

Lake Oswego Redevelopment Agency

Boones Ferry Road Improvement Project

September 24, 2015 Community Meeting Summary

By: JLA Public Involvement
10/16/2015
DRAFT

Overview

The Boones Ferry Road Project Advisory Committee (PAC) held a community meeting in September 2015 as a part of the Boones Ferry Road Improvement Project. The purpose of this event was to:

- Share information about the project and this phase of work.
- Share new data / information collected in this phase
 - Provide opportunity to learn and discuss information with technical experts and PAC members.
- Inform people about the discussions and decisions of the PAC.
- Seek feedback and new information from participants to inform PAC decision-making in the future.

Community Meeting Details

The public community meeting was held on September 24, 2015 from 7:00 p.m. to 9:00 p.m. at the Lake Grove Presbyterian Church (4040 Sunset Dr., Lake Oswego, OR 97035). Approximately 40 people attended the meeting.

Notification

LORA staff used several different methods to invite neighbors and business people to the event. The city-wide distributed Hello LO Newsletter, which arrived in all Lake Oswego mail boxes on September 1, included an invitation to the meeting. Staff posted two notices on the project website (www.boonesferryproject.org), and they included an announcement in the City of Lake Oswego's Community Calendar and on the front page of the City's website (www.ci.oswego.or.us). Staff posted the first notice on September 10, 2015 and a second on September 22, 2015. The Lake Oswego Review published information about the meeting. Finally, staff sent an email announcing the meeting to 306 individuals. Recipients of that email included all property owners within the project area on Boones Ferry who had shared their email with the City, all neighborhood association chairs from nearby neighborhoods, all PAC members, and interested parties who had subscribed to the project's email newsletter.

Meeting Format

The event was organized around a presentation given by PAC members to explain their approach to different aspects of the project design including: Roadway, Intersections, Identity / History and Streetscape.

The agenda for the meeting included three parts:

1. A soft opening where participants were encouraged to look at displays/maps and talk with PAC members and staff
2. Formal presentation and group discussion/questions led by PAC Members
3. Additional time after the meeting for one-on-one conversations

Upon arrival, community members were asked to sign in, and 40 people did so. They were given a handout with an explanation of the project and a comment card to leave their input. They were then

encouraged to take a look at the displays and chat with the project team and PAC before being seated for the presentation. Brant Williams, the Redevelopment Director for the City of Lake Oswego, opened the presentation by welcoming the community and providing background information about the project and process. He then introduced the PAC members who would continue the presentation.

Carolyn Krebs and Bruce Goldson discussed roadway design, Lang Bates and Trudy Corrigan examined intersections, Mike Buck and Debbie Siegel presented identity and history, and Riccardo Spaccarelli and Cheryl Uchida presented on streetscape.

Each section of the presentation was followed by a short discussion period led by Eryn Kehe, Project Manager at JLA Public Involvement. Community members were encouraged to voice their thoughts as well as ask questions. Meeting members were also given a second comment card following the presentation on “Identity and History” with specific questions to gather input on that topic.

After the presentation, community members had the opportunity to meet with PAC and project team members to review the handouts and displays, which included:

- The Refinement Plan Summary handout (that included the project schedule)
- Nevue/Ngan map of the project area – attendees were encouraged to leave comments on particular points on map with sticky notes
- Strip Maps showing the project area in largescale
- Examples of streetscape design elements

Key Input

Input was gathered at the meeting through group discussion, general comment cards, and “Identity/History” comment cards. Thoughts and questions voiced during the discussion period were organized into the areas of the presentation: Roadway, Intersections, Identity/History and Streetscape.

Group Discussion and General Comment Card Responses:

A total of 11 general comment cards were collected at the meeting. For the comprehensive report of the group discussion and general comment cards, refer to Appendix A.

