



2022 PATHWAYS PROJECT MAY 2022 OPEN HOUSES - SUMMARY

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

- Douglas Way Pathway – from Quarry Road to Boones Ferry Road
- Boca Ratan Pathway – 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 May, the City and project team held one open house for each of the pathway segments. Meeting details:

- Tuesday, May 17, 6:30 p.m. – 8 p.m. for Hallinan Street Pathway at Hallinan Elementary School Library
- Wednesday, May 18, 6-7 p.m. for Douglas Way Pathway at Lake Grove Elementary School Library
- Wednesday, May 18, 7:15 p.m. – 8:15 p.m. for Lanewood Street/Douglas Circle Pathway at Lake Grove Elementary School Library
- Thursday, May 19, 6:30 p.m. – 7:30 p.m. for Boca Ratan Drive Pathway at Forest Hills Elementary School Library

The purpose of the open house meetings was to provide project background and an opportunity for neighbors to share their input, concerns and feedback.

Audience and Notice

The target audience for each pathway segment meeting were the neighbors on or around the proposed pathway segment. Announcement of the open houses was made through the project website, City homepage, City LODown e-newsletter, a letter mailed to approximately 200 people in each of the immediate neighborhoods, letters to neighborhood associations, and several posts on the City's four social media accounts (Nextdoor, Twitter, Facebook and Instagram).

Meeting Format

The meetings were an open house style with no formal presentation. The project team provided three large maps of the proposed pathway corridor. After a brief introduction of the project team and attendees, the City provided background on the project. The larger group was then split into smaller groups to talk with residents and let them share any concerns they had by putting sticky notes on the provided maps.

Input Gathered

Community members discussed the project purpose and concepts with staff from the City and consultant team. Comments were collected via notes directly on the map graphics and on our questionnaire that was mailed out with the invitation letter. Feedback via the questionnaire was

submitted by 30-75 residents depending on the pathway section. Staff will use this input to carry a concept into design. The next round of meetings are planned for this summer.

The following is a broad summary of each of the open houses.

Hallinan Pathway Open House

- 17 people attended the meeting
- Project team staff included: Heike Shipton and Stefan Broadus from the City of Lake Oswego, and Rawley Voorhies and Ilana Cour from Century West.
- Attendees began arriving around 6:15 and a number immediately made their way to the maps and began asking questions.
- The project team started talking with a few residents and got wrapped up in conversations about the pathway.
- After a while, one large circle formed and one attendee presented information about a pathway proposal that was voted down by Hallinan residents in the 1990s.
- Stefan Broadus welcomed everyone and gave a short summary about the background of how the need for this pathway was identified. He emphasized that the project team were there to obtain feedback and that no design decisions have been made. The team was interested in hearing things such as what side of the road the pathway might be preferred, how peds/bikes use the roadway now, etc.
- A number of residents immediately and emphatically stated if it was going to be built, it should be on the east side. Others stated it had to be on the west side. Several attendees expressed that they don't want it and questioned the need.
- Stefan gave an overview of the City process used to identify the need
 - A council goal had been set to expand pathways
 - Transportation Advisory Board ranked pathways from a long list of desired paths on the Transportation Safety Plan/Capital Improvement Plan (TSP/CIP)
 - Scoring based on destinations with routes near schools having a higher weight in the scoring.
 - Based on scoring and feasibility this route was chosen, along with three others in different areas of town
- One attendee outlined how road volume/classification is what drove the selection process and how most folks walk from Freepons Park to the school, how the Freepons route is the only major feeder towards the school without a pathway. Asked if the City had pedestrian/bike data to support the pathway selection.
- Stefan addressed how this stretch of Hallinan does have higher traffic and higher speeds. Noted that the City does not have pedestrian and/or bike traffic counts.
- There was a lengthy discussion about trees and concerns about past impacts to trees and impacts anticipated with this project as a result of those experiences.
- Discussion about lack of safety at Hallinan/Cherry: lack of sight distance, lack of stop signs.
- General support from a number of residents near Hallinan/Cherry to extend the existing pathway through this area to connect to the school entrance.
- Stefan discussed the different types of pathways that could be considered, width of path, various locations of pathways, etc.
- A small group/family stated that a large majority of their neighbors weren't in attendance because they hadn't heard about the meeting and weren't available. Heike stated that meeting announcements had been mailed to all residents along Hallinan and within the vicinity of Hallinan.

