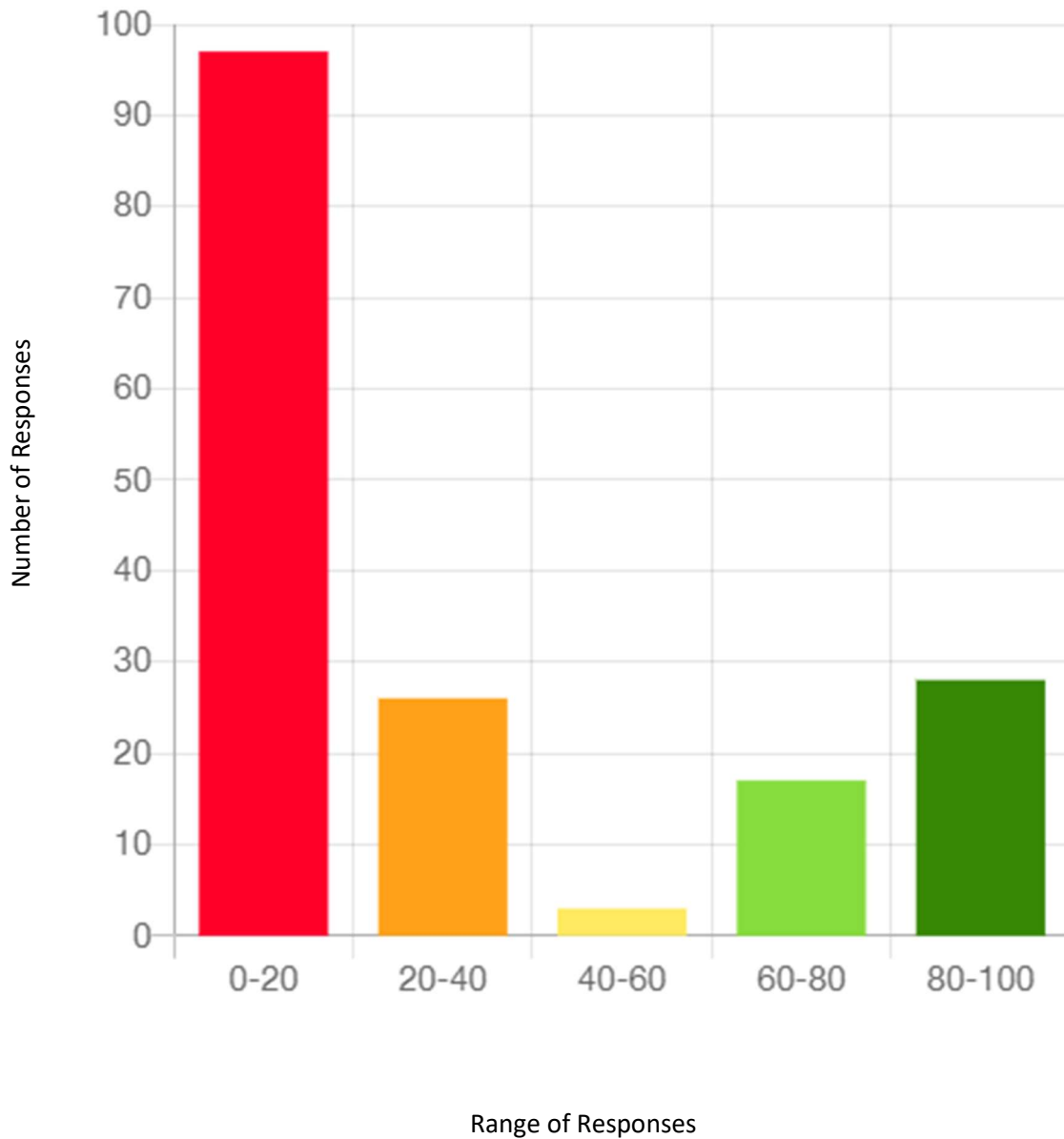


Figure 13: Goal 2 Alignment Concept 2. One Lane, One-Way Traffic

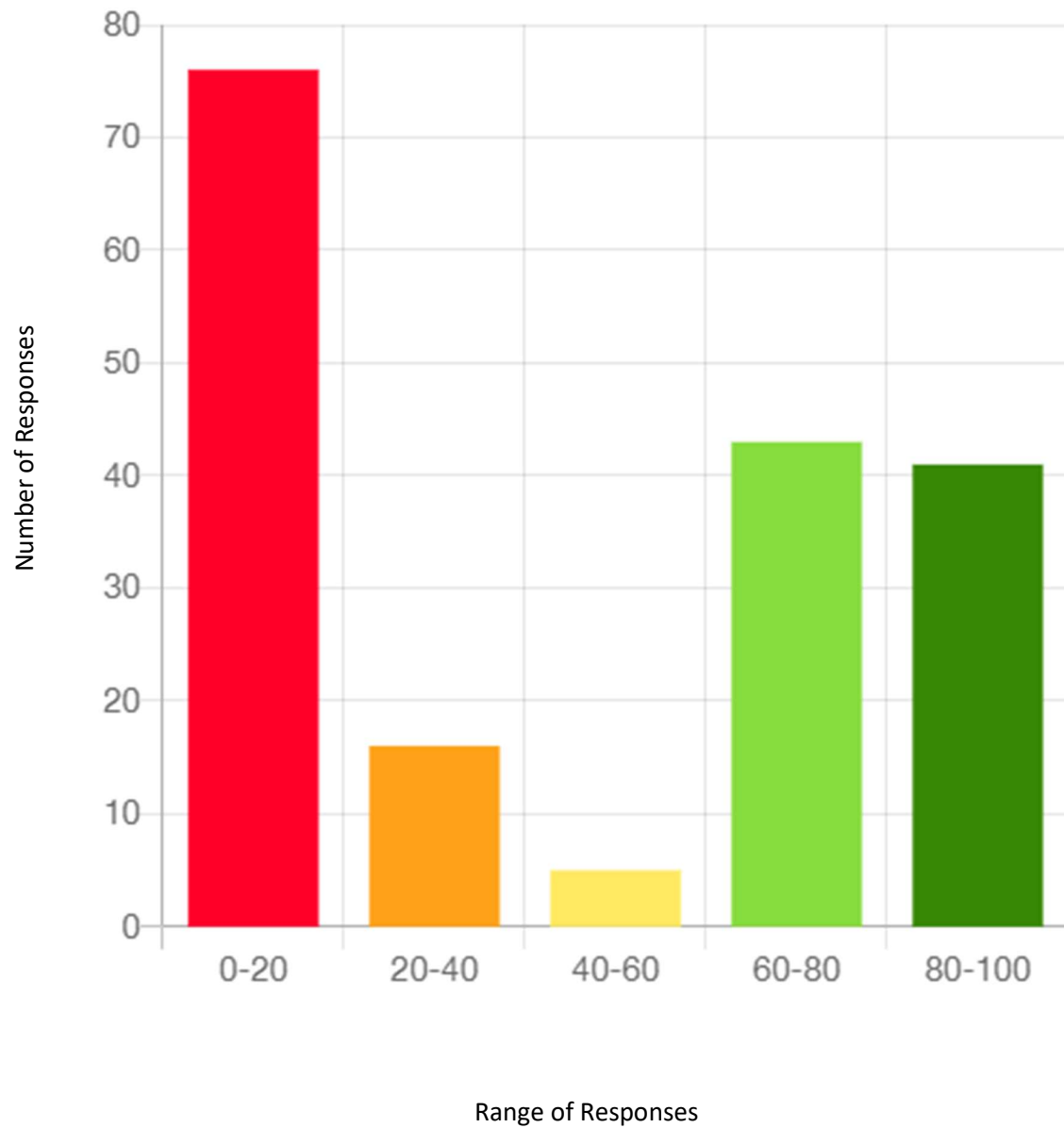
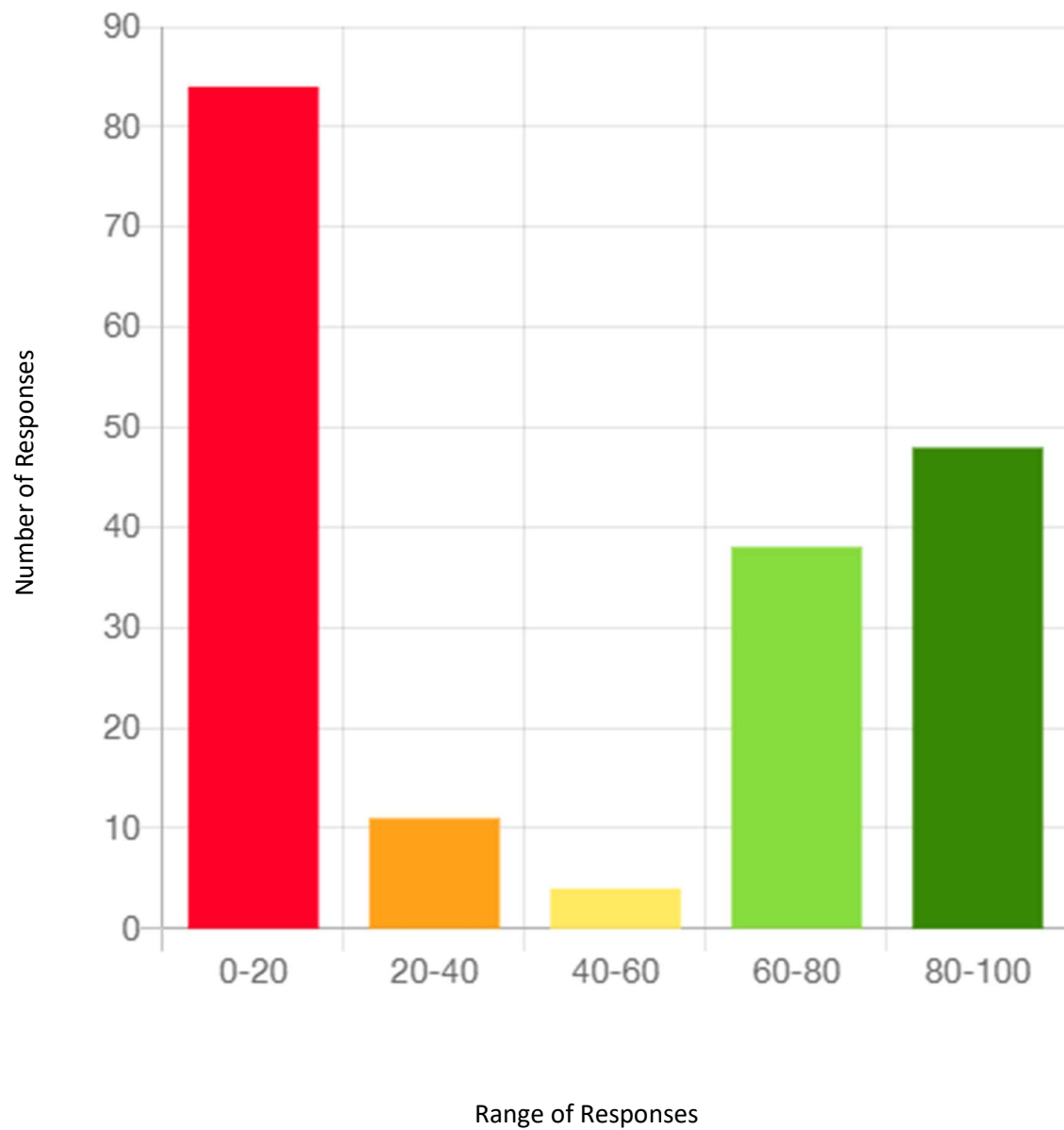


