

City of Vernonia Transportation System Plan Update Community Workshop Plan

TO: City of Vernonia TSP Update Project Management Team
FROM: Terra Lingley, CH2M HILL
COPIES: Larry Weymouth, CH2M HILL
DATE: December 29, 2010

The City of Vernonia Transportation System Plan Update Project will host a Community Workshop on Thursday, January 13th, 2011 from 5:30-8:30 p.m. at the Vernonia Learning Center.

The purpose of this Community Workshop is to review the work done to date, discuss the goals of the bicycle and pedestrian plan and gather input on potential transportation alternatives.

Community Workshop Goals

- Allow community members to review the project
- Discuss potential bicycle and pedestrian facility improvements
- Gather input on the goals and objectives of the bicycle and pedestrian plan
- Review and gather input on suggestions for transportation system options

Public input will be collected through a written comment form, individual discussions with attendees, and comment boards displayed throughout the room.

Workshop format

The workshop format will allow attendees to comment on recommended projects and provide feedback to the City and project team.

One presentation will be given twice during the workshop, at 5:45 p.m. and 7:00 p.m. to inform attendees about the bicycle and pedestrian improvements. Attendees will have an opportunity to discuss the project with staff members after the presentation. The remainder of the open house time will be devoted to reviewing the existing conditions, potential improvements, and gathering input from attendees.

Community Workshop Timeline

5:30-5:45 p.m.	Welcome, time for attendees to sign in and get refreshments
5:45-6:00 p.m.	Presentation on bicycle and pedestrian improvements and programs
6:00-7:00 p.m.	Open House: attendees can circulate and view

- displays, talk to project team members individually
- 7:00-7:15 p.m. Presentation on bicycle and pedestrian improvements and programs
- 7:15-8:30 p.m. Open House, attendees can circulate and view displays, talk to project team individually

Workshop Advertising

In order to get the word out and make sure those who live and work in the project area attend, a variety of entities will spread information about the project.

To notify the public of the meeting the project team will:

Include a flier in the electric bill

The City will notify the Newspaper (Vernonia’s Voice – What about the Independent?)

Coordinate with the City to have the meeting on the website, and flier posted in public areas

Notify PAC members and ask them to bring a friend to the meeting

Displays/Materials:

Station 1: Sign-in and welcome	
<ul style="list-style-type: none"> - Welcome Poster - Sign in sheets - Purpose of Tonight’s Meeting 	
Station 2: Project Background	
<ul style="list-style-type: none"> - Project Background - Schedule - Study area map with streets, city limits, and UBG - Project goals - Who is involved? 	
Station 3: Existing Needs and deficiencies	
<ul style="list-style-type: none"> - Map with existing roadway needs and deficiencies - Map of existing bicycle facilities 	

- Map of existing pedestrian facilities	
Station 4: Recommended Projects	
<ul style="list-style-type: none"> - Bicycle and Pedestrian suggestions (multiple boards?) - Roadway suggestions - Potential street cross-sections 	
Station 5 Comments and refreshments	
<ul style="list-style-type: none"> - Next Steps - Comment forms - Flip charts around the room for attendees to add comments. 	

Staffing

Larry Weymouth - CH2M HILL

Terra Lingley - CH2M HILL

Seth Brumley - ODOT

Mike Tressider - Alta Planning + Design

Elliot Akwai-Scott - Alta Planning + Design

Bill Haack - City of Vernonia

Carole Connell - City of Vernonia Contract Planner



Welcome to the Vernonia Transportation System Plan Update Community Meeting

Please take a moment to:

- Sign in
- Provide feedback on existing conditions and potential transportation solutions
- Fill out a comment form



Tonight we will:

- Review existing transportation, bicycle, and pedestrian conditions
- Ask for your feedback on improvement ideas along OR 47 and throughout Vernonia
 - What do you like?
 - What other things should we consider?
- Discuss Bicycle and Pedestrian improvements

A brief presentation will be given at
5:45 and 7:00 p.m. on
Safe Routes to New Schools



Project Background

- This Transportation System Plan (TSP) Update will add recent information to the City's 1999 TSP
- This is a long-term (20 year) plan to identify:
 - Safe Routes to new schools
 - Bicycle improvements
 - Pedestrian improvements
 - Safety improvements

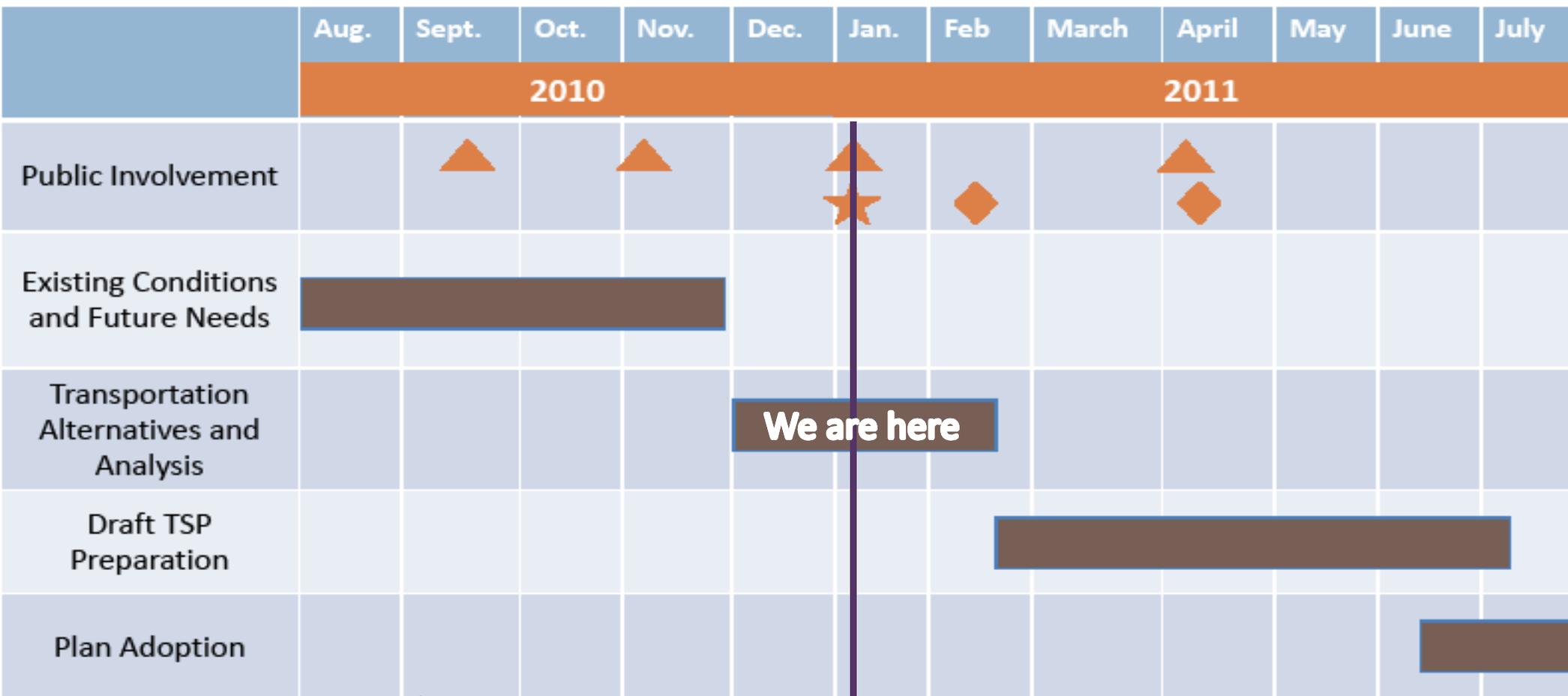


Who is involved?

- The City of Vernonia
- Oregon Department of Transportation
- Columbia County
- Oregon Department of Land Conservation and Development
- The Vernonia Community
- Planning consultants:
 - CH2M HILL
 - Alta Planning + Design

Schedule

Vernonia Transportation System Plan Update Schedule



▲ PAC and PMT Meeting
 ★ Community Workshop
 ◆ Community Briefing

As of November 2010



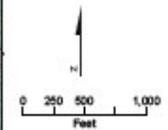
Project Goals

- Operation and Safety
 - Preserve and improve function, capacity, and level of service and safety of the roadway system
- Transportation Alternatives
 - Support use of other modes, especially bicycles and pedestrians, including transit
 - Support Safe Routes to Schools programming and projects
 - Receive input on airport operations and expansion
- Finance
 - Sound fiscal approach to financing transportation system improvements

