



McKenzie Rebuilds - *Blue River Workgroup*

Wednesday, April 12th, 10-12:00 noon

McKenzie School Administrative Offices

Attendees: Neil Barrett (Oregon Housing and Community Srv), Chris LaVoie (McKenzie River Mountain Resort), Devin Thompson (Long Term Recovery Group), Comm. Heather Buch (Lane County, OS Co-convener), Lane Tompkins (McKenzie School), Mandy Jones (OS Co-convener), Matt McRae (Lane County), Sam Wunningham (Blue River Resident), Terry Herndon (Blue River Resident), Patrick Wingard (Dept of Land Conservation Development), Cliff Richardson (Locals Helping Locals), Melanie Stanley (BR Resident and Meyer's General Store), Keli McArthur (Kelley Nonprofit Consulting).

Facilitator Team: OR Solutions: Kristen Wright, and Sofia Castellanos.

1. Blue River Workgroup Working Agreements

(Attachment A: Blue River Workgroup Draft Working Agreements)

- Current draft of working agreements with changes were reviewed with the group.
- There was some discussion about the process commitments and guidelines and how to determine what information can be shared out. The group agreed that meeting summaries posted to the OS McKenzie Rebuilds website would serve as main communication source and there was a commitment to check in with each other if questions arose about what to share - echoing what is outlined in the guidelines. The group agreed to check back in if guidelines need to be adjusted.
- The group reached consensus on the final working agreements.

2. Blue River Drive Design: Overview of Physical Constraints and Opportunities

(Attachment B1-3: Blue River Drive Map downtown, midsection, and westend.)

- Becky Taylor, Lane County's lead for the Blue River Drive Design project provided an overview of the physical considerations for the three Blue River Drive sections.

Downtown	<ul style="list-style-type: none"> - Not designing any replacement of the bridge - One design alternative will be developed specifically for the downtown area - Design won't include anything that is ODOT's responsibility (namely highway intersection areas). - The paved roadway is skewed to the east of the 60 foot right of way. - Historically the right of way was primarily used for parking and buildings were close or right on the right-of-way line. - Trying to focus on 60 feet of right-of-way for transportation needs. Also exploring the possibility of narrowing the right-of-way width and vacating back to adjacent properties. - There is a Lane Transit bus stop in this area.
Midsection	<ul style="list-style-type: none"> - Steep embankments on the north side and steep ditches on south side. - Project desires to account for natural drainage patterns and not to create flooding issues with the design. There are natural drainage flows across the road which creates the opportunity for some drainage improvements to be made. - The design will not lock in any driveway locations. There is a parallel land use process that this design can be flexible to accomodate any land use changes. - There are no center turn lanes and the paved shoulder is too narrow for separate walking/biking path.
Westend	<ul style="list-style-type: none"> - There is a LTD bus stop and a bus shelter that is privately owned. - Currently challengin space for bus turning. There is a need to create space for more fluid bus turning. - A center turn-lane would get into ODOT's jurisdiction, so would coordinate information with them. - School zone marking and signage near school. Some would like these to be more prominent

- There was some discussion around Dexter drive and the need for improvements on that road. Community members identified this as a significant road for Blue River traffic and EMS access.

There was some discussion about the limitations of County and ODOT funding sources to address the issue and broad recognition for the need to find funding for local access roads. CDBG-DR funds may be a good source of funding. The timing of any improvement needs to consider water and wastewater infrastructure installation timing. It may be an opportunity to develop collaborative funding at some point. Dexter drive is not in the scope of this project but Lane County still wants to hear what is important to the community about what needs to be addressed and how to address those needs so that they can share with the appropriate party (ODOT or Lane County land management for example). DLCD agreed to bring the issue to Regional Solutions for discussion.

3. BR Drive Design: Issues, Needs and Solutions
 (Attachment C: March 18 Community Meeting Summary)

- The group reviewed feedback from the March 18th community meeting and provided additional detail about specific issues and potential solutions for consideration for design alternatives.

Walking/Biking	<ul style="list-style-type: none"> - Consider possibility of a pathway across the track and 3 Sisters Meadow properties as an alternative to pathway next to BR Drive. - Even with this other opportunity for a path, widening the shoulder makes it safer for vehicles and a paved path could be good for wheeled mobility like strollers.
Speed	<ul style="list-style-type: none"> - Downtown is a big speeding area. Signs aren't likely the right intervention as it is 35 MPH now but people drive much faster. Improved streetscape could be helpful including painted sidewalks to visually remind people to slow down. TGM will consider this.
Traffic	<ul style="list-style-type: none"> - There was some discussion about the possibility of reducing traffic on the westend by improving River street and creating a business loop through downtown. There was discussion about the sense that there are already divisions experienced in the community that this design could exacerbate that by creating an eastside and westside Blue River. The concern also was that the westside could be the focus of development and ignore eastside development.
Parking	<ul style="list-style-type: none"> - The pavement is offset leaving the eastside with ample parking and the westside with parking in the right of way. Is there a way to

	<p>increase the amount of parking in the right of way especially so Meyer General Store can have parking? Project will explore how to maximize parking.</p> <ul style="list-style-type: none"> - If want downtown feel, will want buildings built right up to sidewalk which could help people with slowing down.
Signage	<ul style="list-style-type: none"> - ODOT never provided business loop signage especially on west-end entrance. DLCD will follow up with bringing this to ODOT in Regional Solutions meeting.
Other Amenities and considerations	<ul style="list-style-type: none"> - There is a desire for a public restroom. Previous collectively funded port-a-potty it brought a lot of business to downtown. Would like a public restroom and park area together (like Sisters, OR). The lot across from Meyer's General Store could be a good location. - Consider electric vehicle charging stations. - There was a suggestion to consider aesthetic elements like light posts, planter boxes, etc. As part of this aesthetics, the Track shared they were approached about a project to plant one thousand trees, the group might consider how to incorporate this as an aesthetic element.

- Lastly, the group discussed whether there might be people who are impacted differently by the design and mobility issues. It was suggested to ensure there aren't step-ups or lips for entry or exits to ensure safer and easier mobility for elders/sr. citizens.

4. Next Steps / Adjourn

- Feedback will go to the engineering firm contracted by Lane County to develop three design alternatives. These will be available to review sometime in May.