

Appendix A: Community Engagement

This appendix includes details, methods, and results from the community engagement process.

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Overview of Stakeholders, Outreach, & Engagement

Stakeholder Definitions

Mosier residents

People who live within the city boundary

Users of Highway 30

People who use Mosier's Highway 30 with any mode of transportation

Non-Resident Members of Mosier Community

People who live somewhere else but are part of the Mosier community because they live here, work here, spend money here, participate in recreational activities here, or vacation here

Local Business Owners

People who own businesses within the city boundary

Local Agricultural Community

People who own or run agricultural operations in the rural areas surrounding Mosier

Mosier Community School Students and Their Families

Students and their families live in Mosier and the surrounding areas

Local Latino Community

About a quarter of permanent Mosier residents identify as Hispanic or Latino and additional Latinos move into the area during the summer as migrant agricultural workers

Mosier City officials (client)

The Mayor, City Councilors, Planner, and City Manager

Community Organizations

Friends of the Columbia Gorge, Main Street Mosier, Mosier Community School Administration & Board, Friends of the Historic Columbia River Highway

State officials

Oregon Department of Transportation (ODOT) staff, Historic Columbia River Highway Advisory Committee

Outreach Strategies Details & Assessment

See Assessment Tables. The methods we used to communicate and connect with stakeholders.

Engagement Activities Details & Assessment

See Assessment Tables. The methods we used to engage with the community and gather data to inform the Concept Plan.

Data Collection Methods and Results

Survey

See Survey Instruments.

Survey Results

See Data Tables.

Community Design Workshop Activities

Design Workshop Activities Details & Assessment

See Assessment Tables.

Community Design Workshop Results

See Data Tables.

Mapping Concerns map with community member sticky notes:



Community Design Workshop Methods

All of the data collected at the community design event was visual or spoken and written open-ended comments. To quantify this data and discover trends, we labeled maps, drawings, and comments with different codes that applied to the content. Based on the physical constraints of the site, themes from Mosier's previous community visioning processes, and input from the client we created a list of codes that were used to learn community preferences that translated into viable design strategies.

Code Definitions for Qualitative Data

Access The ability to reach a location or destination in the general vicinity of Highway 30 without having to trespass or utilize unsafe routing.

Aesthetics The general design and appearance of Highway 30, the right-of-way, adjacent properties including: private residences, businesses, parks and civic centers.

Bike Lanes Infrastructure accommodating the use and travel of cyclists, either through paint, physical barriers, or designated lanes. These also included paths where responses qualified them as bike paths.

Businesses Referring to new businesses the community would like to see or changes to existing businesses.

Centerpieces Civic buildings or public spaces that are focal points and places of gathering and social interaction for the community.

Crosswalks Specifically crosswalks or where the public felt crossing was unsafe and some kind of pedestrian crossing was needed.

Miscellaneous A catch-all category where comments or illustrations did not fit into the current set of codes. These comments were not relevant to the stretch of Highway 30 or not applicable in addressing the issues.

Path This code was applied in situations where the author or illustrator was designating a multi-use path or if it was unclear they were referring to a sidewalk, bicycle path or pedestrian path.

Safety This code was applied to comments where words like: unsafe, hazardous, and dangerous were used in referring to places along the highway and a few of the arterial streets in town.

Seating Places where people thought public seating should be located.

Sidewalks Responses that specifically mention sidewalks or paths that were qualified as pedestrian paths.

Signage This code refers to the lack of signs, the visibility of signs, and confusion about how signs are directing travelers.

Speed limit Comments in this code referred to places where travelers, both vehicles and cyclists moved too fast or where overall the speed should be lowered out of concern for safety.

Stormwater Comments that specifically mention stormwater issues.

Vegetation References to types of vegetation like: trees, planters, edible plants, native plants, and flowers.

Parking Referring only to places to park automobiles.