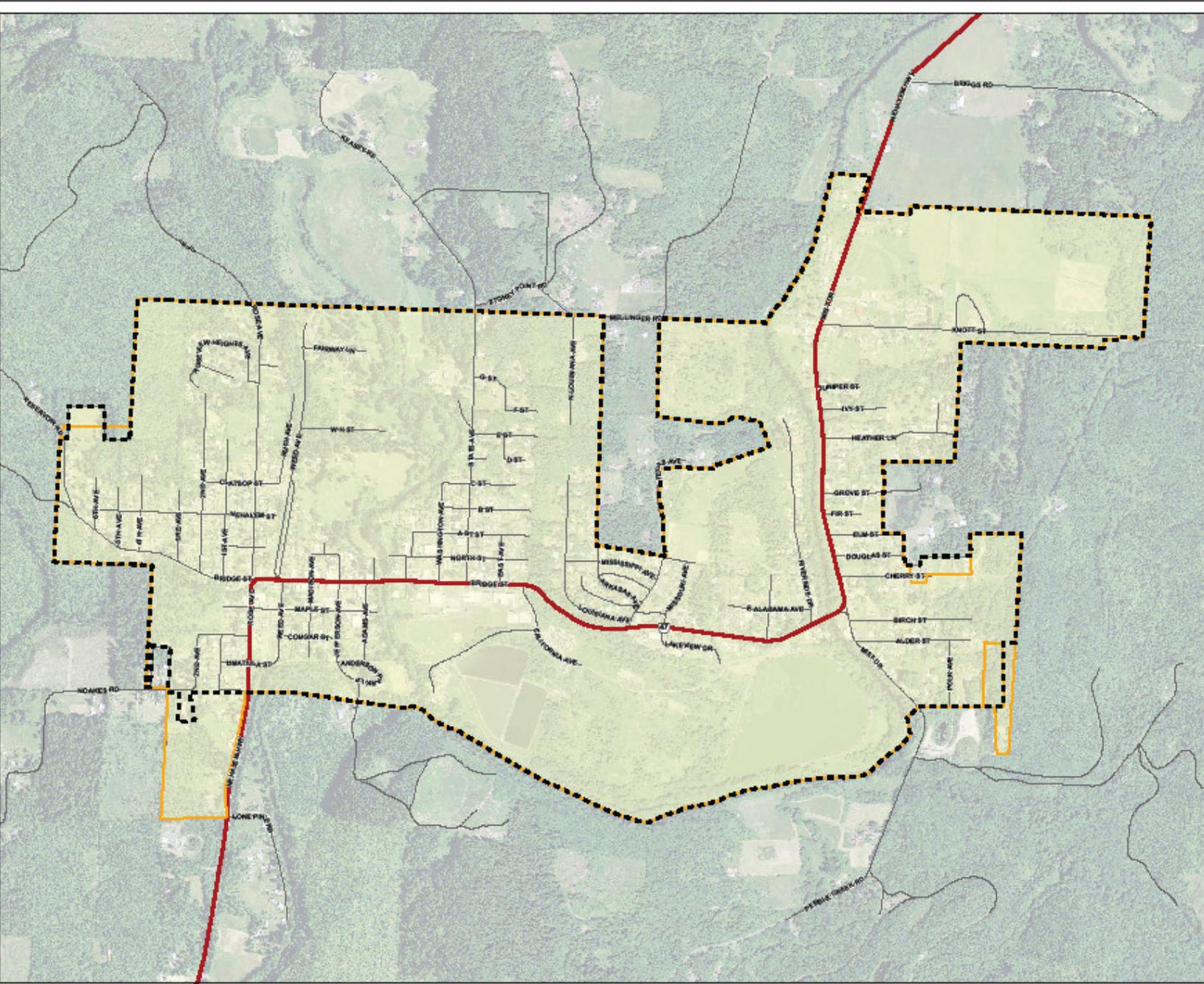
Project Study Area



- LEGEND**
- State Highway
 - Streets
 - ⬛ City Limits
 - ▭ Urban Growth Boundary
 - ▭ Study Area



Study Area
 Vernonia Transportation System Plan
 City of Vernonia, Oregon

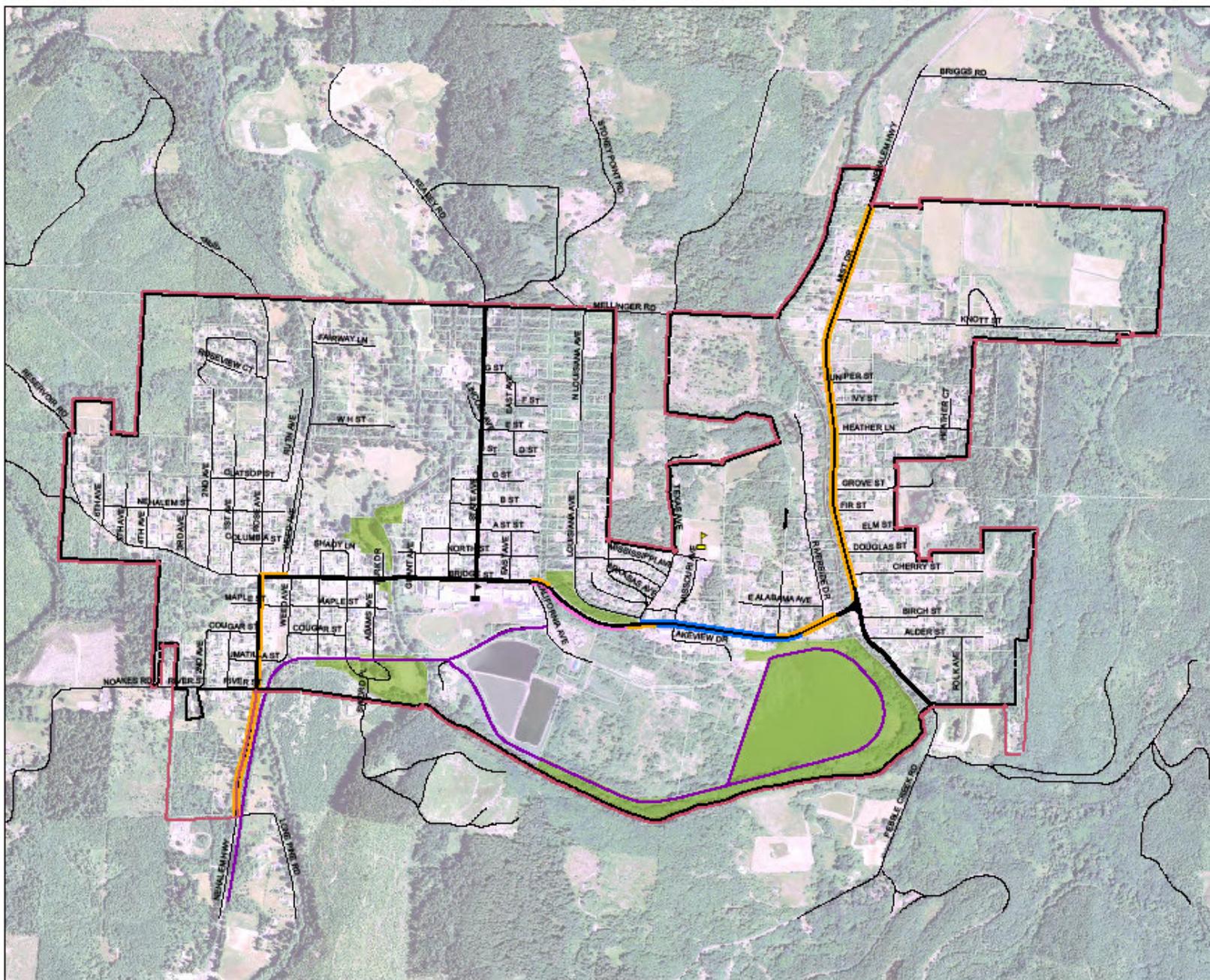




Findings to Date

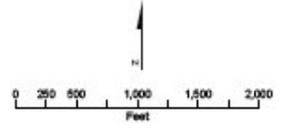
- All study area intersections operate within State and City standards
- There are limited and disconnected sidewalks throughout Vernonia
- O-A Hill is an obstacle to east-west pedestrians within Vernonia
- There are only a few bicycle lanes along OR 47
- Cyclists share travel lanes over the Rock Creek and Nehalem River Bridges

