



Blue River Drive Design Concept

February 2024



Acknowledgements

In Honor of the Community of Blue River

Survivors of the 2020 Holiday Farm Fire

Funding Provided by:

Oregon Housing and Community Services

Oregon Solutions Blue River Work Group:

Kristen Wright, National Policy Consensus Center
Commissioner Heather Buch, Oregon Solutions Co-Convener
Mandy Jones, Oregon Solutions Co-Convener
Melanie Stanley, Meyer's General Store
Terry Herndon, Blue River Resident
Samantha Winningham, Blue River Resident
Chris Lavoie, McKenzie River Mountain Resort
Jen Zerkle, Blue River Business Owner
Cliff Richardson, Locals Helping Locals
Devin Thompson, Long Term Recovery Group
Lane Tompkins, McKenzie School
Kristen Monahan, Kelly Nonprofit Consulting
Alex Campbell, Oregon Housing and Community Services
Laura Engstrom, Business Oregon
Patrick Wingard, Oregon Dept of Land Conservation and Development

Project Management Team:

Becky Taylor, Senior Transportation Planner
Sasha Vartanian, AIC Engineering and Construction Services Manager
Matt McRae, Disaster Recovery Manager
Anna Backus PE, Associate Project Manager, KPFF
Dillon George PE, Civil Engineer, KPFF

Table of Contents

Chapters

- Chapter 1.** Introduction – Page 3
- Chapter 2.** Existing Conditions – Page 5
- Chapter 3.** Public Involvement – Page 9
- Chapter 4.** Recommendations – Page 12
- Chapter 5.** Implementation – Page 19

Figures

- Figure 1.** Project Area – Page 4
- Figure 2.** Roadway Jurisdiction Map – Page 5
- Figure 3.** Blue Reiver Drive Adjacent to McKenzie School 2023 Street View – Page 6
- Figure 4.** Blue River Bridge 2023 Street View – Page 7
- Figure 5.** Blue River Drive Downtown 2023 Street View – Page 8
- Figure 6.** March 18, 2023, Community Meeting Photo – Page 10
- Figure 7.** School-to-Bridge Design Recommendation – Page 12
- Figure 8.** Downtown Recommendation – Page 13

Chapter 1 – Introduction

This project is to develop a design concept for Blue River Drive to support rebuilding the community of Blue River after the 2020 Holiday Farm Fire. It is important to have a design concept that is supported by the community and approved by the Board of County Commissioners (BCC). This will give Lane County the confidence and competitiveness needed to secure grant funding for implementation and construction.

PROJECT OBJECTIVES:

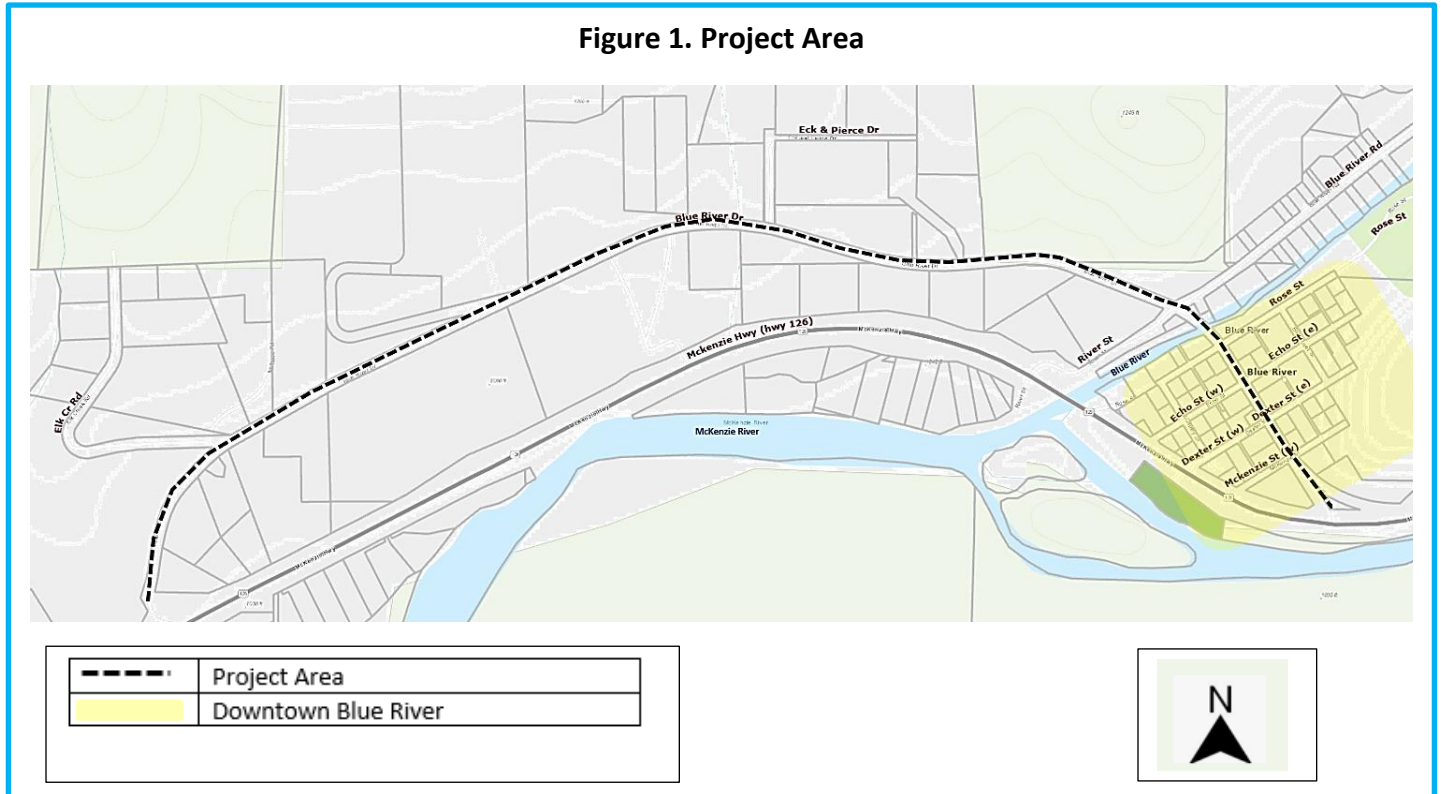
- Meeting the transportation needs for all roadway users. This includes people walking, biking, driving, and riding transit.
- Constraining the right-of-way to 60 feet or less downtown, in recognition of the smaller lot sizes. Maximize parking, in recognition that the smaller lot sizes cannot support on-site parking and, before the fire, relied on on-street parking.
- Exploring alternatives and opportunities. Some examples are different on-street parking layouts (parallel, diagonal, and/or head-in); and walking/biking space (separated path, sidewalk, and/or wider paved shoulder)

