

THE HEIGHTS STREETSCAPE PLAN OPEN HOUSE APRIL 2022 SUMMARY

Introduction

In 2020, the City of Hood River began work to develop The Heights Streetscape Plan (Plan), a document intended to support the Urban Renewal Agency in improving 12th and 13th Streets and intersections. Project goals were established under Phase 1 of the project and under Phase 2 those goals were used to develop three streetscape alternatives that demonstrate urban design elements centered around the community's goals and priorities.

Over 250 people attended the open house held at The Armory on April 22nd and 23rd. Five large posters (see Attachment A) were set up at tables around the room so attendees could get an overview of the project, see each of the three design concepts, and review a street design elements board. Attendees wrote their comments about the design concepts on sticky notes and placed them directly on the posters. For the design materials, attendees were able to place sticky dots to note images they liked. Comment forms were also available for attendees to write longer comments on the design concepts (see Attachment B).

The input received at the open house and in the online survey will help shape the development of a preferred alternative. This document summarizes the key findings and themes from the open house. The results of the online survey will be summarized separately.



Key Takeaways

The open house provided some clear insights on attendee preferences between the design concepts and concerns.

- Under each concept a roundabout is generally more supported than a traffic light at 13th and May Street.
- Parking for businesses is a common concern across the three design concepts and many noted their opposition to reductions in parking.
- In each concept there were concerns about emergency vehicles (Fire/EMS) having sufficient access.
- There were mixed views on turning 12th and 13th Street to two-way traffic instead of one-way.
- Some attendees are concerned with winter conditions, particularly icy roads and that bicycle use will decrease during the season.
- Some attendees also noted their opposition to the loss of businesses within the triangle between Belmont, 12th, and 13th.



Design Concept One

Concept 1 converts 12th and 13th Streets to two-way traffic.

- Attendees had mixed views on two-way traffic on 12th and 13th Streets, most comments were opposed to the idea, but a few were in favor.
- Attendees were generally supportive of separated bike lanes.
- Several comments addressed the need for improved crosswalks and accommodating pedestrians.

Figure 1: Design Concept One Input Word Cloud



Design Concept Two

Concept 2 reduces 12th and 13th Streets to one lane of one-way traffic.

- Attendees were generally in support of the roundabouts shown in this concept but some noted concerns for impacts to businesses at the intersections of 12th/13th/Belmont.
- Some attendees are concerned with the idea of a shared use path and a potential conflict between cyclists and pedestrians.
- Some noted concerns that reducing traffic to one lane will increase congestion.

Figure 2: Design Concept Two Input Word Cloud



Design Concept Three:

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.

- Respondents were generally supportive of a roundabout and preferred that over a stop light. But some were concerned about pedestrians crossing the roundabout.
- Several responses were supportive of bike lanes and other bicycle accommodations.
- Some responses were supportive of angled parking.

Figure 3: Design Concept Three Input Word Cloud



Street Design Elements

Attendees placed sticky dots on images they liked under materials, placemaking, and design and atmosphere. The dot counts for each image are presented below.

