



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

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

**Lake Oswego City Hall – Council Chambers**

**October 19, 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)

Audience: Ken Sandblast

#### 1. Welcome

Mike opened the meeting and noted that this meeting will require everyone's full attention because of the demanding subject matter. Carolyn also noted during the development of the Lake Grove Village Center Plan that committee members listened well to all opinions and were able to "wear different hats", and asked that the group work together to come to a consensus. Mike also thanked Terry and appreciated the difficult task he has to integrate the technical details of the project with the aesthetic qualities.

#### 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
- Advancing hydrology studies
- Legal descriptions in progress, General Information Notices for R/W in progress
- Working with property owners (primarily off-site WQ locations)
- 60% Submittal Plans and Estimate submitted
- Working on Lake Grove Shopping Center driveways
- Responding to ODOT review comments on Amendment 4, primarily regarding additional storm drain

Brant mentioned that three neighborhood association (Lake Grove, Lake Forest and Waluga) traffic meetings were held and estimated 30-40 people attended each meeting. The next step is to have Stacy (City's project engineer) and Brian Copeland (DKS Engineering) review and address the issues raised. There is approximately \$120,000 budgeted to address issues. A PAC member noted that they observed a lot of people had a hard time discussing the issues without having solutions, which could be addressed in the

future by providing some solutions. In addition, we need to make sure that the neighborhood associations genuinely feel that they are being heard. Another member noted that the Waluga Neighborhood Association Board will be discussing a traffic calming plan at an upcoming meeting and they will share that plan with the project team. Others suggested that the PAC needs to advocate for CIP projects that address neighborhood traffic concerns and to elevate these projects on the CIP list. Brant mentioned that the Firwood Road project is on the list and that staff could help advocate for this project.

Ben mentioned that the planting subcommittee will be meeting tomorrow with Sean Hogan. Sean is a local horticulturist and designer assisting with choosing and placing site appropriate plantings. Mike and Carolyn mentioned that members of the art subcommittee attended the Arts Commission meeting. It was a positive meeting with a good exchange of ideas and options for funding sources. The subcommittee is looking forward to working with the Arts Commission. The key to success will be to ensure that both groups are in sync as we move forward.

### 3. Intersection Evaluation Matrix Framework (Presentation)

Vaughn referred to the matrix (see matrix handout) and explained that at this point we're trying to explain the material so that everyone understands the matrix. Brant discussed the four intersection options (see intersection illustration boards). He indicated that two materials were precluded from the options because of safety and maintenance issues: 1) Cobble Stone – they are rough and bumpy creating safety issues for pedestrians and bicyclists and 2) Pavers in Crosswalk – there is nothing in the development code that prohibits pavers, but the American with Disabilities Act (ADA) guidelines strongly suggests not to have them in the crosswalks because they create a tripping hazard (uneven settling). Additionally, the City has had maintenance issues with pavers in the downtown area on A Avenue, to the point where they had to be removed. Having pavers on a high volume roadway is also not a good idea.

Terry discussed the four matrix topic areas; safety, aesthetics, constructability and cost.

#### Safety

Factors considered include: pedestrian and bicycle safety, adverse weather conditions and night time visibility.

- It was noted that the lane markings that guide traffic through intersections will be white and reflective. The longevity of the striping depends on use and the elements, and they will be maintained as necessary.
- There were no other issues or concerns.

#### Aesthetics/User Experience

Factors considered include: texture, color, smoothness, long-term appearance and meeting the Lake Grove Village Center goals.

