



**Boones Ferry Road Improvement Project – Phase 1
Project Advisory Committee Meeting Summary**

City Maintenance Center – Willow Room, 17601 Pilkington Drive
December 13, 2017 - 9:00 a.m. to 12:00 p.m.

PAC Members in Attendance: Bruce Goldson, Mike Buck, Carolyn Krebs, Debbie Siegel, Cheryl Uchida, Trudy Corrigan, Riccardo Spaccarelli, Lang Bates

City & Consultant Staff: Crystal Shum, Stacy Bluhm, Erica Rooney, Katy Kerklaan; Terry Song (WHPacific); Ben Ngan and Jason Hirst (Nevue Ngan Associates); Vaughn Brown (JLA); Ralph Tahrán (Tahrán Architecture, LLC); Ian Machan, Eric Levison and Chad Maxwell (Otak).

Audience: Steve Kaer

1. Welcome

Mike and Carolyn welcomed the group and introduced members from the construction management team, Otak.

2. Project Updates

- Design progress

Terry updated the PAC on the following:

- The design team has been working on the 95% plans.
 - Currently seeking NEPA categorical exclusion.
 - Murraysmith is working with a new fiber company re: utility undergrounding.
 - Working with Bruce Goldson and the Lake Grove Water District.
 - Continuing storm drain design, ADA plans/ramps, parking variances.
 - Working with the City on new specifications to incorporate.
 - Expect a new cost estimate for January 9 council meeting.
- Right-of-way (ROW) progress overview, schedule update, code changes

Crystal introduced herself as the Project Lead for the project team moving forward. She reported the following:

- ROW acquisition continues, and is still not complete. The city is working diligently to get the necessary property acquired, with a target deadline of Dec. 31 before starting the condemnation process if the City wants to keep the schedule where it is now. However, the City would rather settle than have to go through the court system.
- Therefore, the overall schedule will be pushed - had originally hoped for starting construction in the summer, but likely now the fall at the earliest.
- Parking Code amendments were approved.
- There is a property the City has been looking at for parking on Oakridge, near the post office. Council has approved initiating the condemnation process.

PAC discussion and questions:

- What percentage of properties have been negotiated? Crystal said the City is close to getting agreements with many, but the actual signing of the paperwork is time consuming.
- There has been a delay in the past with ODOT's approval and review - for the 95% submittal, do you think it might be a bit smoother? Terry stated that it is hard to predict. One of the processes at 95% is to prove that we answered all their concerns and comments from the 60% stage. We have built in a normal review process for ODOT, but trying to work through some sticky issues. Crystal added that the City is now using the APWA specifications and standards, which incorporates ODOT standards, so hopefully this will help.

- Art/History report

Mike provided an overview on the art history subcommittee formation, mentioning that the committee worked together on the theme of flora, fauna and family. He described the green street concept as being the vertebrae, and all the other elements and gathering spaces as being the limbs. Sea Reach explored the thematic concept deeper, looking at what Lake Grove is about and what the committee would like for the street. The theme of community was visualized. The project has no art budget, so the committee is trying to put some items into functional elements – i.e. bike racks in the shape of houses, dog houses (welcome home/frame elements), graduated seats at the McDonald's wayside and a Douglas-fir log at the O'Leary's wayside. Three neighborhoods have submitted a grant application for the log bench, two thought bubbles and the dog house. The committee wants items to be reflective of the theme, and whimsical. They are seeking to reflect uniqueness and identity and include mostly native trees in the waysides.

Trudy mentioned that they are looking for a narrative or image that has emotional spark with people. The committee would like symmetry from above as to where there are messages, but want to have space for people to interconnect. The scoring spacers would be embedded in the concrete with text or imagery, but not at waysides.

Carolyn stated that she would like to seek feedback from the community on the scoring spacer language and she would like a paving embedment (similar to the Powell Butte project) – maybe at the mid-block crossings. It would need to be embedded in pavement and designed so it doesn't create a visual distraction to drivers at the crossings, but it would mark the crossing and add to the local identity.