Materials



Placemaking

14



12



12



9



9



8





Design and Atmosphere



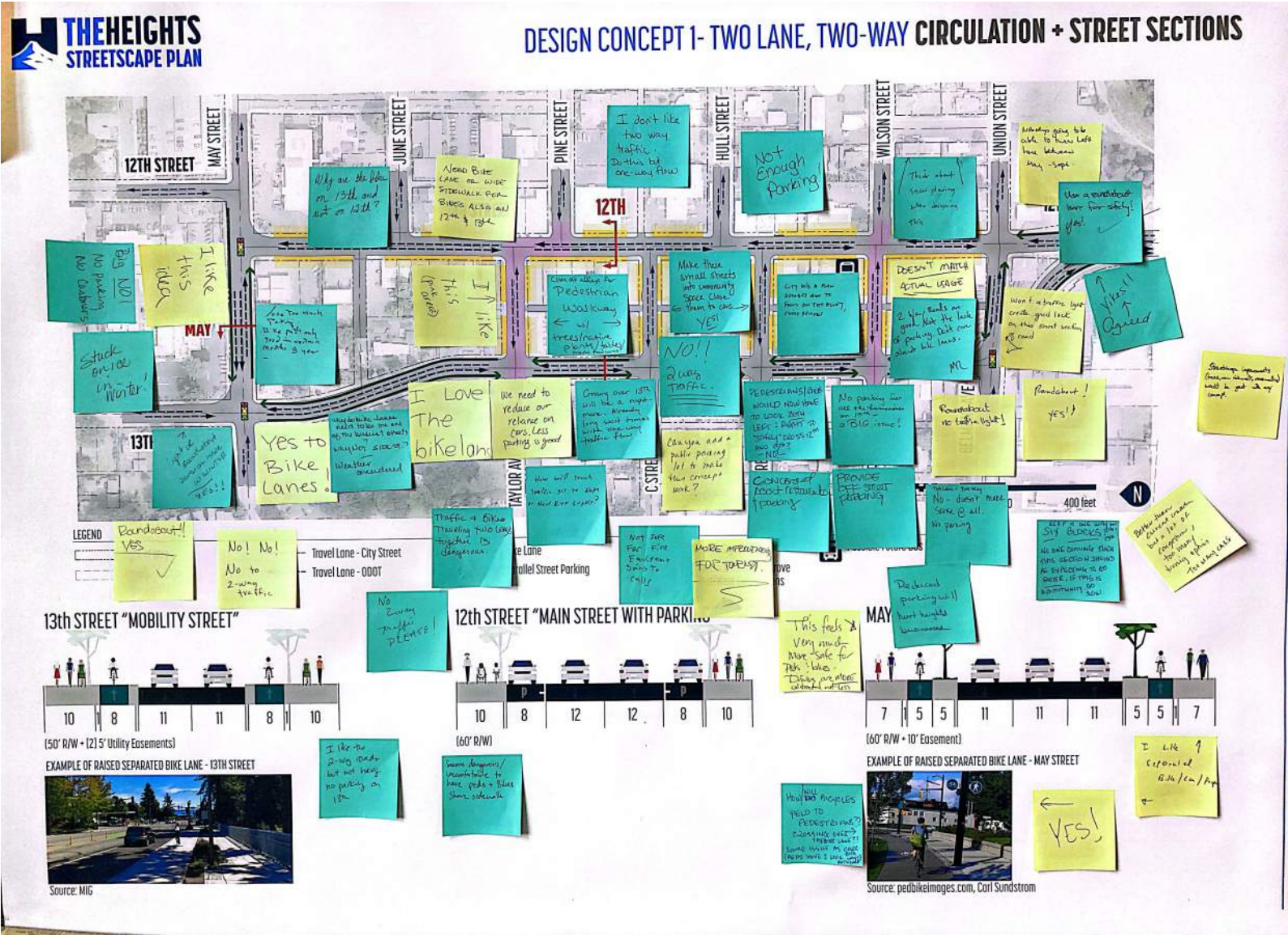
Attachments

Attachment A: Open House Roll Plot Posters

Attachment B: Open House Comment Forms

Attachment C: Sign-In Sheets

Attachment D: Transcribed Roll Plot Poster Comments



DESIGN CONCEPT 1 - TWO LANE, TWO-WAY INTERSECTION CONCEPT


12TH AND 13TH STREETS AT MAY STREET



OVERVIEW


- converts 12th and 13th Streets to two-way traffic
- traffic signals manage vehicle flow at key intersections
- gathering spaces are located in curb extensions or in place of on-street parking
- widths of sidewalks are similar to today's sidewalks
- possible future bus stops align with crosswalks
- separated bike lanes replace parking on 13th Street

12TH STREET



- a "Main Street" with parking on both sides of the street
- supports the Heights as a local destination

13TH STREET



- a "Mobility Street", that supports people driving, walking and biking in and through the Heights
- One-way bike lanes separated from vehicle traffic by a curb

TRAFFIC CALMING

Two-way traffic and curb extensions at intersections help to slow vehicle traffic.

TRAFFIC CONGESTION

Performs the best between concepts and has the least delay to traffic on side streets

IMPROVES BUSINESS ACCESS AND VISIBILITY

Two-way traffic provides visibility in both directions, especially at intersections

PROVIDES COMFORTABLE PLACES FOR WALKING

Sidewalk widths are similar to today and curb extensions make crosswalks safer

PROVIDES COMFORTABLE PLACES FOR BIKING

One-way bike lanes on 13th are separated from traffic and simplify neighborhood connections

CREATES OPPORTUNITIES FOR PLACEMAKING

Gathering spaces are limited to curb extensions and places where parking is removed

not plan to eliminate on-street parking, as a main street, it will allow for children, etc. to use.

A lot of this street will be used for parking, but bike lanes on side street

How does this work? If we have more trees, more parking, etc.?

Isn't this bad for businesses on 13th?

could be helpful to differentiate between 12th & 13th, making 12th a "Main Street" and 13th a "Mobility Street".

Use of 12th street as a main street, with more trees, more parking, etc.?

DESIGN CONCEPT 1 SUMMARY

12th/13th

12th/13th

13th 12th

12th/13th

13th

13th 12th

COST TO IMPLEMENT

\$ \$ \$ \$ \$

ALIGNS WITH SRTS GOALS

Aligns well with Safe Route to School recommendations

PARKING*

May remove **50% of 141** existing on-street parking spaces on 12th and 13th

*the City's current Transportation System Plan would remove 60% of on-street parking spaces





It's a priority I would not let my child ride on the bike lane to school

NOT IN FAVOR OF ONE TRAFFIC

One lane, not enough roundabouts (congestion)

2 lanes, 0 not enough - 1 lane isn't worth it

not enough parking

HOUSEHOLD - 3 HOUSES HERE! HOUSING

The only good thing about this plan is the roundabout. Otherwise, change is a bad idea.

We need more separation from the roadway and narrow streets but mixing with bikes on 13th.

Minimize vehicle noise. Pedestrians and cyclists need more space. And we need more trees and landscaping.


Shared path = dangerous for people on bikes or e-bikes!

I am a little confused about the plan. Maybe it is not really a good idea.

OVERVIEW

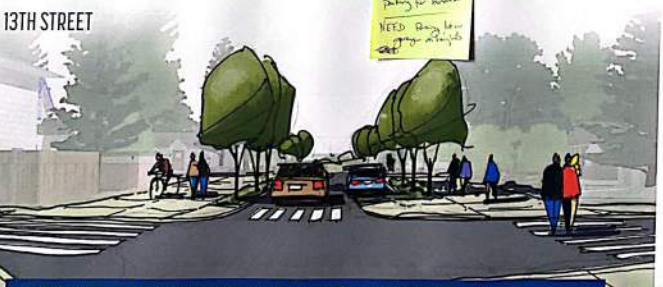
- 12th and 13th Streets reduced to one-lane of traffic
- uses roundabouts at key intersections (requires additional right-of-way)
- creates opportunities for expanded gathering spaces
- wider sidewalks and shorter street crossings
- possible future bus stops align with crosswalks
- a shared path for walking and biking on 13th Street

12TH STREET



- parking on both sides of the street
- additional space for gathering and landscaping

13TH STREET



- a shared path for people walking and biking (instead of bike lanes)
- parking on one side of the street

DESIGN CONCEPT 2 SUMMARY

TRAFFIC CALMING

A single lane of traffic narrows the road and supports slow vehicle speeds

TRAFFIC CONGESTION

Has the most congestion of any concept and significant delay for traffic on side streets.