Creation of Community Concerns Map

Mapping Concerns and Coloring Mosier focused on concerns and features the community would like to see along Highway 30. Both of these activities were coded using the same set of codes with the results combined and reported together (shown in Data Tables). Each response represents one attribute feature being either drawn or written on one of the maps. Responses from the community overlapped with each other in both activities. By looking at where responses clustered along the highway a symbol for each element was displayed on the map at those particular locations, signifying a majority of responses located that design element at that spot. Not all codes showed significant clustering in the map either due to being evenly distributed or from a low number of responses for that code. Distinctive features, for example crosswalks or signage, were counted individually if more than one was drawn or written on the same map. However continuous features like sidewalks, bike lanes or vegetation were counted once unless the respondent explicitly distinguished them as separate. A miscellaneous code was created as a catch-all for responses that did not fall into any of the other codes. The top eight codes were visually displayed (with the exception of aesthetics) according to where respondents clustered them on the map. This gives the viewer an idea of where certain design elements were deemed most important along the stretch of Highway 30. Crosswalks were sized according to the number of responses located at a particular intersection, showing places where the community felt most strongly about their placement on the highway. No other code was weighted according to the number of responses at any particular location. Aesthetics was visually left out of the results map due to lack of clustering. Responses regarding aesthetics were general and applied evenly across the entire length of Highway 30.

Verbal and Written Open-ended Comments

The following notes are Kaleidoscope team members' summaries of stakeholders' verbal comments.

Mind Mapping Activity Verbal Comments from Participants

- Streets steep (bicycle riding)
- Mosier Creek bridge too skinny- especially for bikes
- 2 kids- different families- home-school-market was their route through Mosier
- Teacher- takes kids on hike around the river, they love it
- boys want a Skate Park!
- Bikes riding in middle of road between Mosier and Tom McCall, driver goes slower than the speed limit because she is worried that "this isn't your street – this is a bike path"
- Bike lanes needed- especially on curves
- Sign before curves to warn cyclists and driver
- Warnings at the Hub for cyclists

Mapping Concerns Activity Verbal Comments from Participants

- Solar powered school zone sign
- Most people don't speed through
- At the triangle the kids cross to go on hiking trails to the river
- The blind corners along Rock Creek Rd. where kids hike up
- Private property near the quarry
- Label the state parks land, 3 little houses, little trail going straight up, get off the road faster
- Half the quarry owned by Hood River Sand and Gravel (eastern half) Howard Houston, it has been 5-6 years since he tried to stake out his claim. Mosier city went to LUBA over ODOT claim to the quarry, Mosier won, then HH sued and back to LUBA, Mosier won again: alternative route to the trail, see 2020 plan for the graphics on the quarry
- Bicyclists- reminders for them to keep to the sides and not ride in the middle of lane on blind corners
- Would like to see something in the built environment to slow speed than police enforcement
- Don't want Mosier to look like Portland
- Hood County- Lindsey Creek part of the trail, Portland Wheelmen funding to help staff process the permit
- 100 year anniversary of Columbia River Highway
- Some of the surrounding communities struggle with businesses, how to offer something The Dalles does not offer but Mosier does

- Mosier Creek Bridge- bike trail through Mosier or something
- Loves the Hub
- Rock Creek Rd Mark Hatfield parking lot people bike back and forth, lots of blind corners- death trap- people speed through and scary for drivers and cyclists, bike lanes on old highway Rock Creek Rd.

Coloring Mosier Activity Verbal Comments from Participants

- Kids know intersection by ice cream shop is dangerous because of cars
- Natural flower art, not structures, organic artwork instead of wood or structures
- Boys want skatepark
- Owner of old restaurant says bike tourism wasn't that great, people want to get where they are going to shower, etc. They don't have money on them, hot/sweaty, etc. Best business came when people from Hood River made Mosier the destination
- Greenspace/park planned in middle of new housing development by Rack and Cloth (this area used to be the city's park)
- Bikers are littering water bottles on street
- Educate bikers on dangers of biking on road with agricultural trucks

Design Game Activity Verbal Comments from Participants

In regards to Shared Streets

- Beautification
 - Commercial Properties Improved
 - Sidewalks the Whole Length
 - Street Trees
- Traffic at Ice Cream
 - Improve Corner at Ice Cream
- Access From State Rd (2nd Ave)
- Safe Crossing in Front of School at Rock Creek Rd
- Slow Sign - More Walkable
- Skinny Streets
 - Bumpouts
- Roundabout
- Parking on Hwy 30 for Mosier Falls
- Mosier Creek Bridge
 - Unsafe When Walking to School
- Slow Cyclists Too
 - Separated Bike Path
- Art Park Across From New Mixed-Use
 - Crosswalks Around Triangle
- Washington St & Hwy 30