Figure 14: Goal 2 Alignment Concept 3. Hybrid



Goal 3: Create an identity for the Heights that reflects the diverse culture and history of the area and as a destination for local residents for goods and services.

Figure 15: Goal 3 Alignment Concept 1. Two Lane, Two-Way Traffic

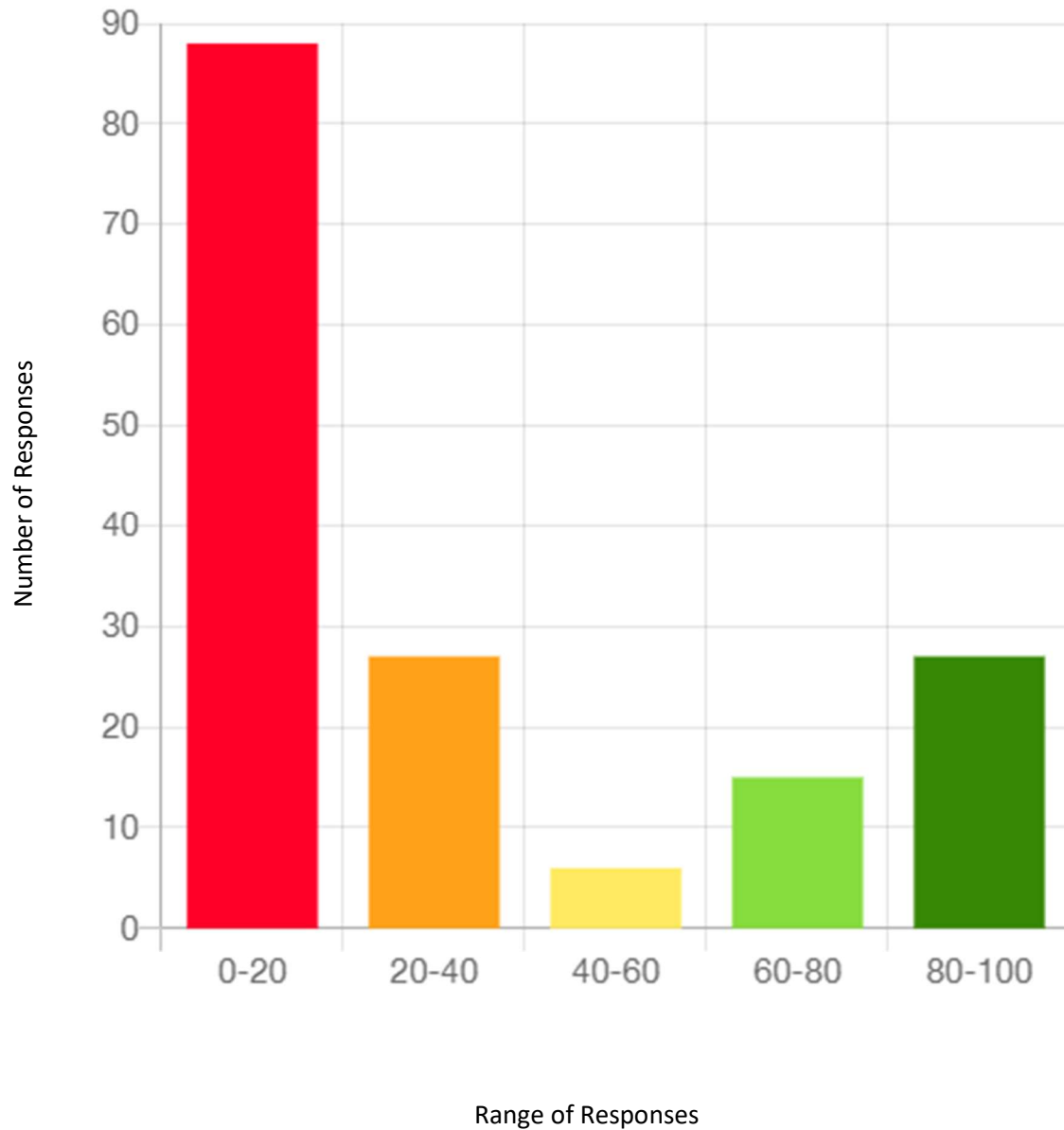


Figure 16: Goal 3 Alignment Concept 2. One Lane, One-Way Traffic

