

Summary of On-line Open House Comments






| Comment # | Type | Comment Content | Supportive | Neutral | Critical |
|-----------|------------|--|------------|---------|----------|
| 1 | Access | Could this connect to Larry Scott? | | X | |
| 2 | Safety | I would love to see a pedestrian or cyclist activated flasher at the circle. People still fly through the roundabout and getting onto Discovery by bike or crossing on foot feels dicey at times. Many who drive look left to see traffic to yield to but ignore the crosswalks. Thank you. | | X | |
| 3 | Other | Curious about the elevation of the improvements through this segment versus the water table. | | X | |
| 4 | Safety | I dont know if this is the right place to bring this up, but the idea of having a two lane bike lane is excessive and unsafe. There have been increased bike-vehicle collisions resulting from drivers intuitively only looking left for oncoming traffic when making a righthand turn. Since there would likely be an increase of children (who tend to be less aware of their surroundings) riding bikes to school, an off street shared use path on each side with one way marked bike lanes included would be much safer. | | | X |
| 5 | Safety | MInimize the curb radii to their least possible. | | X | |
| 6 | Safety | Seems as though a minor realignment of this intersection, within the existing ROW, closer to 90 degrees would be prudent from a vehicular and pedestrian standpoint. | | X | |
| 7 | Safety | Cars on Howard will not be looking for bikes in the bike lane approaching from the east. It will be safest for bicycles to be in the driving lane heading west, and there is no bike lane. | | | X |
| 8 | Access | The current design will effectively block off my driveway. In addition there is a power pole that would most likely end up being relocated even further into what remains of my driveway. | | | X |
| 9 | Other | You would be paving over the current drainage ditch. I haven't heard this addressed. Also, my crawlspace sump pump drains into this ditch. | | X | |
| 10 | Safety | Seems as though a minor realignment of this intersection, within the existing ROW, closer to 90 degrees would be prudent from a vehicular and pedestrian standpoint. | | X | |
| 11 | Other | Although the raised crosswalks on Discovery Rd. seem like a nice traffic calming feature, doing so at Eddy St. again seems like a misfit. Cute idea, and nice that the grant pays for up front, but who pays for in the long run. There's no grant for that. When you look for example at the City's maintenance precedent of the crosswalks on F Street with asphalt patched over brick, or the crosswalk lights, it means either this is just another element that will either fall into disrepair, or funds will be misallocated to maintain elements such as this while continuing to neglect the majority of City streets. Suggest scaling back from something already unsustainable. | | X | |
| 12 | Safety | Cars on Eddy St turning onto Discovery will not be looking for a bike approaching from the east. It will be safest for bicycles to be in the driving lane heading west, and there is no bike lane. | | | X |
| 13 | Access | The map is to small to see what is written. Is 14th closed to vehicles from Discovery on this map? | | X | |
| 14 | Access | Sidewalks?! In Port Townsend? What an awesome idea! | X | | |
| 15 | Access | Yes, please give us lightly trafficed streets and trails to access downtown. 14th is a great access to downtown. | X | | |
| 16 | Visibility | Why waste the green paint? No one riding knows what this means and it will wash away every winter. Drivers and bikers will just have to look out for each other like always. | | | |
| 17 | Access | Once again...needed to put a marker so I could leave a comment but I am not wanting to mark anything. I want to let city staff know that I want bike lanes on both side of the streets not one bike lane that is shared. thank you | | | X |
| 18 | Other | I just placed the marker so the program would open up and I could put a comment. I can't read this map of the proposed work. Are the bike lanes just on one side and together? Wish you had provided a map I could expand like on your 14th st closure smaller map... | | X | |
| 19 | Safety | Minimize curb radii to least possible so to shorten crossing distances for people walking and biking and to slow turning motor vehicles. | | X | |

Grey Shading - Local Resident

Blue Shading - Local Cyclist

Green Shading - Local Pedestrian

N/A - comment is not location or type specific

| Summary of Themes | |
|---|-----------------------|
|  | 14th Closure 5 |
|  | School Zone 5 |
|  | Sheridan-Grant 9 |
|  | Two-way Cycle-track 7 |
|  | Vegetation-Nature 4 |

