Blue River Drive Design Concept
Community Comments

The following is a summary of community comments on the three design options presented at the June 24, 2023 community meeting at the McKenzie School. Staff comments are in black text; community comments are in blue text. The comments are organized as follows:

1. Downtown
    a. General Comments
        i. Outside Scope – items to explore with TGM process
        ii. Engineering Details – next step of design items
    b. Option 1 Community Comments (preferences/concerns)
    c. Option 2 Community Comments (preferences/concerns)
    d. Option 3 Community Comments (preferences/concerns)
2. Westside
    a. General Comments
        i. Outside Scope – items to explore with TGM process
        ii. Engineering Details – next step of design items
    b. Option 1 Community Comments (preferences/concerns)
    c. Option 2 Community Comments (preferences/concerns)
    d. Option 3 Community Comments (preferences/concerns)

Blue River Drive <u>Downtown:</u> *General Comments*

Outside Scope

These are outside of the roadway design scope, but should be considered as part of placemaking with the TGM process:

- **Bus stop:** Would like new/improved bus stop with shelter/amenities
- **Bike amenities**: parking (short and long-term), repair kit (air hose), bench, water fountain
- **Public restroom**
- **Coffee cart**
- **Electric vehicle charging station**

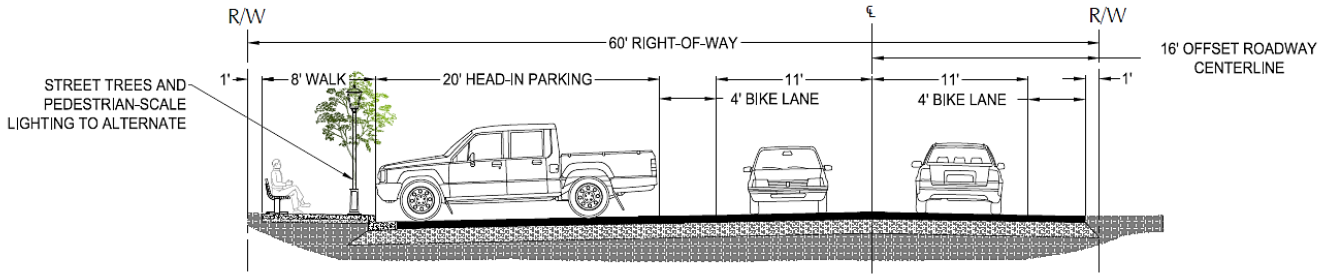
Engineering Details

These are more detailed than the design concept phase, but will be part of the next step of design refinement, which is a two-year process:

- **Speed limits**: Some community preferences for lowering (20 mph downtown; 40 from downtown to school; keeping school zone)
- **Bump-outs**: make sure turning radius can accommodate fire truck
- **Driveway access to adjacent lots**: and how that affects on-street parking and sidewalks
- **Curb grades**: avoid elevations that require fill on adjacent lots (adds financial burden to property owners)
- **Crosswalk features**: such as pedestrian-activated flashing beacons
- **Street lights** (pedestrian-scale for sidewalks)

- **Stormwater management** (catchment, infiltration, overflow conveyance)
- **Planter strip features** (type of vegetation)

Blue River Drive <u>Downtown</u>: *Option 1*



Transportation Function	Design Elements
Walking	Wider (8 feet instead of 5 feet) sidewalk on west side with space for street trees, street lights, and benches
Biking	Paved shoulders outside the vehicle travel lanes which is the typical rural roadway standard
Parking	Head-in parking on the west side in recognition of historical use

Note: All driving/bus-riding options are the same with one vehicle travel lane in each direction.

Are there design elements that you like in this option?