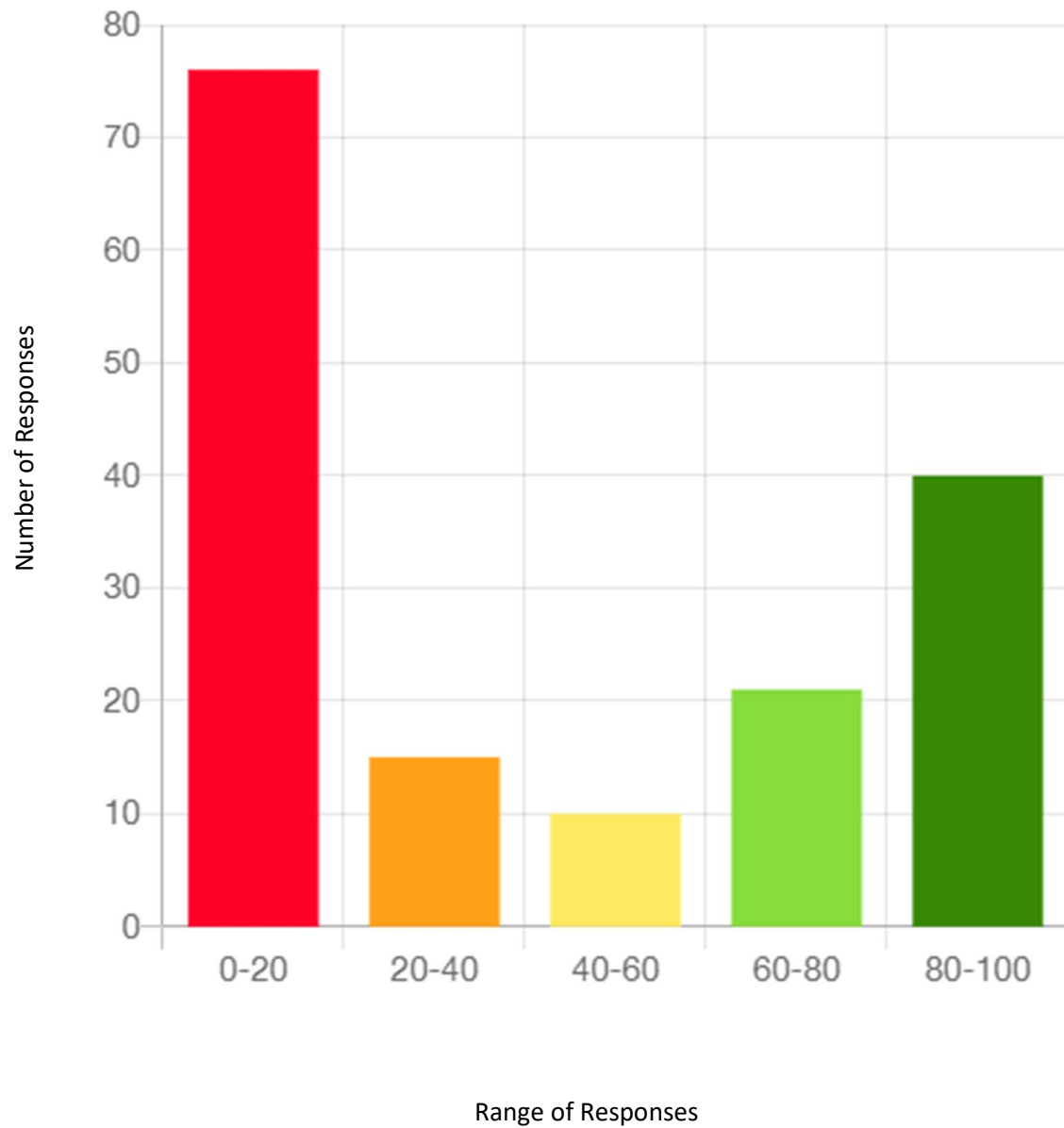
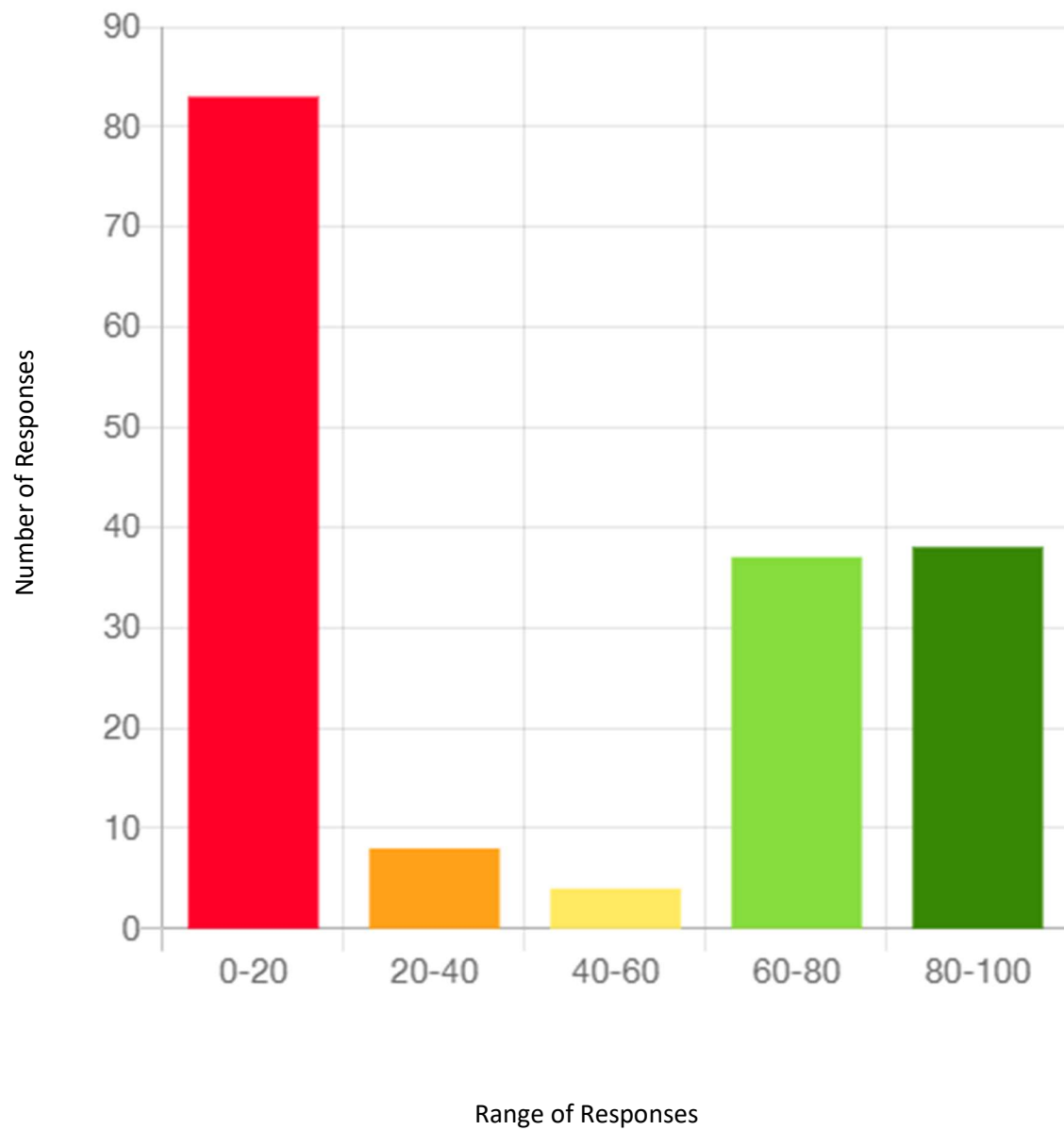


Figure 17: Goal 3 Alignment Concept 3. Hybrid



Goal 4: Create streets and gathering spaces that provide safe, comfortable places for people walking, accessing transit, and biking along and across the corridor and that connects area recreation and commercial destinations and neighborhoods.