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| 20 | Access | If 14th Street is closed, this intersection will get significantly busier and the roads do not cross at right angles. Unlike at 14th where there is the Cliff Street ROW to utilize, this is harder to fix and could conceivably benefit from installing a small roundabout in the future. | | X | |
| 21 | Safety | Cars on MacPherson will not be looking for bikes in the bike lane approaching from the east. It will be safest for bicycles to be in the driving lane heading west, and there is no bike lane. | | | X |
| 22 | Visibility | It appears there is width available for a crossing island and a way to add an offset to the site lines for drivers. | | X | |
| 23 | Other | The City is unfortunately not known for its road maintenance. It seems a misappropriation of the limited funding resources to maintain the proposed broad swathes of green paint while many a road within the City is barely drive-able with a passenger vehicle. Plus, from a "context sensitive design" standpoint, this is far too urban of an amenity for Port Townsend. Even if Rainier St. ever sees its intended development, it will be a fish out of water. Or, if the City doesn't plan on maintaining the green paint, should it be put in in the first place? There is no green paint included in the Sheridan St. Ped/Bike improvements and they appear to function adequately. Fiscal responsibility, practical alternatives? | | | X |
| 24 | Safety | I live on Discovery Rd. Safety is a big concern from Mill Rd to the school along Discovery Rd. Lots of fast moving traffic with only some vehicles following the speed limit. This is still a residential area and I am greatly concerned for the impact to both humans and wild life - exacerbated by the closing of 14th St. | | | X |
| 25 | Safety | We need speed bumps. Every since the round about on Rainier and Discovery was built, cars have started speeding. I think it was very dangerous to make this a through fare past a school zone. I don't understand why you want to route major traffic through a school zone. | | | X |
| 26 | Access | Please do not destroy trees and nature to put a sidewalk on the south side. For Towne Point access there is a trail from the church. For further up, they can use the crosswalk and use the proposed sidewalk on the north side. Out trees are precious. Destroying them and putting up unnecessary cement for ease is a tragedy. I vote natural beauty over ugly convenience. | | | X |
| 27 | Other | I feel very sad at all the trees cut down to build the Salish school. I think it could have been done without destroying nature. The fences are ugly and make it look like a detention center. A sidewalk on both sides of the street between McClellan and Towne Point is not needed. One side is enough. Cutting down beautiful trees and covering precious nature with soul destroying cement is heart breaking. | | | X |
| 28 | Access | There is a path here that everybody takes because it is an alternative to 19th St. bike lanes. I know the city already painted bike lanes on 19th, but bikes + cars on busy roads = danger. On this path you can connect to the trails running parallel to 19th and it's much safer. The city owns the right of way here; please consider a big plan that links everything together. | | X | |
| 29 | Visibility | Good idea! | X | | |
| 30 | Other | Many of us walk and bike in Port Townsend. If you look at the paths you can tell where we are going by the paths that are the widest, they have the most use. I wish that the main dirt paths were paved because then I could ride a road bike or rollerskate on them. It would connect the neighborhoods together. I don't enjoy riding or walking on busy roads. Paved paths and signage please. | | X | |
| 31 | Other | I feel it's a safety concern to end the sidewalk at McClellan Street and not continue the sidewalk all the way down to Sheridan. It makes sense to have a sidewalk on both sides of the street considering the neighborhood and school are right there. | | X | |
| 32 | Safety | While outside the scope of this project, I would strongly recommend that the school district, with whatever help the city can provide, move the bus loading location to the fire access road on the south side of the building and have the buses enter from 16th street. | | X | |
| 33 | Visibility | Discovery Rd and 14th St. Much traffic turns onto 14th St from Discovery and visa versa. For safety considerations, this needs to be addressed in the bike/walkway crossing this intersection. | | X | |
| 34 | Visibility | This is confusing. Does everybody except me know what the green lines mean? I hope it's clearer in real life. | | X | |
| 35 | Visibility | Eddy Street and Discovery Rd. Because Discovery Curves at this point, limited visibility | | X | |