SCOPE/PROCESS SUMMARY:

The scope of the project included the entire length of Blue River Drive, while recognizing the distinct land use contexts within the downtown and the area west of the Blue River Bridge. Three design alternatives were developed for each of the two areas. Before developing the alternatives, Lane County gathered community input regarding worst and best outcomes. This helped the project team better understand the project needs. Then, community input was requested regarding elements within each of the design alternatives that were preferred or concerning. This process allowed the project team to blend the preferred elements and address concerns to develop a community-preferred alternative.

From January 2023 to-date, there have been three in-person and two virtual community meetings on the project. The Lane County Transportation Advisory Committee (TrAC) is scheduled to hold a public hearing on the recommended design concepts on March 27, 2024. The TrAC will then provide a recommendation to the BCC. The BCC makes the final decision on the design concept by Board Order. A date for the BCC action has not yet been scheduled but is anticipated to be held in May 2023. We provide more information about the public process in Chapter 3.

A map of the project area is provided in Figure 1.



DESIGN RECOMMENDATION SUMMARY (see Chapter 4 for more information)

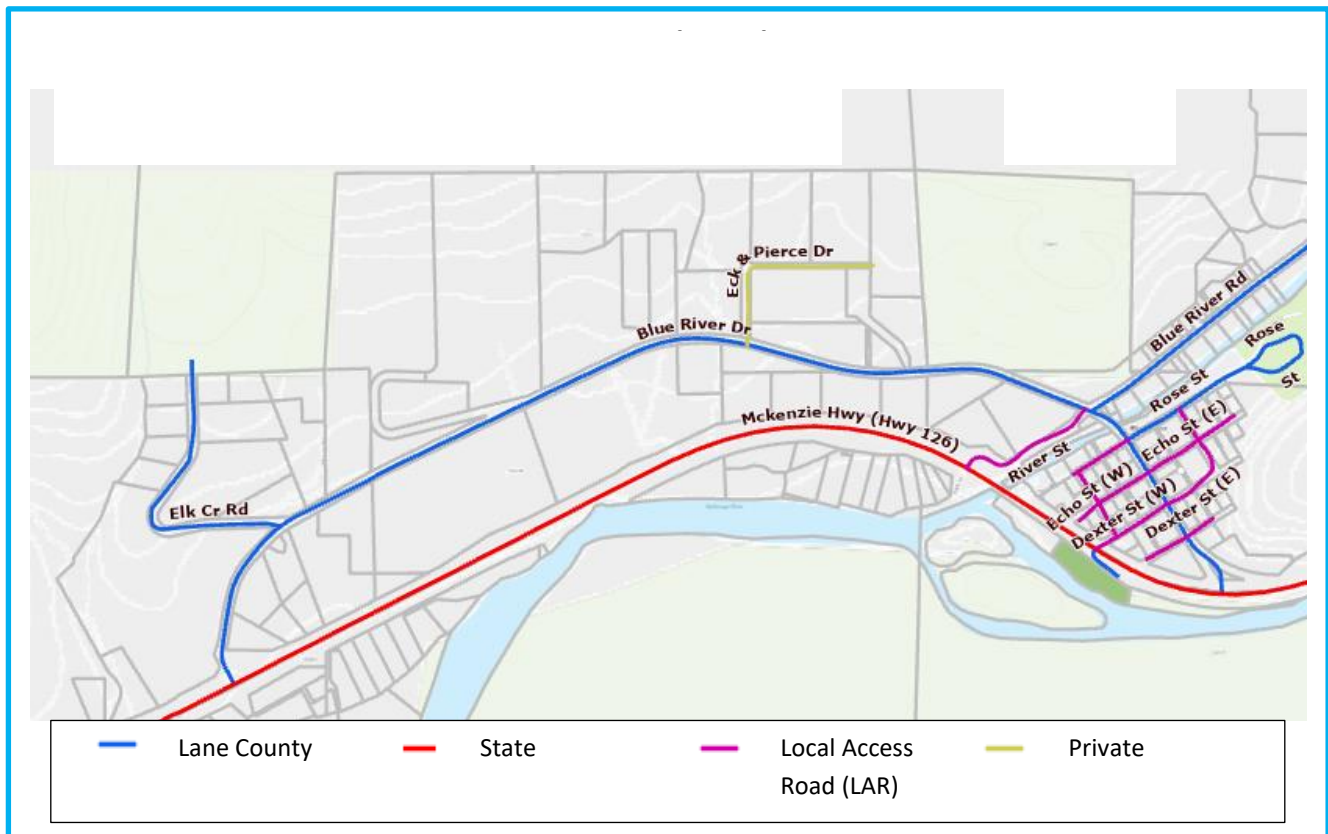
Blue River Drive, from McKenzie School to Blue River Bridge: A 12-foot-wide multi-use path for walking and biking is recommended on the south side of Blue River Drive. To improve safety, the slopes on each side of the road are recommended to be modified. A vegetated ditch is recommended on the south side of the road to provide separation between the road and the path. The uphill side of the road will need some undergrounding piping for stormwater conveyance and may require some short retaining walls to reduce the need for excavation. High-visibility crosswalks are recommended to support safe crossing of the road from the path, especially between the school and track.