Roadways

- Concern about whether the road’s west-east downward slope will cause puddling on the east side
- Questions about how noticeable the shed slope will be on the lower, existing, end of Boones Ferry Road
- Desire for minimal impact to businesses during construction
- Connect to the road behind McDonald’s to provide more opportunities for parking.
- Suggestion that median plantings should extend further up Boones Ferry to Banner Bank to prevent left turns onto Quarry Road

Intersections

- Request to improve timing of lights at intersections
- Interest in ensuring the safety of protected U-turns
- The road to the school is too narrow and should be made a two-way street
- Oakridge is too narrow as a two-way and should be made a one-way street
- Consider three lanes at the Bryant intersection
- With the right turns from Douglas there was concern that there would be back-up on Lanewood
- There was concern about whether traffic will build up at Lanewood's new signalized intersection near the school

Identity & History

Suggestions included:

- Integrate interpretive kiosks that tell the history of Boones Ferry
 - Trail of slag stones between the trees along Boones Ferry with historical plaques
- Preserve the skyline of firs along Boones Ferry
- Improve character of streetlights
 - Similar to historic six-sided lights in Portland
- Include Trillium and other native plants in new landscaping
- Recognize and represent the swans that used to migrate through Lake Grove in the streetscape
- Integrate William Stafford poetry into design of community spaces
- Decorate street with banners or flags
- Design an arch or gateway to go over Boones Ferry that will help give the community identity
- Sunn Amplifiers were invented in Boones Ferry neighborhood – there should be a reference to this history in the project
- Reference the flock of peacocks that call Lake Grove home

Streetscape

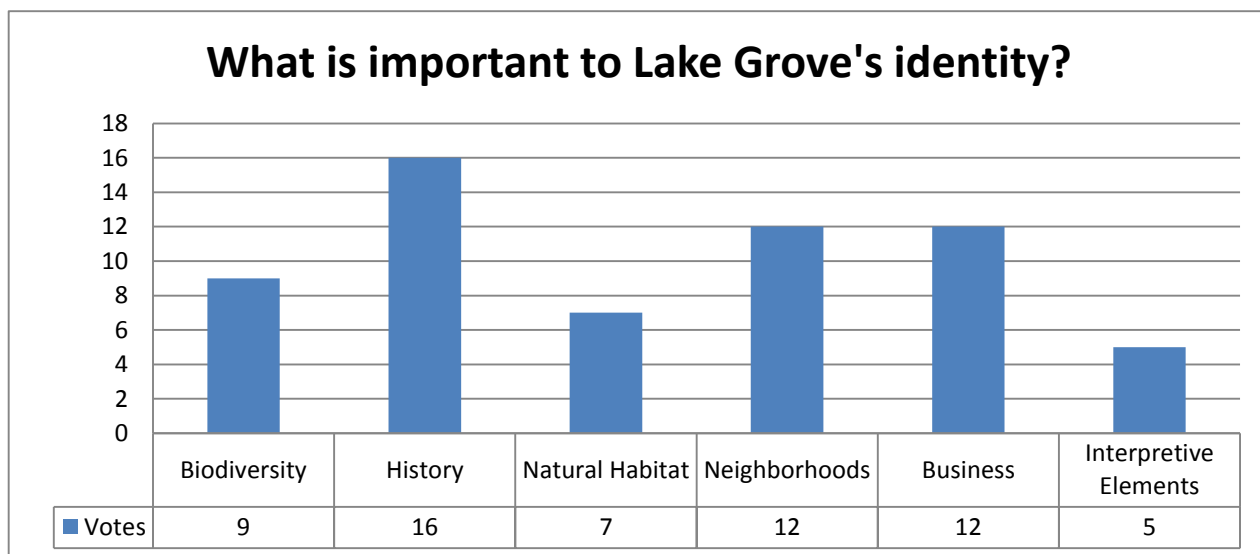
- Interest in bioswales as a provision for stormwater overflow rather than draining directly into the sewers or the lake
- Interest in safety for pedestrians and a suggestion to use plantings between sidewalk and road as a buffer
- Interest in drinking fountains on Boones Ferry
 - Make them accessible for dogs as well
- A suggestion to incorporate the skyline of firs into streetscape
- An interest in the streetscape feeling more like “gardenscape”
- Interest in more bike racks
- Desire for a community space in Lake Grove like Millennium Plaza
- A desire for consistent coloring to help identify the area
 - Similar to the “brick” coloring that Downtown Lake Oswego is known for
- A suggestion for poles along the road for hanging baskets, banners and holiday lights
- A suggestion for the use of permeable pavement