- A PAC member noted that he could not tell the difference between asphalt and concrete after a while and asked if colored concrete would help retain its color. Colored concrete would not necessarily help, but it would better hide tire marks and dirt better. Another member noted that the West Sunset Drive/BFR intersection has colored concrete and that it was difficult to tell the difference between concrete and asphalt (suggesting that it would need to be pressured washed to retain its color). It was noted that it probably takes about 10 years for concrete/asphalt to get to a point where they are fairly similar in color. It looks good opening day, but will fade over time and rely more on the striping for contrast. Colored concrete can be sealed to help it retain color, but would need to be resealed often which would be very difficult on Boones Ferry Road. It was also noted that the concrete at the intersection A Ave and 1<sup>st</sup> Street has held up fairly well. Also, having a crown like that intersection might be a way to give it a distinctive character without long term maintenance. Does adding color to the concrete extend the time to cure the concrete? No. As a side note, high early concrete is being considered to reduce the time necessary to get cars back on the roadway. The city does not have a maintenance program to pressure wash sidewalks/crosswalks every year.

- Is there a “whiter” white concrete to increase contrast between asphalt and concrete? Yes, it is being proposed for the project, however, there is some concern about oil from cars on the white concrete.
- How much does the sun-rain cycle clean the roadway? Not sure about any studies done, but we think the opposite might happen as the wind and rain deposits dirt and leaves on the roadway and the sun might bake fluids into the roadway.
- It was suggested that a slate or dark gray color might “hide” the dirt better and with some texture might provide some interest. Black or rich colors can make the concrete too brittle for a high traffic road situation.

### Constructability

Different construction methods for different materials were described.

- Asphalt: Requires a compacted rock base, then asphalt is applied in layers “lifts” to desired thickness, it is then left to cool (firm up). Asphalt allows cars to drive on it shortly after it is applied. Striping is applied a week after.
- Concrete: Requires a compacted rock base, like asphalt. Then wooden forms are constructed, typically rebar is positioned between the forms and concrete is poured. Concrete takes 28 days to reach its full strength. High early concrete allows vehicles to drive on the surface sooner. Each section of roadway needs to go through this process, increasing the time, cost and adding complexity to the project.
- Pavers: Requires a compacted rock base, a concrete slab (with forms, curing time, etc), then finally pavers are set. Pavers add an additional step.

Factors considered include: staging, traffic/business impacts, road closures, and impacts to private property entrances.

- The intent at this time is to keep all businesses open during the daytime. Depending on the final design and depth of roadway (proposed 20” roadway, 10” base with 10” asphalt), this can very challenging and could add to the cost of the project. The PAC expressed concern with keeping businesses open when the work was occurring in front of the business. If most of the work is done at night, the roadways can be accessible with compacted gravel ramps to businesses during the day. There will be some level of impact, but the key is understanding how much impact above the base level of impact there is.
- How is a concrete intersection constructed? It is a multi-step complex process that requires consideration on how to keep traffic flowing. This work can be done at night, but still requires three days of curing (with no driving on the surface), while with asphalt, you could drive on the surface by morning. It could be done in four sections, taking 12 days.
- An assumption was made that traffic detours will need to go through neighborhoods, however, there is not enough information at this time to indicate that this will not occur because that is influenced by the final design chosen.
- A primary concern is the length of time and duration of closures. The overall construction period is estimated at 24 months (2 construction seasons). Impacts will to a certain degree depend on staging and how long work will occur at the intersections. There will be someone managing construction communications with the businesses.
- It was mentioned that discussions should begin on the construction schedule and staging now. Consideration should be given to keeping businesses viable, not just minimize impact. It was noted that providing public parking on Oakridge Road prior to and during construction could help mitigate parking issues.
- There are no plans to close intersections at this time. Work at intersection could occur with traffic still flowing. It was mentioned that Kennewick, WA closed Highway 395 for extensive periods and A Avenue may have had some closures as well based on businesses agreeing to the closures for the roadwork.

Cost

An estimated was provided for each intersection option (includes cost for all four intersection for each option):

- 1) All Asphalt: \$320,000
- 2) Asphalt Center with Concrete Crosswalks: \$430,000
- 3) All Concrete: \$650,000
- 4) Paver Center with Concrete Crosswalks: \$1,420,000

Factors considered include: lifecycle cost (maintenance, rehabilitation/replacement), sustainability and repairs.