Blue River Drive, from Blue River Bridge to McKenzie Street (Downtown): The recommended design includes sidewalks on both sides of the road to improve pedestrian safety for people moving through the downtown area. Crosswalks are recommended at intersections to support safe walking activity between businesses, homes, and the library. These features will slow vehicle speeds to create safe shared space between people driving and people bicycling. Alternatively, people could walk their bikes on the sidewalks through the downtown section. The on-street parking designs have been customized to meet the unique needs of the adjacent properties to support rebuilding the downtown.

Chapter 2 – Existing Roadway Conditions

Blue River Drive is the main road through the unincorporated community of Blue River. It is just over one and one-half miles in length, with each end connecting to, and forming a loop north of, McKenzie Highway (OR 126E). The McKenzie School is located at the west end of Blue River Drive; at the east end is the downtown.

Blue River Drive is one of four County roads in the community. Others include Elk Creek Road, Blue River Road, and the portion of Rose Street east of Blue River Drive. The downtown streets are primarily Local Access Roads (LAR)¹. These provide public rights of access, but adjacent property owners are responsible for maintenance. A map of the roadway jurisdiction is provided in Figure 2, below.



¹ Pursuant to ORS 368, neither the County nor its officers, employees and agents, are liable for maintenance or failure to improve Local Access Roads or to keep Local Access Roads in repair. The County will spend County moneys on Local Access Roads only if it determines that the work is an emergency or if: (a) the Director recommends the expenditure; and (b) the public use of the road justifies the expenditure proposed; and (c) the Board enacts an order or resolution authorizing the work and designating the work to be either a single project or a continuing program." (Lane Code 15.010(34)).

Blue River Drive is functionally classified as a Rural Minor Collector. It has a generally uniform width of 26 feet of paving for two 12-foot travel lanes and two-foot shoulders. Average daily traffic (ADT) volumes are about 300 vehicle trips. The posted speed limit is 30 miles per hour (MPH) downtown and 45 MPH west of downtown. Near the school, the 20 MPH school zone speed is in effect from 7AM to 5PM. Lane Transit District (LTD) buses travel on Blue River Drive and have stops at each end of the road, near the school, and downtown. Most of Blue River Drive has no curbs. The exceptions are some curbing adjacent to the bus stop near McKenzie School, as shown in Figure 3, and along Blue River Bridge.

