



## 2022 PATHWAYS PROJECT AUGUST 2022 COMMUNITY MEETINGS - SUMMARY

The City of Lake Oswego is developing concepts for several new pathways to connect neighborhoods with elementary schools and parks. Improvements include new pedestrian facilities for four new proposed pathway connections:

- Douglas Way Pathway – from Quarry Road to Boones Ferry Road
- Boca Ratan Pathway – from Bonniebrae Drive to Atwater Road
- Hallinan Street Pathway – from Hemlock Street to Cherry Lane
- Lanewood Street/Douglas Circle Pathway – from Boones Ferry Road to Twin Fir Road

In August, the City and project team held one community meeting for each of the pathway segments. Meeting details:

- Douglas Way: Monday, August 8 at 6 p.m. | Lake Grove Elementary Library
- Lanewood Street/Douglas Circle: Monday, August 8 at 7:30 p.m. | Lake Grove Elementary Library
- Boca Ratan Drive: Tuesday, August 9 at 6 p.m. | Lake Oswego City Hall Council Chambers
- Hallinan Street: Tuesday, August 9 at 7:30 p.m. | Lake Oswego City Hall Council Chambers

### Purpose

The purpose of the community meetings was to:

- Summarize the feedback received from the first round of meetings and questionnaires.
- Share preliminary design concepts with residents showing possible alternatives of the pathways at each of the locations.
- Refer back to feedback received and how the design alternatives were able (and not able) to address the issues or concerns.
- Seek feedback and preferences from residents on the alternatives.
- Gather additional comments to help the project team move forward with the next stage of design.

### Audience and Notice

The primary target audience for each pathway segment were Lake Oswego neighbors located on or around the proposed pathway locations and nearby schools, and other Lake Oswego residents who use or have an interest in pathway connections in their neighborhoods. Announcement of the meeting was made through:

- Project website and City Homepage promotion
- Email to the Lake Oswego School District
- Targeted mailing to more than 800 addresses abutting pathway locations (approximately 200 around each location)
- Mailing to neighborhood association chairs for Glenmorrie, Hallinan, Lake Forest, Lake Grove, First Addition, Forest Highlands, Skylands and Waluga neighborhood associations
- Social media posts on City's Nextdoor, Twitter, Facebook and Instagram accounts
- Email in the LO Chamber e-newsletter
- Email through the City's LODown e-newsletter.

## **Meeting Format and Layout**

The events were a community meeting style with a brief panel presentation followed by a facilitated question and answer session. Open discussion and informal mingling then followed around large tables to encourage attendees to provide feedback on post-it notes on the maps.

The room layout had a welcome/sign-in area, and chairs gathered around in a u-shape with large maps on display. These maps were also posted on the project website the same day as the meetings. Two sets of identical plan view maps showing the alternatives of each pathway location were also displayed on large tables behind the chairs. A flipchart was displayed at the front of the room next to the presentation area outlining the agenda. Perspective view concepts were displayed on easels.

## **Meeting Summary**

Each meeting began with a brief introduction of the project team and City staff, followed by a short panel presentation. Stefan Broadus provided background on the project:

- The current pathway project is identified as an important component in the City's Transportation System Plan and is funded under the current Capital Improvement Plan.
- The scope of the pathway project was selected by the Transportation Advisory Board
- Important Council goal to improve pedestrian connectivity through pathways and improve overall accessibility and walkability

Heike Shipton outlined how we got to where we are today:

- Held first round of open house style/focused discussions with neighbors in May to provide project background and gather feedback, collect information, learn from neighbors, hear concerns to aid with the initial phase of preliminary concepts/design
- Also collected feedback from questionnaires submitted
- Since then, the team has developed conceptual drawings and preliminary options based on initial community feedback

Matt Tipton and Rawley Voorhies outlined the alternative concepts shown:

- What we heard from neighbors in the initial round of feedback and how the concept alternatives were able (and NOT able) to address the issues
- Non-starters and non-options that aren't feasible and why

