

Attachment B: Blue River Drive: Needs and Potential Solutions Identified

Summarized from 4/12 BR Workgroup meeting and 3/20 community meeting

<p>Walking/Biking</p>	<p><u>Considerations from BR Workgroup:</u></p> <ul style="list-style-type: none"> ● Consider 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. <p><u>Best outcomes identified at community meeting:</u></p> <ul style="list-style-type: none"> ● Safe walking/biking from school to track, library, park, clinic, post office, etc. ● Bike and walking lane (safe) from school thru town to 126 ● Bike & walk loop Blue River Drive connecting 126 ● East side walk / other path / not sidewalks ● Occasional bike/walk turnout for rest, bench, picnic ● Bike lane to park ● Have walkway from school to track on Blue River Drive ● Bicycle loop with benches and restrooms
<p>Access</p>	<p><u>Best outcomes identified at community meeting:</u></p> <ul style="list-style-type: none"> ● Facilitate movement between track and school (both overflow and kids) ● Viable for local business and good access for all transportation modes <p><u>Worst outcomes identified at community meeting:</u></p> <ul style="list-style-type: none"> ● Adding Blue River Drive to highway (e.g.loop) ● Viable for local business and good access for all transportation modes ● Nothing draws people off road to BlueRiver shops or track
<p>Speed</p>	<p><u>Considerations from BR Workgroup:</u></p> <ul style="list-style-type: none"> ● Downtown is a big speeding area. Need improved streetscape including painted sidewalks to remind people to slow down. <p><u>Best outcomes identified at community meeting:</u></p> <ul style="list-style-type: none"> ● Lower the speed limit in business district to 20 mph ● Speed limits ● Lowering speed limit

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<p>Traffic</p>	<p><u>Considerations from BR Workgroup:</u></p> <ul style="list-style-type: none"> ● Consider reducing traffic on the westend by improving River street and creating a business loop through downtown. <ul style="list-style-type: none"> ○ Concern: This could exacerbate divisions by creating an eastside and westside Blue River. ○ Concern: Westside becomes the focus of development and eastside development is ignored. ● Want traffic in town but not on drive. <p><u>Worst outcomes identified at community meeting:</u></p> <ul style="list-style-type: none"> ● Too busy traffic as alternative to highway ● Sending too much traffic onto Blue River Drive from school to business district
<p>Parking</p>	<p><u>Considerations from BR Workgroup:</u></p> <ul style="list-style-type: none"> ● Consider ways to increase parking in the right-of-way, especially for Meyer’s General store. Pavement is offset and leaves eastside with ample parking and westside with parking in the right of way. ● Want buildings built right up to sidewalk for downtown feel and could help people with slowing down. <p><u>Best outcomes identified at community meeting:</u></p> <ul style="list-style-type: none"> ● West side parking (minimal setback from right-of-way)
<p>Signage</p>	<p><u>Considerations from BR Workgroup:</u></p> <ul style="list-style-type: none"> ● Want business loop signage from ODOT especially on west-end entrance. <p><u>Best outcomes identified at community meeting:</u></p> <ul style="list-style-type: none"> ● Signage on highway to business in town
<p>Street Lights</p>	<p><u>Best outcomes identified at community meeting:</u></p> <ul style="list-style-type: none"> ● Down-facing street lights ● Nicer street lights ● Street lights (eco downlights) ● Dark sky lighting can be a designated <p><u>Worst outcomes identified at community meeting:</u></p> <ul style="list-style-type: none"> ● Bright street lights ● Light pollution. Pay attention to aiming lights downwards

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Equity	<u>Considerations from BR Workgroup:</u> <ul style="list-style-type: none"> • Ensure there aren't step-ups for lips for entry or exits to ensure safer and easier mobility for elders / sr. citizens.
Safety	<ul style="list-style-type: none"> • In midsection of BR Drive, there is a place where the road curves and there is a hump that makes visibility difficult. With speeding this becomes a dangerous section of road. It is also near where there is sometimes flooding in the road.
Other Amenities and considerations	<u>Considerations from BR Workgroup:</u> <ul style="list-style-type: none"> • Public restroom. 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. • Electric vehicle charging stations. • Consider aesthetic elements like light posts, planter boxes, etc. Track was approached about a project to plant one thousand trees, the group might consider how to incorporate this as an aesthetic element. • Dexter drive has a need for improvements. <u>Best outcomes identified at community meeting:</u> <ul style="list-style-type: none"> • Restrooms

Additional Design Consideration Questions:

- Is it ok that the east side of Blue River Drive has less amenity space than the west side in most of the options? It matches what's there now, but we want to make sure it doesn't impact rebuilding.
- What kinds of opportunities are there if we mix/match the options?
- Are there concerns with calling the bump-outs at the end of the parking runs in downtown curb bump-outs or curb extensions?
- There's an opportunity to use the roadside ditches as stormwater treatment with some minor changes. Any concerns about that?
- The slope on the north side of Blue River Drive may require that the right-of-way either gets wider or that we put stormwater into a piped system. This may also include inlets that allow the water from the hillside to pass under the roadway rather than over. Thoughts about a wider right-of-way vs. a piped system?