



BOONES FERRY ROAD IMPROVEMENT PROJECT – PHASE 1

Project Advisory Committee Meeting Summary

Lake Oswego Fire Station – Main Conference Room

August 18, 2015 - 9:00 a.m. to 11:30 a.m.

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

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), Brian Copeland (DKS)

Audience: Michael Keeler (Vic's Auto Center), Garrett Stephenson (representing Chevron)

1. WELCOME

Buck and Krebs volunteered to review the Palisades School and Council Chambers sites to make a recommendation on future PAC room locations.

2. PROJECT UPDATE

Song noted that designers have been focused on refining the alignment and developing profile alternatives. Utility pot-holing to occur this week to determine depth of existing utilities. City will be considering upgrades to existing public utilities (like the waterlines).

3. ROADWAY SECTION CONCEPTS

Song presented drawings comparing the impacts of an inverted crown versus a shed section at five different driveway locations. Song also presented drawings depicting a shed section for the Bryant Road intersection and the proposed signalized location at McDonalds/Jenike. Given that the existing topography along most of the corridor slopes down (toward the lake), it is evident that the shed section best "fits" the existing terrain. With the shed section, the west half of the roadway would drain to a stormwater planter in the median while the east half of the roadway would drain to a stormwater planter in the furnishing zone of the east sidewalk.

It was asked whether we could break the cross-slope to help match existing conditions at the new back of walk; Song confirmed that we would be doing this. It was asked whether we could off-set the grade using the median but this is problematic given that the grade would need to shift back and forth to create an ADA compliant cross-slope at each of the intersections and

pedestrian crossings. And there are concerns associated with the “drop-off” created on the high side of the stormwater planter if one side of the median planter is taller than the other.

It was noted that the inverted crown section would be expected to cost about a million dollars more than the shed section due to retaining walls and additional reconstruction of adjacent properties to match the revised street grade. And there could be additional costs associated with the public utilities to re-establish the required depth of cover. Song noted that the section of Boones Ferry north of Oakridge may be more suitable for an inverted crown when that Phase 2 project is initiated.

Based on the information presented, six of the seven PAC members present supported the shed cross-section.

4. ALIGNMENT & INTERSECTION REFINEMENT PREVIEW

Copeland and Song discussed options for how we end the street improvements north of Oakridge/Reese. Three options were discussed for the street area north of Oakridge; one with a 200’ southbound left turn lane (which was expected to accommodate 2040 traffic demand and would require full buildout of BFR past the Mozena property), one with a 135’ southbound left turn lane (which is expected to have a 10-year design life and would require full buildout of BFR to the north property line of the Post Office), and an option that accounted for no construction north of Oakridge (requiring travel lanes to be offset up to 4.5’ through the intersection).

Copeland then discussed why a traffic signal was the recommended solution for addressing pedestrian safety at Lanewood. Three signalized options were discussed for the Lanewood intersection; one that left the east/west legs of the intersection off-set, one that re-aligned the school driveway to line up with Lanewood, and one that re-aligned the school driveway and also widened BFR enough to add a southbound left turn lane. Lastly, the design team presented information on the option to provide for northbound U-turns at Lanewood.

To maximize safety improvements and the design life of the interim improvements, all PAC members in attendance endorsed the idea of moving forward with the improvements depicted on the *Lanewood St U-Turn Alt.* drawing. Key elements of this concept were the 135’ southbound left turn lane at Oakridge, realignment of the school driveway (to line up with Lanewood), widening for a southbound left turn lane and northbound U-turns on Boones Ferry Road at Lanewood, and the installation of a traffic signal at Lanewood.

5. HARDSCAPE (SIDEWALK, PAVING, MEDIANS, LIGHTING)

Ngan and Hirst presented various boards depicting concepts for the hardscape design to receive input from PAC members on what they liked and disliked. A couple of PAC members favored sidewalk options that increased the landscaping over that of those that increased the available walking space. It was suggested that perhaps we could do a mix of linear walkway (maximizing landscaping) and non-linear walkway (maximizing pedestrian walking space). Members also expressed opinions on the exhibits for sidewalk and retaining wall materials.

Copeland and Tahran reviewed lighting layout alternatives and some light fixture options. PAC members supported the idea of having a unique light fixture for the area. Time for comments was limited so PAC members were asked to provide additional feedback on the sidewalk and wall materials and light fixtures via email.

6. SEPTEMBER 24TH PUBLIC MEETING

PAC members were asked to volunteer (two members per topic) to do presentations at the upcoming open house. Topics are: Roadway Section / Stormwater, Intersections, Theme & Historic Approach, and Streetscape Concepts (Hardscape, Greenscape, Stormwater).

7. SUMMARY AND NEXT MEETING

The meeting was adjourned at 11:30 a.m. The next PAC meeting will take place on September 24th at 9 a.m. at a location to be determined and the Community Meeting will be on September 24th at 7 p.m. at the Lake Grove Presbyterian Church.