- Street name sign icons

Stacy presented the options developed for the street name sign icons/images and requested that the PAC provide their preference for inclusion in the design. The PAC will recall that the project's street

name signs are on the signal mast arms. Signs are placed 18 feet high above the ground, and the lettering on the sign is 8 inches high. A pictograph or icon would be 8 inches by 8 inches, to fit within the sign. Key points and tips:

- The simpler the symbol is, the better it will be that people can recognize them in a stationary position.
- Coloring and detail is not preferred.
- Green on green is hard to differentiate, so the project team is bringing back the option of the brown sign, which would allow the green trees to stand out more.
- For the symbol/icon options presented, Option 1 is the most complex with the imagery reflecting the lake, road and trees. Option 2A/ 2B has three trees, a lake and road symbolizing pavement. Option 3 has a few trees and a representation of water and road.

PAC discussion and questions:

- Are there any other brown signs in the city? Stacy said no, not as of today. Green is fairly typical and is the MUTCD standard.
- Agreement that the green of the trees in the icon stands out better with brown sign. Still likes the green background, but likes dark green on the trees. Brown is reminiscent of the state park signs.
- Likes Option 3, with the contrast against the brown. Likes the brown sign to call out our district is different, and park like.
- What about our gateway sign, welcome to the lake grove village/district?
- Don't like the box on Option 3 or Option 1 as the pathway. Likes the more abstract dark green, three trees, with green signs.
- Likes the darker green and more abstract one, along with the green background.
- Prefers Option 2B with green background. Is there a way to create a little more contrast? Likes the symmetry with the trees, but likes something more abstract at the base. Could reduce the size of the tree on the left to make it stand out a little more.
- Likes the contrast with the brown, doesn't care if the brown signs are different to everyone else.
- Can you make the icon bigger than the lettering? Make the trees a little taller?
- Leaning more towards the green background with the black mast arms.
- Moving towards the three tree one, making it a bit taller, reducing the tree on the right a little.
- Can the brown color be changed at all? Crystal said colors are standard for the signs, but the icon colors could change.

The PAC voted, and there was consensus on Option 2B, with a slight adjustment to the right tree (reducing it). There was a split vote between the green and brown sign color backgrounds. There was discussion about whether there was strong preference for one or the other and the PAC then agreed on the brown background for the color of the sign.

3. Construction Staging Plans

- Construction goals and constraints

Ian introduced himself as the construction manager for the project, along with Chad and Erik. Along with their team, they also have a construction contractor assisting. Otak was selected by the City to conduct

constructability reviews, staging elements, and scheduling. The goal today is to share the preliminary staging concepts with the PAC. There are a few caveats for the preliminary staging plans.

Ian outlined that [construction goals and constraints](#) were developed by the design team and project team specific to the project. These goals and constraints are driving factors that will define in our contract specifications what the contractor can and cannot do during construction. Some caveats:

- The project team is still coordinating with the utility companies, and they may affect how the project is phased.
- Contractor does have the ability to propose another staging plan, but needs to meet the City's constraints that will be outlined in the specifications.
- There are several competing and conflicting interests associated with the goals, i.e. constructible to a contractor, minimize budget, minimizing impacts to businesses, traffic and neighborhoods.
- The team is trying to prioritize the goals and balance them.

PAC discussion and questions:

- For property owners, how and when will utility relocations or trenching on their properties take place? How will you maintain power? Do you know how much of an affect utility relocation will have on neighboring properties? Ian said they can't say with 100% certainty yet when or how utility work will take place. The team is working with utilities and needs to get an understanding of what the relocation will be for each property. But, the goal is to try and minimize impacts as much as possible. For any planned shutdowns, notice will be provided.
- Does the main power line need to be away from the water/storm lines? Crystal said the mainline will be located on the west side where most of the powerlines are now. The main duct bank will be on the west side, but there will be connections on each side of the street.
- Are easements needed for utilities? Stacy said generally no, they are all within city ROW.
- Does the list of goals reflect the prioritization? Ian said no.
- For the lane reductions, what is considered peak hours? Ian said the goal is to maintain 3 lanes, one in each direction and dedicated turn lane during peak hours, 6 a.m. – 8 p.m.
- Will business access be blocked during driveway approach work? Ian said they will coordinate with business schedules and driveways to pour the concrete or pave the approaches half at a time.
- Will there be flagging and signals? Both.
- Request to change the constraint to say access will be maintained at all times, not just during business hours for deliveries after hours etc.
- What are the TCE's? Crystal said these are typically 2 year temporary construction easements which allow the contractor to be on a portion of the property during work. It allows crews to access an area that may be temporarily impacted during construction, but will be restored to the original condition or better once the work is done.
- Where a property has a wayside, is there a different TCE? Crystal said waysides are considered part of the project, so would be done as part of the construction, as long as the budget allows. A wayside is a continuation of the sidewalk, so it will be built with the overall project.
- Could they choose to use Quarry Road as a haul route? Ian said this depends on how you limit the routes in the specifications, you can specify that some roads can't be used.
- Is there agreement that the City will be enforcing the limitations? Ian and Crystal said yes, that is part of the inspection and construction management. People need to report it to our team and we will respond accordingly.
- Concern about noise and ability for businesses to conduct business; will there be activities that are loud? Crystal said there are two time periods when the contractor could be working - during

the day and night. Noise travels, but we will likely be having both day and night work. There will be a lot of digging and excavation, there is no planned pile driving or rock hammering/blasting expected at this stage. Drilling for geotechnical work and concrete demolition will be impactful. There will also be deep excavation in some areas.

- Concern about the impact of noise on residential areas. How far will the noise travel? Are there strategic ways to manage the noise for businesses and residents? Crystal said the team is unable to predict how far the noise will travel, but it would be louder at night as the background ambient noise level is usually less.
 - What is the construction duration? What about events, festivals, parades? Ian said approximately two years. The project team would need to coordinate with special events. There are work restrictions on certain days and holidays.
 - Need to add contractor limits to parking and constraints. Ian and Chad said yes, that is something that will be in the specifications. There will be a requirement of the contractor to not use private parking/business parking, but they will need to submit a plan to us showing where they will be parking.
 - Will there be a template designating where the staging areas are for construction vehicles? Crystal said at this point, the project team doesn't have this information but we are working on it. There is very little open space at this stage. It will be beneficial to have something before the construction starts.
 - Will the City provide a map for available parking for the public through different stages of construction for public areas? Would really like to focus on parking so construction workers don't take the little parking that is available there. Crystal said there are maps in the parking plan for Lake Grove. There will be a requirement of the contractor to not use private parking/business parking.
- Present options

Eric presented the two staging options, referred to as the [strip and segment options](#). Eric mentioned that these are concepts, and the contractor could change these or the utilities may also affect the staging plans.

Earlier on in the design phase, there was a preliminary staging plan that was developed. It originally showed maintaining four lanes of traffic on Boones Ferry Road during construction, however, this would have resulted in impacting the east side twice, and would also impact the businesses for a significant amount of time and not provide much room for the contractor. Therefore, the team assessed building the project keeping three lanes open during construction. The strip option would involve constructing the entire east side or west side first. Once both sides are constructed, then the middle section (median) of the roadway would be built. With the strip option, there would be significant impacts for a long duration in front of the businesses. Also, it would be harder to maintain ADA access through the entire corridor, and more difficult to meet the goals and constraints.

The segment option would break the project into specific pieces, and the major work would be conducted in segments or sections at a time, which would then be repeated through the corridor. The advantage with this approach would be that the significant work is in a smaller area (may be clean-up work in other areas, but the contractor has less to maintain in terms of access to businesses and a larger area being torn up.) Segments presented are preliminary and are based on stormwater or power transfer areas for utilities. Segment locations may change, based on discussion with utilities and the contractor etc.