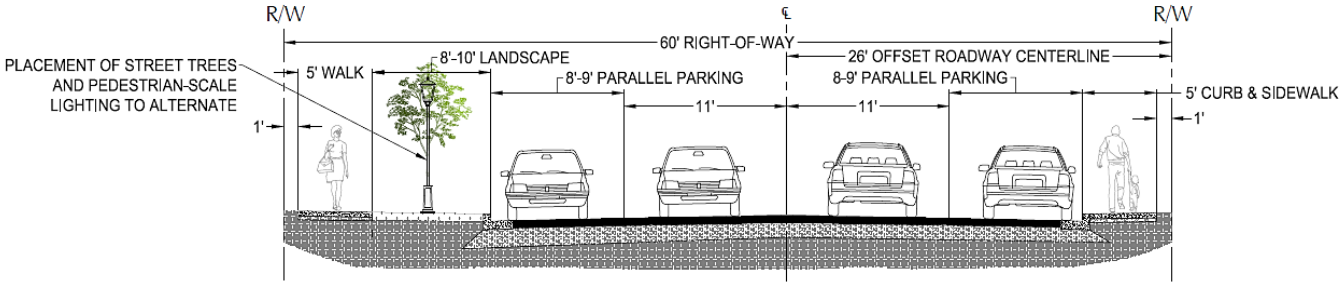
- I like the walk and trees
- Street trees, lights
- I like the 8ft.walkway, Landscape/lighting shown in option 1.
- Yes, wider walkway is good

Are there design elements that you are concerned about in this option?

- I believe this option is very limiting to the future of downtown. This is the worst option.
- Head-in parking could result in more damage from doors slamming into adjoining vehicles, greater difficulty for seniors or moms with children safely departing their vehicles, and increased safety with cars backing out into oncoming traffic due to line of sight blockage.
- With but one sidewalk proposed as in Options 1& 3, folks will still attempt to park parallel on the side without the sidewalk, and thus increase the hazards with moving traffic on the street and pedestrians attempting to cross, not to mention children dashing between and across.
- Both sides need parking, and both sides need a sidewalk for all business investors (and future investors) to take advantage of patronage.
- The head-in parking. It seems more dangerous than parallel parking, due to crossing lane of opposing traffic southbound, then backing into the street when leaving.
- Benches: In the past, they attract smokers and drinkers to sit there all day.
- Prefer parallel parking. Paved shoulder does not seem safe enough for cyclists.
- combine walking and biking space for 11-12 feet wide space.
- Parallel parking instead of head-in seems far less threatening if folks are sitting on benches or are biking/walking on sidewalk.

- Cars backing out onto bike lane creates a hazard. Consider a two way bike lane not in conflict with head-in parking.
- Lack of stormwater management. Consider using tree and veg strips as stormwater management system
- Don't like the head in parking where you are backing out into traffic
- To make it safer, it would have to be diagonal parking
- The library will be across the street and harried moms in minivans will need a quick way to return books on their way to the twenty-twelve errands they have to complete before dinner. And if the Christmas Supply storage space comes back as a bakery and brew pub, they'll also wish there was parking on their side of the street.

Blue River Drive <u>Downtown</u>: *Option 2*



Transportation Function	Design Elements
Walking	5-foot wide sidewalk on both sides of street
Biking	Shared travel space with vehicles
Parking	Parallel parking both sides of street

Note: All driving/bus-riding options are the same with one vehicle travel lane in each direction.

Are there design elements that you like in this option?