Figure 3. Blue River Drive Adjacent to McKenzie School



2023 Google Street View, facing west.

Between the school, and Blue River Bridge, the roadway characteristics are rural. Beyond the narrow roadway shoulders are several sections of steep slide slopes. The north side has uphill embankments and more trees. The south side has wider drainage ditches and potential areas of wetlands. There are fewer driveways and street intersections along this western portion of Blue River Drive.

Blue River Bridge spans Blue River and defines the western edge of the downtown. The bridge is just over 200 feet long and although it is narrow (approximately 20 feet), it supports two-way vehicle traffic and has sidewalks. The weight of vehicles on the bridge is restricted with associated signage about bridge loads. The bridge is rated as “functionally obsolete.” This means some aspect of the design or structure type is no longer appropriate to handle the traffic because of dimensional or geometric problems. The Lane County Transportation System Plan (TSP), which identifies capital projects needed over a 20-year period, recommends the bridge undergo reconstruction. The cost estimate developed in 2017 was \$3.5 million; since then, construction costs have doubled. Bridge work was not included in the scope of this design concept project.

Figure 4. Blue River Bridge

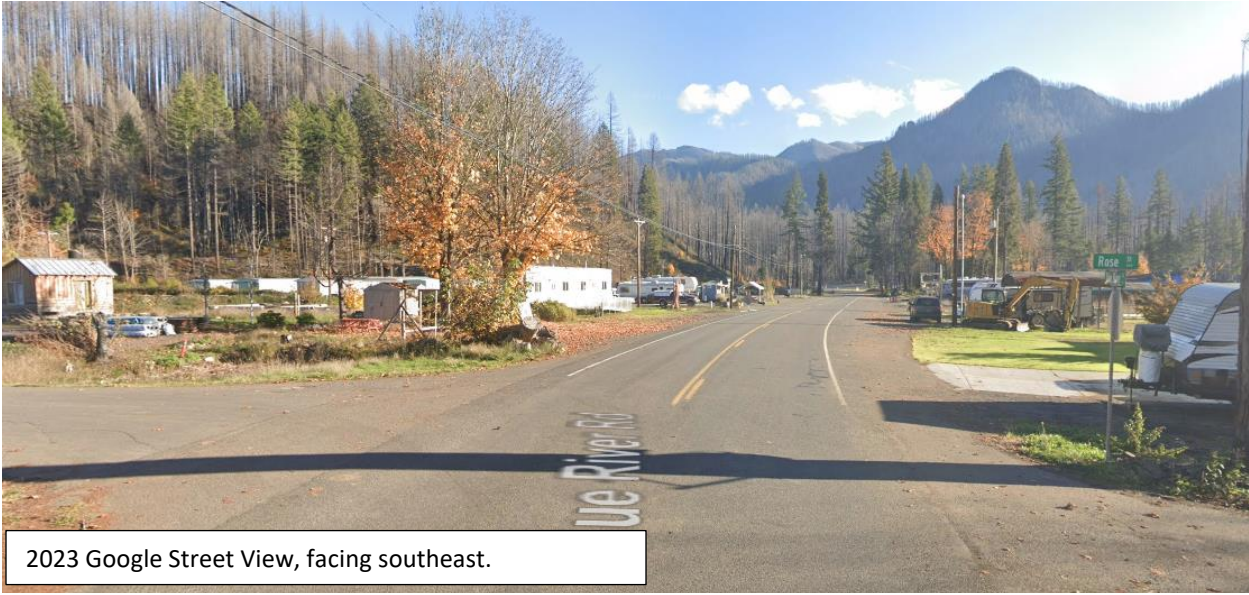


2023 Google Street View, facing east.

Downtown is located east of the Blue River Bridge. Due to the alignment of the bridge, the 26-foot-wide paved roadway through the downtown is located closer to the east side of the 60-foot-wide right-of-way, rather than in the center. As a result, there is more space on the west side of the road which has enabled head-in parking.

Development, both before the 2020 fire and the rebuilding since then, is predominately constructed at the property line, rather than being setback. To support the rebuilding effort, and in recognition of the smaller lot sizes downtown, the BCC passed Ordinance No. 23-02 on April 25, 2023. This Ordinance recognizes the existing right-of-way widths for regulating building setbacks. It also resolved the challenge that property owners were facing in meeting Lane Code Chapter 15 standards that required wider right-of-way widths than the existing 60 feet.

Figure 5. Blue River Drive Downtown



2023 Google Street View, facing southeast.

Chapter 3 – Public Involvement

This project was initiated in response to community concerns. Initially, the focus was on resolving right-of-way setback issues in downtown Blue River that were preventing property owners from rebuilding. That issue was resolved through code amendments. During that process, Transportation Planning staff met with community members and learned that Blue River Drive needed infrastructure improvements to better meet the needs of the community and to improve safety and operations.