Katy Kerklaan outlined next steps:

- Online questionnaire available in mid-August through September 11. Anyone who has entered their email address in the sign-in sheets will be emailed a link to the questionnaire when it is online/live.
- The team will then incorporate feedback from the meetings and questionnaires to determine preferred alternative
- Present preferred alternative and feedback to Transportation Advisory Board in late September
- Council Meeting in fall to decide if the City will move forward with developing detailed designs for the four pathway locations
- Finalize designs in early 2023
- Construction in summer 2023

A facilitated question and answer session followed the panel presentation. Several topics were discussed at all four meetings:

*Physical Separation*

On pedestrian improvements like sidewalks and pathways, it is preferred to provide physical separation between the pedestrian facility and vehicular traffic, either using a curb (vertical separation) or using greenspace (horizontal separation). This physical separation helps to provide a safer and more comfortable facility, especially for more vulnerable users. Physical separation has been incorporated into each of the pathway location concepts.

*Traffic Calming*

Traffic calming is the combination of physical measures that reduce the negative effects of motor vehicle use, alter driver behavior, and improve conditions for non-motorized street users. This could include constructing speed bumps, providing curb extensions (bump-outs), narrowing the roadway, striping, signage, etc.

*Concrete or Asphalt – The Pros and Cons*

In Lake Oswego, the two major materials that are typically used for pedestrian facilities in the public right-of-way have been asphalt (for pathways) and concrete (for sidewalks). Gravel pathways are common in parks.

There are pros and cons to each:

Material Type	Pros	Cons
Concrete sidewalk	<ul style="list-style-type: none"> <li>• Provides more precise slope for drainage control/management</li> <li>• Provides best surface and grade compliance for Americans with Disabilities Act requirements</li> <li>• Typically lasts longer than asphalt</li> </ul>	<ul style="list-style-type: none"> <li>• Historically costlier to install than asphalt</li> <li>• Due to construction methods (forming subgrade) and depth of excavation, can be more impactful to tree roots or nearby trees</li> </ul>
Asphalt pathway	<ul style="list-style-type: none"> <li>• Historically less cost to install than concrete</li> <li>• Can be aesthetically preferred</li> </ul>	<ul style="list-style-type: none"> <li>• More difficult to achieve ADA compliance.</li> <li>• Typically, shorter life span than concrete</li> <li>• Does not provide as much preciseness with matching grades or providing drainage control</li> <li>• Can be more susceptible to damage from tree roots.</li> </ul>

## **Input Gathered and Feedback Received**

Community members discussed the concepts with staff from the City and consultant team. Comments were collected via the Q+A session, individual conversations with staff, or from notes directly on the maps/graphics.

The following is a summary of feedback and discussion from each of the specific meetings

### *Douglas Way Pathway Community Meeting*

- 14 people attended the meeting.
- Options presented were:
  - Option 1: 5-foot wide asphalt pathway with some concrete curbs
  - Option 2: 5-foot wide raised concrete sidewalk with concrete curbs
  - Option 3: A combination of raised concrete sidewalk and asphalt pathway with concrete curbs
  - All options also showed potentially installing marked crosswalks at the intersection of Douglas and Hallmark.
- Questions from attendees included:
  - What's the cost difference between concrete and asphalt?
  - Which one is more long lasting?
  - Where would a berm go?
  - How wide is the pathway at the corner?
  - Would any private properties be impacted?
  - Would you be putting in a curb to hold landscaping back – concern about grade issues and drop-offs for safety
  - How wide is the overall pathway?
  - How wide is the existing roadway?
  - Can you put a centerline in the road?
  - What about the one-way street option? (this slows emergency response down)
  - Are the pathways multi-modal? Can all users except vehicles use the pathway?
  - Would there be a curb all the way, even across driveways?
  - Would there be a stop sign at the crosswalk?
  - How would decision be made between concrete and asphalt?
  - Will the existing asphalt berms be removed?
  - Would we need to add more storm drains or storm planters?
  - Would there be any tree loss?
  - Will you have an arborist on board for design and construction?
  - What is better, physical separation or no separation?
  - Will the road be closed during construction?
- Discussion of options and preferences:
  - Most people were in favor of having a concrete sidewalk rather than an asphalt pathway
  - Attendees generally favored the meandering approach at the east end to save trees where possible
- Concerns/comments on maps and through conversations:
  - Property owners at west end raised concerns about drainage. Some homes are below the grade of the street and the concern was that a concrete sidewalk with typical driveway apron would not provide enough of a barrier to stormwater
  - Stormwater issues also occur at the corner of Quarry and Douglas. This is evident by large amounts of sediment in the ADA ramp. A ditch is present that can be utilized to convey stormwater, but may need some maintenance per the adjacent homeowner