Other Comments/Concerns

- Community members expressed concern about how traffic will be kept off side streets during construction
- Someone suggested more signs to direct people to the Lake Grove Swim Park
- A participant suggested rotating the elephant structure so that the other side is more visible
- Someone suggested that removing some of the barriers between businesses would allow people to travel short distances without traveling on Boones Ferry

“Identity & History” Comment Card Responses:

A total of 24 comment cards specific to the “Identity and History” discussion were received. Those comment cards included one multiple choice question about Lake Grove’s identity and a second, open-ended question asking for ideas about how the project might express the history and identity of the area. A summary of the responses is provided below.



When asked what is important to Lake Grove’s identity from a list of six options, community members showed the highest interest in the history of Lake Grove. Neighborhoods and Businesses received the next highest number of responses, followed by Biodiversity. Participants were allowed to choose multiple answers.

After the multiple choice question, attendees were encouraged to list ideas about how the project should address identity and history of the area. Below are the common themes from the 24 comments received:

Biodiversity

- Landscaping should feel natural and use native plants.

History

- Historical markers/kiosks
 - History of ferry and Boones Ferry Rd (like George Rogers)
 - Markers in front of iconic/historical buildings with explanation of prior uses
 - Road signs marking historical spots
 - Develop a way to explain the history of the name Boones Ferry in a way that's enjoyable to the public
 - History of the railroad (Red Electric)
- Show the names of the different communities and relate how they came to get those names
- Honor the native tribes of the area
- Create a small historical museum
- Preserve the iconic and historical buildings
- Design an art/history walk that reflects upon Lake Grove's history as well as the native flora and fauna.

Natural Habitat

- Protect the natural wildlife in the area
- Protect surrounding habitat from stormwater runoff with bioswales
- Preserve the existing fir trees that grow around the commercial areas and connect them with stormwater bioswales and plantings

Neighborhoods

- Integrate Lake Grove neighborhoods with Lake Oswego

Business

- Better planning for future business development

Other Comments:

- Invest in public art, like in downtown Lake Oswego
- Incorporate water features into community spaces
- Improve street and path lights
- Outfit street for seasonal lights and garland.
- Develop a "String of Pearls" along Boones Ferry

Lastly, a resident of Lake Oswego that was not able to attend the Community Meeting submitted (via email) some comments and suggestions related to the Post Office access and circulation. A summary of those comments and suggestions has been included as Appendix B.

Appendix A:

Open House Group Discussion Flip Chart Notes & General Comment Card Responses
 (Note: Some questions were answered during the presentation. Responses have been provided to questions for clarification.)

Group Discussion

Roadways

Questions:

- Will there be provisions for stormwater overflow?
 - [Response: Yes. The drainage system consists of stormwater planters that will be designed to infiltrate and treat stormwater anticipated for this project. Any overflow will drain into the existing stormwater system.]
- With the west-east downslope, is there a concern with puddling on the east side of the road?
 - [Response: No. The roadway will be designed to account for proper drainage. During heavy rain events, one would expect that some puddling could occur as per any street during a heavy rain event. But recall that the east side of the street will only carry half of the street run-off given that we have a median dividing the street so the west half of the street drains to the median.]
- Will the cross-slope be noticeable along Boones Ferry Road?
 - [Response: The roadway will be designed with a cross-slope that's very similar to other typical streets. A certain amount of slope is necessary to shed water into the stormwater system.]
- Will construction negatively impact businesses?
 - [Response: Any roadway project of this size and scope will have impacts on abutting properties. The project team and contractor will work with abutting owners to minimize impacts.]
- How will people park for Naomi's?
 - [Response: The design team, working with the property owner, will be considering alternative designs to maximize parking on the property.]

Comments:

- If you connect to the avenue behind McDonald's, there would be more opportunities for parking.
 - [Response: There is an existing access road behind the businesses that extends between McDonalds and Bryant Road. We would agree that having more connectivity via this private access is beneficial to business circulation and parking. However, for some businesses that don't already have that access road, punching it through their property

could result in a loss of parking on their specific site so they must be willing to make that trade-off.]