The need to improve Blue River Drive is documented in the 2017 Lane County Transportation System Plan (TSP). The TSP recommends a project to widen the paved shoulders to four feet, consistent with standards for a rural collector road. The first step to implement a TSP project is to develop a design concept that considers the land use context, physical constraints, property and environmental impacts, and alignment alternatives.

Public involvement is critical in the design concept process. Expectations of the process are prescribed by Lane Manual 15.580 *Citizen Input with Regard to Individual Road Improvement Projects*. These expectations include consideration of alternatives; engagement with stakeholders, especially property owners adjacent to the project; a public hearing before the Lane County Transportation Advisory Committee; and the final decision by Board Order.

Through the community engagement process, staff discovered that the consideration of alternative designs needed to include features beyond typical rural road standards. Lane County has road standards for rural roads and urban roads, but not unincorporated communities. These are communities which have characteristics of both rural and urban areas, which creates special transportation needs. The perspective of this project is that each community is unique and needs a context-sensitive design.

Staff utilized an existing group, McKenzie Rebuilds – Blue River Workgroup (workgroup), facilitated by Oregon Solutions to serve as a community advisory body for the project. Blue River Drive Design was identified as a priority by the workgroup with the following desired outcomes: a community-preferred design concept; and funding identified and secured for implementation of the design. Staff met with the workgroup for advice on both the design and public process.

PUBLIC MEETINGS SUMMARY

January 14, 2023: Staff tabled at an event held at McKenzie School to introduce the project and make connections with the community. At that meeting, staff learned that providing on-street parking downtown is critical and that, outside of the downtown, the steep ditches and narrow shoulders on Blue River Drive are safety hazards for all forms of travel. There were mixed opinions about sidewalks and streetlights.

March 8, 2023: Staff attended a workgroup meeting, which was also open to the public, to gather input and plan a community meeting on the project. The following issues and concerns were identified for Blue River Drive: lack of clarity on parking design or requirements; no clarity about setbacks; to the school, steep ditches, no shoulders, no easy nonauto mobility to track/school from downtown, and no safety features; utility coordination needed; and unclear if there is adequate funding to implement the design. For the community meeting, the workgroup recommended an interactive and visual format.

March 18, 2023: Staff held a community meeting at the McKenzie School specific to the project, which included focus group discussions about best and worst outcomes to better understand issues and preferences.

Best outcomes included:

- bringing businesses back,
- improving connectivity,
- safe walking and biking
- lowering vehicle speeds
- parking downtown,
- pedestrian-scale lighting

Worst outcomes included

- nothing improved
- nothing happens
- too much traffic
- too bright of streetlights
- adding connections from Blue River Drive to Highway 126E

Figure 6. March 18, 2023, Community Meeting



May 15, 2023: Staff attended a workgroup meeting to review the community input from the March 18 meeting, review the draft design options, and plan a community meeting for soliciting input on the design options. The workgroup supported the following evaluation criteria:

- Creates safety for all modes of transportation (bicycling, walking, driving, riding LTD or school bus)
- Connects and provides access for all modes of transportation through the corridor and to adjacent lands
- Minimizes property and environmental impacts
- Has community support and meets identified needs
- Equitable by supporting vulnerable populations (such as people with lower incomes and disabilities) and local businesses
- Placemaking by connecting the east and west ends of the corridor for a complete community while recognizing the unique needs of the surrounding land use context

June 24, 2023: Staff held a community meeting at McKenzie School to present and gather input on three design options. There was also an on-line opportunity for additional comment for a two-week period following the community meeting. The feedback was structured to collect information on what people liked and what they were concerned about for each of the three options. The goal of this structure was to enable staff to develop a design recommendation that would meet as many preferences and resolve as many concerns as practical.

September 19, 2023: Staff attended a workgroup meeting to review the community feedback and resulting design recommendations. The workgroup endorsed the designs recommended by the project team.

February 17 and 21, 2024: Staff hosted two online sessions to answer questions about the design recommendations and help people interested in providing testimony at the March 27 public hearing. Three people attended the Saturday afternoon session on February 17 and seven people attended the Wednesday evening session on February 21. Participants express support for the design recommendations. Most questions were about interest in subsequent steps, such as design details and implementation funding.

March 27, 2024: the Lane County Transportation Advisory Committee is scheduled to hold a public hearing and then make a recommendation to the BCC.

Chapter 4 Recommendations includes an analysis of how the recommended design responds to community preferences.

