



## **BOONES FERRY ROAD IMPROVEMENT PROJECT – PHASE 1**

### **Project Advisory Committee Meeting Summary**

**Lake Oswego City Hall – Council Chambers**

**September 20, 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, Lang Bates

City & Consultant Staff: Brant Williams, Sid Sin, Stacy Bluhm, Terry Song (WHPacific), Ben Ngan and Jason Hirst (Nevue Ngan), Vaughn Brown (JLA), Ralph Trahan (Trahan Architecture, LLC)

Audience: None

Meeting began at 9:00 am

#### 1. Welcome

Mike and Carolyn welcomed the group.

#### 2. Project Updates

Terry indicated the team has been busy developing the utility relocation plan, finalizing the sidewalk design and completing the infiltration design. Outreach with property owners is ongoing regarding the stormwater quality facilities, in particular for the facilities south of Madrona Street, on Reese Road and on Red Cedar Way. 60% design plans are expected by the end of the month. As anticipated, federal funds have been authorized. The team had its first neighborhood traffic meeting with the Lake Grove Neighborhood Association. 24 people turned out for the meeting. There seemed to be more questions about how Boones Ferry Road (BFR) works and operates versus specific traffic issues. Suggestions for pedestrian safety improvements were collected. Next meetings are on September 29 with the Lake Forest NA and October 5 with the Waluga NA. The PAC will be briefed on the meetings once all of the meetings are completed.

The critical path at this time is getting through the 55 properties for right-of-way (ROW) acquisition. If there are any delays in the schedule, this is where it would happen. The first set of notices (19 letters) to property owners is anticipated to be mailed in the next few weeks. After the notices go out, appraisals will be done, then offer letters.

#### 3. Confirm Street Light and Pedestrian Poles (Decision)

The PAC supported moving forward with the street light and pedestrian poles illustrated in attachment 2 of the meeting materials (agenda-item-3-street-light-pedestrian-poles). The design team is recommending black as the color and that the details of where and how the banners, hanging baskets and signs are integrated will be discussed at upcoming PAC meetings.

#### 4. Streetscape Element Review (Decision)

The design team is looking for support to move forward with the 60% streetscape design. The design can still be fine-tuned over the next seven to eight months. The final version of the 60% design will be forwarded to ODOT for their review and comments.

PAC 60% design discussion items:

- Driveway Treatments – should they be different than the sidewalk?
  - At this time, driveways are illustrated the same way as sidewalks. This design (2-foot scoring pattern) looks to minimize cracking of the concrete sidewalk. Ben was asked to determine the percentage of driveway in the corridor (lineal feet).
- Mid-block Crossing Median Treatment:
  - Mid-block crossings are important because they provide connectivity for the neighborhoods. The design shown in the 60% plans are not set in stone. They are proposed to be at street level for ADA access. At this time lights have been proposed at the ends of the crossings. There is still the opportunity to fine tune the design (i.e. pedestrian experience) and the design team would like to use the ESA process to do this.
  - There was concern about the location of the bike racks at the Zupan’s mid-block crossing (south side of the driveway) because it would block the sidewalk. The location was also concerning since there was a bike corral on the north side of the driveway. If still needed, there appear to be other opportunities to locate them where they would not block the sidewalk.
- Median Design:
  - The transitions from stormwater area to non-stormwater areas look pretty abrupt at this time. The PAC will be looking at this in the upcoming meetings, but would like to see a smoother transition and keep the options open. It was clarified that there are new stormwater facilities to the south of the Madrona Road intersection and some on the north end of the project past the Lanewood Road intersection.
  - The team clarified that the median south of Madrona Road will tie into the existing median. The existing median is approximately six feet wide and the new median will be approximately eight feet with a transition area between them.
- Bench on Bryant:
  - Can we add a bench on Bryant Road? The proposed sidewalk is eight feet wide and appears to be fairly narrow, but the team will look into as the PAC discusses design refinement in upcoming meetings.
- Light Pole Spacing – will the spacing be consistent?
  - We’ll try and make them as consistent as possible. Three factors drive the spacing and location: 1) driveway location, 2) need to achieve required light levels (photometric spacing) and 3) tree locations. Due to driveway locations (mostly), light pole spacing ended up being between 60-90 feet. DKS might add additional lights to achieve consistent light levels on the street and pedestrian zones. The goal is also to have consistent light level on the east and west sides.
- ESA Lighting:
  - The PAC will be discussing this in upcoming meetings. The design team will be talking with DKS to propose what kind of lighting is possible (mood lighting, accent lighting, etc) and if some of the lighting can come from the street lights.
- Left Turn Lane At Zupan’s:
  - A safety concern was raised about having this turn lane since there was a designed u-turn at the Madrona Road intersection.
- Sidewalks:
  - Bank of America - The sidewalk looks narrow, appears to be approximately seven feet wide. It was designed this way because the bank needs room of ingress/egress and the drive-thru lane. If

- the project wanted to get nine-foot sidewalk here, it would likely need to purchase the entire property.
- US Post Office – The sidewalk transition to the Mozena property looks narrow. The area north of the post office is part of phase 2 of the project and would be a temporary condition until that project is implemented. The sidewalk is anticipated to be wider and shifted to the east during phase 2.
  - ADA Accessibility:
    - Lavang’s design shows steps going down into the ESA area. This appears to be ok as long as there is an alternative route to the main entrance.
    - McDonald’s/Gubanc/Riccardo’s – need to ensure that these area also all ADA accessible.
  - Lake Grove Elementary School Driveway will continue to be shown as a one-way out until the school district is interested in making it a two-way.
  - Bryant Road/BFR intersection north-bound bike lane:
    - Concern was raised that north-bound cars merging into the right turn lane would be in conflict with north bound bikes and how cars know if a bike wants to turn right. The constraint at the intersection dictated the design solution and is a standard design that ODOT would expect to see (and approve) at this intersection. Vehicles will still be allowed to turn right on a red light. The design team can look into ways to minimize potential conflicts through signage.

