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**Palisades Neighborhood Plan
Issue Area Meeting: Transportation
Tuesday September 26, 2006
Palisades Elementary School Gym, 7:00-8:30 PM**

Meeting Notes:

Meeting began at 7:05 PM

15 neighbors were in attendance plus 2 Lake Oswego City Staff; Eryn Deeming Kehe, Neighborhood Planner and Massoud Saberian, Transportation Engineer.

Eryn Deeming introduced the plan and the planning process. She informed attendees that this was the first step in the process, collecting information from neighbors about their needs. The plan will be a 20 year vision for the future of the neighborhood.

Mrs. Kehe also talked about the City's 20-year vision, the Comprehensive Plan. Goal 12 is the portion of the plan that addresses transportation. She discussed that chapter and shared a list of the 13 goals included within. The Palisades planning committee reviewed these goals and felt that they were comprehensive enough to encompass the needs and expectations of the Palisades neighborhood. They did not feel that additional goals needed to be created. Instead, the focus of the transportation section of the Palisades Plan should be on identifying projects and programs that will help implement those goals in this area of the city.

At that point the group separated into small groups to collect information on particular topics. The input received is summarized below.

Street Lights and Overhead Utility Lines

Map of existing street light locations is available on-line with other maps from the Palisades Plan process. www.ci.oswego.or.us/plan/palisades.htm.

Eryn shared information about a requirement in the city code which requires that all new development and rehab work that involves new utility ditches to put overhead lines underground. Putting these lines underground separate from development projects would be prohibitively expensive.

Neighbors shared the following comments and ideas:

- Shielding is available for street lights to limit light trespass onto private property. An educational program could help neighbors learn about this option.
- Neighbors wanted to know what could be done about lights on conditional use buildings (churches, schools) that trespass light onto private property.

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- *Note: The best way to handle a situation like this is to speak directly to the owner or manager of that property and let them know about your concern. You might go to them with ideas about how they could maintain their security and safety while limiting the amount of light that travels to your side of the property line. Churches are usually permitted in neighborhoods as a conditional use. Generally that means that conditions have been imposed on the use's operation. You can look up the original conditional use permit and see what it says about light. However, my experience is that they are usually not specific on this point. You will probably see faster action by going to the property owner directly and asking for a change.*
- There were questions about areas on the map that seemed like they should have street lights.
 - Ridgeview Court
 - Atherton
 - Meadowlark
- A lack of street lights was noted on lower Greentree Road, Glen Haven Road, Park Road, Delwood Drive and Fernwood Circle. These areas do not have sidewalks. Neighbors wondered if more lights were needed for safety.
- Neighbors wanted to know if city funds were available to add street lights.

Storm Water Runoff

It was noted that an evaluation of conditions in January, after a hard rain, would be a great way to analyze the current situation. Pictures could be used to document.

Flooding occurs at several locations after a heavy rain:

- South Shore at Greentree Road
- Greentree Road at Greentree Avenue – a project completed recently may have helped to solve this problem.
- South Shore at Lakeridge Drive – excess water flows through a private property and down to the lake at this location.
 - *Water flows fairly well in the swales along the north side of South Shore from this location to Westview, but they must be kept free of debris.*
- South Shore at Westview
- Crestview Drive at Highland Drive
- Banyon Lane at Cloverleaf

Traffic: speeding, stop signs, safety, etc.

- Treetop Lane- traffic remains fast even after the installation of speed bumps.
 - *We will never eliminate speeders. Speed bumps are one of the most effective ways to slow traffic, but if they don't help you should*

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look at what the street is telling drivers. Is the right of way wide? Are there large trees on the side of the road which make it feel smaller? Are there hills? If the road seems wide, drivers will tend to drive faster. Reducing the size of the road, or just making it seem more narrow can help reduce speed. Enforcement can help, but there are a lot of streets out there for our police to watch. Call the police non-emergency number to speak with someone about increased enforcement: (503) 635-0250.