Intersections

Questions:

- What is meant by a protected U-turn?
 - [Response: There is a traffic signal at the intersection that provides a green arrow for left-turns and U-turns.]
- The road through McDonald's to the back road, would that be a connecting road?
 - [Response: The McDonald's accessway would not be a public street, but rather it would remain as a private drive that connects the private back road to Bryant Road.]
- With all the right turns from Douglas out onto southbound Boones Ferry, will traffic back up due to the new traffic signal at Lanewood?
 - [Response: The proposed design includes a traffic signal at the Lanewood intersection with a southbound left-turn lane on Boones Ferry Road. The addition of that left-turn lane on Boones Ferry means that left-turners will no longer be blocking the southbound thru-lane which is beneficial to the signal operation at Lanewood.]
- Are the mid-block pedestrian crossings controlled?
 - [Response: The mid-block pedestrian crossings have not been fully designed. The PAC will provide guidance on the future design including appropriate signs and other traffic controls.]

Comments:

- Would like to see the lights better timed
- The one-way road into the school should be two-way (in and out)
- Oakridge is too narrow as a two-way road, consider making a one-way
- Taking a left onto Bryant off of Boones Ferry, you are met with a red light. If it is a question of coordination lights, then the light should be timed better.
- Put slides online

Identity & History

Comments:

- Include trillium in plantings.
- Reference the swans that used to flock through in streetscape
- Integrate William Stafford's poetry into streetscape
- Have decorative flags or banners like in downtown
- Have pictures outside of businesses displaying the product, like in Europe
- Preserve the skyline of firs along Boones Ferry and incorporate them into streetscape.
- Sunn Amplifiers were invented in Boones Ferry, reference their history.

- Integrate interpretive kiosks that tell the history of Boones Ferry.
- Have signs that direct people to the Lake Grove Swim Park.
- Between trees along the road, put stones of slag with historical plaques. Make a trail people can follow along the road.
- Relocate the elephant sculpture so that it is more visible.
- We have a flock of peacocks running around the neighborhood.

Streetscape

Questions:

- Will there be something like Millennium Plaza in Lake Grove?
 - [Response: The Lake Grove Village Center Plan does not identify one large park or public space, but rather a “string of pearls” along Boones Ferry Road. The “pearls” are intended to be smaller connected public spaces/plazas.]
- Will there be drinking fountains, including fountains for dogs?
 - [Response: The PAC will discuss this and provide the design team with direction.]
- Will utility lines go underground? Is it limited to the lines on Boones Ferry road?
 - [Response: Existing overhead utility lines on Boones Ferry Road will be undergrounded. Undergrounding utilities is limited to just Boones Ferry.]
- Have bioswales been considered rather than draining directly into the lake?
 - [Response: We will be constructing stormwater planters to treat stormwater prior to discharging to the lake. Where conditions are favorable, those stormwater planters will also account for infiltrating stormwater so that we discharge less flow to the lake.]

Comments:

- Six-sided historic streetlights would enhance character.
- Have a wrought iron gateway or arch over the street
- Have a consistent coloring to streetscape, similar to Lake Oswego’s brick red in the downtown area.
- Have plantings on the sides of the road to provide safety to pedestrians.
- Plantings should include lots of native flowers – “smiling town”
- The streetscape should feel more like a “gardenscape.”
- Would like to be sure that the poles for hanging flower baskets will be put back up after construction

Other Questions/Comments:

- How will the project minimize traffic impacts to side streets during construction?
 - [Response: The design team will develop construction staging plans and traffic control plans that will take construction impacts into consideration. A project of this magnitude can’t be built without having an impact on adjacent businesses or streets but it will be our goal to minimize that impact to the extent possible.
- Will there be a bike lanes on both sides of Boones Ferry Road?

- [Response: Yes.]
- Is there a plan for traffic to go all the way to I-5?
 - [Response: It is our goal to develop construction staging and traffic control plans that will minimize impacts to vehicular travel. As such, we would still expect drivers to be able to access I-5 from Boones Ferry Road during construction.]
- How will traffic on the narrow residential roads including Firwood and Waluga be handled?
 - [Response: Construction for narrow streets can be especially challenging. In formulating our construction staging and traffic control plans for work impacting Firwood and Madrona/Waluga, we would consider the full range of options; lane closure with flaggers, half-street closure, street closure, night work, etc.]