- Stefan asked a question about how much the parking is utilized and the ability to remove parking from one side of the road to allow for pathway construction.
 - Initial feedback seemed to be positive, so long as residents didn't lose parking on their side of the road. A number of attendees stated concern that their neighbors had short driveways and a pathway would eliminate their ability to park in their driveways. The further loss of on-street parking would be detrimental to these neighbors for parties, other events and for yard services.
- Stefan noted that the goal was to gather input from all and encouraged attendees to add sticky notes to the map with concerns.
- Meeting continued with ongoing discussion regarding the need for the pathway, impacts to properties.
- Themes from conversations included:
 - Saving trees and concerns about property/landscape impacts.
 - Feedback that Hemlock from Freepons Park is the more utilized route.
 - Statements that almost nobody uses the route between upper Hallinan and Hemlock.
 - Concerns about visibility backing out of driveways and increased likelihood to hit pedestrians and bikes that travel down the hill at high speeds.
 - Concerns over loss of parking during sporting events...largely related to the cul-de-sac, but noted that the parking will spill onto surrounding streets.
 - Support from majority for improvements at the upper end of Hallinan, from roughly Meadows to the school entrance on Cherry Lane.
 - Support from a large number of attendees for completing the break in the pathways within the Hemlock cul-de-sac to avoid people walking in the road to get around trees (especially during school and sporting events when cul-de-sac gets very congested and unsafe).
- The meeting was formally adjourned just prior to 8 pm. Two attendees engaged in a conversation with staff voicing support for the project, namely near the upper end of Hallinan/Cherry and for improvements at Hallinan extending into the Hemlock cul-de-sac. One attendee was very much in support of the pathway between these two locations as a frequent user of this route.

Douglas Way Pathway Open House

- 9 people attended the meeting.
- Project team included: Heike Shipton and Stefan Broadus from City of Lake Oswego, and Rawley Voorhies, Matt Tipton and Ilana Cour from Century West.
- Heike Shipton started the meeting by introducing the team and the project. She asked attendees to introduce themselves.
- Heike stressed that the project team was there to obtain their feedback and that there had been no design decisions made prior to the meeting.
- Questions from the attendees included:
 - Why was this route was chosen and not the access road to the south of Douglas?
 - Can Douglas be made one way?
 - What process did the City go through to choose this pathway project?
 - What impacts to property are expected?
 - What will the path be made of?
 - How wide will the path be?
 - Has the school district been engaged?
- Stefan responded to most questions regarding City process

- Transportation Advisory Board ranked pathways from a long list of desired paths on the Transportation Safety Plan/Capital Improvement Plan (TSP/CIP)
- Scoring based on destinations. i.e.; schools are highest scorers; parks and retail areas follow
- Based on scoring and feasibility, these four were chosen
- Group broke into three separate groups around three separate, but identical strip maps of the corridor.
- Themes from conversations included:
 - Connections to other routes (Hallmark)
 - How to reduce vehicular traffic at school pickup/drop off times

Lanewood Street/Douglas Circle Pathway Open House

- 12 people attended the meeting.
- Project team included: Heike Shipton and Stefan Broadus from City of Lake Oswego, and Rawley Voorhies, Matt Tipton and Ilana Cour from Century West.
- Heike Shipton presented the introduction to the project and attendees introduced themselves.
- Questions included:
 - Why Lanewood?
 - What is the process for selecting this street?
 - Is there really a need for this?
 - Has the City performed any studies of impacts to environment, trees, property values?
- Several attendees were very much in favor of the path
 - Suggested more people would walk if a safe pathway existed
 - New crossing at Boones Ferry made this link very desirable
 - Many people felt unsafe walking or cycling on Lanewood with its current condition
 - The path on Upper Drive and Lake Grove Ave should be a model for this (asphalt and separated)
- Major concerns included impacts to parking, trees/landscaping, and stormwater.
- Requests for additional pathways on Twin Fir linking to Upper Drive and Iron Mountain.
- Concerns were somewhat tempered by the assurance that the path would be customized to some extent at each property.

Boca Ratan Drive Pathway Open House

- 10 people attended the meeting.
- Project team included: Heike Shipton and Stefan Broadus from City of Lake Oswego, and Rawley Voorhies, Matt Tipton and Ilana Cour from Century West.
- Heike Shipton introduced the team and project. Attendees introduced themselves.
- All attendees expressed overwhelming approval of a new sidewalk or pathway.
- Many attendees and their families walk this stretch of Boca Ratan and feel it is unsafe:
 - Speeds are too high
 - Blind curves are dangerous
 - Odd stop pattern at three-way intersections of Atwater/Boca and Bonniebrae/Boca
- Discussion of options and preferences:
 - Sidewalk on east side
 - Inset from curb
 - Reduction of on-street parking
 - Utilization of existing sidewalks
 - Too many crossings on west side to be feasible
 - Potential to have east side path in street and a parking buffer adjacent to the sidewalk