- Several attendees requested rubbish bins along the path. The corner of Douglas and Quarry receives a lot of trash per the adjacent homeowner.
- Concerns/comments on maps and through conversations:
  - “Garbage cans. Students throw a lot of trash” (Referring to corner of Douglas and Quarry)
  - “Drainage concern / debris. Drainage ditch available” (Referring to corner of Douglas and Quarry)
  - “Consider a few garbage disposal options along the pathway”
  - “This (Option 2) makes the most sense for Safety (concrete curbs), Cost (0 diff asphalt vs concrete), Consistency (all groomed from Hallmark to Quarry), Storm drain runoff (clearer flow w/ grade drop from Hallmark to Quarry)
  - “Prefer this option (Option 2). Delineates pathway from road. Safer. Most consistent aesthetic”
  - “How are transitions handled?” (Referring to curbed sidewalk and driveway)

### *Lanewood Street/Douglas Circle Pathway Community Meeting*

- 20 people attended the meeting.
- Options presented were:
  - Option 1: 5-foot wide asphalt pathway with a concrete curb, located on the south side of Lanewood Street and the south side of Douglas Circle on the south loop.
  - Option 2: a 5-foot wide asphalt pathway with a concrete curb, located on the north side of Lanewood Street and the east/south side of Douglas Circle on the north loop.
- Questions from attendees included:
  - Will the City need to initiate eminent domain at all?
  - Why is the north side on Douglas being considered given the history of the path planned on the south side?
  - Will there be a setback from the street?
  - What is the right-of-way width?
  - Who is responsible for maintaining the pathway or sidewalk?
  - Will bikes be allowed on the pathway, especially e-bikes or motorized bikes?
  - Does the City have a policy on e-bikes?
  - How will the pathway be sloped to handle stormwater? Away from the private properties or towards them?
  - Will there be new stormwater improvements?
  - Why are you pursuing option 2 on the north leg of Douglas Circle?
  - Will hedges and other landscaping be impacted?
  - Is there any potential to connect the pathway on Twin Fir to Upper Drive and Douglas Circle?
- Discussion of options and preferences:
  - Several comments regarding option 2
    - Concern about creating an additional crossing,
    - Potentially requires more property coordination
    - Potential impacts to adjacent property encroachments in the right-of-way
  - Option 1 seemed to be favored as it provides better connectivity from Boones Ferry to Twin Fir and Iron Mountain Blvd., and it does not have a crossing, but there are some tight areas to work around utility poles.
  - Concerns about tree impacts on both options, but option 1 we could potentially coordinate around.
- Concerns/comments through conversations:
  - Confusion about what the public right-of-way is vs property encroachments. The team explained that the right-of-way shown on the maps had been surveyed and was accurate. Discussion then centered around landscaping, fences and other encroachments in the right-of-way.
  - Several attendees concerned with the taking of property - Stefan explained this was not something the City wanted to do and would employ many options to keep the pathway on public property.
  - The loss of on-street parking was a frequent concern.
  - Future maintenance and responsibility for the pathway.
  - Trash bins blocking the pathway one day a week was a particular concern for an attendee with a mobility device. Request that the design team look into designated bin areas to maintain access at all times.
  - Parking on the pathway is a major concern. No Parking signs requested.
  - Speeding traffic on Douglas and Lanewood.
  - North side of Douglas Circle has less traffic and south side has more traffic heading to Iron Mountain Blvd.