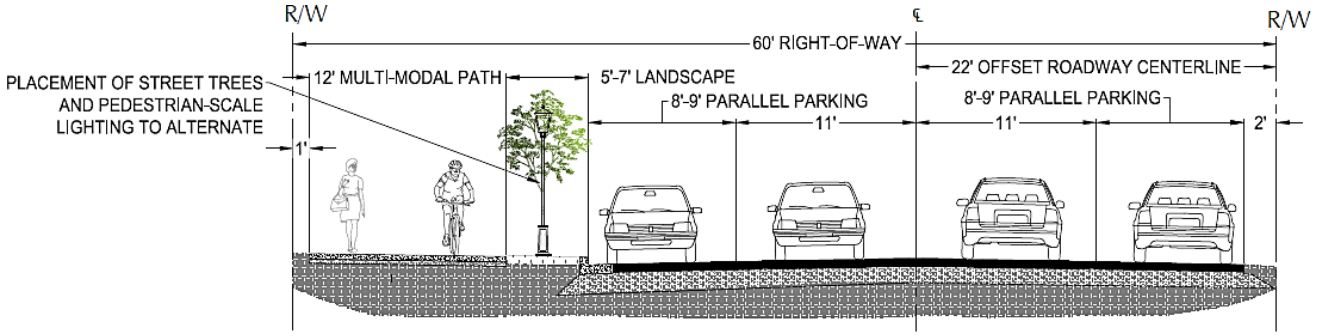
- Both sides need parking, and both sides need a sidewalk for all business investors (and future investors) to take advantage of patronage.
- Everything, really. Sidewalks on both sides of street are important, especially with the new library. Parallel parking is more pleasant-looking than head-in and less dangerous. Trees and street lights wonderful.
- I like the more traditional approach with two sidewalks. I like parking on both sides of the street as well.
- I prefer the option of parallel parking as I feel it offers a safer mode of parking downtown. Option 2 would be the alternative I favor as it offers this parking for both sides of the street as well as sidewalks on both sides. With sidewalks on each side of the street, pedestrians wishing to access businesses, residences or other buildings would have easier and safer means to get out of their vehicles, access a sidewalk that directs their traffic safely (and not in the street) and allow them to "circle" the downtown more efficiently. It might keep folks more on the perimeters and not so much crossing the street wherever. The option 2 also offers the lighting and tree features that would help define downtown as different from other roadways, adding color, shade and character.
- We would love to see a sidewalk on both sides of the street

- We are all excited to see designated sidewalks with trees and shrubs planted in a designated area to filter street run-off. I am even willing to volunteer to water a section near our property until the plants get their roots established. I have a feeling we could find other volunteers, too and I would be willing to help organize this.
- If the road did have to 'bump' out from alignment with the bridge to allocate a sidewalk on the mountain side, we think it could be a beneficial road design as we want to see infrastructure that slows the traffic down.
- I like parallel parking
- I like addressing the drainage
- I like bikes sharing the road with cars. We have a very low traffic count, not enough to need a separate bike lane.
- Parallel parking on both sides of street is good.

Are there design elements that you are concerned about in this option?

- The parallel situation seems to block other pre-existing driveways, I don't know how they would be able to be accessed otherwise
- I don't like the curbs
- I don't like 8'-10' for landscaping.
- Need more designated space for biking especially children.
- Consider parallel parking only on one side with bikeway on the other
- Landscaping should integrate stormwater management
- Absolutely consider stormwater management. Not just conveyance. This community cares about the river, so showing, cleaning, and cooling the stormwater is important for the health of the river and the community.
- Don't think sidewalks on both sides of the street are necessary
- No bike lane

Blue River Drive <u>Downtown</u>: *Option 3*



Transportation Function	Design Elements
Walking	12-foot-wide path west side of street to be shared with biking
Biking	12-foot-wide path west side of street to be shared with walking
Parking	Parallel parking both sides of street

Note: All driving/bus-riding options are the same with one vehicle travel lane in each direction.

Are there design elements that you like in this option?

- I like the parallel parking on both sides of the road.
- This seems the safest for pedestrians and cyclists. While there may not be room for folks sitting on benches or flower pots, it provides safety for kids especially.
- Plenty of parking spaces
- Width enough path for pedestrians and bikes
- These plans would certainly suit the town's current needs as well as future needs should Blue River truly be revitalized

Are there design elements that you are concerned about in this option?

- The large multimodal path isn't realistic or helpful to the east side of the road.
- I do not feel the sidewalks should be widened to allow pedestrians and bicycle traffic together
- With but one sidewalk proposed as in Options 1& 3, folks will still attempt to park parallel on the side without the sidewalk, and thus increase the hazards with moving traffic on the street and pedestrians attempting to cross, not to mention children dashing between and across.
- The parallel situation seems to block other pre-existing driveways, I don't know how they would be able to be accessed otherwise
- I am not a fan of the 12' wide modal path.
- Both sides need parking, and both sides need a sidewalk for all business investors (and future investors) to take advantage of patronage.
- There may not be space for trees, plants, etc. Though that eliminates the need for watering trees.
- Consider a permeable cap of either concrete or asphalt. Studies performed by City of Gresham showed this to be very effective for pollution management. Additional green stormwater infrastructure is important