IMPROVES BUSINESS ACCESS AND VISIBILITY

One lane streets improves access for people walking to businesses

PROVIDES COMFORTABLE PLACES FOR WALKING

More separation from the roadway and narrow streets but mixing with bikes on 13th.

PROVIDES COMFORTABLE PLACES FOR BIKING

A shared path on 13th provides a slow, comfortable place for biking but mixes with walking.

CREATES OPPORTUNITIES FOR PLACEMAKING

Narrower streets create more opportunities for placemaking

ALIGNS WITH SRTS GOALS

Aligns well with Safe Route to School recommendations

PARKING*

May remove **20% of 141** existing on-street parking spaces on 12th and 13th

*the City's current Transportation System Plan would remove 60% of on-street parking spaces

COST TO IMPLEMENT

\$\$\$\$\$

Where's the parking for ~~for~~ bikes?





OVERVIEW

- 12th Street becomes one-way with one travel lane and angle parked
- 13th Street converts to two-way traffic with a center turn lane
- Incorporates a roundabout at 13th and May (requires additional right-of-way)
- creates opportunities for gathering spaces along 12th Street but not along 13th Street
- Sidewalk widths are similar to today
- possible future bus stops align with crosswalks
- Two-way cycle track located on 12th Street

12TH STREET



- parallel parking is replaced with angle parking along one side of the street
- a separated two-way cycle track aligns with goals for safe routes to schools

13TH STREET



- a center turn lane helps maintain traffic flow when people are turning
- parallel parking on one side of the street

DESIGN CONCEPT 3 SUMMARY

TRAFFIC CALMING

One-lane and angle parking slow traffic on 12th, but 13th has a wider roadway



TRAFFIC CONGESTION

Traffic flow is better than concept 2 but southbound congestion and side street delays along 13th will be significant



IMPROVES BUSINESS ACCESS AND VISIBILITY

12th improves local business access, but 13th reduces access and visibility



PROVIDES COMFORTABLE PLACES FOR WALKING

Shorter street crossings across 12th. Longer crossings and less separation on 13th.



PROVIDES COMFORTABLE PLACES FOR BIKING

A separated two-way cycle track on 12th



CREATES OPPORTUNITIES FOR PLACEMAKING

More opportunities on 12th, less opportunities on 13th



ALIGNS WITH SRTS GOALS

Aligns well with Safe Route to School recommendations

PARKING*

May remove 40% of 141 existing on-street parking spaces on 12th and 13th

*the City's current Transportation System Plan would remove 60% of on-street parking spaces

COST TO IMPLEMENT

\$ \$ \$ \$ \$

Attachment B: Open House Comments April 22-23, 2022

Name:	Email:	Comment:
		I prefer the designs WITHOUT the roudabouts - they work fine in towns w larger stretches of roads, u I think we are too small - a light at Belmont & 13th would help a lot. Love the raised or seperated bike paths - safer for drivers & bikes it would seem. Angled parking is not desirable - always seems harder to see what is coming than parallell park. Can not see 12th or 13th being less than 2 lanes of traffic - just needed for volumne of traffic.
		Love roudabouts. They would speed up traffic and be safer. Especially at May/13h and Belmont/13th. Wide sidewalks for bikes & pedestrians would be nice. People can ride slow & great to get bikes off street for their safety. Need bike lanes of some sort on 12th, 13th, & May. Biker safery at roundabouts is a concern of mine. Need two lanes on both 12th & 13th of traffice, no matter which way they go. Like the one lane as is now.
		1. Loss of Coorge style salon and other businesses - bad!!! How will these business owners be compensated? Will they be offered space at the same price? 2. Keep the traffice pattern (2 lanes going one direction) the same on 12th and 13th. No need to make that 2-way traffic. Dangerous and cars do not always drive the posted speed limits.3. Traffic circles needed @ May/13th and @ Belmont/13th. No need for 2 on 12th and 13th off of Belmont. 4. If yo ulose public parking will people encroach into residential areas? This would be bad!!! Will parking still be free?? 5. How will this impact EMS and law enforcement responding to emergencies on the Heights? It will hinder their response times and create traffic backups. 6. There should be NO parking on the crest of a hill (13th) near A St. 7. Is this the best of use money in Hood River? Everyone is concerned about resources for the homeless; could this money be used for another school, or social services like job training, healthcare, post secondary education???
		Traffic circle @ May/13th great idea - Belmont/13th great idea Loss of business in triangle between Belmont/13th/12th st. not good idea. One way traffic = good. Two way = bad. No parking on crest of hill (13th) near A street - hazard due to limited visibility and speed. Loss of 50% parking = bad. loss of 20% = ok, not good, but ok. Single lane of travel= bad, will cause back up and make EMS transit in emergences difficult. What is the plan for parking off 12/13th? Residential neighborhoods will be impacted and cause problems. Will parking cost \$? How will existing business feel about loss of parking.
		Any of these plans will vastly improve the current situation. I favor plan 3 with plan 2 as a second choice. I like roundabouts!
		There needs to be a fourth plan that keeps parking and traffic that pucs bikes on side streets away from 12th and 13th.
		1 Roudabout looks interesting- have seen it work well in many places. Don't support dieagnol parking. Have a studio upstaris on 2nd and oak - watch how dangerous diagnol parking is there. Support 2 lanes of 1 way traffic on 12th and 13th with bike landes and parking on each side. Thank you for presening all these to the community for consideration and comment
		Look at impact on 13th and Oak.
		Yes! To one-way and roundabouts! We need to STOP prioritizing cars. That will make streets safer :) Less parking. One way flow for cars, two way wide lanes for bikes. Roundabouts all over! No more stop and go idling :) Thank you for your hardwork!
		Option 3 is my preference. I see problems with the diagonal parking on 12th st - having clearance from traffic with only one lane and cars and larger vehicles will back into bike lanes. Signal @ May and 12th northbound will cause problems with short distances back to 12th south of May. Maybe add crossing gurards for the school kids when needed? Prefer signlan rather than roundabout on 13th at both May and Belmont.