Figure 18: Goal 4 Concept 1. Two Lane, Two-Way Traffic

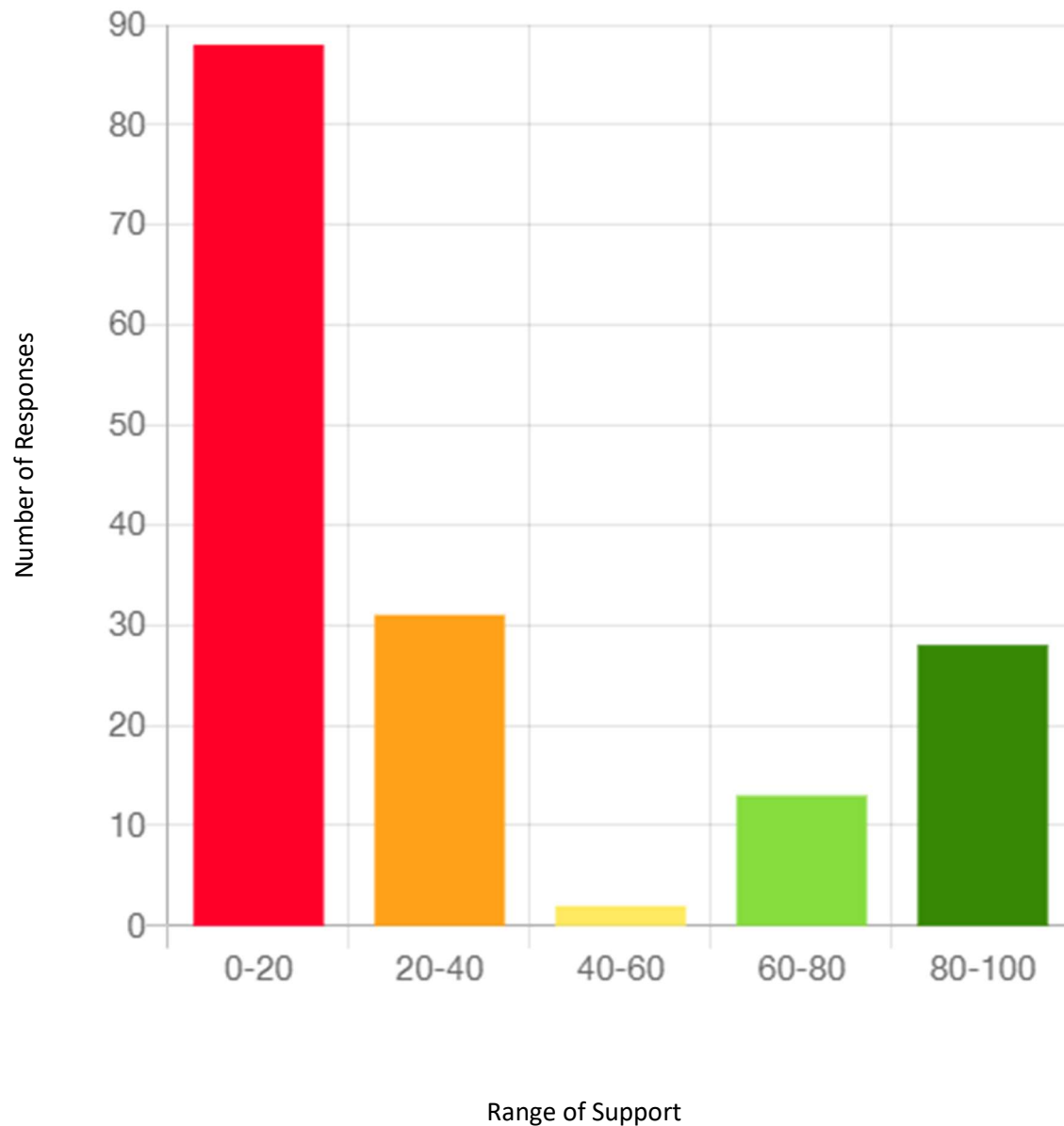


Figure 19: Goal 4 Concept 2. One Lane, One-Way Traffic

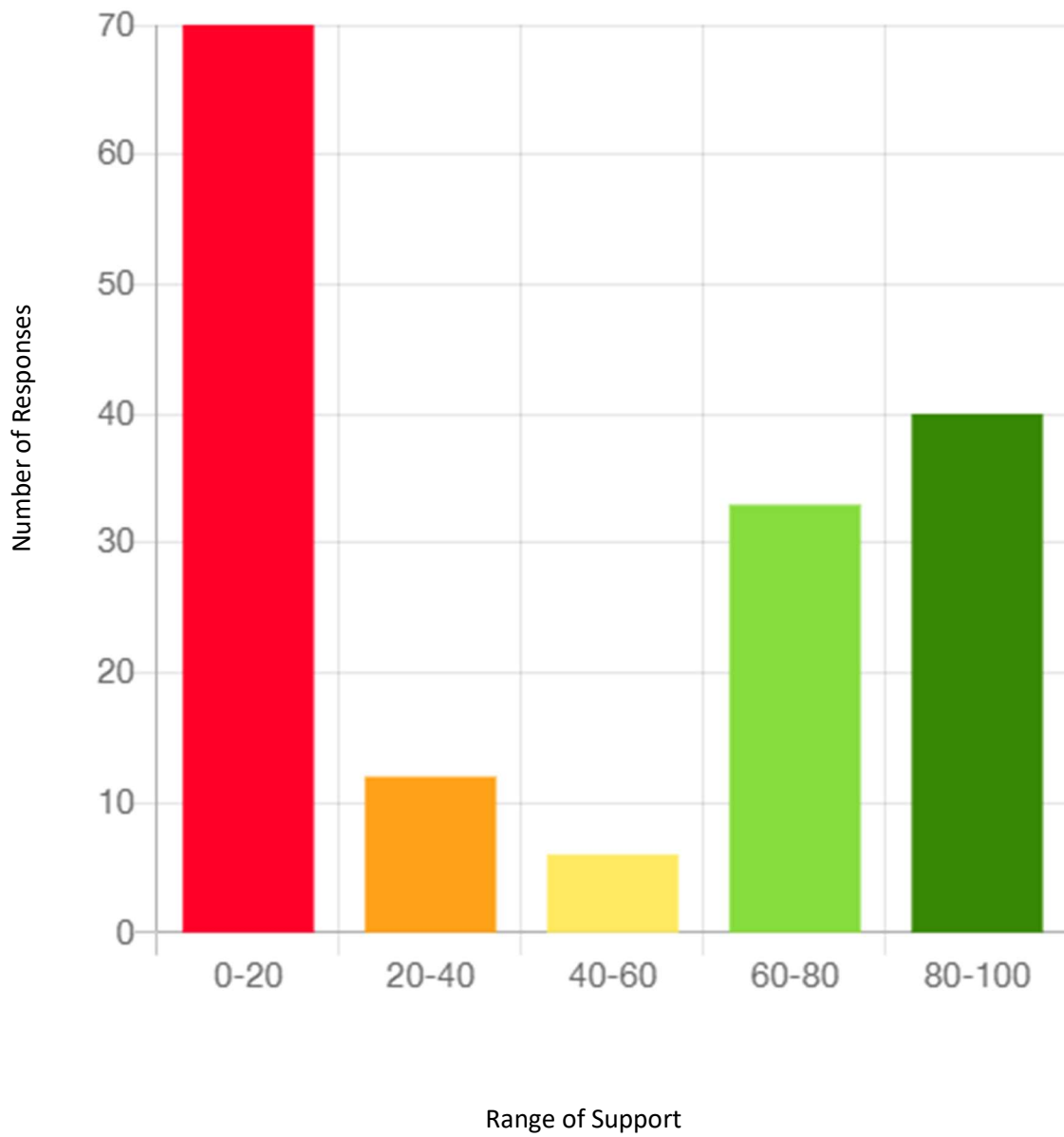
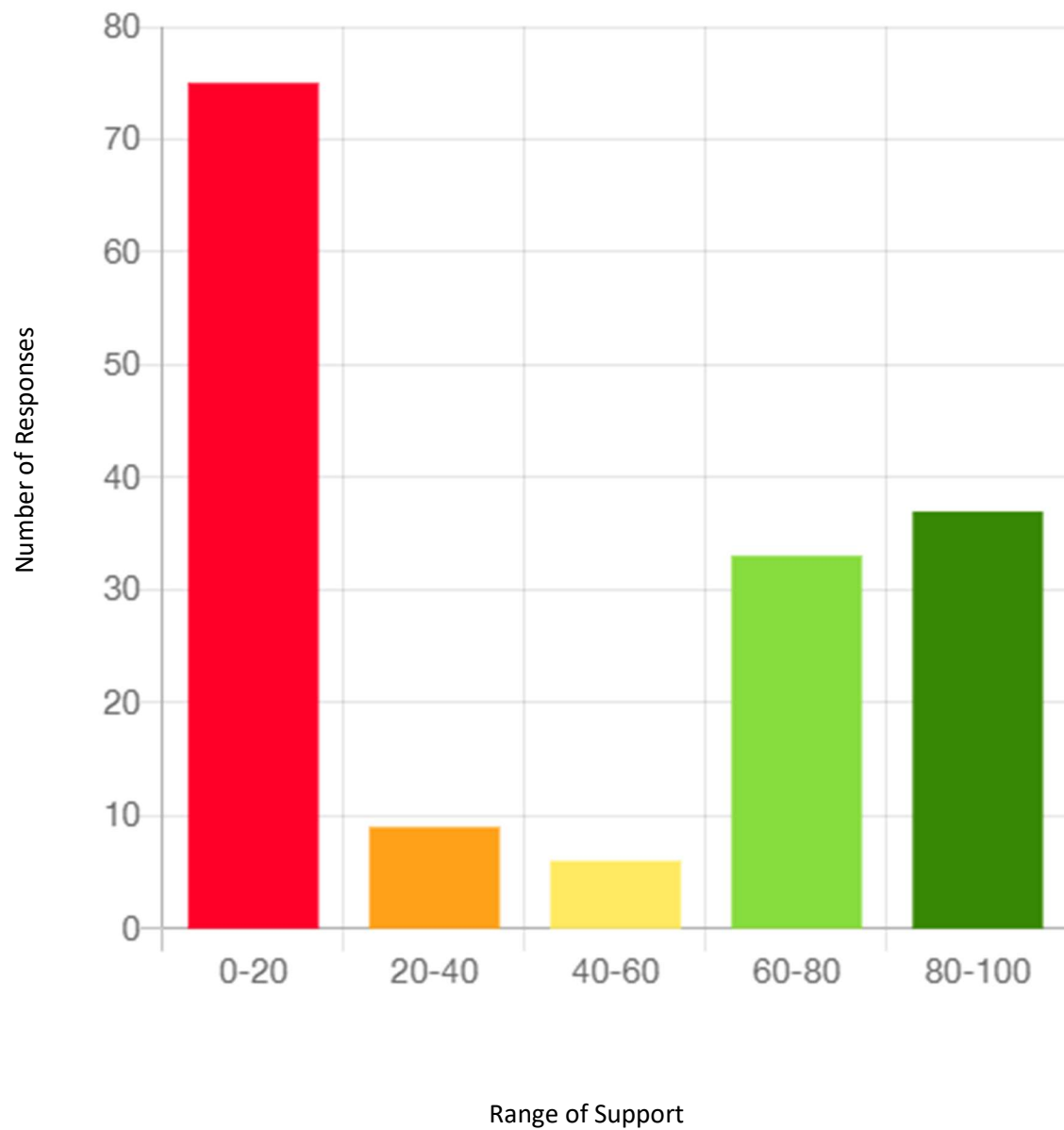