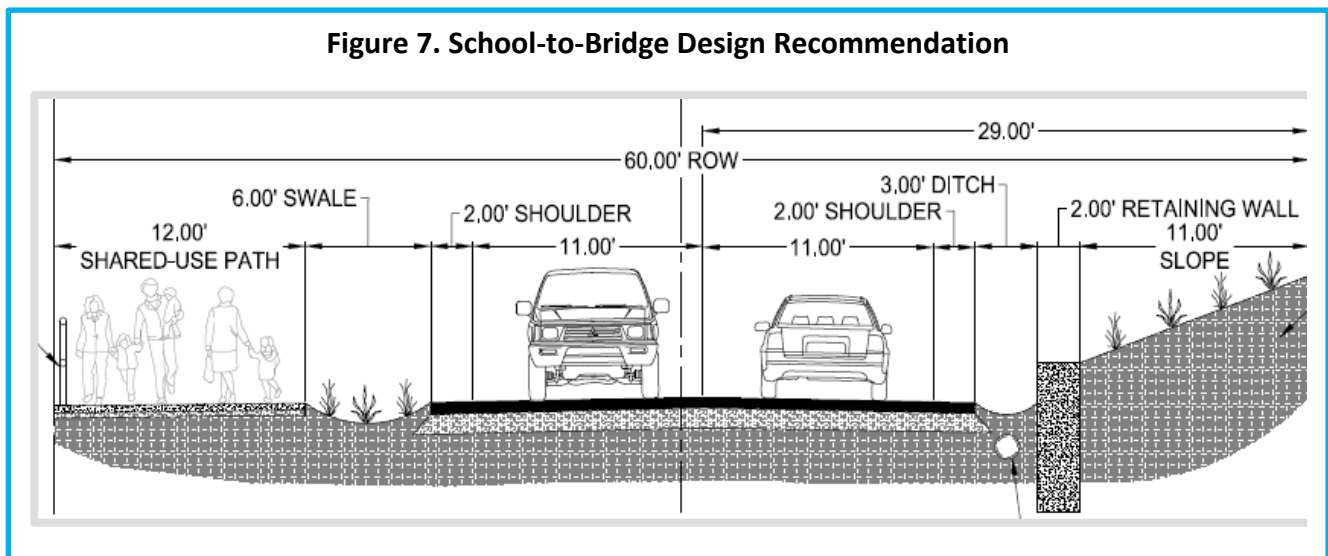
Chapter 4 – Recommendations

The project team’s recommendations were developed to meet the project objectives, evaluation criteria, and as many community preferences as practical. A summary of the design recommendations for the two sections of Blue River Drive (School-to-Bridge and Downtown) is provided below, followed by an analysis of how the recommendations respond to community preferences, the project objectives, and evaluation criteria. The recommended design drawings are included in Appendix A.

DESIGN RECOMMENDATIONS

School-to-Bridge

A 12-foot-wide multi-use path for walking and biking is recommended on the south side of Blue River Drive. This side has a downhill facing slope with a more level landscape to accommodate construction. The uphill slope on the north side would require extensive earth work. To improve safety, the slopes on each side of the road are recommended to be modified. A vegetated stormwater swale is recommended on the south side of the road to provide separation between the road and the path. The uphill side of the road will need some underground piping for stormwater conveyance and may require some short retaining walls to reduce the need for excavation. High-visibility crosswalks are recommended to support safe crossing of the road from the path, especially between the school and track.



Downtown

The recommended design includes sidewalks on both sides of the road to improve pedestrian safety. Crosswalks are recommended at intersections to support safe walking activity between businesses, homes, and the library. These features will also slow vehicle speeds to enable safe shared space between people driving and people bicycling. Alternatively, people could walk their bikes on the sidewalks through the downtown section. The on-street parking designs have been customized to meet the unique needs of the adjacent properties. This is done through parallel parking on both sides of the street between Echo Street and McKenzie Street and a pocket of head-in parking and parallel parking on the west side of the street between Rose and Echo Street. The alignment of the bridge creates a narrower right-of-way on the east side of the street. The extra right-of-way width on the west side of the street creates opportunities for plantings and streetlights. However, decisions about those features is dependent on the later design refinement process.

Figure 8. Downtown Recommendation



ANALYSIS

The following is an analysis of how the recommended designs respond to community preferences as well as the project objectives and evaluation criteria.

Community Preferences:

The feedback was structured to collect information on what people liked and what they were concerned about. The goal of this structure was to enable staff to develop a design recommendation that would meet as many preferences and resolve as many concerns as practical. A summary of community feedback on specific design elements and how the recommended design responds in below.

Walking and Biking: Community comments were diverse about pedestrian and bicycle infrastructure. Some people felt there was not enough traffic to warrant creating a separate space for people to walk and bike. These respondents felt that the existing roadway shoulders are sufficient. Most people said there needed to be sidewalks for the school children and to create a walkable environment in the downtown. Several people expressed concern with bicycle safety relative to the on-street parking downtown and the narrowness of the roadway shoulders outside of the downtown, where speed limits are higher. There was the most controversy about whether to provide elevated sidewalks with curbs.