f	I like plan 3 and yes to roundabout. I've been to many small towns in the east coast recently and they work very well. Some of these small towns I remember from times past (in Vermont) before they had roundabouts - traffic was awful. Much improved now since they put them in to new infrastructure.
f	I like concept 3 but I would change flow on 12th st: 1. Make bike lanes to center alley between 12th and 13th. 2. Make A, B, C, Taylor St, one way and add angled parking on both side if possible to maintain # of parking spaces. 3. If you move bike lanes to alley, maybe you could add either another lane of same-way traffic to 12th st or add more parking to 12th street. Lastly, trees and tree/plant islands are pretty but they obstruct drivers' views which is against why we are doing this to add safety. And secondly, as a firefighter, they really add visibility and driving problems for emergency vehicles.
f	I work and have a business in the service industry (hairstylist - freestyle hair design 1104 12th street.) I have only one REAL concern with any of the new street plans is parking! Having any client to walk a block away will impact our business... I saw this as I was impacted with limited parking downtown 4 years ago before moving to the heights. We have a wide range of aged clients. My 81 year old client already struggles to find adequate parking with the welcomed additional businesses that have opened or relocated since the original traffic study. Thank you for reading my real concern or issue for adequate, accessible, parking!
f	We all hope and pray that no matter who makes the decision on this project they talk to the people who live and work on 12th and 13th and not the 100 people who want to build a little eden on the heights. This is a place to work and shop not meander and sip wine and hang with the crowd. Please think of the people who rely on this area and all the people in the county that try to shop and commute at Hood River.
f	Make 13th the main transit street (2 way) and focus the community empowerment on 12th. Put in place more roundabouts. Close off or rethink B + C to one-way traffic. Use that space to develop more community seating and walking/socializing. I think about the bike lanes in connection to a wider county bike plan. Put in more pedestrian bump outs at major intersections.
f	Por que quiero Un Heights Mejor? Para el mejor proyecto y alivito a mis niños. Conectar el vecindario, Apoyar negocios locales, Plaza, Carril bici y movilidad, Rutas seguras a las escuelas, Cruces seguros
f	Concerned about business on 12th/13th who lose parking. Bike lanes if added can be 2-way. Concerned about fire/emergency traffic be able to travel thru heights if only 1 lane on each street.

Attachment C: Sign-In Sheets

4/22/2022

Name:	Email:
Gary Beachman	
Bob Palmer	
Patricia Mouhn	
Wanda Martin	
Paul Kollas	
Maria Kollas	
Joella Anglin	
Javier Hernandez Jr.	
Ian Stronguist	
Anny Samounty	
Chelsea Derochemont	
Peter Cornelison	
Mari Ruth Petzing	
Mathew Barmann	
Norberto Maahs	
Pam Neild	
Kateri Osborn Cohr	
Jeni Stenbridge	
Alison Brown RosBroar	
Maria Valdivva	
Manuel	
Elaine Marchant	
Linda Maddy	
Shawna Russell	
Phineas England	
Taylor Gautier	
Kate Hoffman	
Amy Schlappi	
Mariah McAlister	
Molly Lewis	
Karen Dehart Cohn	
Timothy Curry-Stevens	
Kate McBride	
Rich McBride	
Kristi Chapman	
Michele Jacobs	
Ken Locley	
Matt Morroaw	
Keely S.	
Nancy Asai	
Aron Asai	
Frank Levin	
Barb Blizzard	

Jackie Kramer	
Keith & Nancy Clarke	
Leonard and Erma Hickman	
Micheal Cummings	
Joe Guenther	
Mari Beth Guenter	
Laurel Oaks	
Kevin Prates	
Doug Stepina	
Lisa Wish	
Silvia Tello	
??? Enriquez	
Chelsea Powell	
Ian Coleman	
Karen Bureker	
Gary Reed	
Cindy Wallbridge	
Aspen McKeenna	
Katie Crafts	
Pat E.	
Cecilia Poulard	
Mayra Castro	
Vanessa Avila	
Leanne Hogie	
Mike Hendricks	
Paul Weatherly	
Sherri Johnson	
Martha and Charlie Capovilla	
Mike & Jodi Petty	
Jim & Penny Rutlidge	
Randy & Joanne Franz	
Darla Kroll	
Patti N	
Will Ennis	
John & Kim Vogel	
Eric Smith	
Renee Wilson	
Chuck Waiston	
Erik Kaneda	
Zac Lytle	
Patty Golditch	
Todd Golditch	
Polly Wood	
Zack Chown	
Adam Mims	
Armanda Mason	
Rob Neild	

Mark Mason	
Carol Doherty	
Dwight E Moe	
Vash Stenbridge	
Angela Patterson	
Rosy Lean	
Heather Staten	
Charolette Brumam	
Jonothan Graca	
Rebecca Chown	
Kathleen Murray	
Patrick Pierz	
Carol Pierz	
Christopheher Pierz	
Heather Bacci	
Tom Bacci	
Taylor Bacci	
Samantha Irvin	
Jeff Irvin	
Judy Sheahan	
Patricia Haupt	
Linday McClure	
Blaine Baker	
Patty Gauland	
Megan Ramey	
Dyana Fiediga	
Anneka Ayers	
Linda Chung	
Garth Eliason	
Ann Carloss	
Dave Bick	
Becky Brun	