Figure 20: Goal 4 Concept 3. Hybrid



Demographics

Figure 21: My age is...

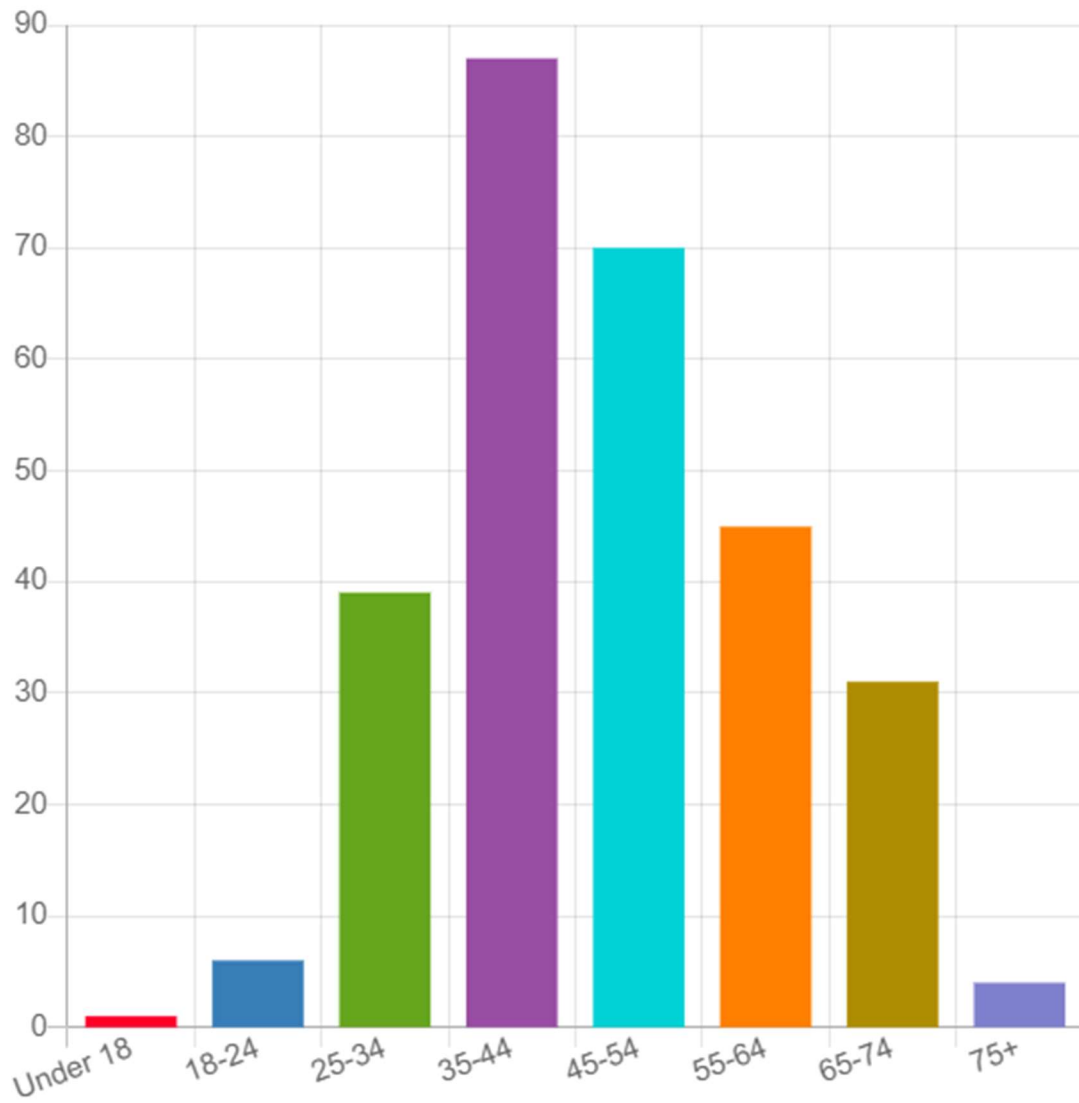


Figure 22: I identify myself as...