PAC discussion and questions:

- When is construction expected to start? Fall 2018, at the earliest.
- Any segment that would be preferable to start from first, north and south or vice versa? Can you build in a different segment during the holiday season? Not at this time.
- Are you approaching business owners and asking them which season you prefer? No, but we will be asking questions about access, delivery times, peak periods for work.
- Is it true that this plan may not be followed and the contractor can come in and do the strip option if they prefer? Chad said the City and project team would still need to approve what the contractor submits if it is different to what is included as the recommended staging approach in the plans and specifications.
- Is there the possibility the roadway will be functioning, completed and open as it is designed at some point in some sections before other sections are done? Chad said yes, which is also why the project team prefers the segmented approach.
- There are advantages of the segment that outweigh the strip approach.
- It seems the franchise utilities are a big driver on this, how much coordination will be taking place? They may decide they want the whole area done at once. How much input do they have and how much control do we have? Crystal said that the City doesn't have a lot of power per se, but we are approaching them and saying we would like to do it this way, how could we do this and can we work through the issues.
- There is a negative in the traffic impacts - see the temptation to detour on both of them. Chad and Eric agreed. Crystal added that if there are a lot of changes through the project, it will create even more confusion with traffic.
- Is there any difference cost wise? Crystal said that the team doesn't have the cost estimate at this point, so we can't say one over the other. There are some benefits to both. Costs are associated with maintaining ADA for the strip option, however there are mobilization costs for contractors and subcontractors who come back multiple times.
- Are there contingency plans if the plans direct traffic in a negative way, with backups impacting other areas? Crystal said there will be substantial traffic impacts in general due to this project. As long as people continue to use the roadway, there will be a capacity issue as we are going from four to two lanes. Backups at Bryant will likely be worse during construction.
- There is a flow issue at Lakeview/Bryant signal, can you re-signalize the timing of the light at all? Crystal said the City has been looking at that, but there will be further investigation with Erica and the new traffic engineer, once they come on board. Traffic will not be favorable in this area for at least two years.
- Are there things we can do to limit people making left turn movements near Bryant? Could you do a right in/out during peak on Boones Ferry? Crystal and Erica said the more we change the traffic control, the more confusing it gets.
- Can you think about the traffic impacts more and analyze having the center turn lane through peak hours? Concern about safety, particularly for trying to get a left hand turn in when there is already a backup for the turn onto Bryant.
- Would like to try and ensure the segment approach goes in, doesn't want it to be overridden by things.
- What about signage? Will there be a listing for businesses? Who is in charge of signage? How will people know how to find us? Should people be constantly putting up signs? Eric and Chad mentioned that there will be blue cones to delineate driveway approaches within the work

areas. A-frame signs will also be in place in the active work areas. General project signs at either end of the corridor will also say “businesses open”.

4. Outreach Plan Overview (presentation, OH format discussion)

Katy and Vaughn provided an overview of the communications and outreach approach from now and through construction. Katy is working on an outreach plan, which will cover business canvassing efforts, neighborhood presentations, revamping the project website, providing information in the city’s Hello LO and via social media accounts, open house notification and construction communications.

The current plan is to reconvene as a PAC for the open house in spring. Carolyn mentioned that she would like the PAC to participate again.

Vaughn is retiring, and so this will be his final PAC meeting.

5. Waysides and Intersection Markers

- Waysides

Ben mentioned that there are many property owner decisions pending regarding the waysides. He provided an overview of the current status, as outlined in the meeting [package](#).

- Intersection markers

Ralph showed the updated concept, and emphasized how the markers follow previous PAC direction and Sea Reach guidance. It would be an iconic house on a slant, with white opal light that shines translucent.

PAC questions and discussion:

- Why not have it all dichroic, why have the white segment? Ralph said the concept is that it shines like a lantern, and it may lose its iconic form of a house if it is all glass. Light would be in the base, and on a photo cell.
- Would like to see the marker moved closer to the edge of the intersection/pedestrian crossing as much as possible, but Stacy says cars jump curb lines all the time.
- Would like it to be in a safe spot.
- Can you see through the glass?
- Would like it closer to the intersection.
- Like the glass look.
- It is gorgeous.
- What is the cost? Ralph said the glass is \$50-60 a square foot.

6. Public Comment

No public comment