Attachment C: Sign-In Sheets

4/23/2022

Name:	Email:
Cathy Orfall	
Nick Kenyon	
Emery Cowan	
Alan Schwaller	
Tim Sedguick	
Donna Rieke	
Justin and Danielle Kameron	
Marcus Reed	
Keith Howell	
Warren Morgan	
Nick Reed	
Erick Haynie	
Chris Swisher	
Matt Flow	
Brooke Flood	
Carol Breen	
Lorna Paddock	
Betty and Russ Paddock	
Brian Watts and Jeanie Watts	
Audrey Fisher	
Megan Bassett	
Geoff Phillins	
Tammy Cederstam	
Mary King and Drew	
Joe Carpenter	
Rich Polkinghorn	
Joyce Jennings	
Dave Robinson	
Hanna Metzger	
Renee Griend	
Amy McIlvenna	
Linda Maddox	
Greg Crafts	
Brendan Ramey	
Matt Sherell	
Alejandra Retamales	
George Monroe	
Jon Monroe	
Marilyn Smith	
Gladys Rivena	
Dawn Stender	
Kathy Eastman	
Amy Davidson	

Carlos Garrido	
Andrew Bryden	
Sally Goeke	
Altick Gizhling	
Brian Robb	
Theo Davis	
Paige Rouse	
Kerry Mikkelsen	
Matt Mesa	
Dan Ball	
Lori Golze	
Jody Behr	
Meredith Martin	
Rhonda Marlee	
Emily Martin	
Paul Woolery	
Martha W Sedguick	
Paula Chakowski	
Sheila Richmond	
Dale and Susan Young	
Deanie and Brian Watt	
Mick Sherrell	
Fiona Paterson	
Dan Crane	
Paul Cummings	
Andrea Klaas	
Jim Klaas	
Lindsay Gott	

Attachment D: Transcribed Roll Plot Poster Comments

Current Transportation Plan System 2011 - Circulation + Street Sections

Comment:	Location:
(Drawing of a roundabout)	12th/May Street
<3 Roundabouts! Modernize! Yay for roundabouts!	13th/May Street
I love roundabouts, crosswalks on 3 corners	13th/May Street
Something needs to happen here! I hate roundabouts, need traffic light	13th/May Street
I like roundabouts	13th/May Street
This is the crest of a hill, bad line-of-sight	13th/Taylor Street
This adopted plan is better than any of the alternative. Street could use refinement, simplified for cars and improvements for safety	13th/Taylor Street
Blinking pedestrian crossing button like across from roseanners at 13th and Taylor	13th/Taylor Street
Lower pavement, water runs into stores, start higher than side wall	13th/C Street
Where is business parking?	13th/C Street
Slow down the traffic now!	12th/Hull Street
<3 Roundabouts	Belmont/Union Street
Traffic light here	Belmont/Union Street
60% will kill local businesses	"*City's current transportation plan would remove 60% of on-street parking spaces from 12th and 13th"
Shouldn't the plans reflect that we don't want/need to increase vehicle capacity?	side comment
Looks like the goals aren't focused on car capacity. Isn't the truck route not located through here anyways	side comment

Attachment D: Design Concept One - Two Lane, Two Way

Comment:	Location:
Circulation and Street Sections	
I like this idea	12th/May Street
Big NO. No parking, no customers	12th/May Street
Roundabout yes!	13th/May Street
Light or roundabout. Always an issue in the winter. Yes!	13th/May Street
No! No! No to two way traffic	
No two way traffic please!	
I like the two way roads but not having no parking on 13th	
Yes to bike lanes!	13th/May Street
Light or roundabout	13th/May Street
Traffic and bike lanes travelling two ways together is dangerous	13th Street
Why do bike lanes needs to be on one of the busiest streets? Why not side streets?	
Weather considered	13th Street
No two way traffic!	13th Street
I love the bike lane	13th Street
Why are the bike lanes on 13th and not 12th street?	12th Street
Need bike lane or wide sidewalks for bikes also on 12th and 13th street	12th Street
I like this (pink area)	Taylor Avenue
We need to reduce our reliance on cars. Less parking is good	13th/Taylor Avenue
How will trucks get to Napa or Hood River Supply?	Taylor Avenue
Not safe for fire equipment going to calls	C Street
Crossing over 13th street is going to be a nightmare. Already long wait times with one way traffic	13th/C Street
More improvements for toursits	
Can you add a public parking lot to make this concept work?	
Make these small spaces into community space. Close them to cars. Yes!	C Street, B Street between 12th/13th Street
City did a plan decades ago that focuses on alleys, check records	
Close off alleys for pedestrians with trees, native plans, seating	Taylor Avenue, C Street
How will bikes yield to pedestrians that cross the bike lane? Same issues as cars	Example of seperated bike lane
Yes!	Example of seperated bike lane

I like seperated bike lane	Example of seperated bike lane
Reduced parking will hurt The Heights businesses	
Two way doesn't make any sense at all. No parking	
Keep it one way on six blocks (12/13th street). No one should be coming through this way expecting to go faster. IF this is a community go slow	
Better than the current conditions. But a lot of congestion. Too many turning options, too many cars	
Doesn't match actual usage	12th/Wilson Street
Think about snow plowin when designin this	(between union and wilson street)
I don't like two way traffic. Do this but with one way flow.	
two way roads good. Not lack of parking. Don't care about bike lanes.	
Roundabout, no traffic light	Belmont/13th Street
Provide off street parking	
No parking for all the businesses on 13th is a big issue	
Use a roundabout here for safety!	12th/13th
Yikes! Agreed! (points to above comment)	12th/13th
This feels very much more safe for bikes and peds. Drivers are more distracted not less	
Wont a traffic light create gridlock on this short section of road?	Belmont Drive (between 12th/13th)
Streetscape improvements would be great with any concept	
Nobody is going to be able to turn left here between May -Sept	Union/12th
Roundabout! Yes!	Belmont/13th Street
Intersection Concept 12th and 13th Streets at May Street	
Stop lights halt flow :(13th/May Street
No stopping on such a steep uphill. Think about carbon footprint of getting traffic moving again every light cycle on a major grade.	13th/May Street
Traffic light cause congestion!	13th/May Street
Want lights! Parking for businesses	13th/May Street
This intersection will get very busy with traffic making left from May St on to 13th	13th/May Street
Will this impact school drop off?	13th/May Street
13th street should stay a thru street uphill to avoid winter hazard if stopped uphill on icy surface, no traffic light	13th/May Street
Stop light = congestion, tricky for bikes, roundabout please	13th/May Street