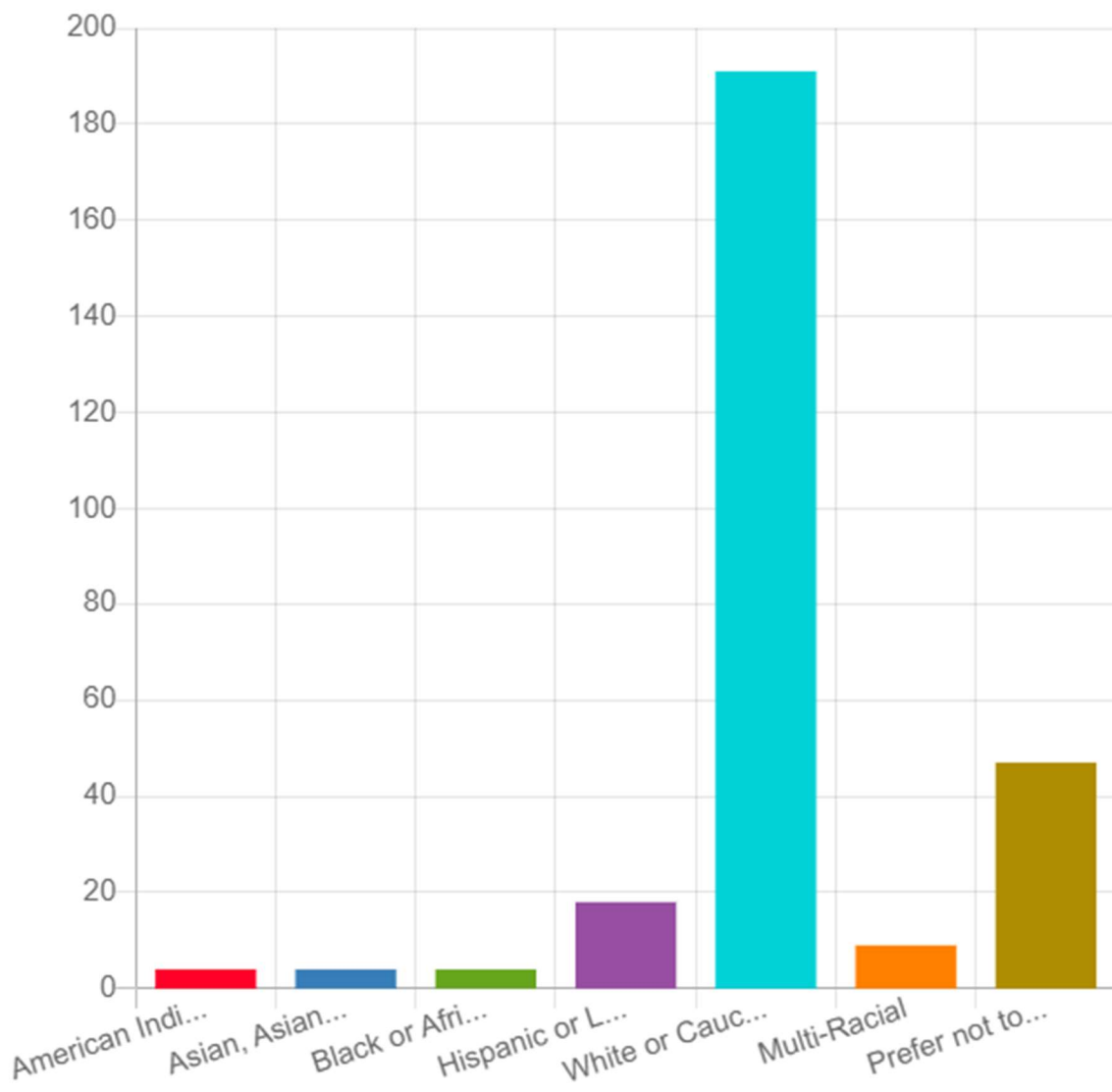


Figure 23: My relationship to The Heights

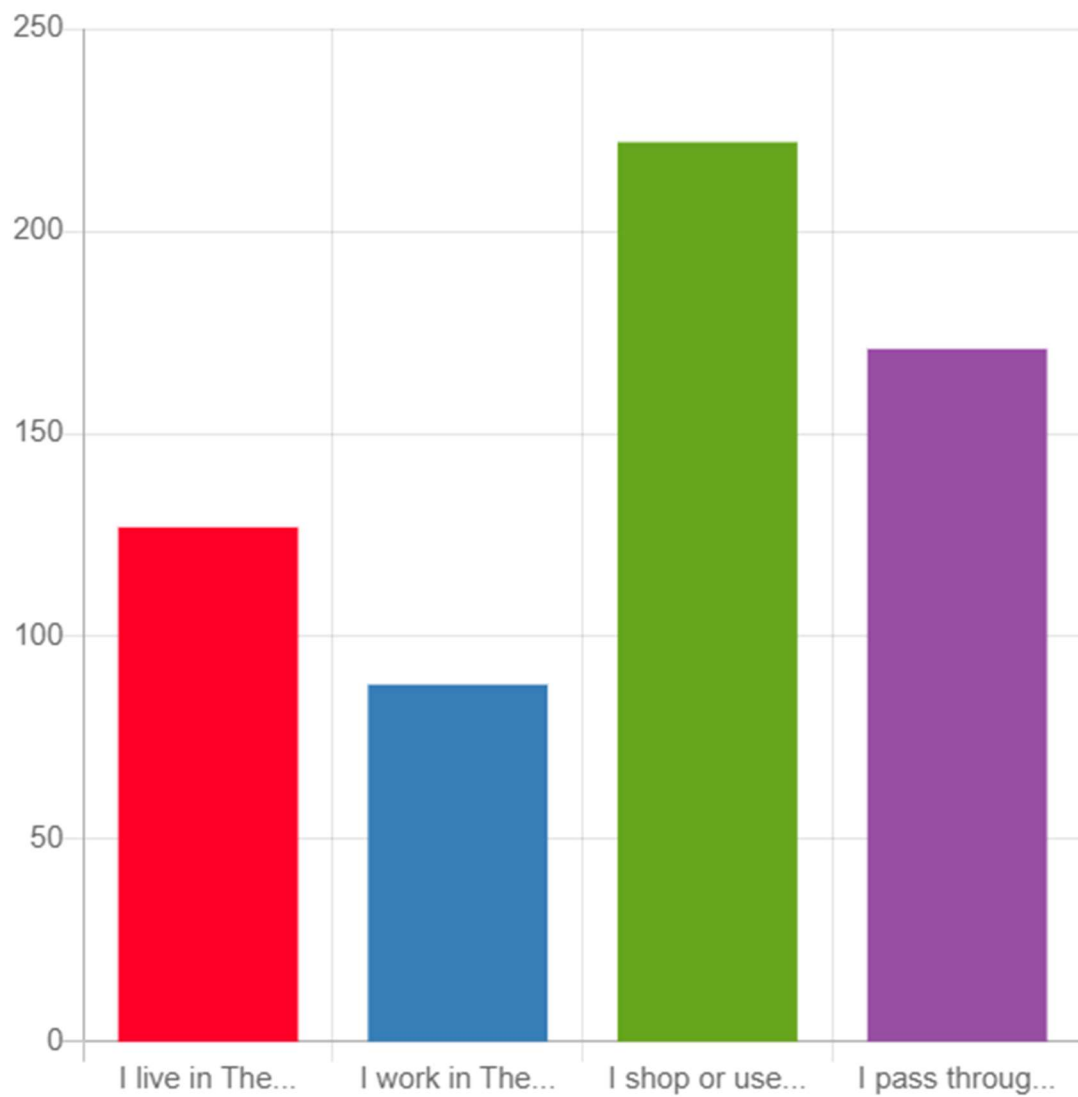


Figure 24: I have lived in The Heights for...