Existing Bicycle Facilities



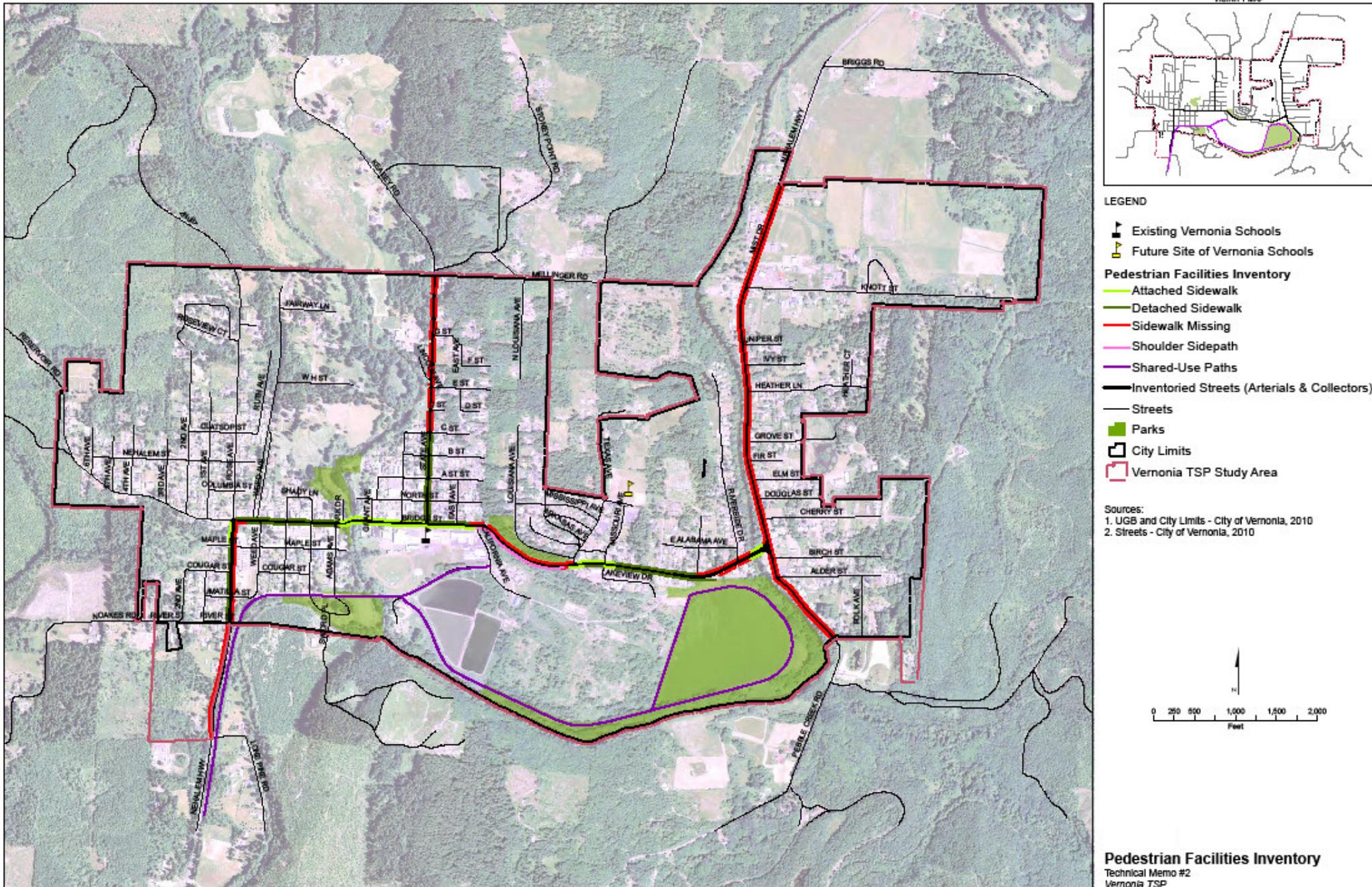
- LEGEND**
- Existing Vernonia Schools
 - Future Site of Vernonia Schools
 - Bike Facilities Inventory**
 - Bike Lane
 - Shoulder Sidepath
 - Shoulder
 - Shared-Use Paths
 - Inventoried Streets (Arterials & Collectors)
 - Streets
 - Parks
 - City Limits
 - Vernonia TSP Study Area

Sources:
 1. UGB and City Limits - City of Vernonia, 2010
 2. Streets - City of Vernonia, 2010

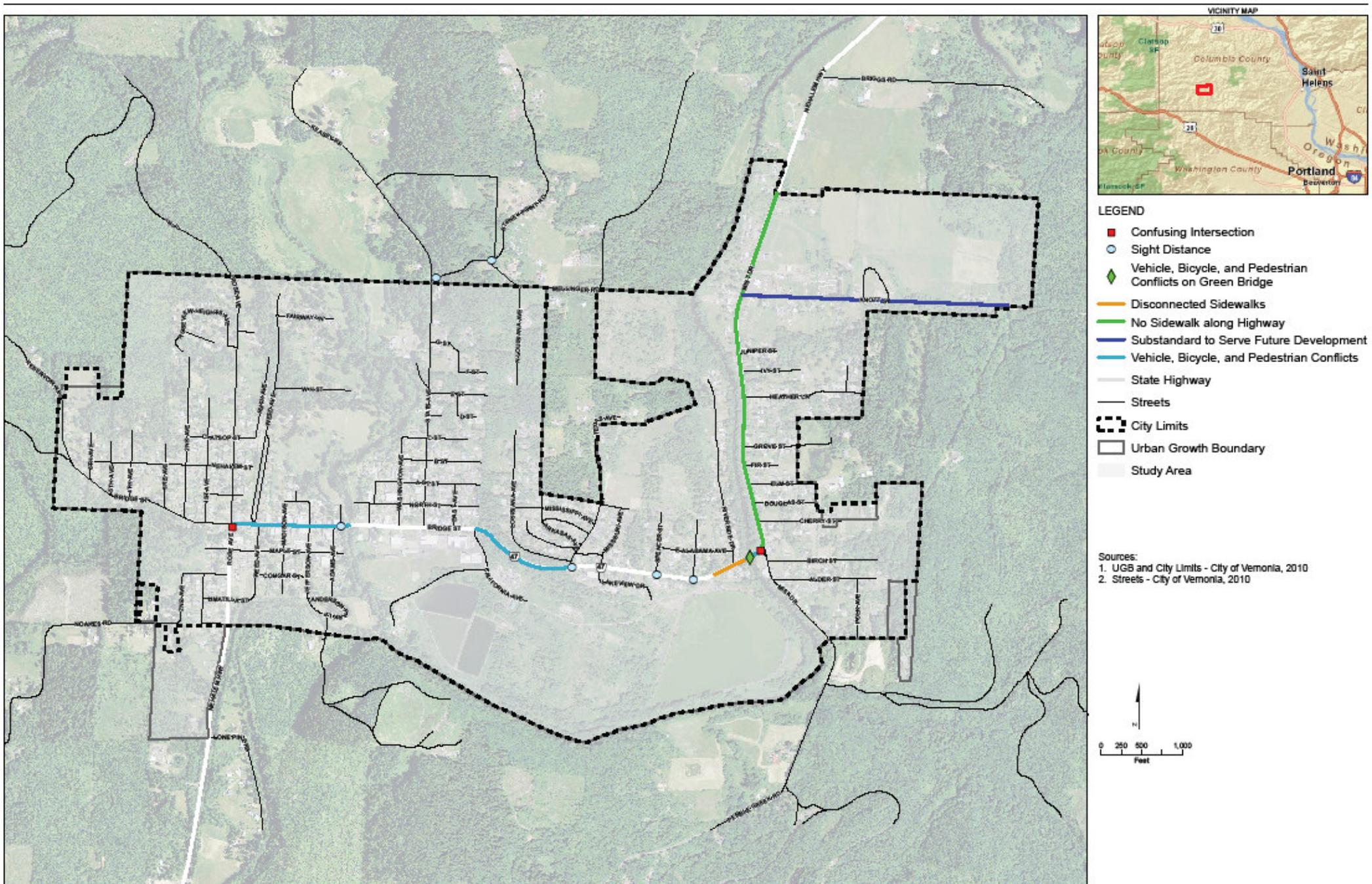


Bicycle Facilities Inventory
 Technical Memo #2
 Vernonia TSP

Existing Pedestrian Facilities



Current Roadway Deficiencies



Safe Routes to School Programs

Safe Routes to School programs use a variety of strategies to make it easy, fun and safe for children to walk and bike to school.



Bicycle Rodeo

Family-friendly events that include a safety check, helmet fitting, “rules of the road” instructions, and an obstacle course. They may be offered through the local Police or Fire Department, or adult volunteers



Back to School Blitz

Families set transportation habits during the first few weeks of the school year and many are not aware of the transportation options available. A “Back to School Blitz” can be used at the beginning of the school year to promote bus, carpool, walking, and bicycling.



Classrooms Lessons/Activities

Grade-appropriate lessons and classroom activities are available to teach students about walking, bicycling, health, and traffic safety. These lessons can be given by law enforcement officers, other trained professionals, or teachers, when incorporated into the subjects of health, environment, social science, math, and physics



Stop and Walk

This year-round campaign encourages parents to stop several blocks from school and walk the rest of the way. This campaign allows students who are unable to walk or bike to school a chance to participate in school walking programs. It also helps reduce traffic congestion at the school.



Walk/Bike to School Day/Week/Month

Special events encouraging students to try walking or biking to school. The most well-known of these is “International Walk to School Day”, a major annual event that attracts millions of participants in over 30 countries in October



Bike Train

Groups of students are accompanied by adults to bicycle together on a pre-planned route to school.

Frequent Rider Miles
 For points to ride!

Start Date: M T W T F

1. Mark the date at the beginning of each week.
 2. Every day you walk, bike, carpool, or take the bus to school, you earn 1 mile.
 3. Every day you walk, bike, carpool, or take the bus to school, you earn 1 mile.
 4. If you walk, bike, carpool, or take the bus to school, you earn 1 mile.
 5. When you have 20 miles, you can enter them for your reward.
 6. You can use your miles to enter for your reward.
 7. Every 20 miles you earn, you can enter for your reward.
 8. You can use your miles to enter for your reward.

