



BOONES FERRY ROAD IMPROVEMENT PROJECT – PHASE 1

Project Advisory Committee Meeting Summary

Lake Oswego City Hall – Council Chambers

December 15, 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

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

Audience: Garrett Stephenson (Perkins Coie LLP, representing Chevron)

1. Welcome

Mike and Carolyn announced that the City Council will be reviewing the 30% plans at their February meeting.

2. Project Updates

Terry announced that he will be meeting with ODOT to discuss the Design Acceptance Package (DAP), stormwater strategy, and the scope and budget for the upcoming final design and right-of-way acquisition phase. Work continues on the Madrona St. intersection design for the transition between the Lake Grove Village Center Plan design standards and the West Lake Grove Design District standards. Crews are also looking at the condition of existing stormwater and sewer lines. Lastly, the design team is working on parking mitigation strategies in anticipating of meeting with property owners in 2016.

3. Tree Removal Overview

PAC members shared their observations after they had the opportunity to walk the roadway with the proposed tree removal plan. One member mentioned that it provided her a better understand of why some trees were proposed for removal. She also thought designing the sidewalk to meander around a tree or transplanting trees could be options to consider if a tree was in the way. Lastly, there needs to be a balance between biodiversity and business interest and the PAC should have a discussion about their goals and policies are for tree preservation. Another indicated that the Comprehensive Plan and neighborhood plans call for the preservation as many trees as possible. The design should include a green expanse of diversified trees, but keep businesses visible. Others indicated that it was surprising to learn how many trees (130 trees) would need to be removed and that it needs to be clearly communicated to the public why these trees need to be removed and what is being done to mitigate the impacts.

4. 30% Streetscape Design Review & Approval

Ben, Jason and Ralph provided an overview of the 30% streetscape design map and expanded sidewalk illustrations. Ben explained that the design team was looking to get some feedback from the PAC to see if they were on the right track for the stormwater, greenscape, median and sidewalk designs. After the discussion below, the PAC supported the direction of the designs as it was shown on the map and display boards.

Stormwater

Jason discussed the stormwater design and the PAC's decision to support the shed section rather than the inverted crown section based on the design constraints such as topography. Stormwater will be designed to generally follow the slope of the roadway grade, shedding water from west to east. There will be some stormwater planters in the median, but primarily on the east side. There will also be some stormwater planters on the west side where the road transitions back to the crown section south of Madrona Rd and north of the Oakridge/Reese intersection. He indicated that the facilities were designed as large as possible and plants were selected to provide the best survivability rate. These facilities were also designed and sized to meet the City's stormwater quality and quantity requirements.

PAC Discussion:

PAC members indicated that stormwater is currently a sensitive subject and that the project needs to be able to articulate that everything financially practicable was being done to address stormwater. We need to be able to tell the stormwater story and tie it into the sustainability theme of the project. It was suggested that diagrams, illustration and videos be considered to tell that story.

Greenscape/Landscape

Jason explained that the overall landscape scheme was designed to reflect a wild natural feel in the corridor, however, there will be the opportunity to have some locations be more cultivated or manicured such as pedestrian areas, areas around street trees and trees in the median. The planting scheme will provide some diversity, but with a unifying theme. The planting species will mostly be a native palette. The major driver for tree locations will be driveway and street light locations. Special attention was made to ensure that there is visibility through medians to businesses and having enough trees to reflect the character of Lake Grove. Panels 8.4 and 8.5 provide a summary of the proposed trees to be used.

PAC Discussion:

- Bryant Rd. Trees - It was explained that there were limited opportunities to provide street trees on Bryant because of the narrow 5-foot wide sidewalks on the north side. However, there is more opportunity to include street trees on the south side because of the 9-foot wide sidewalks.
- Chevron Station - the frontage on Boones Ferry Road is devoid of trees in part due to the two driveways and narrow sidewalk. Garret Stephenson (Chevron owner's representative) indicated that they are open to having landscaping as long as circulation and the pass through lane was preserved. A design should be brought back to the PAC.
- Quarry Rd "pork chop" – The question was raised why the pork chop was put back in after it was removed when the crosswalk was put in. From an engineering design standpoint, the intersection can work with or without the pork chop. However, it was expressed that it is very important to retain it from a neighborhood standpoint because it adds to the character, provides a refuge for pedestrians and has the neighborhood sign. There was also concern about cars speeding through the turn from Boones Ferry Road onto Quarry – the design team will look at doing a bulb-out and ensure fire engines can still make the turn. There was agreement that safety should be increased at all intersections and that it could be discussed as part of the neighborhood traffic management outreach.