Blue River Drive <u>West Side</u>: *General Comments*

Outside Scope

These are outside of the roadway design scope, but should be considered as part of the TGM process:

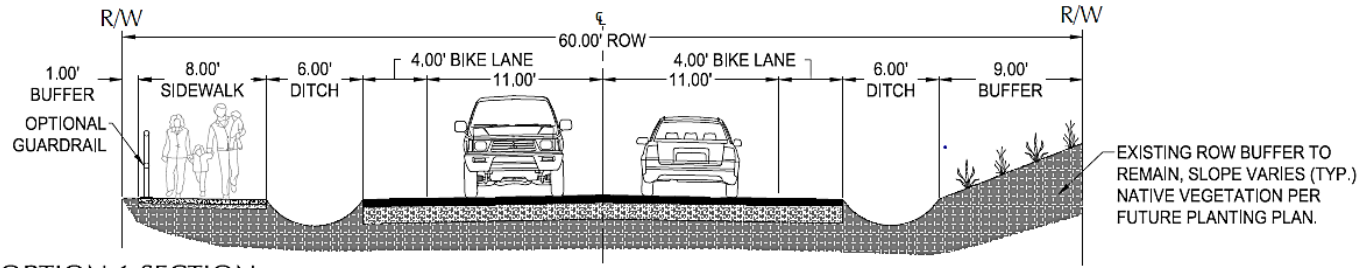
- **Connecting path to off-road system** (behind track)
- **Bridge** (new bike/ped bridge and/or upgrading existing bridge)

Engineering Details

These are more detailed than the design concept phase, but will be part of the next step of design refinement, which is a two-year process:

- **Bridge transitions to roadway features,** potentially adding warning lights/signage for bikes/peds
- **Speed limits**
- **Crosswalk features**: from school to track
- **Path lighting**
- **Stormwater management** (ditches)
- **Natural resource mitigation** (wetlands)
- **Geotech** (cut/fill slopes, retaining walls)

Blue River Drive <u>West Side</u>: *Option 1*



Transportation Function	Design Elements
Walking	8-foot-wide walkway on south side of street
Biking	4-foot-wide bike lanes
Driving	11-foot-wide travel lanes (matches existing conditions)

Note: The ditches on each side of the road are needed for drainage. Due to the steep slope on the east side of the street, in some locations, the ditches need to be piped and retaining walls may be needed.

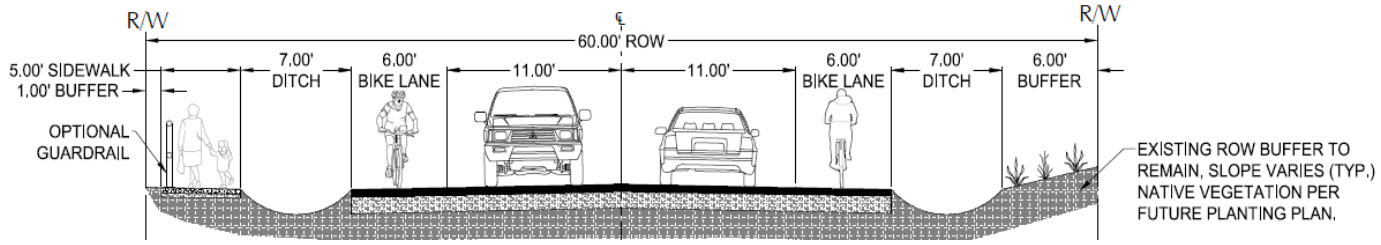
Are there design elements that you like in this option?

- The separate sidewalk is great.
- I like the idea of two bike lanes, with a ditch separating the pedestrians from the latter. The wider pedestrian area, may I suggest, possibly accommodate both, a 5 ft. hard surface sidewalk and maybe a 3 ft. "soft" running trail that would eventually loop into a running trail/sidewalk on the South side of Three Sisters Meadow and the Track. This would offer a literal loop for both walkers and joggers, approximately 3 miles long, connecting Blue River and the School, Track, and other future trail systems originating in Blue River.
- I like pedestrians having a space but think it could blend with Bikes to accommodate the low traffic count we have now.
- This looks good! I like the ditches that give more safe space for pedestrians on the sidewalk and like the wide 8’ sidewalk.
- Yes, ditch for water runoff.
- Bike lanes on both sides of road

Are there design elements that you are concerned about in this option?