Friendly Bike/Walk Competitions

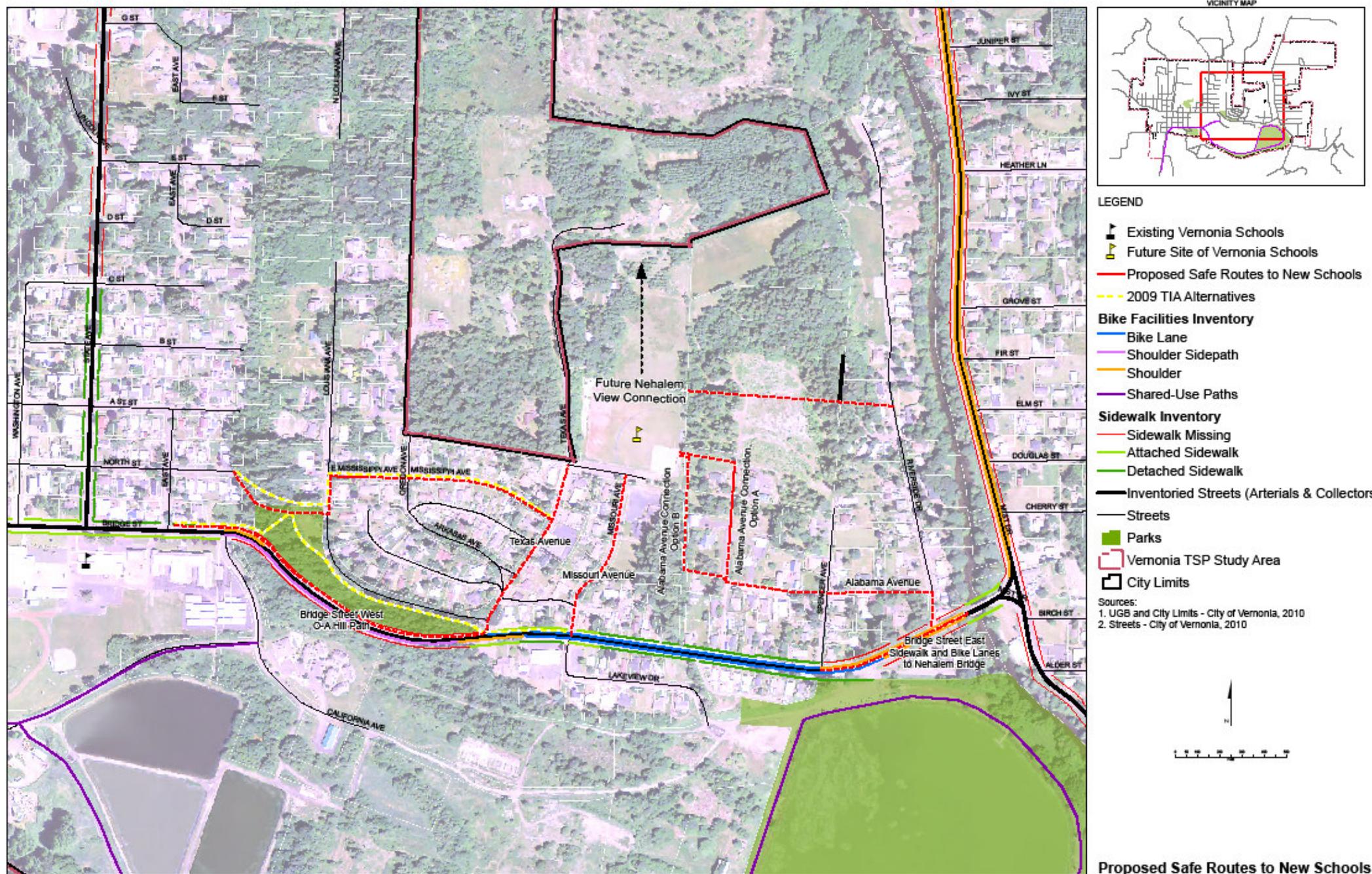
Contests and incentive programs reward students by tracking the number of times they walk, bike, carpool, or take transit to school. Contests can be individual, classroom, or interschool competitions. Local businesses may provide incentive prizes.



Walking School Bus

Walking School Buses are formed when a group of children walk together to school and are accompanied by one or two adults (usually parents or guardians of the children). As the walking school bus continues on the route to school they pick up students at designated meeting locations.

Safe Routes to New Schools





Pedestrian and Bicycle Treatments

- The Project team will **update the City's TSP** to reflect bicycle and pedestrian treatments that could be used.
- Look at various treatments **found in other cities' toolkits** and tell us if you think they make sense for Vernonia.

Standard Bicycle and Pedestrian Treatments



Shared Use Paths

Provide a desirable facility separation from traffic particularly for novice riders, recreational trips, and cyclists. Paths generally provide new travel opportunities.



Wayfinding

Directional signage indicating locations of destinations and travel time/distance increases comfort with and accessibility to the pedestrian and bicycle systems.



Sidewalk Infill

Completing gaps improves pedestrian connectivity by providing a continuous, barrier-free walkway easily for all users



Curb Extensions

Reduce pedestrian crossing distance and improve motorists' visibility of pedestrians waiting to cross the street. Extensions can also serve as good locations for bike parking, benches, public art, and other features.



Marked Crosswalks

High-visibility markings located in areas with high pedestrian crossing volumes, near schools, and/or areas where awareness of pedestrian crossings may be poor.



Signed Routes

Designated bikeways with regularly placed signs indicate the route. Can include some wayfinding.



Bike Lanes

Marked lanes along a roadway designated for exclusive bicyclist use.



Curb Ramps Retrofits (ADA-compliant)

Retrofitting curb ramps to existing sidewalks improves the walking environment for mobility-impaired users. Curb ramps benefit pedestrians with strollers, delivery carts, and other "wheel" devices.

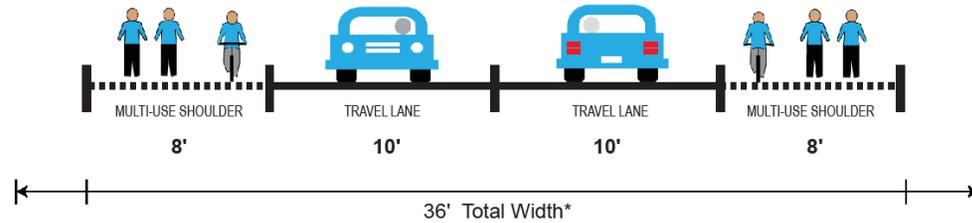


Potential Roadway Cross-Sections

- The TSP update will include street cross sections by classification
- Please take some stickers and place them next to the cross section alternative you prefer for **both** the local and collector street

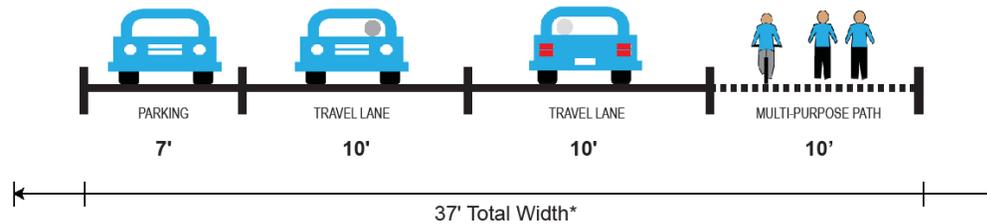
Local Road Cross Section Alternatives

OPTION 1: Two Lane with Shoulders



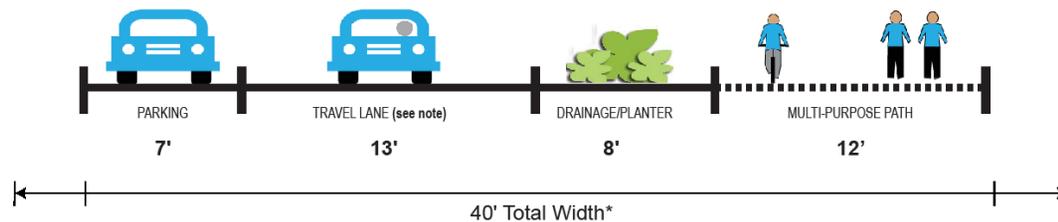
* 6' extra room

OPTION 2: Two Lane with Parking and Multi-Purpose Path



* 6' extra room

OPTION 3: Narrow Street with Multi-Purpose Path



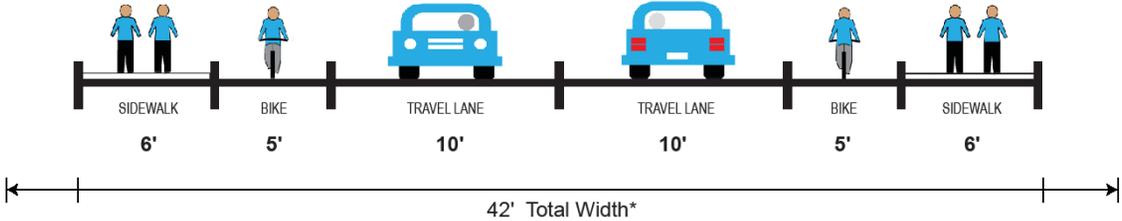
NOTE : Travel lane is too narrow for cars to pass side by side. Drivers will need to wait and pass each other when there are no cars in the parking lane.