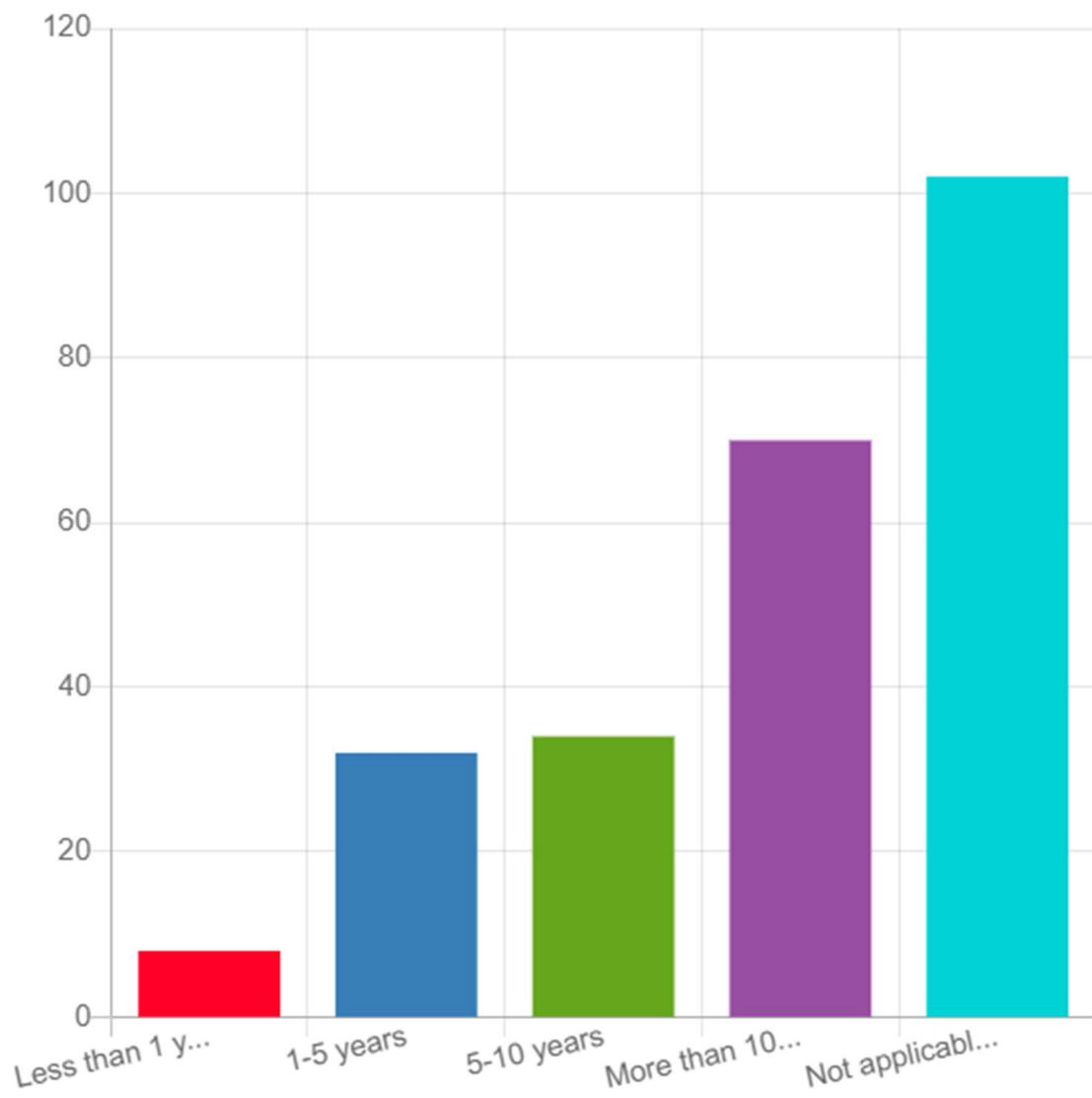
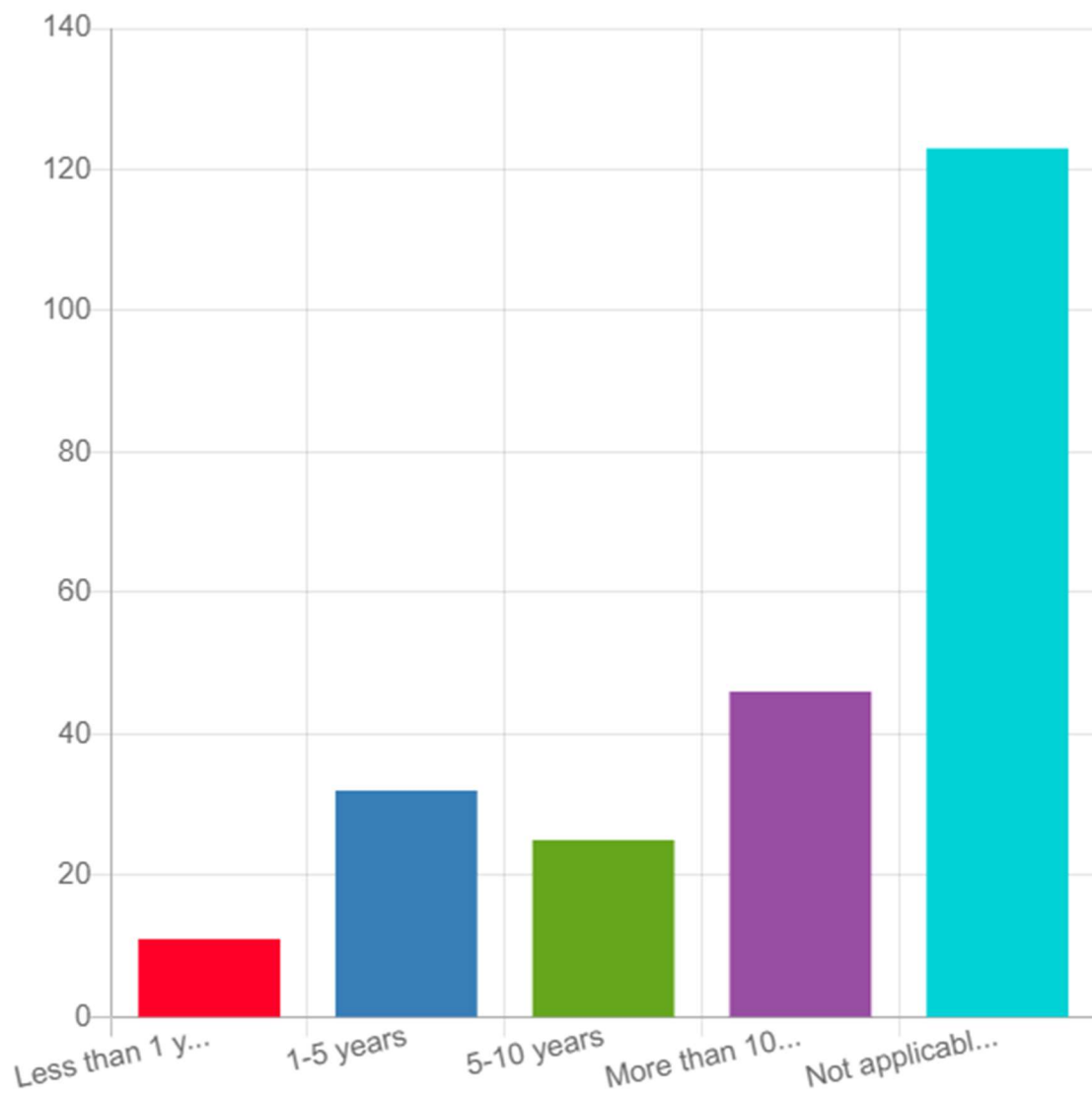


Figure 25: I have worked in The Heights for...



Attachment B Online Survey Open-Ended Responses

Before moving on, is there anything else you'd like to add about how important the key differences are to you?
Proper urban forestry planning at these early stages. Rather than having “contractors” plant the cheapest trees. You have a great opportunity to establish a new urban forest for generations.
Alt 2 (preferably) & Alt3 are far better than the current dangerous landscape we deal with every day.
Reducing these lanes to one would be a huge mistake. They are much too busy of streets and the main way to the heights. It would create unnecessary congestion and force people to take residential roads to avoid the congestion.
There’s too much traffic to go back to two way. There’s barely enough room with cars parked on both sides.
None of these concepts are good! Go back to the drawing board and start over.
It is currently unknown how resident domiciles adjacent to 12/13th, or separated by 1 block, will be effected. Imminent domain?
Don’t see an issue with how it already is. Put this money to building a new bridge and not charge a toll. Can’t believe this is even a thing right now!!, sounds like we might need a new city planner.
To be honest the trees in the concepts are awesome, other then that I think its a huge waist of money to do any of the concepts.
Kids should bike on sidewalks not streets. There’s a lot of talk about kids safety here, but kids shouldn’t be biking on roads. Make crosswalks safe and leave the rest alone. I feel like we’re trying to fix problems that don’t exist.
Bike travel is the most important for me. I would also like safer ways to cross 13th with a bike
As a business owner along 12th street I find this very disappointing. This will have a negative impact on our business. We will vocally, financially and physically object to this proposal.
I believe traffic congestion should be one of the major considerations. It is difficult to drive through downtown Hood River in the summer. It would be a shame to have 12th and 13th be equally crowed with traffic and pedestrians making it difficult to navigate.
The Heights is NOT a place people go to sightsee. They go to do a quick errand, eat, have a visit with a friend for coffee. We DON"’T need wider sidewalks we need parking and wider roadways.
In the last 20 years the amoung of traffic comming from the valley has increased and will only increase more as more people move in. NONE of these concepts address that at all, where are all the cars going to go? Not to metion the proposed apartment complex with minimal off street parking.
Traffic congestion will be horrific with any of the proposed alternatives. In my opinion, creating congestion on a major arterial street is a failure of the project. One way traffic on both 12th and 13th is imperative for the future of Hood River and the upper valley. One way traffic is a much more efficient. Intentionally slowing and hindering efficient traffic flow is irresponsible for all goals and objectives, including environmental.
I see no need to spend money on this. Why do you think it’s safer. Let’s keep some Old Town flavor. We do t need to change for change sake