- Concerns/comments on maps:
  - “This tree we would happily sacrifice to the cause.” (Referring to tree at 3518 Lanewood Street).
  - “I would prefer the south side of Douglas. I am thrilled to have a pathway no matter which side.”
  - “South option makes more sense...safer, more direct, avoids traffic danger.”
  - “Favor south route Option 1.”
  - “Cars run stop sign here quite often.” (Referring to intersection with Lanewood and Douglas Circle).
  - “Would old growth trees on edge of street be removed? The ones with the # tag?” Referring to north side of Douglas Circle.
  - “Very treacherous intersection. Twin Fir traffic fast, no stop off hill. No easy way from North outlet on Twin Fir to south of Upper.” (Referring to north intersection of Douglas and Twin Fir).
  - “With no children coming from the north on Twin Fir to Douglas Circle, it’s unlikely the path would be used at all if it were located on the north side of Douglas Circle. Kids will take the shortest route to school which is definitely the south side of Douglas Circle.”
  - “Heavy stormwater runoff” at 3178 Douglas Circle.
  - “I am just worried about cars parking on the pathway.”
  - “I would like some signs that say no parking on the pathway.”
  - “Less disruption on the south side. Less need on the north side.” (Referring to Douglas Circle).
  - “This option creates better connectivity to Upper.” (Referring to Option 1).

### *Boca Raton Drive Pathway Community Meeting*

- 19 people attended the meeting.
- Options presented:
  - Option 1: a 5-foot wide raised concrete sidewalk with a concrete curb installed outside/behind the existing roadway
  - Option 2: 5-foot wide raised concrete sidewalk with a concrete curb, narrowing the width of the street by adding in the new sidewalk
- Questions from attendees included:
  - Will option 2 narrow the street?
  - Will there be enough space on the roadway for cars to pass?
  - Will there be curb ramps?
  - Will street parking still be available on the west side?
  - Would residents/visitors need to park on side streets?
  - Will the centerline move?
  - Would no parking signs be added on both sides of the street?
  - Would more street lights need to be added if the street is narrowed?
  - When would construction take place?
  - Would the whole street be under construction all at once?
  - Will tree protection be in place?
  - Will the existing sidewalk be removed and replaced?
  - Are there restrictions for bikes, particularly e-bikes?
  - Will you be adding a stop sign at Bonniebrae and Boca Raton?
  - How would the area be restored?
  - Would a fence or wall be added for the areas that have steep drop-offs?
- Discussion of options and preferences:
  - Attendees were pleased to see that no landscaping would be impacted by the pathway with option 2
  - Likely no or reduced parking on the west side and most people agreed that was likely ok with option 2
  - If able to retain parking on one side, that would be preferred
  - Narrow lanes help with traffic calming
  - Could potentially remove the current centerline
  - Like the idea of adding a stop sign at Bonniebrae and Boca Raton, and requests for one at the intersection of Atwater too
  - Option 1 would impact adjacent property encroachments in the right-of-way
  - Option 1 would result in more impacts to trees
  - Attendees praised the City for listening to their concerns in the first public meeting and addressing them in the second. The group appreciated being allowed to participate in the process
- Concerns/comments through conversations:
  - Curb at Atwater corner is dangerous
  - Request for better lighting
  - Concerns raised over loss of on-street parking
    - Discussion centered around which side should lose parking.
    - General consensus was that it made sense to remove from the west side
    - Homeowners at south end of Boca requested keeping on-street parking in front of their home due to limited driveway space and no garage
  - Traffic calming was a major concern
    - Current speed hump does little
    - Narrowing of the roadway will help