* 6' extra room

Local roads include the “Tree Streets”, the “State Streets” (except Louisiana and State), and the numbered and lettered streets in Vernonia

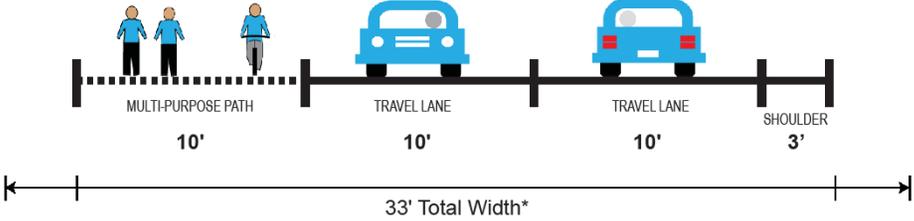
Collector Road Cross Section Alternatives

OPTION 1: Traditional Bike Lane/Curb



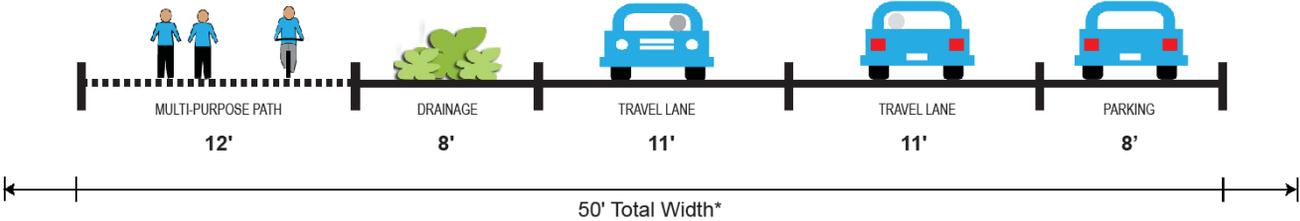
* 6' extra room

OPTION 2: Path on One Side with Curb



* 6' extra room

OPTION 3: Multi-use Path and Parking One Side



* 6' extra room

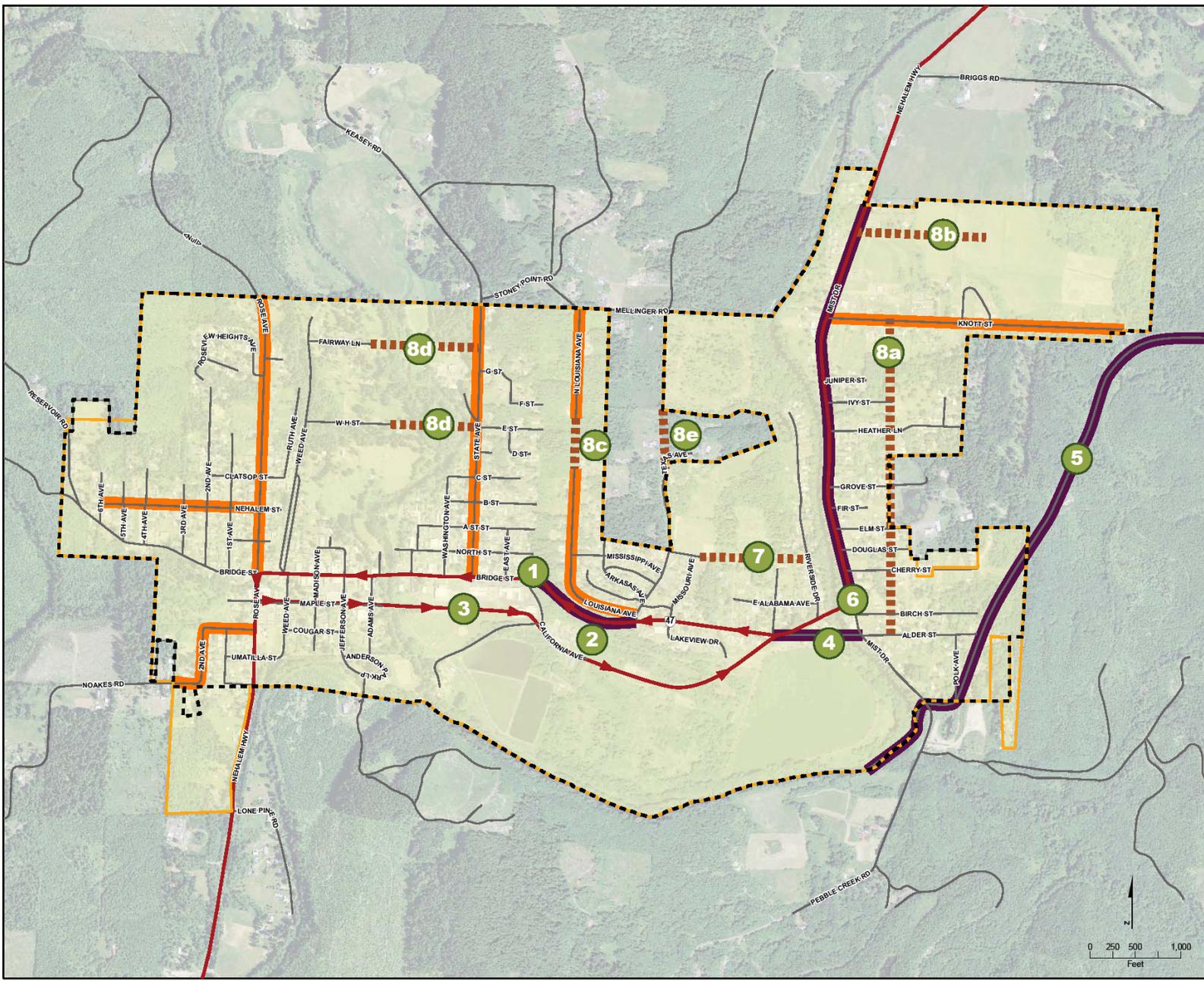
Collector roads include the following: Rose Avenue north of Bridge Street, Nehalem Street, State Avenue, Louisiana Avenue, Knott Street, and Cougar and 2nd Ave to Noakes Road.



Potential Build Alternatives

- The project team brainstormed two groups of potential alternatives:
 - High-build, long-term alternatives
 - Low-Build, short-term alternatives
- Please take a look at the following two maps and let us know what you think

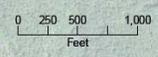
Potential High-Build Alternatives



LEGEND

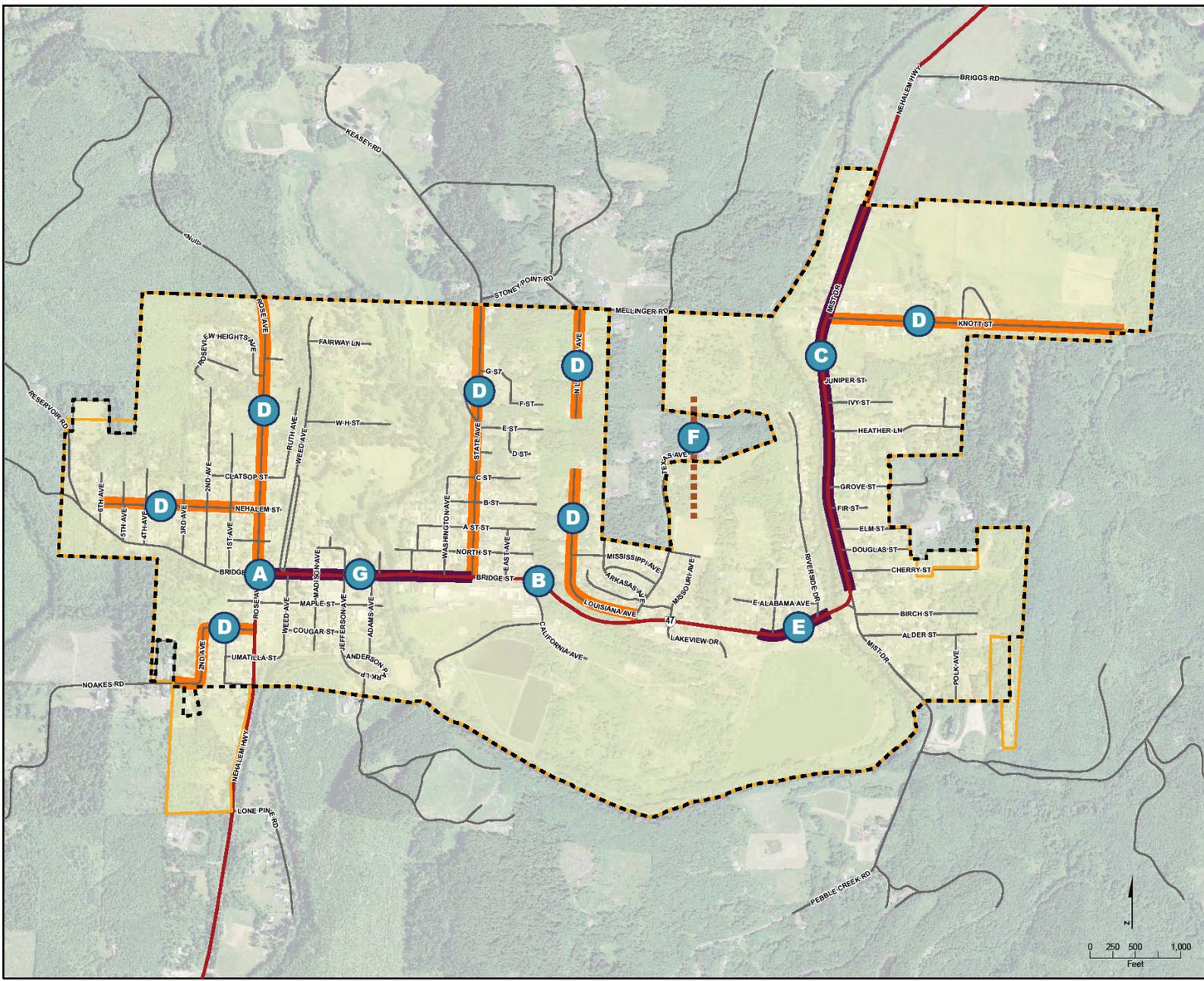
- State Highway
- Streets
- City Limits
- Urban Growth Boundary
- Study Area
- Collector Streets
- Recommended Street Connections
(Location of streets connections are approximate and subject to design review process and environmental considerations)

- 1 Widen OR47; add bicycle/pedestrian path on both sides.
- 2 Shift OR47 to the south to make room for a bicycle/pedestrian path north of the highway.
- 3 Make OR47 a one-way couplet through Vernonia.
- 4 Realign Bridge Street to meet Mist Drive; keep the Green Bridge for bicycles and pedestrians.
- 5 Connect future Crown-Zellerbach Trail to the Banks-Vernonia Trail.
- 6 Reconfigure the Mist Drive/Bridge Street intersection.
- 7 Create a bicycle and pedestrian connection to the new school from Riverside Drive.
- 8 Potential connectivity improvements.