no left turn on uphill portion of 13th. Extremely dangerous in winter and backs up traffic all year, AGREED	13th/May Street
#2 Concern trees located later. Worried it wont happen	13th/May Street
I like this idea. Two way on 12/13th makes sense	12th/May Street (west)
What happens when it snows and they plow?	12th/May Street (west)
Yes! (to above comment)	12th/May Street (west)
Well we need the lights on the heights but we need to keep parking for businesses	12th/May Street (west)
What about this intersection?	12th/May Street (east)
This needs attention! Kids walk to school in this dangerous area.	12th/May Street (east)
Yes! (to above comment)	12th/May Street (east)
Too much about cars, how about pedestrians?	
Yes to trees, we need to cool spaces we are making into hardscape. Affects livability and health	#2 and #3
Nice but not needed, café seating preferred	#2
I like this, nice for cyclists	#3
Intersection Concept 12th and 13th Streets at Belmont Avenue	
YES to no overhead power lines impeding tree growth	
Looks like an accident ready to happen	#2 Bike Box
I like this green bike road, yes	#2 Bike Box
Enhanced crosswalk good. Yes!!	#3 Enhanced Crosswalk
Yes, or crosswalk w/ blinking light when in use	#3 Enhanced Crosswalk
Great way to slow traffic. But maybe attract vermin??	#4 Traffic calming opportunity
Great way to include water permability and pollinator habitat and cooling thermal heat	#4 Traffic calming opportunity
I don't like the idea of bikes being funneled into the same thoroughfare as a main traffic - difficult especially during winter w/snow gravel on side of street	13/Belmont Ave
These intersections look very confusing, maybe a traffic circle would be a better fix	13/Belmont Ave
Currently peds restricted from crossing on south side of intersection. Requiring peds to cross street 2-3x to continue on south side. Needs improvement	13/Belmont Ave
How many bicycles really use roads in Hood River?	13/Belmont Ave
Agreed (to above comment)	13/Belmont Ave
Two way bike lanes!	
This concept seems most practical for the scale of the city. One-lane leads to too much congestion	

What about emergency vehicles?	
Yes! (to above comment)	
Too many two ways	13th Street
Many more would if they felt safe	12th/13th Street
This is confusing	12th/13th Street
Nope - too confusing	12th/13th Street
Two way bike lanes	12th/13th Street
Could cause congestion here since 12th is two way	12th/13th Street
Confusing	12/Belmont Ave
Confusing!!! Parking?	12/Belmont Ave
Lights! Parking for business. Better walk crossing. That's all!	12/Belmont Ave
Is this the natural bikeway to downtown?	12/Belmont Ave
Maybe make clear that bikers also can turn right? Make their way downtown through the rush hr roads	12/Belmont Ave
Anything that calms traffic is critical and good here but this doesn't seem as good as a traffic circle	12/Belmont Ave
We like this option best for Belmont	
Best one	
Still car-centric design. How about focusing on peds?	
Potential for a lot of confusion, backups and bike-car conflict would be great to have bike lanes at intersecitons to allow for turning	12th Street
Biking through the heights isnt a major problem except for stretch between Belmont and Pacific	12th Street
Perhaps better integration with Indian Creek path?	13th Street
Need bike lane here	14th Street
Summary	
Not fair to businesses to lose parking. As a mom, would not allow my child on bike lane. Too busy of a road	
A lot of businesses have no off street parking put bike lanes on side streets	

How does design #1 improve business access when there is no parking on 13th?	"Improves business access and visibility"
Isn't this bad for business on 13th?	
We can't lose the parking spaces we currently have. We must provide adequate parking for the businesses on 12th <u>and 13th</u>	
Would be helpful to differentiate between peds and slow moving bikes vs fast bikes. Fast bikes are more like cars. Peds and slow moving bikes are critical in old neighborhood.	

Attachment D: Design Concept Two - One Lane, One Way

Comment:	Location:
Circulation and Street Sections	
May towards 12th - impossible to pass if people drive east on May for 13th	12/May Street
Yes to more roundabouts	12/May Street
Poor traffic flow, bike use limited during winter, loss of parking	12/May Street
City needs to buy house at May/12 now!	12/May Street
Roundabout yes!	13/May Street
Roudabout will help a lot	13/May Street
Roundabout better than a light	13/May Street
Yes, but kids from school is risky	13/May Street
Pedestrian walking 13/May and 12/May	13/May Street
This roundabout looks good especially for traffic coming east on May	13/May Street
Single one lane traffic will cause clogs	13/May Street
I like the separate path ofr bikes but would there be lanes or other features to direct traffic? Seems like that could help mitigate bike congestion	13th Street "Green Street"
Please separate bike lanes and people	13th Street "Green Street"
Yes to shared use path rather than separate bike lanes on road. Just make it wide	13th Street "Green Street"
Agreed (To above comment)	13th Street "Green Street"
^ With a separate "commuter" lane or something that seperates e-bikes/high speed bikes from pedestrians/slow ppl/dogs/etc/	13th Street "Green Street"
Shared use path seems like accident waiting to happen. Should have separate zones for bikes and walkers	13th Street "Green Street"
Heavy traffic flow on 12/13 in spring, summer, fall if you take out lanes it will be???	12th/13th Street
Im a fan of single lane, one way traffic flow on 12/13	12th/13th Street
Bke lane should be on 12th, 13thm should remain two lanes toward potential uphill back ups in leg condition	12th/13th Street
Single lane is only shown if road is designed to slow traffic. Trees walls, close to narrow lane, 20 mph design	12th Street
How are the fire trucks and emergency get through this design?	12th/13th Street
<3 1 lane of vehicles so kids don't have to play frogger with their lives	12th/13th Street
Terrible idea. Leave the heights alone	