- Greenery
 - Painted Intersection
- Flags Along Street
 - More There, There
- Bubbles in Street
 - Circular Spaces
- Bumpouts at Ice Cream
 - Lighting
 - Seating
 - Safety
- Street Trees
- Pedestrian Safety
- Street Trees
- Bike Lanes
- Sidewalks
- Pedestrian Friendly
- Intersection Repair
- Explore One Way Option
- Street Trees
- Safety at Ice Cream
- Sidewalks with Curbs

In regards to Community Centerpieces

- Productive Landscape
 - Fruit Trees
 - Low Maintenance
- Trees Behind Totem Plaza
- Remove Boulders From Totem Plaza
- Sign at Mosier Manor in Bad Spot
 - Not Visible
 - Population Signs Needs Updated
- Wayfinding
- Public Restrooms at Totem Plaza
 - Not Porta Potty
- Need Downtown Plaza
- Public Trash Cans at:
 - Public Trash Cans Dwelling Station
 - Public Trash Cans Mosier Market
 - Public Trash Cans School
- Outdoor Art Gallery (whole town)
 - With Open Container Law
- Gateway
- Sign Art - Cherries

- Community Identity
- Restrooms at Hub Site
- Sense of Arrival
 - Gateway (both east and west)
- Benches in Shade
- Water Fountain at Hub
- More Activities at Totem Plaza
 - Shade
- Icon on Large Iron Structure at Dwelling Station
- Edible Landscape - "People's Orchard"
- THE MOZONE "Go Mo Slow"

In regards to a Thriving Downtown

- Development at Dwelling Station
- Development at UPRR Site
- Reuse Mosier Fruit Growers as New Use
- Development Behind Rack and Cloth
- Lodging for Cyclists
 - Commercial Attractions (ice cream, coffee)
 - Spend Money
- Opportunities to Linger (Hub Site)
- Seating at Manny's (food truck)
- Aquatic Center
 - Covered
 - Retractable Roof
- Community & School Building at Dwelling Station Site
- Amenities and Service for Cyclists
- Infill at East End
- New Businesses
- Public Restrooms at Totem Plaza
- Trash Cans
 - trash cans at Mosier Market
- Shuttle Service:
 - bike economics
 - bike tourism
 - bike activity around hub (business hub)
 - photo op at Hub

In regards to a Trail Connection

- Improve Rock Creek Rd
 - Need Bike Lane (cyclist with kids on this road)
- Improved Connections
 - to River

- to Parks
- to Parklet
- Link School With Rock Creek Beach
 - Use for Kids Boating
- Pedestrian Over/Underpass at UPRR
- Access to Walking Paths
 - Need Signs and Access
- Easy Bike Connections to Hub
- Parking at East End for Mosier Falls & Plateau Trail
 - include Bike Parking
- Improved Connections
 - Not Just Bikes, Walking Paths Also
 - Connections to Bluff Trail
 - Extend Bluff Trail
- Kids Bike on Rock Creek Rd to Trail
 - Dont Feel Safe
 - Need Fence to Protect From Cliffs

The following notes are stakeholders' handwritten comments that Kaleidoscope team members typed verbatim.

Bucket Voting Activity Hand-written Programmatic Comments

Are there other programs you would like to see on Mosier's Main Street?

- Community togetherness in all seasons
- Skate park above 10-speed
- We need to celebrate National Left Handed Day in August
- Community supper club
- Small business incentives: loans, tax breaks, water subsidy
- Community bbq, potluck, every month
- Business façade improvement loans
- I agree- maybe get some business/building owners to clean-up their lots
- More public and community welcome in the street!
- Too many cars for me to bike on it
- Snobord [Snowboard] Park
- Skate park
- Indoor skate and bike park in the cherry growers building
- Adopt-a-section-of-road for the 1st St/Highway 30... it's always got tons of litter!
- Skate park above ten speed
- Town too small. No need
- Improved (read: plumbed) public restrooms
- Skate park above ten speed

- Block parties
- Chess in the park on Sundays
- Skate park above ten speed or anywhere
- Must get public restroom with running H2O if encouraging extra through traffic- burden shouldn't be on local businesses

In regards to Bicycle Shuttle Services:

- Bike shuttles increase load on communities but don't seem to "spread the wealth" to multiple local businesses. For example bus goes to one tried and true shop and no more

In regards to Scenic Byway:

- OR state parks connection. If second railroad goes in, make sure it expands existing trail and waterfront access
- Expand connection to Rocky Creek, waterfront from trail and downtown