High-Build (Long Term) Options
 Vernonia Transportation System Plan
 City of Vernonia, Oregon

Potential Low-Build Alternatives



- LEGEND**
- State Highway
 - Streets
 - City Limits
 - Urban Growth Boundary
 - Study Area
 - Collector Streets

- A** Improve signage at OR47 and Rose Avenue.
- B** Improve pedestrian crossing at OR47 to access the side path on O-A Hill.
- C** Add sidewalk along OR47/Mist Drive (east side).
- D** Add sidewalks or connect existing sidewalks along collector streets. Add bicycle facilities or shared lane markings.
- E** Improve sight distance by clearing vegetation at intersections.
- F** Add bicycle and pedestrian connection between new schools and future Nehalem View development.
- G** Consider striping for no parking at corners in the downtown core to increase sight distance.

Low-Build (Short Term) Options
 Vernonia Transportation System Plan
 City of Vernonia, Oregon



Next Steps

- Refine Transportation Alternatives based on feedback gathered tonight (January/February)
- Draft the Transportation System Plan Update document (February-April)
- Planning Commission and City Council will review the draft plan and vote on adoption (June/July)



Welcome to the Vernonia
Transportation System Plan
Update
Community Meeting

Tonight we will:

- ▣ Review existing transportation, bicycle, and pedestrian conditions
- ▣ Discuss Potential Bicycle and Pedestrian improvements
- ▣ Discuss Potential Bicycle and Pedestrian Programs





Goals

- ▣ Transportation Alternatives
 - Support use of other modes, especially bicycles and pedestrians, including transit
 - Identify appropriate new and improved non-motorized facilities
 - Support Safe Routes to Schools programming and projects



Existing Conditions - Transit

- ▣ Nehalem Valley Fixed Route
 - Vernonia City Hall (Stub Stewart, Staley's Junction, Willow Creek Station)
 - 6:15 am (returning 8:10 am)
 - 4:30 pm (returning 6:25 pm)
- ▣ West County Flex Route
 - Vernonia – St. Helens (Scappoose)
 - Tuesdays/Thursdays only
 - 8:30 am / 11:00 am / 2 pm

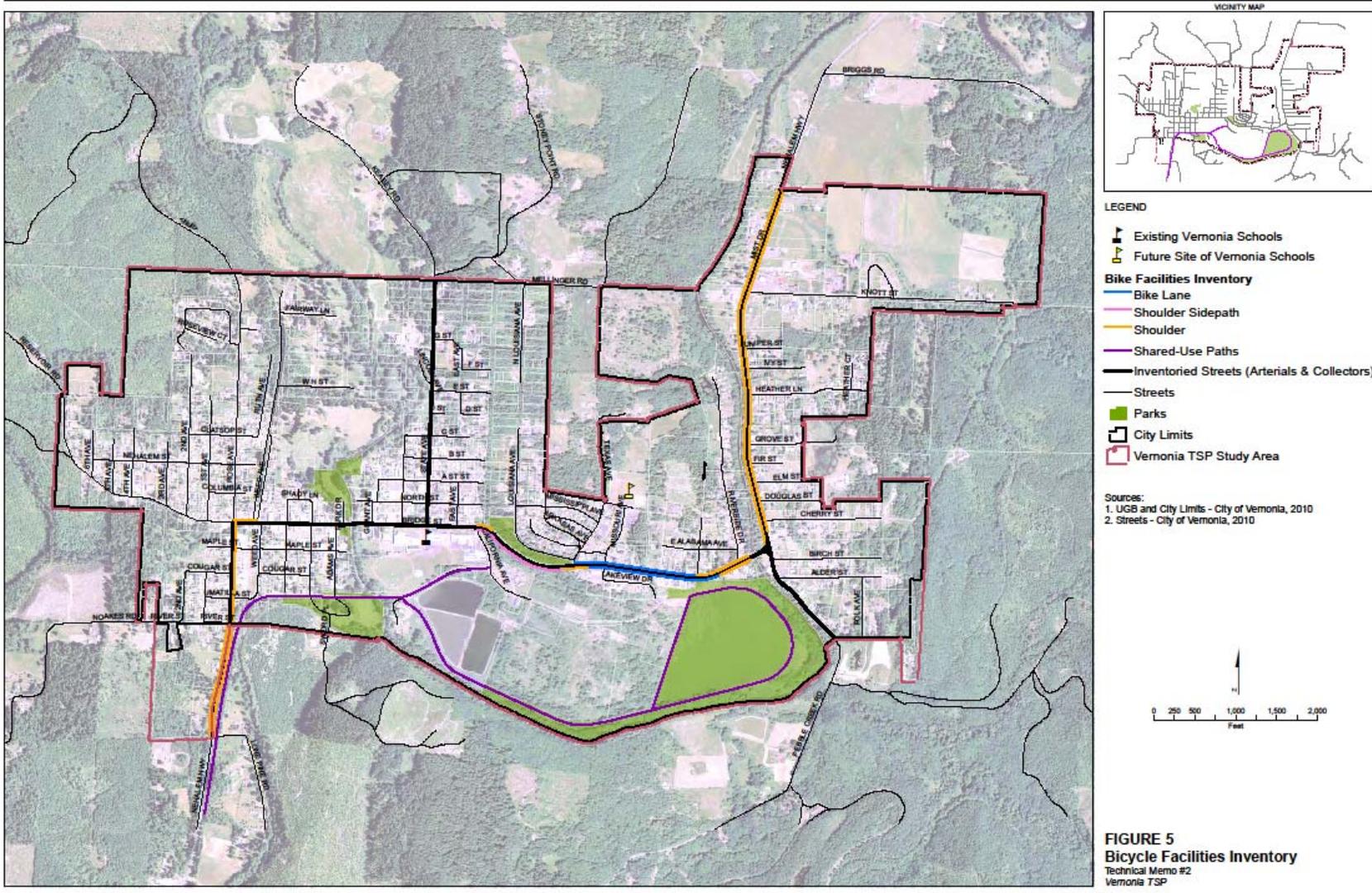


Existing Conditions - Bicycle

- ❑ There is a bike lane for approximately one third of a mile along OR 47 within the City Limits.
- ❑ The highway lacks shoulders through central Vernonia between O-A Hill and Rose Street due to topographical constraints and on-street parking
- ❑ Cyclists share the travel lane over Rock Creek and Nehalem River Bridges
- ❑ Most local streets could be considered shared roadways due to their low speeds and low traffic volumes