Not safe for fire equipment going to calls	
2 directions on 13th will slow traffic better than 12th - also keep lanes narrow and get trees close to lanes to keep speeds down	
Forget this if it does not allow for the flow of enough traffic to make any sense	
Love protected bike lanes	May Street
Fire truck access? Plowing issues?	A/B Street
Where do people park to eat at the taqueria?	A/B Street
Not A	A Street
Can we move towards better using 12/13th street by taking advantage of the blocks between them for parking on public space	A/B Street
Yes, what if A-C street and Taylor be one way w/ one side parking	A/B Street
I like the shared path but would like to see it on both streets for kids biking to school	A Street
What about businesses?	Belmont/13th Street
Reduce lanes means more potential back up traffic when someone slows to turn, more braking honking when only one car lane, I love our quiet neighborhood with 2 lanes	
I do not like, you are going to tear office down	
Sidewalk Car Car Parking Bike Sidewalk	
Yay for roundabouts	13th/Belmont
I would hope there is a nearby way for bikes/peds to cross 12th street here	Union Street
This looks scary is it less scary in real life?	Union Street (N of 13th)
Where do pedestrians go from here?	13th/Union Street
Agreed, really want to see integration/consideration of a way for cyclists to safely get from Pacific to here	13th/Union Street
One way traffic seems impractical. Where's the room for EMS vehicles and delivery trucks	
I love this! Yes to one-way yes to big bike lanes, yes to roundabouts :)	
There only needs to be 1 roundabout	13/12th
Yes to roundabout	
Another Yes for roundabouts	
Lose off street parking	
Seems like you'll have to reduce parking on each side of 12th and 13th to allow for bike lanes. Seems like amount of traffic demands 2 lanes	
one lane seems dangerous for congestion, fire and EMS hard for them	

Intersection Concept 12th and 13th Streets at May Street	
Scary to think about this as a ped or bike when its icy	
Good idea roundabout	
Big Yes!	
This keeps traffic moving <3 roundabout	
Yes! Roundabout!	
Roundabouts do not function well for peds because the cars do not want to stop for them at least some of them	
No to the roundabout! Dangerous for walkers and bikes	
Who takes care of vegetation?	#3
Yes drought tolerant native plants	#4
I like the roundabout! Eeps traffic flowing but slows it down	
Yes for the roundabout! I agree! Me too!	
Yes Roundabout!	
Yes Roundabout!	
No Roundabout! Too much traffic - need light only!	
Yay Roundabout!	
I love roundabouts but do have concerns about the middle school kids trying to bike across a roundabout. Need the flashing lights :)	
Yes to roundabout	
Roundabout would work great	
Yes, roundabout	
Single lane traffic on 12/13 is a horrible idea. Must have been thought up from a transplant	
This is not a good idea!	
Would prefer 2-way cycle track on North side of May	
Take out people's businesses?	
Take out business??	
Shared path looks interesting and good	#5
See potential problem with dogs on and off leashes!	#5
Intersection Concept 12th and 13th Streets at Belmont Avenue	
Concept #2 fantastic for quality of life. Our main goal	
I like the tress, make sure to keep them in concept	
Definetly better than the current configuration but not sure this si the right solution	

This looks absolutely crazy - an oblong roundabout - there must be another solution	
this looks like a waste of space and not a place I would walk (double roundabout) w/ my young family. Seems dangerous to be on the roundabout itself #1	#1 Double roundabout
If this could be achieved it would make this space functional, efficient, and community friendly	#2 Placemaking Opportunity
Best approach for peds with roundabouts. But ped bridge also works with roundabouts or any intersection until cars are doing 20 mph	#4 rectangular rapid flash beacon at crosswalk
Too complicated	
Summary	
As a parent I would not let my child ride on the bike lane, too busy a road	
Not in favor of one traffic	
one lane not enough. Roundabouts confusing	
2 lanes is not enough - 1 lane won't work	
not enough parking	
Nonsense- it causes parking	
The only good thing about this plan is the roundabout otherwise chaos and misdirected effort	
We won't have congestion where folks who don't have to drive use alt modes = bikes, walk, transit, or car share. Promote alternate modes by building for multi-use instead of car-centric design. We can do it	
Like this concept with all roundabouts add a couple parking to this concept like concept 3 has on 12th or make cross streets one way with angle parking	
Like that 12th and 13th have parking for businesses. Needs parking lot or garage for the heights	
Making bikes with pedestrians does not work. Cyclists can't really ride and end up having to walk. Not cyclists friendly	
Shared paths = danger town. Not good for peds or cyclists	
I am a little concerned about the cost even though I like this concept.	