The project team believes that it is important to provide a safe space for children to walk and bike between the school and the library downtown. Therefore, the design recommends a path separated from the roadway between the school and the Blue River Bridge.

The bridge currently has sidewalks on both sides. Structural changes to the bridge are outside the scope of this project and community members expressed strong interest in leaving the “historic” bridge alone. The project recommends safety features for people walking and biking on the bridge be explored as part of the later design refinement process. For example, warning signage to people driving about the potential presence of people walking and biking that could include activated flashing lights.

Through the downtown, sidewalks are proposed on both sides of Blue River Drive. The project team believes curbs are necessary to both provide additional safety benefit for people walking and to facilitate stormwater drainage. The future phase of project refinement will include stormwater management, ADA ramps, and high-visibility crosswalks. The grades will also be designed to minimize impacts to adjacent properties.

For bicycling downtown, the project team believes it is safer to focus on creating a shared lane system. This involves reducing the posted speed for vehicles to 25 mph and providing signage and pavement markings indicating shared travel space between vehicles and bikes. Not only is there not

enough room to provide separate bike lanes downtown while accommodating other desired design elements, but there is also greater safety risk. People in parked vehicles maneuvering into the roadway are most familiar with looking for oncoming vehicles in the travel lane rather than a bike lane. Bike lanes next to parking areas are also high risks to people on bikes with vehicle doors opening. For people on bikes that are uncomfortable sharing the travel space with vehicles, the downtown distance is short enough to support people walking their bikes on the sidewalks.

Street Trees and Planter Strips: Most people wanted to see vegetation along the road. This includes street trees downtown and plantings in the swale next to the bike/ped path. The recommended design concept creates the space for these features. The type and location of trees and plants will be determined during the next phase of project development, which is to refine the designs into engineered drawings. As noted in the next chapter on implementation considerations, maintenance of vegetation also needs further discussion. Planter strips are typically the maintenance responsibility of adjacent property owners, which may be possible downtown. Maintenance of a planter strip along the path, and the path itself, may be more challenging for multiple entities to maintain. The County is currently not equipped to provide this level of maintenance in rural communities. The water district has recently taken on wastewater service and may be an option for assuming additional maintenance.

Streetlights: The maintenance concerns that need to be addressed for plantings are even more pressing for streetlights. The utility provider confirms they can provide power to lights but are not able to assume ownership or maintenance. The County is not equipped to own or maintain streetlights. This needs to be further explored with the water district about their capacity. Moreover, the community is strongly divided on this topic. Some people feel streetlights, or pedestrian-scale lighting is critical for public safety. Others feel that the area should be designated as a Dark Sky natural area and are concerned about light pollution negatively affecting humans and wildlife. The design recommendation does not take a position on streetlights but provides space for these features if they are feasible in the future.

Parking: Community comments affirmed the need for on-street parking in the downtown. Most people wanted to see parallel parking on both sides of the street, which is included in the design recommendation for most of the corridor. There was more controversy over the pocket of head-in parking in front of the Meyer Store. The “pocket” parking is a customized treatment included to increase equity. The affected, adjacent property owner is a disabled woman who had a store that utilized head-in, on-street parking. She qualifies as an underserved population in which investments should be prioritized to benefit her. This aligns with equity objectives that seek to increase stability of underserved populations and lower the likelihood of displacement. She has indicated that she cannot rebuild and operate her store without the head-in parking.

Project Objectives and Evaluation Criteria

The project objectives established by the project team and the evaluation criteria endorsed by the Blue River Workgroup are combined and listed below. Following each is an explanation as to how the recommended designs meet that goal.

- **Meet the transportation needs for all roadway users and create safety for all modes of transportation. This includes walking, biking, driving, and riding transit or school buses.**

The recommended designs provide for multi-modal transportation that improve safety for all types of transport. Walking and biking space is currently limited to narrow roadway shoulders. As proposed, the design creates safer places for people to walk and bike. Defining the walking and biking space improves safety for people driving and riding the bus as well. Further, the recommendation removes the steepness of the ditches that posed safety risk for all roadway users. The school district did not indicate any specific needs to support school buses. The community expressed interest in enhanced amenities around the LTD bus stop downtown, which is outside the scope of this project. This interest has been communicated to Land Management staff leading the Transportation Growth Management project for the community of Blue River that is creating a plan for future land uses.

- **Constrain the right-of-way to 60 feet or less downtown, in recognition of the smaller lot sizes. Maximize parking, in recognition that the smaller lot sizes cannot support on-site parking and, before the fire, relied on on-street parking.**

The recommended designs fits within the existing 60-foot right-of-way width and provides for on-street parking downtown.