In regards to Bike Friendly Business Program

- Good idea- bike friendly business in light of Highway 30 historic bike trail in the works

In regards to Mosier Maps:

- Not enough businesses or size (acreage) in downtown Mosier to make a map economically beneficial

In regards to Bus Stop Beautification:

- Bus stop beautification for public transit
- Can we partner with CAT Bus?
- People don't know there is a bus waiting list
- Expand Bus Service

In regards to Shared Street Marketing:

- Provide signs to bikers to be careful on blind curves beyond Mosier City Limits
- Shared street marketing, don't like images- not representative of *us*
- Enforcement of speeding only be less aggressive- like car barriers vs cops
- Shared St. – all users including bikes- not eyesores
- Signage for bicyclists to watch for farm trucks that can't brake quickly- and to leave water bottles in their bikes

In regards to Enforcement and Speed Signs:

- Blinking speed limit sign as drivers leave Mosier eastbound on 3rd St/State Rd (by Pocket Park) 25 mph
- Remove enforcement etc. signs, 1 sign on entrance to city (30 All Mosier). No other signs or lines
- Sign of Huskey Rd and 3rd

- Speed Limit 20 Your Speed X
- People came off State Rd

In regards to Safe Routes to School:

- Could we do safe roads by Safe Routes to School and shared street marketing?
- Yes Safe Routes to School Please, fun hiking/walking trails and bike facilities
- Oregon Solutions partners in The Dalles with Health District is applying for SRTS mini grant for Action Plan
- Safe Routes for everybody (not just kids)
- Health Dept. in The Dalles is also exploring Safe Routes to Schools

In regards to design strategies:

- Center St. is historically a playground! Let's keep our kids safe to play everywhere in our town
- Consistency in design- Main Street "Old Highway" is too broken up with boulders- no uniform beautiful street. Perhaps a beautification program for Old Highway
- More trails to:
 - The school
 - The water
 - Diagonal from Rack and Cloth
- Trails connecting everything from Tunnels to trailhead East side of Mosier Creek Bridge but DON'T want Mosier looking "city"
- Woonerf
- Bike lane to twin tunnels trailhead and through town
- Connecting Chenoweth to Sand River without riding on I-84 now – 11 miles
- Trail off road – treacherous curves, trail connection to downtown on highway treacherous parts – curve off road trail safe routes, Rowena
- Trail to Mosier bluff to The Dalles, walking wildflower trail
- Bike lane on road that goes to Twin Tunnels
- SUP and windsurf launch, Twin Tunnel Trail leverage
- Rumble strip in front of Todd Reeves house
- Improved signage for porta-potty, people using Rack and Cloth- not buying anything
- Public parking signage

Mapping Concerns Activity Hand-written Comments

- I would like to see some street trees through Mosier
- Reduce speed limit from exit off 84 past the Mosier Creek Bridge to 20 mph. Use something other than police enforcement to get cars to slow down
- Road bikers are *encouraged* to speed through downtown, but do not have a *lane*!

General Hand-written Comments Received on Comment Cards at Community Design Workshop

- No more pie in the sky plans like the new \$5 million Mosier Middle School. Let's create realistic plans and make ODOT pay for road improvements!
- Great interactive personal survey research!!

The following notes are stakeholders' typed comments that Kaleidoscope team members copied with no alterations to the text.

Unsolicited comments posted on the Slow Mo' Facebook page or sent to the Slow Mo' email:

- How about we lower the speed limit to 20mph everywhere in Mosier (starting at the freeway ramps) AND from the Scenic Hwy trailhead all the way to the cutout/overlook on the way out of town to the east on Hwy. 30? I mention that cutout spot BEYOND the condos BECAUSE: 1) It is close to the exit point for the Mosier Plateau hiking trail, and there will be a LOT more foot traffic coming out there as years go by. 2) It is close to THE narrowest and "blindest" section of Hwy 30. There is not a whole lot of space on the road there for bikes or pedestrians. I watched a near-miss there 2 days ago, caused by a speeding Lexus that crossed the solid double lines (stupid and ILLEGAL!) in order to give us pedestrians space (we walked in the gravel). The Lexus came close to head-on collision with a car coming up the road, around the BLIND corner.
- A universal 20mph Mosier zone would not hurt anybody. Any local might be delayed by 10 seconds or so to get to or from the freeway. BIG DEAL. There is no downside (that I can conceive of) to a universal 20mph zone, all the time, everywhere. It's simple and non-confusing. So it's EASY to enforce as well.
- My suggestion is to use vibrant colors. Take the lead from the wonderful "butterfly" that was created for the centennial celebration. Get permission from the businesses and building owners to use each of their buildings (and grounds where appropriate) to introduce vibrant colors. Because of the success of the butterfly, it will be easier to "sell" this idea to the other stakeholders on Mosier Main Street. If every building has a colorful theme-creation a. la. the butterfly, Mosier Main Street would become known throughout the area for its vibrant colors. The vibrant colors will turn Mosier Main Street into a warm and welcoming place. People will want to come to it and spend time at.