- Stafford – the left turn from Stafford onto Sunnyhill is very dangerous. Need a left turn pocket.
 - *There is not enough space to build a left turn lane at this location because of an important wetland located just to the south of the existing roadway.*
- Sunnyhill – the left turn out of Sunnyhill onto Stafford is also dangerous.
- Ridge lake Dr. – Parents idling on Ridge lake Dr. waiting to pick up students at Lakeridge. This is a no parking area.
 - Possible solutions?
- Westview – from Overlook to Stafford needs a proper sidewalk.
 - What is not working with the current sidewalk?
- Westview – Speeding is a problem on this street
- Overlook – speeding occurs between Stafford and Tree Top Lane. Potential location for speed bumps.
- Reduce speed on Stafford
 - *Requires a decision by the State Speed Control Board. Such a change is not supported by city staff. 35 and 40 is appropriate for an arterial road like Stafford. There is desire to keep traffic moving as much as possible to encourage use of arterials for through traffic and discourage the use of neighborhood streets.*
- Crosswalk is needed on Stafford at Bergis to assure a safe crossing for pedestrians.
- Woodland Terrace – Excessive speeding between 1:30 and 2:30 am. Drag racing?
 - Report this type of activity directly to the police at (503) 635-0250.
- Overlook – People make illegal u-turns on Overlook at Ridge lake Dr.
- Lakeridge --- It is hard to see oncoming traffic when turning onto South Shore.
- South Shore (westbound)– On a sunny day it can be hard to see oncoming traffic in the area near Lakeridge due to the glare.
- South Shore – Cyclists share the roadway with cars and it creates a dangerous situation. Consider funding the identified TSP project to build a bike lane on South Shore.
- Fernwood – Overgrown vegetation at intersection with South Shore makes it difficult to see well enough to pull into traffic.
- Palisades Crest Westview Drive – Visibility is often poor, particularly on a sunny day.
- Sight Distance problem on the SW corner of Stafford and Overlook

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- Pedestrian bridge across Stafford
 - *This would be a multi-million dollar project. High costs make this type of project prohibitive.*
- Install concave mirrors to help with visibility at Palisades Crest and Westview and also at South Shore and Lakeridge.
 - *The City does not support the installation of mirrors, but maintains specific rules about site distances to assure driver safety. For more information on those rules, contact Kathy Marcott at (503) 697-7419.*

Noise

Below are noise concerns that neighbors identified:

- Airplanes-new flight path?
 - *Information about noise control from the Port of Portland:*
http://www.flypdx.com/Noise_Mgmt_Home.aspx
- Traffic helicopters going to Hwy 205
- Loud music in cars
- Traffic noise- Overlook and Stafford
- Train Noise
- Leaf Blowers
- Barking/moaning dogs

Looking into the Future at a comprehensive transportation plan for 2026

Participants were asked to think about the future and what they think should be done to mitigate impacts that change and growth might bring to neighborhood over the next 20 years.

Southern area of the neighborhood – Stafford, Overlook, Bergis, etc.

- No left turn onto Sunny Hill from Stafford
- Maintain the scenic qualities of Stafford Road
- Keep Stafford a two lane road
- Create an alternate east-west route to Stafford so that future growth won't rely entirely on Stafford road for access to Hwy 43 and Interstate 205.
- No lights at Luscher Farm – maintain the natural look and feel of the property
- Shuttle van to get neighbors to bus lines, shopping, etc. – Consider partnership between Lakeridge High School and the Avamere project
- Bus Route on Stafford to take riders to downtown LO and Portland
- Move the library drop box from Luscher Farm to Palisades Market.

Northern area of the neighborhood – South Shore, Greentree Road, Westview, Overlook, Fernwood Drive, Lakeridge

- Sidewalk on Westview from Overlook to South Shore
- Traffic on South Shore is likely to increase over time because it is the main route around the lake

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- All the cross streets which intersect with South Shore will need to be monitored into the future to deal with the increased traffic—site distance issues will be more critical to safety. Lights and turn lanes might need to be considered.
- A separated sidewalk/pathway will be needed on South Shore to assure safety for pedestrians.
- Palisades seems to have an aging population. That could mean we will see different types of vehicles in the future—more RVs and more fuel efficient vehicles like scooters.
- If fewer children live in the area, that could impact Palisades School. That could have an impact on traffic in the neighborhood.
- Residents will need more access to public transportation in the future and safer, more comfortable places to wait for the bus.
- Bike path on Edgecliff Terrace—people don't use the alternate route.