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|  | 14th Closure | 5 |
|  | School Zone | 5 |
|  | Sheridan-Grant | 9 |
|  | Two-way Cycle-track | 7 |
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| 36 | Safety | This intersection is one of the worst in the city. This doesn't look like very good planning. This is an awful transition and mean to the bikers who will then be mixed on both sides of 19th st. 19th bad! I understand that 19th is not on the scope of this project but I encourage the people in charge to consider a master plan. | | | X |
| 37 | Safety | The map included in your grant application, projects 600 new dwelling units primarily along Rainier. At an industry standard of 10 trips per day/ per dwelling unit, that's a potential new 6000 trips on this segment of Discovery Road. Will the developers be required to upgrade the Discovery/Sheridan intersection? The intersection is already a hazard during am/pm school transition times and although the design includes some minor modifications, your Traffic Impact Analysis would be a good read in reinforcing the design. | | X | |
| 38 | Safety | Curb radius is unnecessarily large, thus creating a safety issue for pedestrians and bicyclists. | | | X |
| 39 | Safety | The radius of this corner is so large as to not slow entering motor vehicles AND makes the pedestrian and bike crossing unnecessarily long. | | X | |
| 40 | Other | Consider moving the fire access turnaround needs to the intersection just east of this hammerhead and then enlarge this neighborhood park. | | X | |
| 41 | Other | My concern with closing this intersection has to do with the build up of congestion at the corner of 19th and Sheridan. The city added pedestrian bulbouts at this intersection a few years ago preventing right turns and increasing vehicle congestion. This is true throughout the day and in particular during loading and unloading times at Salish Coast. Discovery Road is rapidly becoming a preferred route for residents of many areas of the city. With the planned road improvements and the proposed roundabout at Mill Road, this will likely increase significantly in the near future putting greater traffic pressures on this intersection. Leaving 14th Street open to vehicles will allow residents to disperse off of Discovery west of this intersection and reduce this pressure as well as the intensity of traffic in front of Salish Coast. With the availability of the Cliff Street ROW, there would seem to be options. | | | X |
| 42 | Other | I can't imagine people would want to sit, watch, and listen to the heavy traffic on Discovery. | | | X |
| 43 | Access | This is good because 14th st doesn't have a lot of traffic and so we could get down to safeway or the Coop off of the main roads. | X | | |
| 44 | Access | Nothing is shown for how the peds and bikes will cross each other. How will that happen? | | X | |
| 45 | Safety | Fence should be removed as it restricts the pedestrian zone. | | X | |
| 46 | Safety | Please consider adding a sidewalk on this side of the street. | | X | |
| 47 | Access | The layout is completely backwards. Surely it is safer for the sidewalk to be along the right-of-way edge, which is why people walk in the bike lane. Move the sidewalk farthest from the motor vehicle lane. Move the bus pullout adjacent to the sidewalk, then add a mixing zone for busses to cross the bike lanes, which will happen only a few minutes per day. | | | X |
| 48 | Access | I personally think the buses should load on the other side of the building but until that can be implemented, this appears to be as good as you can do. | X | | |
| 49 | Access | The access difficulty for people biking regardless of this painting scheme serves to prove the layout of the street- with a 2-way bike lane on the outside of the sidewalk on one side of the street- is a mistake. Extending it any farther than Grant St. to Sheridan compounds the initial error and makes the crossover even more cumbersome and dangerous for people riding bikes. | | | X |
| 50 | Access | This crosswalk is unnecessary. | | X | |
| 51 | Access | Grant Street should have been reversed during school construction. This would have prevented any queing from backing out onto Discovery which is rapidly becoming an busier route. While not in the scope of this project, it should still be considered. | | X | |
| 52 | Visibility | This will make the Discovery Rd. a better entry to town. | X | | |
| 53 | Safety | It is a terrible idea to be extending the 2-way cycle track to Sheridan. Due to the considerably greater vehicle traffic at Sheridan, it puts cyclists into a much more dangerous crossing than keeping it at Grant. Sheridan/19th vehicle traffic additionally includes both Sheridan through and turning movements that does not head west onto Discovery. | | | X |

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Discovery Road Bikeway and Sidewalk Project
 Summary of On-line Open House Comments

