



BOONES FERRY ROAD IMPROVEMENT PROJECT – PHASE 1

Project Advisory Committee Meeting Summary

Lake Oswego City Hall – Council Chambers

November 17, 2015 - 9:00 a.m. to 11:00 a.m.

PAC Members in Attendance: Bruce Goldson, Mike Buck, Carolyn Krebs, Debbie Siegel, Cheryl Uchida, Trudy Corrigan, Riccardo Spaccarelli, Lang Bates

City & Consultant Staff: Brant Williams, Sid Sin, Stacy Bluhm, Terry Song (WHPacific), Ralph Tahrán (Tahrán Architecture), Ben Ngán & Jason Hirst (Nevue Ngán), Eryn Deeming Kehe (JLA)

Audience: Mike Kennedy (Double K Ventures/McDonald's), Garrett Stephenson (representing McDonald's & Chevron), Mark Williams (Naomi's Lampshades),

1. PROJECT UPDATE

- Draft Design Acceptance Package submitted to the City and ODOT.
- Designers continue to refine stormwater design, pavement design, private property parking concepts, urban design and landscaping. It was noted that the City anticipates requesting variances project-wide to try to minimize parking loss.

2. CONSTRAINED SIDEWALK DESIGNS

The PAC reviewed a proposal to reduce the median width along the Chevron and Shell properties in trade for additional sidewalk width. In order to maintain gas station operations, the project will only be taking that right-of-way needed to construct a minimal 5-foot sidewalk width instead of the desired 9-foot sidewalk. A 5-foot sidewalk width doesn't allow room for lights, landscaping or signs. So the City is considering reducing the median width (from its typical 10-foot width) to allow for a wider sidewalk. Reducing the median width does make the U-turn maneuvers tighter which is a concern. It was noted that the project was already having to acquire a design exception from ODOT for the 10-foot left turn lane. The tighter U-turn radius would be another design exception that ODOT would have to approve which they might be willing to grant in favor of a wider sidewalk because they would also typically require a sidewalk that was at least 6-foot wide.

Comments and Discussion:

- Although the design team was proposing to widen the sidewalk to create a curbtight furnishing zone in the sidewalk for lights, poles and landscaping, some PAC members expressed concern about the lack of separation between the gas station bypass drive aisle and the public sidewalk. A PAC member suggested that the design team pursue the concept of providing some sort of vertical landscaping element to screen the gas station.

- It was noted that the PAC had anticipated having to reduce the median in some instances to deal with constrained conditions so this proposal is consistent with prior expectations.
- When asked whether the PAC supported the proposal to reduce the median width to allow for a wider sidewalk, all expressed their support.

3. NEXT PHASE DESIGN AND PAC MEETING PLAN

A summary of the design schedule was presented. Schedule highlights were:

- The project footprint needs to be finalized by late January 2016 to begin the right-of-way and easement acquisition process.
- The urban design elements need to be finalized by late September 2016 so the design team can then prepare final design plans and specifications.
- The 95% plans and specifications will be submitted to the City & ODOT for review in December of 2016.
- We anticipate bidding in early spring of 2017.

As for PAC meetings, it is expected that the PAC will continue to meet monthly next year. The design team is proposing to have every other meeting be an interactive design workshop. Additional meetings might be called on short notice, if needed, to meet the September deadline for finalizing the urban design elements. Two public meetings will also likely be held next year; one early in the year and another one in the fall before finalizing design decisions.

4. DRAFT STREETSCAPE DESIGN

Ben explained the general layout and elements of the Draft Streetscape Plan and then asked for feedback from PAC members.

Comments and discussion:

- Someone commented that they thought Reese should have two exiting travel lanes.
- A question was asked about whether bike lanes were really needed on Bryant. It was confirmed that Bryant (a Major Collector) should have bike lanes. There is a question as well about whether Firwood should have bike lanes.
- It was noted that the drawing should be updated to depict a wider sidewalk on the Chevron site outside of the bypass lane area.
- Concern was expressed about the lack of median south of McDonald's and that perhaps the Jenike left-turn pocket was longer than it needed to be. This elimination of the median is caused primarily due to the needed storage length for the Bryant left-turn lane. It was noted that the Jenike left-turn lane has to be long enough to service U-turn movements as well as drivers accessing the Jenike property. Designers will confirm the needed storage lengths for both turn lanes.
- Someone noted concern about the reduced median width at the north mid-block crossing. Designers will ensure that it is designed to meet ADA requirements.
- It was noted that TriMet would not support the installation of bus shelters along Boones Ferry due to the very low ridership at the bus stops but the City could elect to install and maintain shelters.
- Someone questioned whether we should have the far-side bus stops so close to the intersections as they could interfere with U-turn maneuvers. The design team will consider shifting the bus stop locations.

- It was suggested that perhaps we need more bike parking (consider adding to bus stop areas and near restaurants and coffee shops).
- Someone also mentioned that they want the City to minimize the installation of new traffic signs and would like to be able to review the sign plan.
- Regarding business signs, it was noted that the City would be working with businesses to relocate their existing signs as needed.
- Funds might not be available for the thirteen potential art locations depicted on the plan therefore the PAC would need to prioritize. Someone also noted that there appeared to be more art than needed at the McDonald's intersection. Ralph noted that the art wouldn't be expected to be just sculptures. It could be something simple; like a plaque.
- A recommendation was made to include pet waste bag receptacles.
- Some PAC members noted they liked the tree placement; that it reflected a variety of tree species and wasn't repetitious.
- Ben stated that the trees in the sidewalk were columnar to account for redevelopment of curb-tight buildings but larger trees would be placed in expanded sidewalk areas.
- A question was asked about what we could do to preserve the expanded sidewalk areas. The City will consider right-of-way acquisition or easements but, ultimately, it is up to the property owners as they may want to retain their property for future redevelopment.

5. PUBLIC COMMENT

Mark Williams (Naomi's Lampshades) noted his concern about all the trees depicted along his frontage because they will block visibility of his business and sign. He also had concerns with how his 40-foot delivery truck would access his site.

Mike Kennedy (Double K Ventures/McDonald's) noted that he is supportive of the art pieces at the new intersection and also supports the proposal to add more bike racks. He thinks it makes more sense to have the trash can on private property so they take responsibility for emptying it.

Garrett Stephenson (representing Chevron and McDonald's) noted that he applauds the suggestion that we reduce the median width as opposed to taking more property from Chevron and emphasized that the site does not function without the bypass lane. He also noted that there is a concrete pad that lies under the pump station canopy and that the station is so well lit that perhaps the City doesn't need a streetlight along the Chevron frontage. Garret also stated that having the bypass lane directly adjacent to the sidewalk isn't dangerous because cars traveling in the bypass lane are traveling at very low speeds (~5mph).

NEXT MEETING

Next meeting to be held Tuesday, December 15th, at 9:00 a.m. in Council Chambers at City Hall (380 A Avenue, Lake Oswego).