- Oakridge/Reese Intersection – There is confusion at the intersection because of the turning movements from cars pulling out from Reese Rd and Oakridge Rd – can this be fixed? The issue is the geometry and offset lanes at the intersection. The team can look at channelization and other options.
- There are a lot of areas along Boones Ferry Road that have issues, but at the end of the project, we need to be able to say that we're aware of them, we've discussed them and tried to improve them as best as possible.

Median

Jason indicated the overall configuration of medians has not changed much. There are mid-block crossings at the shopping center and Babica Hen/Riccardo's. Trees are dispersed along the corridor and there are locations for iconic trees. There is no lighting proposed in the median, lighting is focused on the sidewalks. Ben explained that there the stormwater facilities in the median are about 18" deep.

PAC Discussion:

- Pedestrian Refuge – There was discussion about providing pedestrian refuges at the ends of the median, which would make it a little more pedestrian friendly and facilitate pedestrians crossing the street. Unfortunately, vehicle turning movements as well as ODOT crosswalk requirements hinder the ability to have them. It was noted that the pedestrian signal timing will allow adequate time for pedestrians to cross the street.
- Pedestrian Safety – It was noted that pedestrian safety should be emphasized and the PAC should have a detailed discussion on this top. Crosswalk areas are not anticipated to be raised because Boones Ferry Road is a major arterial and they are an obstacle for emergency vehicles. "Z" crossings are currently unsignalized, but it should be noted that they could be signalized in the future if warranted. At this time, conduit could be installed in anticipation of future signalization. It was agreed that no one necessarily wanted to see High-intensity Activated Crosswalks (HAWK) signals nor should a commitment be made to a particular signal because technology changes. The PAC would, however like to get feedback from the community as to what kind of signalization they would like to see.

Sidewalks (including expanded sidewalk areas)

Ben mentioned that the typical sidewalk width will be 9-feet wide, except in "constrained" areas like at the two gas stations. Street lights are spaced approximated 100-feet apart to avoid driveways and other conflicts. Street lights will include pedestrian level fixtures to provide safety on the sidewalk and hardware for banners and hanging baskets. Signaled intersections are proposed to be illuminated with LED lights mounted on each of the four signal arms.

Ralph described the 12 proposed expanded sidewalk areas (referencing the locations on the 30% map). They enhance the pedestrian experience and add to the character of the area. Property owners indicated to him that they don't want to do anything that might reduce future redevelopment potential of their property. The Code indicates that if they are put in an easement, it does not detract from the redevelopment potential. The Round Table site was removed from potential locations because it is uncertain what kind of frontage we could have. As the team works with the property owner, there could be an opportunity to do something there. If in the future it is used for public purposes such as a public parking lot, as the Parking Management Plan contemplates, it should be a city policy to include an expanded sidewalk area.

PAC Discussion:

- Retaining Walls – it was noted that most retaining walls will be between 1-2 feet tall. However, in some locations like the Bank of America, barber shop and the medial offices north of Madrona it could be up to 3 feet tall. Some of the walls could be used for seating.

- Concrete Medians – There are a couple of areas where the median is all concrete. We should consider other surface materials for these areas.
- McDonald's – there was concern about the inconsistency of the McDonald's intersection because the medians are treated differently than other intersections. Specifically, the sidewalk crossings are pulled back. It was suggested that all the intersections should be consistent.
- The meandering sidewalk in front of the Jenike property is a nice detail, but is that feasible to do as it appears to go on private property?
- Endorsed stone as a primary material to use.

5. Public Comment

There were no public comments.

Other PAC comments and announcements:

- On January 26, Babica Hen is hosting an informational meeting for property owners and other interested parties on the right-of-way acquisition process. Staff and PAC members are invited to attend.
- Signage will part of the discussion in 2016.
- Slowing traffic down / pedestrian safety – We will be asking ODOT to approve a reduction in the speed limit from 30 mph to 25 mph.
- Neighborhood traffic management – the team will work with neighborhood associations to understand the issues and look for ways to address them.

NEXT MEETING

To be determined. It is dependent on when the contract for the next phase is approved by ODOT.