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|-----------|--------|--|------------|---------|----------|
| 54 | Access | Ensure vegetation does not encroach on the sidewalk, which it does. | | X | |
| 55 | Access | North side bike lane should be extended to at least Grant to avoid the intersection safety issues for crossings at Sheridan. | | X | |
| 56 | Access | Allow a confused uphill bicyclist to continue safely on 19th up to the school. | | X | |
| 57 | Safety | This will add confusion to an already crowded intersection | | | X |
| 58 | Safety | Bizarre. | | | X |
| 59 | Safety | The map included in your grant application, projects 600 new dwelling units primarily along Rainier. At an industry standard of 10 trips per day/ per dwelling unit, that's a potential new 6000 trips on this segment of Discovery Road. Will the developers be required to upgrade the Discovery/Sheridan intersection? The intersection is already a hazard during am/pm school transition times and although the design includes some minor modifications, your Traffic Impact Analysis would be a good read in reinforcing the design. | | X | |
| N/A | N/A | Building a simple road, with a single lane for cars each way, a 25 mph speed limit, bike lane on each side, and a sidewalk is probably less expensive and safest. These separated bike lanes are more dangerous for bicycles at every intersection, making them more removed from auto traffic and harder to see, and making drivers assume anything off the road is travelling at 3 mph like a pedestrian. Drivers are not expecting a bike travelling at 10-15 mph in those separate lanes. That is why it looks like as a cyclist, I will be taking the lane on Discovery, which mystefies drivers when they see a "million dollar bike line right over there!" | | | X |
| N/A | N/A | DASH (Disability Awareness Starts Here) requests that sidewalks be provided for pedestrian use only on both sides of Discovery Road, separating pedestrians from all vehicles including bicycles. There are safety problems for people with various disabilities when bicycles are in the same travel space as pedestrians. Collisions involving bicycles (including electric bikes that can move at 20 mph) can cause serious injuries. Pedestrians who have hearing problems are startled to find a bicycle close to them and may stumble. Pedestrians with vision problems may startle hearing a bicyclist close to them. People with mobility, balance problems and/or slow reactions need wide sidewalks to allow for walking with a companion and to avoid conflict with other users. Many pedestrians have more than one disability, multiplying the danger. DASH looks forward to working with the City on the Project to increase safety for people with disabilities. Marion Huxtable for Pat Teal President and DASH | | X | |
| N/A | N/A | Do not close 14th St at Discovery! This is well used to get across town and not have to be on Discovery all the way down to Sheridan and the school. Please leave this street open. What do all the neighbors that live on these surrounding streets think of this closure? Ask them first. | | | X |
| N/A | N/A | Hi, I'm a homeowner on Howard Street. The proposed bike path is basically running across both mine and my neighbors property. I would like to be contacted to go over exactly how this will effect our property frontage. | | X | |
| N/A | N/A | I am delighted to see this plan and the opportunities for public comment. I do not have any detailed comments, but I do support this project to separate bicycle, pedestrian and vehicle traffic! This should be our goal where ever it is feasible! | X | | |
| N/A | N/A | I live on Discovery Rd. It is not clear to me what is planned in front of my house. I appreciate the City's preservation of the large cherry tree but there are other trees included in this easement along the northeast side (Thomas St). This has been a resting place for birds, squirrels, deer, etc. for the 21 years I have lived here. Wildlife abounds. As more and more land disappears, where will they go? With increasingly unsafe speeds for a residential/school area and 14th St being closed off, the likelihood of collisions with autos/humans/animals increase. I also don't understand why, with so much less disturbance - and already some sidewalks in place, the north side of Discovery Rd isn't being more utilized for a bike lane. Once trees and land are removed for cement, it is done and there is no going back. I am respectful of the need for bike and pedestrian safety but why so much disruption to homes on the south side of Discovery Rd rather than using the north? | | X | |



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| N/A | N/A | Just a quick observation. As an avid cyclist in Port Townsend I have noticed since the completion of the Rainier Street project. Most cyclist (myself included) use the round about going east on Ranier as traffic would, rather than the dual bike lane on the other side. For safety concerns we ride with traffic on the same side. I would recommend single bicycle lanes in each direction. | | X | |
| N/A | N/A | looks good to me. | X | | |
| N/A | N/A | There is nothing to add here. It seems like since the earlier projects, which were built upon a predetermined 2-way cycle track, it was very easy to stack this decision into simply adding another stretch of 2-way cycle track. A key criteria for me in my analysis is this: How more times to cyclists have to stop when moving through this whole area than motorists? The two way cycle track has the affect of slowing cyclists down. It is inefficient. Further, the 2-way cycle track is not safe. Motorists simply do not anticipate cyclists approaching on their side of the roadway from the right. Finally, if I understand the design, there are several places where cyclists have to cross Discovery to stay on the cycle track. And, when you open up the visual field on roadway (by spreading everything out, and removing vegetation), you create a "safe speed" zone in the minds of motorists that is higher. However, I have emailed all of this information to you before. So, when I am coming int | | X | |
| N/A | N/A | Very poorly designed virtual open house. I wanted to leave comments but found no place to do so. As someone who has bicycled Discovery Rd hundreds of times, please implement bike lanes/shoulders going both ways. Don't gold-plate this -- just give bicyclists some room. | | | X |
| N/A | N/A | Way too much cement. Please honor our trees and nature. This doesn't make any sense to destroy nature when there isn't affordable housing for families to live here and use these proposed wide bike paths and sidewalks. When I walk and bike, I try to find beautiful trails, not ugly cement paths next to noisy roads. I will probably end up moving because of the noise pollution this will create. I am an avid walker and bicyclist and am very unhappy about the nature you destroyed on Howard between the roundabout on Discovery and the one on Sims. There was a beautiful trail through the foliage before. Now it is ugly cement with sparse usage. I purposefully don't use that bike trail and find ways that are more beautiful. | | | X |
| N/A | N/A | yes. We live on Howard Street and the bike/walkway would go directly behind our house. This is no problem but hopefully extending the privacy/sound wall wooden fence to at least beyond the corner of our property would be most appreciated. | | X | |
| N/A | N/A | You are making access difficult for the human beings that live there and making it easy for speedy through traffic. I don't understand your priorities. This way a nice quiet neighborhood and you have turned it into a noisy ugly cemented thoroughfare. | | | X |

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- XX Other ideas and/or opportunities
- XX Safety comments
- XX Visibility comments
- XX Access comments



DISCOVERY ROAD BIKEWAY AND SIDEWALKS PROJECT

CONCEPTUAL PLAN