Existing Bicycle Facilities



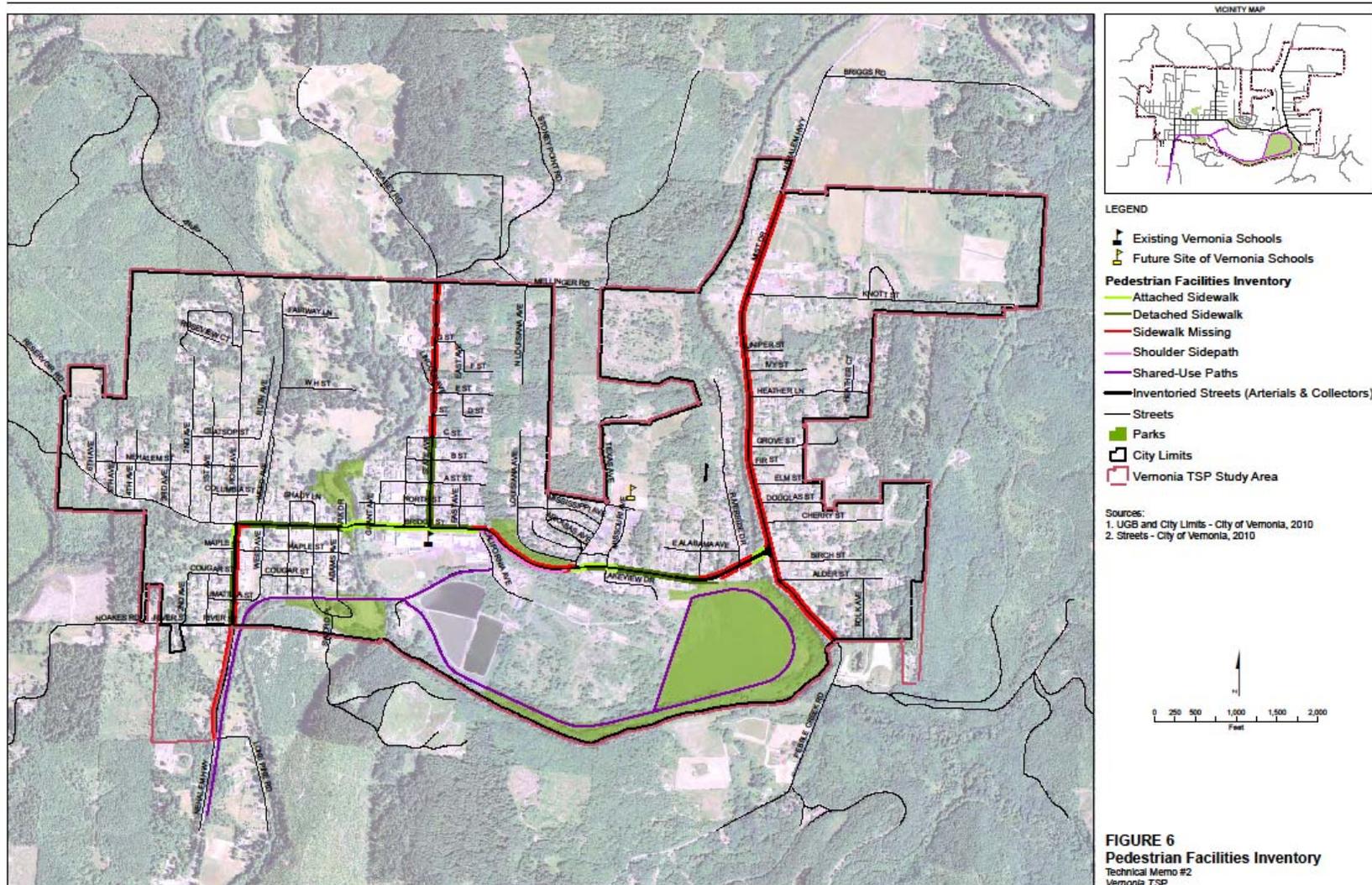
Existing Conditions - Pedestrian



- ❑ Downtown and adjacent streets have a connected network of sidewalks with pedestrian amenities.
- ❑ O-A Hill is the main obstacle to east-west pedestrian movement within Vernonia – a sidepath along the south side of OR 47 is the only option for pedestrians.
- ❑ There are very few sidewalks between O-A Hill and the Nehalem River.
- ❑ Mist drive north of Bridge Street does not have any dedicated pedestrian facilities.



Existing Pedestrian Facilities



\\001\14\000\PROJECTS\GIS\MAPS\TEMPLATE\WORKBOOK_LANDSCAPE.MXD 9/16/2007 14:40:56



Safe Routes to School

- ❑ Safe Routes to School programs use a variety of strategies to make it easy, fun and safe for children to walk and bike to school. These strategies are often called the “Four Es.”
- ❑ **Education:** programs designed to teach children about traffic safety, bicycle and pedestrian skills, and traffic decision-making.
- ❑ **Encouragement:** programs that make it fun for kids to walk and bike. These programs may be challenges, incentive programs, regular events (e.g. “Walk and Bike Wednesdays”) or classroom activities.
- ❑ **Engineering:** physical projects that are built to improve walking and bicycling conditions.
- ❑ **Enforcement:** law enforcement strategies to improve driver behavior near schools.

Safe Routes to School - Benefits



- ▣ Increased physical fitness and cardiovascular health
- ▣ Increased ability to focus on school
- ▣ A sense of independence and confidence about their transportation and their neighborhood
- ▣ Improved air quality as fewer children are driven to school
- ▣ Decreased crashes and congestion as fewer children are driven to school
- ▣ More community involvement as parents, teachers and neighbors get involved and put "eyes on the street"
- ▣ Fewer discipline problems because children arrive "ready to learn"
- ▣ Fewer private cars arriving to drop off and pick up children
- ▣ Opportunities to integrate walking, bicycling and transportation topics into curriculum (e.g. "Walk & Bike Across America," mapping lessons, graphs and charts of distance walked or biked)

Safe Routes to School - Education

- ▣ Bicycle Rodeos



Safe Routes to School - Education

- ▣ Classrooms Lessons and Activities



Safe Routes to School - Encouragement

- ▣ Walk and Bike to School
Day/Week/Month



Safe Routes to School - Encouragement

- ▣ Friendly Walking/Biking Competitions (Incentive Programs)



© 2008, Box 2011, Forest Knolls, CA 94933 • 415.489.4121
 Being an Employer for the Safe Routes to School Management District and
 participating in the Safe Routes to School Program is a proud privilege. We are
 committed to providing a safe and healthy environment for all.

Parent's signature _____

How to Play Frequent Rider Miles

1. Write the date at the beginning of each week.
2. Every day you walk or bike to or from school put a \backslash in the box for that day of the week.
3. Every day you walk, bike, carpool* or take the bus put a slash / in the box for that day of the week.
4. Thus if you walk, bike, carpool, or take the bus both ways you'll put an X in the box for that day of the week.
5. When you have 20 points, have your card checked for your reward and get your name in the raffle to win a new Trek bicycle and other prizes.
6. Continue to use your card, follow steps 1-5 again for more rewards and chances to win valuable prizes.
7. Keep filling in your card until the end of the contest.
8. Be sure to have your parent's signature on your card.

*A carpool is two or more families sharing a ride to school

Frequent Rider Miles

20 points to win!

- = 1 point traveling to school
 = 1 point traveling from school = 2 points traveling both ways

Start Date	M	T	W	Th	F

I (circle one or more) walk, bike, carpool, or take the bus to school.

TOTAL POINTS _____

Frequent Rider Miles sponsored by **TREK**
TREKBIKES.COM

Safe Routes to School - Encouragement

- ▣ Back to School Blitz



Safe Routes to School - Encouragement

- ▣ Stop and Walk



Safe Routes to School - Encouragement

▣ Walking School Buses



Safe Routes to School - Encouragement

▣ Bike Trains





Safer Routes to New School Site – Existing Conditions

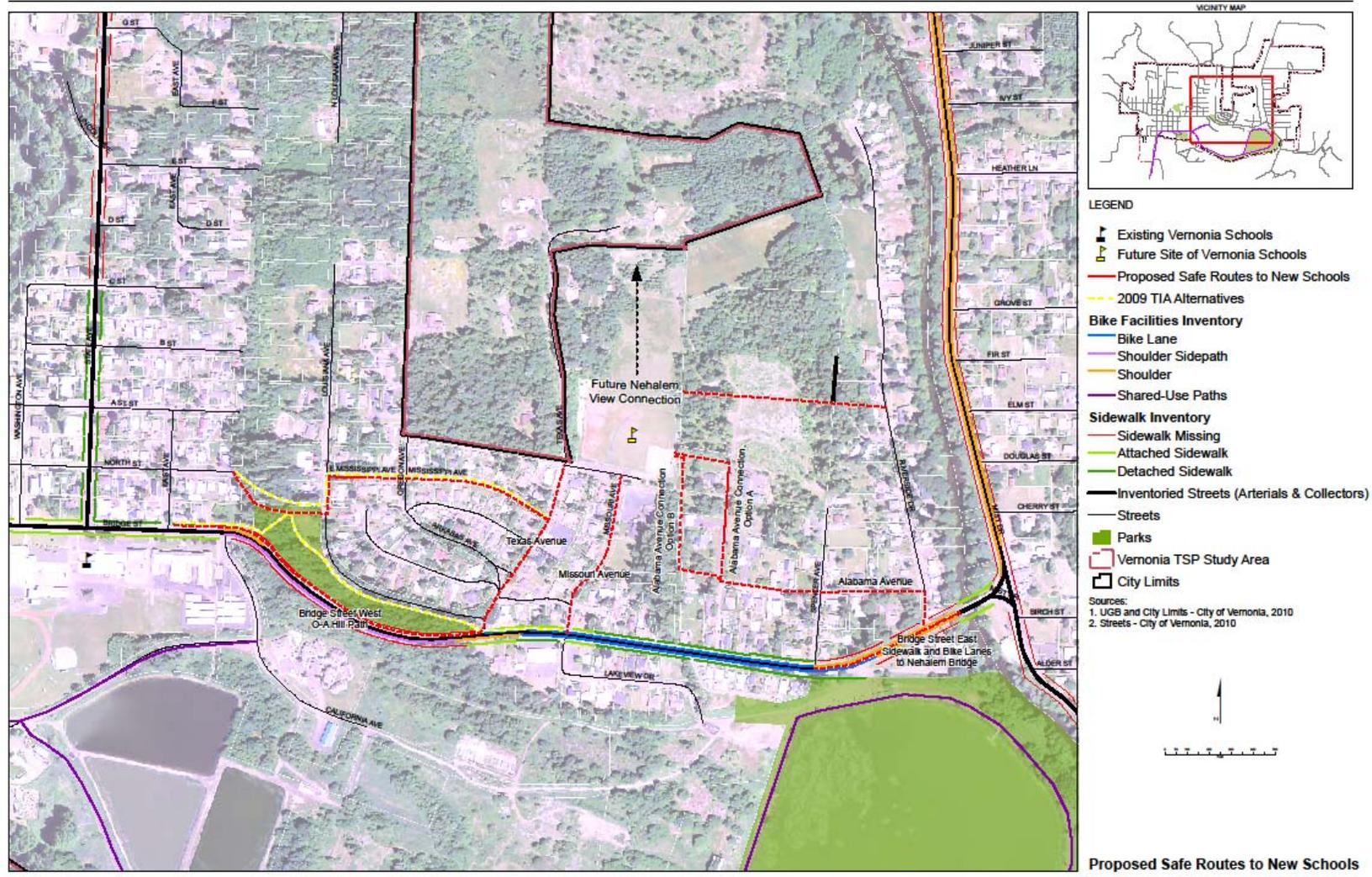
- ❑ Access to the Missouri Avenue site from the east is challenged by missing sidewalks on Bridge Street (OR 47) east of Spencer Avenue, and a lack of bike lanes and ADA accessibility on the Nehalem River Bridge.
- ❑ The existing bicycle and pedestrian path on the southern shoulder of Bridge Street (OR 47) in the vicinity of O-A Hill is substandard, providing an obstacle to access to the Missouri Avenue site from the west.
- ❑ There are no existing sidewalks in the immediate neighborhood around the Missouri Avenue site.



