



BOONES FERRY ROAD IMPROVEMENT PROJECT – PHASE 1

Project Advisory Committee Meeting Summary

West End Building – Willamette Room

July 21, 2015 - 9:00 a.m. to 11:30 a.m.

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

City & Consultant Staff: 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: Jeff Gudman (City Councilor), Garrett Stephenson (representing Chevron)

1. WELCOME AND INTRODUCTIONS

2. PROJECT UPDATE

Song noted that ODOT is on board with the proposed lane widths for Boones Ferry Road other than the 10' left turn lane. The Draft Geotechnical and Pavement Design Report was submitted and staff has completed the 1st round of one-on-one site visit meetings. Designers are working on cross-section, intersection and project transition concepts.

3. BOONES FERRY ROAD HISTORICAL PERSPECTIVE

Tahrán noted that the draft of *Interesting and Significant Historical Topics* provided by Siegel and Buck was a great start. He would like to see more specifics on 3 to 5 of the ideas. It was suggested that other PAC members volunteer to further investigate these historical concepts.

4. ROADWAY SECTION CONCEPTS

Now that we have a comprehensive base survey, designers are able to get a much better picture of the impacts to private property caused by the wider street cross-section. Song reviewed two cross-section options: inverted crown (where the entire street drains to the median), and shed (where the west half of the street drains to the median while the east half would be treated by a stormwater planter in the east sidewalk furnishing zone).

Song presented drawings comparing the impacts of an inverted crown versus a shed section at four different locations. In general, there is a 1' to 1.5' difference between the shed and inverted crown options; indicating that steeper driveway connections and taller retaining walls would be required with the inverted crown option. Accounting for this change in elevation will be

especially challenging along those properties that have buildings close to the street. Song also presented an exhibit showing the construction needed to transition from an inverted crown on Boones Ferry Road to the existing profile on Bryant Road.

PAC members noted that some of the existing driveways already have grade issues so they were concerned about exacerbating that. They are interested in seeing the cost differential between the two alternatives before making a recommendation.

5. STORMWATER MAP & PLANTING EXAMPLES

Ngan and Hirst presented images of various existing planting and sidewalk designs and other general design concepts to elicit comments from PAC members on what they liked or disliked. PAC members expressed a dislike of linear rows of plants and planter curbs while articulating a desire for plant diversity (different colors, heights, and flowering types) and for the use of art in planters or in combination with lighting. They noted that they would like information on what the proposed plants look like in all four seasons.

PAC members appreciated the examples of storm water planters that had the sloped planting medium (as opposed to the typical deep planter) but it was noted that our limited furnishing space in the sidewalk was unlikely to allow that.

Permeable hardscape was also discussed and attendees were interested in pursuing its use. Song noted that the primary advantage would be the reduced impermeable surface requiring treatment. A disadvantage would be increased maintenance needs.

Regarding the trees in the median, most attendees expressed a desire to have a mix of evergreen and deciduous trees of different sizes with gaps allowing for visibility of facades and signage thru the median. Some members suggested that cedar or cypress trees would be more desirable than fir trees. As for plant layout in the median, PAC members were supportive of the farm/cultivated layout and the native/natural layout concepts; it was suggested that perhaps we could have a mix of both.

6. BRYANT/FIRWOOD INTERSECTION REFINEMENT PREVIEW

Copeland discussed the anticipated operation of the traffic signal at Bryant. It was noted that designers were accounting for three approach lanes on Bryant (left, thru and right) and all PAC members were supportive of the three lane concept. But Copeland noted that, if a protected/permissive phase was initiated for that new left turn lane, the intersection would experience further delay impacting Boones Ferry. Four of the PAC members felt that a protected phase should be provided regardless of the added delay while the other three members were unsure of the best course of action.

7. PUBLIC COMMENT/OTHER COMMENTS

No comment.

8. SUMMARY AND NEXT MEETING

The meeting was adjourned at 11:30 a.m. The next meeting will take place on August 18th at 9 a.m. at the West End Building.