Business on 12th and 13th have problems finding parking as it is so taking it away is not a good idea.
Why are we changing???
We live on A Street and 16th, 2 blocks from 13th. We encounter the problems several times per day. My husband and I feel very uncomfortable with 12th and 13th as they are now. The get more dangerous all the time. The problem is the One Way Streets. You are looking both ways, but focused on the traffic coming at you. And there are pedestrians coming from ALL directions. They are coming from the direction you are not looking to try to cross a road to get downtown or any errand. Please make both streets 2 way, for everyone's safety.
Improve businesses and property values. Avoid gentrification. Connect Indian Creek Trail E-W
Downtown is a much larger issue than the Heights
alternative 1 feels claustrophobic - too many people forced in too tight an area while cars have essentially 4 lanes just seems like the opposite of how we should be designing. And I have doubts about it reducing congestion as easier road access always leads to more traffic (induced demand?) So that metric is suspect. I would like to see an analysis of profitability for small businesses when they have outside their business car parking vs bike parking vs wide sidewalks with outside seating. There was a graphic going around transit twitter recently showing wide sidewalks + outside seating was significantly more profitable for the community.
My question is... 12th Street through The Heights is a state highway, so how can it be changed at all?
I am a business owner on the heights and what is important to me is parking and accessibility to my business.
By increasing traffic congestion and removing parking spaces, you will eliminate access to businesses to anyone not young enough or healthy enough or with leisure time enough to access them on foot or on a bicycle. This will push people further to take their business online.
What on earth is 'placemaking'?
None you're making it worse
I wish there was a slider to talk about biking. For me biking is very important.
As a resident of the heights (we live near A and 15), the safety, walkability, bikability, placemaking, and Safe Routes to School are the most critical considerations for our household and home neighborhood. We feel lucky to live on the new-ish bike way but are concerned about the harrowing cross walks that we use to intersect the heights from our home to May Street elementary and our preschool in the heights. We've had too many near misses to mention with fast cars. More and more households are investing in ebikes and moving through the heights by foot or wheel so increasing bike and pedestrian safety is critical. I know one report said that travel time might increase by "90-seconds" with some of these alternatives and this was deemed a concerning delay. I think that is negligible and for the people who actually live, work, play, and learn in this part of town, it matters more that we can safely and comfortably move about. I am a huge fan of option 3 and using roundabouts for traffic.
I want my kids to be able to cross 12th and 13th without worrying about the drivers who can't see anything b/c it's too congested and tight
There are other pathways for safer routes to schools. Although crossing 12th and 13th equally / safely is important with cross walks that are easily seen and navigated.
I don't care for these options. The whole idea needs to slow down. First of all, this is not Portland. We are not a city and do not need any traffic restrictions .

I think it w
I'm tired of bikers thinking they can stop traffic to cross. They may get off of their bikes and actually follow the rules!
This should be a long-term investment and so should focus on the needs of the community we want to build. We are currently too reliant on cars. We should be building for a future with more bikes, buses, scooters, one-wheels, foot traffic, etc.
I feel that it is very important to slow traffic down and make drivers more aware of pedestrians.
Bike lanes!
Please leave the area alone. It is the only north south route into town. You will be creating a mess.
Making car use inconvenient is a priority for me. The toxic air car use creates, free storage of private vehicles in the public right of way, and the noise and hazard of large moving vehicles should be minimized. I see no ideal plan, but any of them will be better than the status quo. Two way bike lanes and mixing pads and bikes seems less than ideal.
Replace list parking and retail/office soace with a multi-story parking structure, including some retail/office space on ground level. Also lease some of Providence garage, which is empty much of the time.
I think the one way traffic is great, along with being able to park on both sides of streets. The sidewalk is fine. Let's keep the Heights friendly to locals. We don't need to turn it into downtown.
The main streets should be designed around everyday traffic, as it was intended. Bicycles should use smaller side streets, where it is safer and doesn't create a traffic problem. The new proposed changes are not good solutions. Go back to the drawing board!
The focus for these features is assumed to be focus on 12th and 13th and not the district as a whole and the various opportunities for design elements to be implemented where they are best appropriate. So I find this question confusing.
There is already little parking for businesses on the heights! We need our business and all of these plans cut the parking and also cuts the flow of traffic.
Further hindering of traffic flow through the heights would be a detriment to the businesses and residents who call hood river home.
I think the roads are perfect as they are. My only concern is eliminating a parking spot before each road that is turning into traffic. It's really hard to see if you're turning o
Leave the heights alone!!
I think all three options are a terrible idea! There already is any parking downtown and now you are going to ruin the heights too. This will destroy the businesses on the heights. There already is so much congestion in that area much of the time. This will ruin the surrounding neighborhoods too. They will have so much more traffic and people parking in front of their houses.
Reducing off street parking will bring less attraction to the business on the heights and more frustration to those who live here.
Free on street parking most important to locals so they can continue to park somewhere especially in the summer!
Speed limit should be 15 or 20 with "your speed" digital readout signs throughout this zone.
Prioritizing safety of pedestrians and cyclists is very important to me on both streets
Bikes don't pay for the roads let them continue to use side of road. Could narrow sidewalks on one side of 12th and 13th to allow for a normal bike lane between parked cars and the traffic

to allow safe and hood flow for every one. Don't copy Portland and make it harder and more dangerous for everyone by cutting traffic
Ease of Vehicle crossing of 12th and 13th streets is VERY important.
Safety for pedestrians especially children. Currently it is very dangerous to cross 12th and 13th street. Cars rarely stop for or pay attention to pedestrians.
I would also like to add the importance of good sight lines for cars crossing or turning onto 12th or 13th. Currently there are several intersection where it is impossible to see the oncoming traffic due to parked cars obstructing the view. I think two way would be almost impossible to get across when driving without a signal, it is already a challenge with two one-way lanes.
This is a busy area, my concern includes egress for safety vehicles like police and fire. The one lane one way does not seem safe to me in this area.
The only thing that really concerns me as a long time heights resident is the increase on traffic over the years. How will any of the new 12th and 13th plans address the increase in traffic (both cars and trucks)?
Encouraging taller buildings will advance traffic calming, peacemaking, and create more walkers. Please ensure private enterprise can contribute to the public realm through the height of their building walls
Traffic modeling would be helpful to understand how congested the area may get.
Get rid of or figure out the triangle at Belmont
On-street parking is incredibly convenient for food to-go pickups at 13th street restaurants
It's a major arterial and a busy business district. Most important are making traffic flow and providing parking.
My daughters are blind.
It's important to build with a future eye toward public transit, walking, and bicycling. As a community, we should invest more in environmentally friendly modes of transportation and safety. Placemaking is also very important for building community and creating safe, friendly outdoor activity spaces.
Leave the heights alone. Just replace 12th and 13th
None of these plans are good for business.
None of them seem good
Every option is better than what we currently have, but I like the idea of two way traffic and lots of places for walkers and bikers.
You can't have safety and speed at the same time. Congestion will give you a safer ROW for biking and walking. The Heights should prioritize the community first, not through traffic.
I do not feel competent to provide educated input. Alternative 1 seems like it achieves all goals the best and with the lowest price. I like bike lanes and roundabouts.
There are a lot of cars consistently flooding 12th and 13th. Turning it into 1 lane will create a never-ending line of traffic, always
Protected bike lanes are important. Shared bike + pedestrian paths aren't comfortable places for walking.
I'd like to add that you aren't sharing enough details. We are citizens and adults, show us the entire plan, don't dumb it down, then ask for our informed input. You mention roundabouts but you aren't specific. I want to know more and I want to see more designs.
Leave it all alone.
All of these will cause a traffic nightmare where none exists today. Improvement is needed downtown at 2nd and Oak. Leave the Heights alone!

There's more and more people in the Heights and not many ways to get downtown reducing lanes of traffic is going to be a nightmare.
.don't be stupid leave things alone.
Keep 12th and 13th streets the same. No need to change anything.
None of the three plans accomplish the goals
placemaking....?.....new business?
12th and 13th are primary arteries to move traffic from lower to upper areas of HR. Fast mobility without traffic lights, stop signs, excessive cross-walks, etc. in this area are crucial to the feel of this town and cannot be underestimated. Find another place to do "placemaking" that doesn't have such a high traffic/mobility impact.
It's too congested. Hood River had outgrown itself. Need to bring businesses to outer lying areas like Odell. I don't do anything in town much. No food is worth the headache. I go to the dalles where there's more traffic but easier to maneuver. Even if you make it more pleasant for foot traffic, you have to understand we have all, almost been ran over by people who don't want to slow down and stop, laugh as they roll by is waiting in crosswalk, or they can't see us. Go to 2 way traffic and get those things like in asia where they pop up and you can't go forward until crosswalk is clear!!!
We and neighbors we have spoken to don't like any of the alternatives. They all will make our daily lives worse.
Do not take it down to a single lane it will cause massive traffic congestion
Sorry this feels like a weird way to do this questionnaire. Maybe because I'm doing it from my phone and only the Spanish version is in view. I keep thinking it's asking how important not what's the difference
The most important aspect are the businesses. I want to pick the choice that help these businesses thrive.
None of these will do anything but make it worse for surrounding neighborhoods. The best option is how 12th and 13th are currently set up. The intersection at the hospital will become worse, and traffic through surrounding neighborhoods will worsen. This money can be better spent elsewhere like a dog park, or fixing our roads that are in poor condition. Making a parking lot across from the farm stand.
Keep Davis but put traffic light at Belmont on both 12 th and 13th
All these options are stupid.
Don't do it
Safety and opportunity for
Lots of greenery and natural scapes for mental wellness!
Safe places for biking