



BOONES FERRY ROAD IMPROVEMENT PROJECT – PHASE 1

Project Advisory Committee Meeting Summary

Lake Oswego City Hall – Council Chambers

November 15, 2016 - 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 (WHPacific), Ben Ngan (Nevue Ngan Associates), Vaughn Brown (JLA), Ralph Tahrán (Tahrán Architecture, LLC)

Audience: None

1. Welcome

Mike indicated the PAC had some big decisions to make at this meeting.

2. Project Updates

Terry updated the PAC on the following items:

- Continued developing utility relocation plans, meeting with utilities
- Completed in-street infiltration testing, working on private property locations – refining last water quality basin locations
- Continued Neighborhood Traffic Management effort, working on next steps
- Legal descriptions for property acquisition in progress, General Information Notices for R/W in progress
- Working with property owners (primarily off-site water quality locations)
- 60% Submittal Plans and Estimate submitted – responding to review comments
- Amendment 4, primarily for additional storm drain, resubmitted to ODOT

Ben met with the project team's horticulturalist to discuss his recommendation on the planting plan. A plant subcommittee meeting is scheduled for next week.

3. Intersection Concepts Review & Selection (Discuss & Decision)

Vaughn indicated that the team would like to get PAC consensus on an intersection design, or the highest level of agreement possible. Ben described in detail the three options that the PAC forwarded from their last meeting:

1) All asphalt, 2) Asphalt with concrete sidewalks and 3) Concrete center and crosswalks. The PAC reviewed the intersection option boards.

PAC Discussion:

- Stacy indicated that a “ladder” striping pattern will be required at the mid-block crossings based on current MUTCD standards. It is considered an unexpected crossing and near a school (where drivers would expect to see this type of ladder crossing striping). She will review current standards to determine if ladder crossing will be required at all crossings. That standard was changed in 2009 and was likely not required when the crosswalks in the downtown were constructed. She also noted that the striping (dashed lines) through the intersections shown in the 60% design are a “should” because the skew is so significant. Terry indicated it was in response to public comments received at open houses and from the PAC to create safer intersections.
- A PAC member was struggling with the tradeoffs associated with having a concrete intersection and the constructability (i.e. impact on businesses and neighborhoods during construction) and associated costs. He noted that the Lake Grove Business Association liked options 1 and 2 because of the reduced costs and minimized construction impacts. Another member indicated that although generally the costs are not that too different, they were struggling with construction staging and impacts.
- Terry explained that doing an intersection in all concrete would require intersection closures and take several weeks at each intersection. Partial closures might be an option, but then that extends the time doing work in the intersection (i.e. adding new delays for partial closures). Two intersections could be done at one time, but not all four at the same time. If a concrete driveway were reconstructed, access could still be maintained because it could be constructed one half at time. Curing for concrete takes 3-4 days using “high early” concrete. Vehicles would still have access to businesses on Boones Ferry Road (BFR) via compacted gravel accesses/ramps and if it were a restaurant location, the work could be scheduled for later in the evening after closing. Some sidewalks would likely be closed and flaggers would only be located in the areas where construction work is occurring.
- Concern was raised about cut-through traffic from vehicles avoiding the BFR area. To address this concern and other construction related issues, the team will develop an extensive outreach plan. The outreach may include things like weekly briefing meeting “coffee with the contractor”, construction hotline and project web page.
- A member had to leave for another commitment, but indicated he liked the asphalt intersections with concrete walkways. Color concrete might also be a good option with thermal plastic to make it more pedestrian friendly.
- Strategies discussed to minimize impacts for the construction of concrete crosswalks included:
 - Precast crosswalks, however there was concern with transporting the large slabs and differential settling between abutting materials.
 - Steel plates, which could be used for pedestrians, but not for vehicles because they are not effective in bridging over the crosswalks. If plates were being used to bridge over something, it would require an extensive distance to ramp up and down making it not very practical.
- It was noted that we want to create aesthetic intersections. Complicating this is the fact that there isn’t a grid street system and that intersections cannot be closed easily without creating traffic impacts to abutting neighborhoods. It was suggested that vertical markers be used to demarcate intersections. The markers help would keep people’s eyes looking up rather than down at the pavement. The PAC thought it was a good idea to take the money that would have gone into concrete intersections and put it into the markers. The markers should not have any sight line issue.
- The team also mentioned that having a crowned intersection is generally ok from an operations standpoint, but is more of a safety concern. BFR is a major response route used a lot by emergency services to make good time to incidents. Since BFR is generally a straight away, they want to maintain their speed and not slow down. The crown on A Ave and First Street is not as much of a concern because they already need to slow down to make the turn onto State Street.

The PAC recommended all asphalt for the four major intersections (Madrona, Firwood/Bryant, McDonald's/Jenike, Oakridge/Reese), with the following notes: maintenance and cost concerns influenced the all asphalt intersection recommendation, look to the corners to create visual interest, ensure there are amenities for pedestrians, include a budget for the vertical markers and minimize construction impacts to businesses and neighborhoods.

4. Revised PAC Meeting Schedule (Informational)

Refer to Attachment 4 of the meeting materials for a description of the schedule and work to be completed. In summary:

- The design team will be meeting with the subcommittees (art history, materials and plantings) to refine plantings, materials and design ideas.
- January - Develop plantings, street and ESA designs.
- February - Refine designs with subcommittees.
- March/April - Finish design work and have PAC review/support subcommittee recommendations.
- April/May – Open house to share design work and solicit feedback from public. Conduct open house prior to going to City Council.
- June - 95% design plans completed.

5. 60% Design and Budget Report (Inform)

Brant indicated that the original project cost estimate was \$26.9m, which was fully-funded by the four revenue sources: SDCs, G.O. Bond proceeds, Federal grant, and TIF (Tax Increment Financing). This spring, the estimate for the 30% design increased to \$29.4m. Fortunately, TIF revenues also had increased so the project was still fully-funded. More recently, costs continue to climb. The 60% cost estimate is \$30.6 million, up \$1.2m from the 30% design estimate. Increases are primarily due to stormwater and water improvements, and special paving designs. Since the 30% design, revenue sources remain flat and are unable to offset the recent cost increase. One option to address this will be to look at other outside revenue sources such as water and stormwater funds. If funds are available, the Council will need to approve these. The project team will also look for ways to cut cost that don't affect the quality of the project or compromise those things that are important to the PAC. The costs will be refined the closer we get to 95% design in June, but projects typically increase rather than decrease as they get refined. We are still under the urban renewal area's maximum indebtedness of \$36m, however, it might limit what can be done for phase 2 or for public parking improvements. Upcoming projects like Mercantile might be able to bump up the revenue. At this time, \$19m in TIF revenue is expected to be available for phase 1.

Terry indicated that cost estimates are based on ODOT recent costs. The costs of materials will fluctuate. For example the cost of asphalt and concrete fluctuates based on the cost of oil. We've built in cost fluctuations in the cost estimate, but we're still a ways from construction. Construction will take two construction seasons, starting in early 2018 and finish in fall 2019. Ben indicated that there is still a healthy budget for the landscaping and streetscape work. A higher unit cost was built into the cost estimate to be able to use higher quality materials. It doesn't allow for gold plated materials, but the key is using special materials at key locations to maintain a high quality project.

6. Public Comment

No public comments.

NEXT MEETING

Next meeting to be held Tuesday, January 18, at 9:00 a.m. – 11:00 a.m. in the Council Chambers at City Hall (380 A Avenue, Lake Oswego).