The PAC supported moving forward with the 60% streetscape design illustrated as attachments 3 of the meeting materials. This decision marks a major milestone. (Note: Attachment 10 was added after the meeting. It is a full length illustration of the 60% BFR streetscape design.)

#### 5. Intersection Evaluation Framework

Vaughn explained there was a need to create a framework to review, discuss and make decisions on intersection designs. The purpose of this agenda item is to determine if we have the right evaluation criteria - not to evaluate the criteria at this time. Three meetings are proposed to evaluate the design options (October, November and December). The team is seeking input on:

- 1) Are the materials adequate?
  - 2) Are the criteria appropriate to evaluate the materials and intersections?
- Purpose/Description - Materials and Alternative Elements (including crosswalks, center and core)
    - Jason described the elements and materials on boards 13.1 and 13.2.
    - Another material added included steel for plates, medallions or inlayed.
  - Discussion/Review - Proposed Criteria
    - Terry reviewed the evaluation sheet and described the five criteria: Cost, Constructability, Aesthetics/User Experience, Safety, and Design Standards/Policies.
    - The question was raised as to how the criteria will be evaluated and if they are all equally weighted. It was noted that this group works best through discussing an item and expressing concerns and values. As such, it is anticipated that each member would articulate their individual thoughts and values. The PAC will be provided with metrics to help them discuss the criteria and what is most important to them, but ultimately come up with a group decision. Visual aids will also be provided to help make that decision.
    - Other PAC input:
      - Provide baseline costs
      - Emphasize construction impacts to businesses, intersections, mid-block crossings
      - Show importance of intersection through interconnecting points, potential activity centers, important nexus, neighborhood connectivity, etc.
      - We need to get the speed down to 25 mph
      - How does the cost look at 60%? That is being evaluated now.

- Decision – Intersection Evaluation Framework

The PAC endorsed the criteria provided, with no additions. Mr. Bates noted he was going to be out of the country for the next meeting and we are exploring ways to get his input through other means.

#### 6. Art/History subcommittee Update

Mike Buck provided a summary of the subcommittee progress to date and asked if they were heading in the right direction. He noted that there are two fundamental questions driving this process:

- 1) What are the elements and features that characterize our neighborhood and give it identity?
- 2) How do we want to enhance those features so our street is unique, attractive and memorable in helping tell the Lake Grove story?

The proposed theme is “Flora, Fauna and Family”. The committee is looking at six topic areas to apply the theme in a linear fashion from south to north:

- 1) Geology and Geography:
  - What made Lake Grove? ESA are proposed to have identifying trees.
- 2) Native People Prior to Settlement:
  - O’Leary/Zupan’s, something descriptive of the Calapooia people, perhaps in retaining walls or something that looks like an archeological dig.
- 3) History of the Boone Family and Ferry:
  - How did Lake Grove get its name or the Boone Family, perhaps illustrated in an interpretive wall or mural that tells the story.
- 4) Role of Red Electric and the name of “Lake Grove”
- 5) Unification of Lake Grove with Oswego in 1960
- 6) Stormwater Management:
  - How we’re dealing with stormwater.
  - What we’re doing to take care of nature.

Carolyn Krebs discussed the opportunity to present the subcommittee’s vision to the Art Commission in October. She mentioned that they want to share these ideas with the PAC’s support. This will be an opportunity to tie the Lake Grove art vision into the City’s existing art program. We’d like to take advantage of this opportunity to use their expertise in procurement of art pieces. If the Arts Council purchases an art piece, they then maintain it as part of the City’s permanent art collection. Integrating the art pieces is a long term endeavor that can be incorporated over time.

Trudy Corrigan discussed having a mix of small and large art pieces throughout the corridor. Also ideas about functional art. There is the opportunity to pool money to purchase art through consolidating neighborhood enhancement grants. It might be a good strategy to start off with a small piece to show we know what we’re doing. It would be nice to have a larger piece, like an Ed Carpenter piece. He’s known for designing art that fits the setting. It would also be nice to have a night presence by having an art piece with light perhaps by Gubanc’s/Riccardo’s.

It was clarified that the Art Commission approves permanent art pieces for the City’s art collection because they are charged with managing all of the public art in the city. They report to the City Council. That is why the subcommittee is working with them to coordinate art pieces for Lake Grove. There are currently several permanent art pieces in the Lake Grove area and getting them moved would need the approval of the Arts Commission. It is also a discussion with the private property owners.

The subcommittee would like to discuss with the Art Commission if the Gallery Without Walls program is appropriate for the Lake Grove area given the proposed theme for the area. Ralph indicated that he could talk with the Commission to explain how Lake Grove has a different character than the downtown area. Specifically, he thinks the Lake Grove planning process lends itself to art that is more related to the area. The architecture is more eclectic with the unifying element being the street.

PAC members indicated the subcommittee was moving in the right direction.

7. Public Comment

There were no public comments.

8. Summary and Closing

A PAC member noted that we're creating character through beauty.

Ben indicated that the Planting Subcommittee will begin to meet very soon. Riccardo, Mike and Cheryl indicated interest in this subcommittee, but everyone will receive emails regarding the time and location of the meeting.

NEXT MEETING

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