- I do not like the 6’ ditch or 9’ buffer.
- Combine sidewalks and bike lanes for a 12 foot wide space
- Sidewalks on both sides of the street seems more important than the 12’ path on only one side. Library seems like it needs a sidewalk on that side of the street.
- Recommend combining safe sidewalks and biking to allow for more buffers and stormwater management
- Ditch only on one side
- Nice if sidewalk was soft surface

Blue River Drive West Side: Option 2



Transportation Function	Design Elements
Walking	5-foot-wide walkway on south side of street
Biking	6-foot-wide bike lanes
Driving	11-foot-wide travel lanes (matches existing conditions)

Note: The ditches on each side of the road are needed for drainage. Due to the steep slope on the east side of the street, in some locations, the ditches need to be piped and retaining walls may be needed.

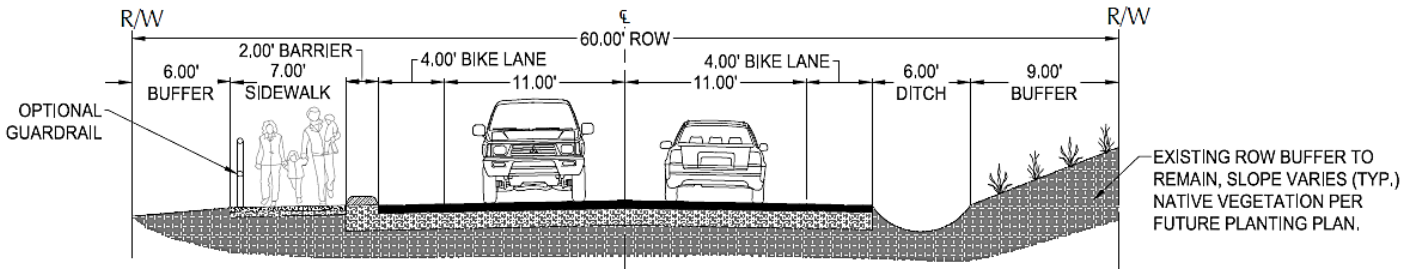
Are there design elements that you like in this option?

- The bike lanes are nice.
- The narrower sidewalk than option 3
- Would be nice if sidewalk was able to be soft surface
- Like the 6' bike lane

Are there design elements that you are concerned about in this option?

- Sidewalk seems too narrow
- I don't like the ditch option or buffers or the guard rail
- I don't think the number of bikes in the neighborhood need a separate bike lane. They can share with cars.
- Ditches only one side of the road
- Combine 5 foot walkway on south side of street with 6 foot wide bike lane, if possible
- Is bike lane needed on both sides of street? What about combining them on the south side of the street for an 11 foot width?
- Recommend combining safe sidewalks and biking to allow for more buffers and stormwater management
- Ditches and bike lanes are too wide

Blue River Drive West Side: Option 3



Transportation Function	Design Elements
Walking	7-foot-wide walkway on south side of street

Biking	4-foot-wide bike lanes
Driving	11-foot-wide travel lanes (matches existing conditions)

Note: Due to the steep slope, in some locations, the ditches need to be piped and retaining walls may be needed.

Are there design elements that you like in this option?

- The bike lanes
- Prefer the barrier to the ditch in option 1
- The ridable shoulder /bike lanes on both sides
- Like the separated walking area (but does it need to be 7' wide and paved?) Much nicer wo walk/run on something not paved.
- these plans would certainly suit the town's current needs as well as future needs should Blue River truly be revitalized

Are there design elements that you are concerned about in this option?

- The curb separation will cause issues in my opinion.
- The barrier system
- I don't like the guardrail
- Don't see drainage on both sides of road. It may not be necessary, but is there now.
- Four feet is enough for a bike lane, but only if it is kept swept.
- Would rather have a wide ditch for separation (instead of a 2' abutment) for safety.