- Reduction of posted speed requested
- Safety and littering were issues for the residents at 728 and 758 Boca due to steep slopes adjacent to the pathway.
  - Handrail and trash bin requested
- Catch basin at 758 Boca continually overflows due to clogging from leaves. Home owner created makeshift wall from plywood to keep water from overtopping the curb and eroding the hillside
- Concerns/comments on maps:
  - “Would love street parking if possible. With any additional green space. No grass please” ~530 Boca Ratan
  - “Heike mentioned possibly adjusting sidewalk path to follow current footprint here – to maximize parking. We would be ok with this” ~530 Boca Ratan
  - “Drainage problem @ 590 Boca”
  - “Safety Issue. Railing requested” (Referring to east side of Boca at 728 & 758)
  - “Remove stripe”

## *Hallinan Street Pathway Community Meeting*

- 24 people attended the meeting
- Options presented:
  - Option 1: 5-foot wide sidewalk predominantly located on the north side of Cherry Lane and east side of Hallinan Street
  - Option 2: combination of sidewalk/pathway on west side of the street with additional crosswalks
  - Three different “a la carte” segments were shown on each option:
    - Segment 1 (shown in purple) proposes a 5-foot wide asphalt pathway/concrete sidewalk combination on Cherry Lane between Hawthorne Drive and on Hallinan Street to Meadows Drive.
    - Segment 2 (shown in turquoise) proposes a 5-foot wide raised concrete sidewalk with a curb on the east side of Hallinan Street between Meadows Drive and Hemlock Street.
    - Segment 3 (shown in yellow) proposes improvements to the Hallinan Street and Hemlock Street intersection, including continuing the pathway to the school entrance, and adding in curb bump-outs to improve pedestrian safety/visibility and provide traffic calming.
  - Stefan added that any one or all three options could be constructed. They are independent of one another.
- Questions included:
  - What will it take to get the pathway project cancelled off Hallinan?
  - Are stop signs proposed at Cherry?
  - Can a speed bump be added at the school driveway?
  - Where are the features listed for the maps online?
  - What traffic calming options are being explored?
  - Can we install a meandering sidewalk like the City did on Laurel?
- Discussion of options and preferences:
  - Many attendees don’t like option 2 due to additional street crossings and potential conflicts between pedestrians and traffic
  - There could be “unintended or inadvertent” consequences including impacts to parking (reduction), mailboxes on east side would restrict where people can park
  - When Laurel Street pathway was built, some people didn’t want it, but it is heavily used by so many now
  - Attendees were generally pleased with the plan to save all trees and landscaping
  - Attendees like the Hemlock improvements overall:
    - Some felt the pathway improvements should be moved from Hallinan to Hemlock and west to Freepons Park
- Concerns/comments through conversations:
  - E-bikes and motorized bikes – how to manage them
  - Parking impacts/loss of parking due to adding the pathway
  - Narrowing the roadway at the cul-de-sac could be a safety issue when families are picking their kids up from school, especially at Hemlock and Hallinan
  - Traffic speeds on Hallinan
  - Mailboxes all located on east side potentially reducing parking further
  - Garbage day potentially eliminating all parking for one day
  - Large events at the school making parking a challenge
- Concerns/comments on maps:
  - “Speed bump” (Referring to 1716 Hallinan and 1545 Hallinan)
  - “Three way stop for Cherry at Glenmorrie”

- “Limit or restrict parking at corner of Cherry Lane and Hallinan”
- “Stop sign at top of Cherry”
- “Combine mailboxes allows more parking”
- “Use speed bumps”
- “Definitely bump outs”
- “Sidewalk completed”
- “Restricted parking around Hallinan curve”
- “Laurel slow to 20 mph”
- “Add crosswalk paint on all four corners” (Referring to Hallinan and Hemlock)
- “Will busses be able to pass both ways here with pathway?” (Referring to Cherry Lane)