Responses to a Slow Mo' Facebook page prompt - What are you most concerned about in Mosier?

- The very tight/blind corner by the scenic cutout just east of Mosier. Death-cliff on the right.
- The exit/entry for Mosier Plateau hiking trail, close to the scenic cutout. More foot traffic expected in the near future as this is a new but fantastic trail. Fairly easy for

everybody = more visitors who won't necessarily be savviest as to where to walk on the road to get back to town.

- Extend road... right up to the ice cream shop! Quickie-mart in the background across the street. Where does the road end? This corner could be the riskiest in town, due to high use. I don't know.

Additional Tables

The items listed here are available in separate PDF files.

Assessment Tables

The details, accomplishments, and limitations of strategies and activities used during the community outreach process are shown in these tables. The “IAP2” column in the tables refers to where the strategy or activity lands on the International Association for Public Participation (IAP) spectrum of public participation:

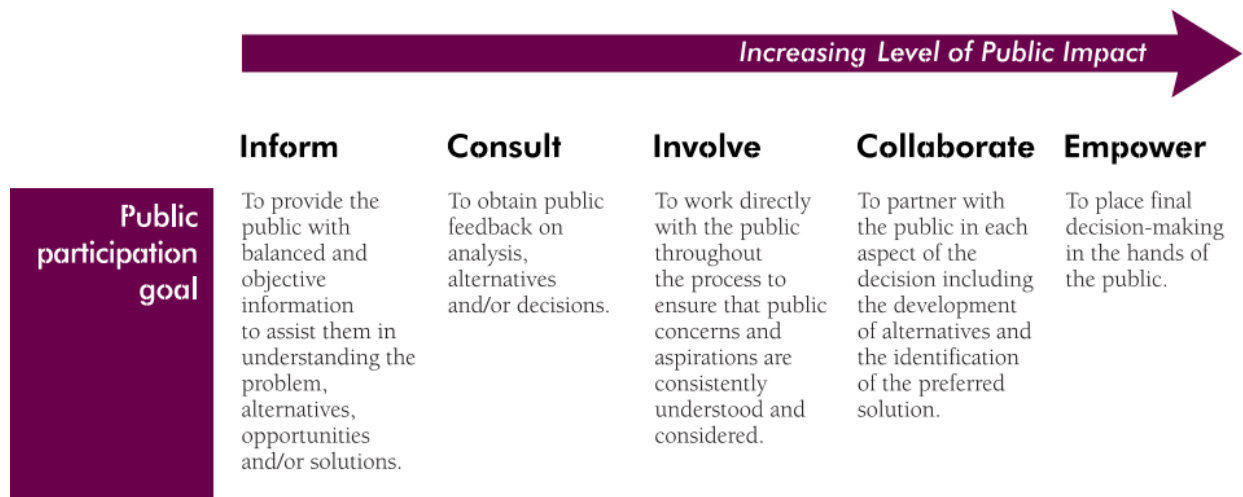


image source: www.iap2.org

Outreach Strategies: AssessmentTables_OutreachStrategies.pdf

Engagement Activities: AssessmentTables_EngagementActivities.pdf

Community Design Workshop Activities:

AssessmentTables_CommunityDesignWorkshopActivities.pdf

Survey Instruments

The printed versions of the survey in English and in Spanish show all of the questions asked of survey respondents.

English Version: SurveyIntruments_EnglishVersion.pdf

Spanish Version: SurveyIntruments_SpanishVersion.pdf

Data Tables

Full datasets from the survey and design workshop activities are shown in these tables.

Survey Data: DataTables_SurveyData.pdf

Community Design Workshop Data: DataTables_CommunityDesignWorkshopData.pdf