Attachment D: Design Concept Three - Hybrid

Comment:	Location:
Circulation and Street Sections	
Roundabout will be better than signal light to keep traffic moving when snowy/icy	13th/May Street
Hooray! Roundabout!! I'd like a continuous sidewalk (e side) up 13th - unbroken	13th/May Street
Seriously? A roundabout at the top of the hill in winter? Where are we putting the snow?	13th/May Street
Where does the snow go currently? My ???	13th/May Street
A child cannot cross 3 lanes of traffic. A parent will not let their kids cross	13th/May Street
I've always wondered who owns this empty lot and cement pad. Would be great for parking	June Street
One lane on 12th would cause too muc congestions, parking maitenance and lane closures. Where would the traffic go?	12th Street
Too much loss of parking, bke use limited in winter months, why change from present?	13th street
Needs to be parallel parking, are you renovating storefronts for angled parking?	12th Street
Could two be 2 lane rather than 3? 3 is so WIDE	13th street
Add diaonal parking on cross streets	Taylor Ave/C Street
Make A,B,C, Taylor one way streets and add angles parking	B Street
Bike lane here	12th/Hull Street
More crosswalks with blinking lights	
Love 12th as one way and bike lanes + ped amenities	12th Street
Traffic would be congested here	12th/Belmont Ave
Very confusing	12th/Belmont Ave
Where's the parking for larger bikes?	
This makes more sense to me, designate one route for people and one for traffic/cars	
Please continue bike track s along tucker rd. Particularly between belmont and Rosavers. Bike/ped is currently dangerous	
This plan is great!	
Why no roundabouts in this design? I like roundabouts for concept 2	12th/Union Street 13th/Union
Flashing red stop light, 4 way stop	13th/Union Street

Yes! Prioritize bikes! Make driving and parking cars a hassle :)	
I don't like two way traffic. Love big bike priority and roundabouts	
Slower traffic and parking opportunities encourages people to stop and support small business	
One lane?	
No way!	
Heck no	
Reduce the speed limit to 20 mph like downtown	
Speed tallis and raised intersection at tyalor and a streets	Wilson Street
	13th/A Street
15mph zone??	13th/B Street
Not safe for fire equipment going to calls. Bad for public	B Street
Not a fan of two way traffic in a turn lane	
Too much traffic coming up town to reduce it to one lane	
Flashing crosswalks Taylor and Astrick	Taylor Ave
No thank you	
Put bike alnes on both sides of 12th but not a 2 way cycle track	
Do not like angle back out parking. Very dangerous on a busy street	
Removes too much parking	
What about emergency vehicles?!	
If parking is needed remove turn lane and create diagonal parking	
Bike lane on 13th as well	
Bikes are already becoming a safety hazard for peds. Eed education and safety for those fast moving bikes	
Intersection Concept 12th and 13th Streets at May Street	
I think roundabout promote better traffic flow than light	
Needs a light only!	
Roundabouts work really well	
Yes - roundabout keeps everything flowing and works well in small towns/bottlenecks	
This seems frightening as a ped or biker who frequently crosses here especially when its icy	
If you are taking up the streets you should lay conduit for EV parking/charging	
Roundabouts keep traffic moving. Needs sings for ped crossing	

Don't need a crosswalk here on southside of 13th	13th/May Street (south side)
No way! Crosswalk not necessary here. Dangerous	13th/May Street (south side)
Hell no	
Hell yes!	
This is one of the worst intersections in town. Roundabout would be great!	
I like the pedestrian bump outs at crosswalks. Leave the traffic lanes alone	
I prefer a roundabout to a stop light better movement, better for winter/icy roads. This looks like a great spot for a roundabout	
Seems like a ped crossing at roundabout exits could be dangerous to peds	
Bikes need room to start coming in this hill going east	
Safe routes to school plan has the 2-way protected bike way on the south side of May. That is the desire	
Do away with all the lights. More roundabouts	
I like this clear signal for bikes	12th/May Street (west side)
This intersection needs correction. No sure what that would be :)	12th/May Street (east side)
Light here seems to be overkill and back up traffic flowing down 12th	
Yes- this is a dangerous place for pedestrians (speed!) but a light seems inefficient	
Intersection Concept 12th and 13th Streets at Belmont Avenue	
Curves = yes slows traffic but keeps flow very well	#2
Is it possible to have a roundabout here too?	12th/Belmont Ave
Provide a bike box to prevent right turns into bike lanes by vehicles	
Parking concerns. Safety concerns	
Bike lanes on 13th/Belmont are not needed with a neighborhood on A Street but crossing to 12th is important	
Or a roundabout here. Yes to roundabout. Yes, roundabout or traffic light here	12th/Belmont Ave
We do need a light at this corner. I never go through this intersection - too dangerous. Yes! Traffic light at this intersection	
Bike lanes needed	
Bike lane not needed here! Just use 2 way on east of 12th	13th Street (south side)
I like the bike lane. How would you get to Rosavars/CGCC on bike w/out it?	13th Street (south side)
Not safe for fire, EMS going to calls. Leave it alone	

Turn lane	
Best plan for this intersection. Yes!	
Will this get backed up easily?	12th Street
One lane not enough	12th Street
Why all the planting. On all plans?	
Yes!	12th/13th
The crosswalks and islands seem good!	12th/13th
What happens to the bike lane here?	12th/13th
I like this as a more direct way for cyclists to get downtown	
Not enough parking now as it is.	
Lets just put a light in and let it go at that. All imposes on business on heights	13th/Belmont
few parents will be wanting their children in the bikeways too busy and dangerous of a street	13th
Roundabouts difficult to maneuver	
Back in parking!	12th Street (north side)
2 way bikeway on east side of 12th is the desire line for kids	
Love the cycle track and angled parking	
Like the painted bike lane	
Angled parking is good for more parking	
Bike lane on 13th as well	
Need long term plan for 2-way bike lanes, not just short section on 12th/13th. Could work if they are bie lanes throughout the city. Still need to design for fast moving bikes and peds. Portland does this. We can learn from them.	
Summary	
One way is good. Only if there is more then one lane stoppers.	
In summary: #2 is dead to me. Obviously parking will seerly decrease. That's not going to work long term. Is anyone exploring a parking garage?	
Not in favor of one way traffic	