- It was noted that at a minimum intersections will cost \$320,000. There is not enough budgeted to do everything, the PAC will need to prioritize what is important.
- Repairs are more likely in the long term rather than short term. It is still unclear what the utilities will look like until construction begins, but Bruce confirmed that the Lake Grove Water District will do its work before this project.
- The 60% design cost estimate did not include a budget for an all concrete intersection, only for concrete sidewalks. Nonetheless, the design is still open to do an all concrete.
- There is a 5-year moratorium to cut into new roadways for utilities (with some exceptions). To address this, stub outs for some utilities will be provided (even county properties). There will also be extra conduits for undergrounding private utilities at the major crossings.
- The cost for the concrete “core” would be between options 2 and 3. Construction would include an impact panel, shaped like a hat (in section detail). The size and design is an aesthetic choice for the PAC to consider, but Ben can bring back some design ideas. One consideration is that you don’t want people to linger too long admiring the core or for it to be too distracting to drivers.

#### 4. Options For Further Consideration (Discussion and Agreement)

The PAC was asked to narrow down their choice between the following intersection design options:

- 1) All Asphalt
- 2) Asphalt Center with Concrete Crosswalks
- 3) All Concrete
- 4) Paver Center with Concrete Crosswalks

PAC discussion:

- Page 34 of the Lake Grove Village Center Plan (Plan) provides direction on intersection treatments and appears to indicate concrete sidewalks. There could be some synergy between a concrete core and concrete sidewalks. It appears the Plan is providing direction to support options 2 or 3.
- Eliminate options 1 and 4. Pavers are too expensive. No preference on core or no core. Preference is options 2 or 3. It is good to have some definition in the crosswalk and the roadway deserves more than all asphalt.
- Concurred with bullet #1 above and also agreed with eliminating options 1 and 4. Prefers the concrete scored sidewalks, likes the intersection at West Sunset Drive and BFR, one block south of the limits of this project.
- Option 2 is the most practical (with no core), but from a business and neighborhood perspective (impacts), option 1 is the best choice. Eliminate options 3 and 4.
- Agreed with all of the comments mentioned for options 1 and 4 above. Option 3 needs to consider time, money, staging and what does it do for the identity. If option 3 were pursued, it would need to be justified to the public. Based on cost, impact, safety, justifiability (public and council) – preference is option 2. Would like the concrete walk to tie in all the sidewalks.
- Preference is for options 2 or 3, but more for 3.
- Eliminate option 4 because it is hard to justify the cost. Recommend keeping options 1-3. Like aspects of option 1, but understand it might be losing support. There are concerns with option 2, asphalt center

might represent minimal gain. Perhaps there are options to make it more appealing like the downtown areas.

For the next meeting Ben will take the preferred options and ratchet up the design in terms of materials and colors to present to the PAC. He will need direction from the PAC as to what they want the core to represent. He will also provide options on where funds could be better used to provide more bang for the buck. A PAC member asked if painting crosswalks to give it more “pop” for safety and aesthetic has been considered with the condition that it be painted every two years or so - - this might be a tradeoff worth considering.

Vaughn summarized the PAC’s intersection design preference:

- Keep options 1-3 open for discussion
- Option 1 - The design team will work with PAC member(s) to further investigate this option
- Options 2 - Add aesthetic improvements with patterns, contrast, scoring, texture differences and examples with and without the core
- Option 3 - Add aesthetic improvements with patterns, contrast, scoring, texture differences, and look for ways to add contrast
- Consider the crown option for all

5. Public Comment

There were no public comments.

6. Summary and Closing

Mike will check in with Lang when he gets back into town.

NEXT MEETING

Next meeting to be held Tuesday, November 15, at 9:00 a.m. – 11:00 a.m. in the Council Chambers at City Hall (380 A Avenue, Lake Oswego).