General Comment Form Responses

Questions:

- How will traffic be managed during construction?
 - [Response: The design team will develop construction staging plans and traffic control plans that will take construction impacts into consideration. It will be our goal to minimize that impact to the extent possible.]
- How will traffic impact surrounding neighborhoods?
 - [Response: The roadway improvements are not expected to have a significant impact on the traffic capacity of Boones Ferry Road. With the inclusion of longer left turn lanes, bike lanes, and additional traffic signals with pedestrian crosswalks on all legs, the neighborhood should benefit from safer access to and from Boones Ferry Road for vehicles, pedestrians, and bicyclists.]
- What does the term “great street” mean?
 - [Response: This is a term used in the Lake Grove Village Center Plan to describe the vision for Boones Ferry Road. It includes transforming Boones Ferry Road into a safe, welcoming and convenient pedestrian and bicycle environment, where auto traffic is accommodated efficiently and safely, stormwater is treated naturally, and businesses needs are successfully met.]
- What is the vehicle crash data for the past 2 years?
 - [Response: We do not have the crash data for the last two years, but data is available for 2002-2012; see Appendix C.]
- Will bike racks be installed as part of the project?
 - [Response: The PAC and design team will consider the idea of including bike racks.]
- Can barriers between properties be removed so that traffic can flow between businesses rather than having to go back out onto Boones Ferry Road?

- [Response: That is one of the strategies being considered. We would agree that having more connectivity between properties is beneficial to business circulation and parking. However, this is something that the property owners would need to support.]

Comments:

- Consider the U-turns closely for safety
- Develop construction traffic plans
- Three lanes for Bryant intersection
- Concern about traffic backing up at new signalized intersection at Lanewood, near school, Starbucks, Parkway Vet Clinic and Sherwin Williams exiting traffic.
- Plantings are needed further up Boones Ferry, up to Banner Bank so vehicles cannot make left turn onto Quarry Rd.
- Info kiosks in all restaurants
 - Include: Riccardo's, McDonalds, La Provence, etc.
- Permeable pavement in the seating areas and lots of native plants please!
- Synchronize stop lights for better traffic. I.e. Carmen to I-5 faster than Boones Ferry. Make it beautiful - simple, elegant, and not junky.
- Why will there be a traffic signal at McDonalds? This seems unnecessary.
 - [Response: The traffic signal is to provide for additional safe pedestrian crossings as well as better access to businesses on both sides of Boones Ferry.]
- Why are there two mid-block pedestrian crossings?
 - [Response: These crossings also provide for more safe opportunities for pedestrians to cross Boones Ferry Road.]

Appendix B:

Suggestions Emailed to Staff after the Meeting

Lake Grove Post Office Traffic Safety Proposal

Summary of ideas submitted by a Lake Oswego Resident

October 5, 2015

It is necessary to correct a design flaw of the dual traffic flow by a re-positioning the mailboxes to the west end of the "Woodland Island". This creates a dedicated mailbox lane protected by small orange barriers and discourages hazardous lane changes into the customer parking area.

To eliminate the left turn off Boones Ferry Road into the Post Office, the following ideas are proposed:

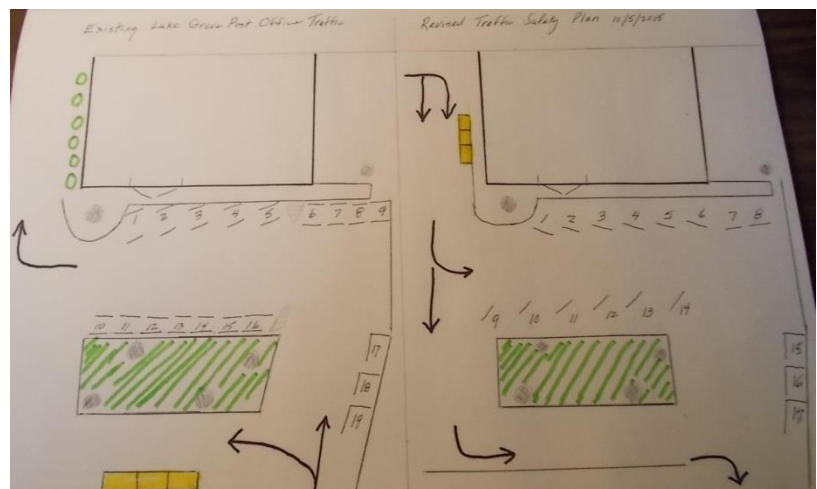
Please see the picture of the plan:

OBJECTIVE:

1. To safely re-direct Postal customers via:
2. New placement for outdoor mailboxes; Create a mailbox corridor
3. New entrance to the post office utilizing the traffic signal on Boones Ferry Northbound
4. A separate traffic lane for flow-through customers
5. Preserve indigenous Landmark trees and plants

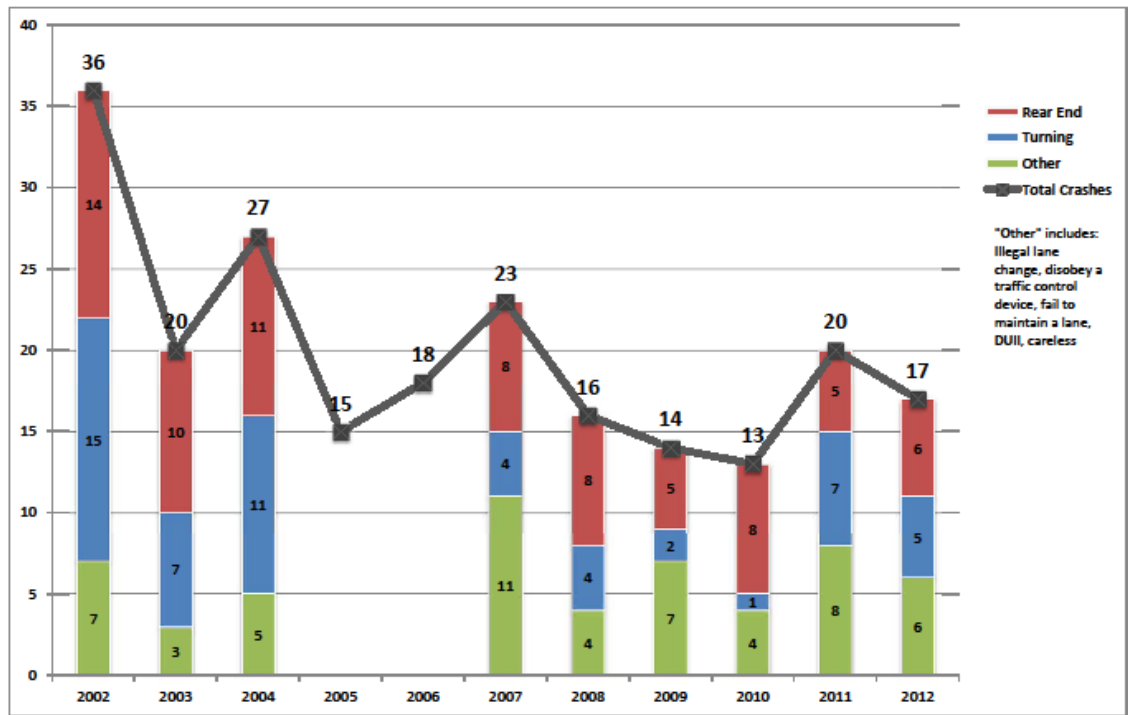
RECOMMENDED CHANGES:

1. Relocate outdoor mailboxes
2. Elevate these mailboxes on a platform for greater security when boxes are overflowing during holidays, etc.
3. Entrance is reversed using existing driveways.
4. Create two lanes at Entrance: one for flow-thru and one for mailbox drop-offs customers.
5. Define base of mailboxes in yellow (caution color)



Appendix C:

2002-2012 Crash Data



BOONES FERRY ROAD IMPROVEMENT PROJECT - - Crash Data 2002-2012
 (between Kruse Way and Madrona Street)