Safer Routes to New School Site

- ▣ Half (50%) of students inside the Vernonia city limits currently walk or bike to school.
- ▣ Because students living west of O-A Hill represent over 70% of students who currently walk to school, an improved bicycle and pedestrian access across O-A Hill is essential to mitigate impacts on walking and bicycling that may be caused by the relocation of the schools site.

Existing and Potential Bicycle & Pedestrian Facilities





Thank You

Comment Form

Vernonia Transportation System Plan Update Community Workshop – January 13, 2011

Welcome! Tonight's meeting is designed to:

1. Communicate the project purpose and goals
2. Solicit feedback on potential multimodal transportation improvements throughout Vernonia and along OR 47

Name: _____ Affiliation (if applicable): _____

Address: _____ City/State/Zip: _____

Email: _____

How did you hear about this meeting?

Newspaper Project Flier Project Website Word of Mouth Other

(please describe): _____

Please tell us a little about yourself:

Do you live in: Vernonia? Elsewhere in Columbia County?

Other? _____

We've presented project deficiencies and needs tonight. Are there additional transportation needs or deficiencies that you see in Vernonia?

We've presented concepts for consideration to improve transportation along OR 47 and throughout the City of Vernonia: What do you think about these alternatives? Do you have any other suggestions for alternatives to consider?

(1) Safe Routes to New Schools:

(2) Pedestrian and Bicycle Treatments:

(3) Local road cross sections:

(4) Collector road cross sections:

(5) Potential High Build Alternatives:

(6) Potential Low Build Alternatives:

Please add any other comments here:

Thank you for your feedback. Please fill out this comment form and give it to a staff member, put it in the comment box, or mail to:

Carole Connell, City of Vernonia,
1001 Bridge Street
Vernonia, OR 97064

Comments requested by Friday, January 21, 2011.

Vernonia Transportation System Plan Update

Community Workshop Summary

Thursday, January 13, 2011
5:30-8:30 p.m.
Vernonia Learning Center

This document provides a summary of the Vernonia Transportation System Plan Update Community Workshop held January 13th at the Vernonia Learning Center. The purpose of this open house was to review the work done to date, discuss the goals of the bicycle and pedestrian plan, and gather input on potential transportation alternatives. Approximately 10 people attended the meeting.

The format of the open house included a presentation at 5:45 followed by a question and answer period, and then an informal open house format for the remainder of the meeting (a second presentation was scheduled, but was given informally to one individual who did not attend the earlier presentation).

The Open House displays were organized into five areas:

- *Welcome and sign in* - a staff person at this station explained the format of the open house and distributed an informational handout describing the project background and draft recommendations.
- *Project Overview* - boards at this station included a project overview, goals, study area, project schedule, and who is involved.
- *Key Findings* - this station contained an overview display board describing current and future conditions and deficiencies within the City of Vernonia.
- *Draft Recommendations* - this station contained two boards showing potential street cross sections for both local and collector streets, and two boards for low and high-build alternatives. Community members were asked to vote via a sticker on the street cross section they preferred.
- *Next Steps* - this station described how comments from the public would be incorporated in the plan, and how the recommendations would be refined.

Presentation with Question and Answer

Mike Tresidder from Alta Planning and Design described potential safe routes to school programs and routes in a 15 minute presentation at 5:45. The presentation described existing bicycle and pedestrian conditions, potential bicycle and pedestrian improvements, and potential bicycle and pedestrian programs. Attendees had the opportunity to ask

questions following the presentation. The following paragraphs summarize questions heard from the audience.

One attendee asked about the potential for upgrading the Green Bridge, since it was identified as a pedestrian and bicycle choke point.

Currently the Green Bridge is not included in the Statewide Transportation Improvement Program (STIP), and the bridge itself is not considered to be deficient.

Another attendee asked about the opportunity to provide a link between the existing schools and the new schools, through the wetland and parkland that will be constructed on the old school site.

This led to a discussion about using California Avenue as a walking and biking route off of OR 47.

There was concern about the impact of increased traffic near the new school.

If more students walk or bike to the new school site, or participate in some of the programs that Mike discussed during his presentation, traffic to the new schools could be reduced.

A suggestion during the presentation was to reduce the speed limit on Mist to Knott. Currently it is 45 mph.

Road Cross-section Options

Of the people who attended the meeting, four placed voting stickers next to Option 2: two lane with parking and multi-purpose path, and three placed stickers by Option 3: Narrow street with multi-purpose path. Additionally, two notes were placed on the board; one suggested looking at local and collector right of way to help determine the best options for cross-sections. The second note commented that the path on option 2: two lanes with parking and multi-purpose path would need a curb or other separation.

For the collector road cross sections, four people like Option 2: Path on one side with curb, and three liked option 3: multi-use path and parking one side. Notes on Option 2 include: good alternative for California Avenue. Not great for any collectors because of speed and lack of safety on path. The second note says ODOT will require separation/buffer? It should be noted that there will be a curb between the path and the travel lane, and ODOT does not have jurisdiction on Collector Streets.

One note near Option 3 notes that speed is an issue on Rose (though the speed limit is 25 mph).

Safe Routes to New Schools

The board displaying potential routes to the new schools had a number of comments added to it during the meeting. These comments include:

- Possible separate bike/pedestrian bridge indicated near the existing Green Bridge
- Realign California Avenue to improve sight distance (connect to the east?)

- Stop and Walk at old school site? Using existing sidepath on Bridge Street. Stop and walks are areas where parents drop off school children, who then walk the remaining distance to school.
- Near O-A Hill, the following comment was added: Watershed Council, PCC Landscape Collaboration with School District on O-A Hill
- A couple of comments to staff members regarding the street cross sections included the need to provide a minimum and maximum cross section for both types of streets to fit in with the character of the neighborhoods, etc.
- Carole, the City Planner noted that most local road right of way is approximately 60 feet, and the local cross sections presented do not reflect this.

Potential High-Build Alternatives

The following comments were added to the potential high-build alternatives map:

- At the intersection of Rose and Bridge Street - insert a raised median and increased signage to indicate that the highway continues to the right. Channelize the intersection.
- At the intersection of Stoney Point Road and Keasey Road - Address the vertical curve.
- Near the alleyway between Mississippi Avenue and Arkansas Avenue, a note to continue the pedestrian path up O-A Hill along the alley - more direct for students
- Regarding connecting the C-Z trail to the Banks-Vernonia Trail:
 - The grade between where the C-Z trail comes into Vernonia and the connection to Knott Street (where the trail currently is meant to end) is very steep, with approximately a 15% slope in places.
 - The preferred route for the C-Z trail and the Banks-Vernonia trail is how it is shown on the high-build figure.
 - A secondary option is for the trail to come down Knott Street a bit and then south to the UGB limits
 - The river crossing is going to be a large barrier near the Nehalem River, and there are concerns with the constrained pedestrian and bicycle facilities on the Green Bridge.

Comment Form Responses

A comment form was given to attendees. Three people filled out the comment form and handed them in at the open house. One attendee is a full-time Vernonia resident, one was representing a Vernonia Resident, and the third person lives elsewhere in Columbia County. Most had heard of the meeting via the utility bill mailings or newspapers.

The following section summarizes comments from comment sheets submitted at the meeting, and conversations with meeting attendees.

In response to the question about additional transportation needs or deficiencies, the two responses included concern with the connectivity of the Banks-Vernonia Trail to the Scappoose-Vernonia Trailhead at the upper end of Knott Street. The other response is the ability for elderly to access places of business on Bridge Street via private car.

One commenter liked the trail connection shown on the high-build concept connecting the Banks-Vernonia trail to the future C-Z trail, citing the clear separation of pedestrians and bicyclists from cars and trucks along the highway.

Another commenter liked the idea of extending sidewalks along Bridge Street to Riverside Drive, and expressed concerns about conflicts between vehicles and pedestrians at the entrance into Lake Vernonia. With the relocation of the schools, the existing conflicts would increase.

Additional comments from the comment form included:

- Expand focus beyond “Safe routes to school” to include pedestrian and bicyclist tourism potential
- The biggest challenge is the cost of projects and the ability to find funding.