- **Explore alternatives and opportunities. Some examples are different on-street parking configurations (parallel, diagonal, and/or head-in); and walking/biking space (separated path, sidewalk, and/or wider paved shoulder)**

The design alternatives considered a variety of configurations for walking, biking, and parking. The recommended design provides a combination of these features with a bike/ped path outside the downtown, sidewalks downtown, and parking downtown that includes both head-in and parallel configurations.

- **Connect and provide access for all modes of transportation through the corridor and to adjacent lands. Create a complete community by connecting the east and west ends of the corridor while recognizing the unique needs of the surrounding land use context.**

The designs provide for access and connectivity for all modes of transportation through the corridor. The walking and biking infrastructure east and west of the Blue River Bridge are markedly different, responding to the surrounding land use context. The longer traveling distance and higher vehicle speeds west of the bridge warrant a separated path, while the shorter traveling distance and lower vehicle speeds east of the bridge warrant sidewalks characteristic of a downtown. The blending of the

two occurs at the bridge, which is narrow but has sidewalks on both sides. Bicycle/pedestrian-activated warning signage is recommended on the bridge but will be further evaluated as part of the later design refinement process. As for access to adjacent lands, the location of driveways relative to roadway infrastructure, such as sidewalks and path crossings, will be evaluated more closely during design refinement to ensure compliance with ADA and other applicable requirements.

- **Minimizes property and environmental impacts.**

The recommended designs fit within the existing right-of-way width, specifically to minimize property and environmental impacts.

- **Has community support and meets identified needs.**

The project team believes the recommended designs meet as many community preferences and needs as practical. The recommended designs were endorsed by the Blue River Workgroup.

- **Equitable by supporting vulnerable populations (such as people with lower incomes and disabilities) and local businesses.**

The terms “equity” and “equality” are sometimes used interchangeably, which can lead to confusion. We define equity as trying to understand and provide traditionally underserved groups, or vulnerable populations, with what they need to live healthy and productive lives. Traditionally underserved groups include individuals in at least one of the following categories: low income, minority, limited English proficiency, or persons with disabilities. Equity recognizes that different people experience different barriers to securing their needs. In contrast, equality aims to ensure that everyone gets the same things to live healthy and productive lives, regardless of need.

State law (Oregon Administrative Rule 660-012-0005) defines an “equitable outcome” as one that burdens underserved populations less than, and benefits underserved populations as much or more than, the city or county population as a whole. Examples of equitable outcomes include:

- increased stability of underserved populations by lowering the likelihood of displacement due to gentrification from public and private investments; and
- more accessible, safe, affordable, and equitable transportation options with better connectivity to destinations people want to reach.

Equity in transportation seeks to create social and economic opportunities through equitable levels of access to affordable and reliable transportation options, particularly for traditionally underserved populations. These populations are more likely to lack consistent access to a motor vehicle and may be more likely to be dependent on walking, bicycling, and riding transit compared to the average person. Therefore, a key step towards achieving equity is to focus investments on bicycle and pedestrian infrastructure to improve access and connectivity.

The design recommendations to improve walking and biking infrastructure is an equitable outcome which expands transportation options for underserved populations. The subsequent design refinement process will further ensure compliance with the Americans with Disabilities Act (ADA). In regard to an equitable outcome that increases the stability of an underserved population and lowers the likelihood of displacement due to public investments, the parking in front of the Meyer Store was specifically designed to meet the needs of the property owner who is a disabled woman and local business owner.

Chapter 5 – Implementation

The design concepts recommended by this plan must be approved by the Board of County Commissioners. If approved, the next step is to develop the design into engineering drawings which will require additional funding. The following table provides planning-level cost estimates and timelines for the design refinement and construction phases.

Blue River Drive	Cost Estimate	Timeline
Downtown		
Design Refinement	\$500,000.00	Two years
Construction	\$2,000,000.00	One year
School-to-Bridge		
Design Refinement	\$2,000,000.00	Three years
Construction	\$8,000,000.00	Two years

Issues to review during the subsequent design refinement process include, but are not limited to, the following:

- Speed limits
- Bump-outs / planters / vegetation (trees)
- Driveway access to adjacent lots
- Curb grades (grades in general) / slope easements, retaining walls
- Crosswalk features (pedestrian-activated flashers)
- Streetlights (pedestrian-scale for sidewalks)
- Stormwater management / natural resource mitigation
- Bridge transitions to roadway features (warning lights/signage for bikes/peds)
- Maintenance of plantings, path, and lights

Community interest in features outside the scope of this project have been flagged for future considerations, including the following:

- Bus stops (shelters/amenities)
- Bike amenities (parking, repair kit, bench, water fountain)
- Public restroom

- Coffee cart
- Electric vehicle charging stations
- Off-road path (behind track) / new bike/ped bridge