



LAKEVIEW BOULEVARD IMPROVEMENT PROJECT

OPEN HOUSE SUMMARY

Tuesday, June 13, 2023 from 6-7:30 p.m.

Lake Oswego Maintenance Center, 17601 Pilkington Road

Project Overview

The City of Lake Oswego has identified the Lakeview Boulevard Street and Drainage Improvements Project as a Capital Improvement Plan (CIP) project ten years ago and has started with the preliminary design. The objectives of this project are to improve stormwater management, pavement conditions, pedestrian access and safety along Lakeview Boulevard between South Shore Boulevard and Iron Mountain Boulevard.

Open House

The City hosted a community open house on Tuesday, June 13 from 6 – 7:30 pm. The purpose of the open house was to gather input and concerns from neighbors and users of Lakeview Boulevard that can be used to aid in developing preliminary designs. The open house provided community members an opportunity to learn about the project, talk with staff about their concerns and needs, learn what had been shared with the City to date, and give feedback on preliminary concepts.



Several large maps were on display on tables, along with perspective views on boards with easels. No formal presentation was held.

Overall Participation and Notification

Approximately thirty (30) people attended the open house, and eighteen (18) people completed comment forms. The open house was advertised to the public through the following methods:

- Posting to project webpage and City's homepage
- Email to interested parties
- June *Hello LO* city-wide newsletter
- *LO Down* e-newsletter

- Postcard mailing to property owners along Lakeview Boulevard
- *LO Review* news article
- City's social media accounts (Facebook, Twitter, Nextdoor, and Instagram)

Feedback Summary

Participants talked with project team members to learn more about draft design concepts and share their concerns and goals. Below is a summary of the feedback received via comment form, providing post-it notes on the large roll maps, or through one-on-one conversations with the project team.



Key Takeaways

- Many individuals stated their number one priority is safety for all travel modes.
- Stormwater is a big concern. Many participants reported flooding issues and stormwater flowing into their yards and properties from the street.
- Many participants mentioned the curve at the railroad is dangerous while travelling by foot or bicycle.
 - Some mentioned high speeds in this area as well.
- A couple participants asked for more parking.
- Participants were generally supportive of the mountable curb idea that was presented for the east side of the roadway.
- There were several mentions of the parking at the Goodin easement – some people supported leaving it as-is, and others asked for the City to intervene with the private parking easement access.
- Some participants asked for updated pavement.
- Several participants suggested reorganizing Lakeview Boulevard as a one-way street – with preference for west-bound traffic.
- Some neighbors suggested the City could trim or remove some of their property's vegetation to make more space for the street.
- Some participants suggested saving money by not installing a pedestrian path in lieu of formalizing the shoulder that currently exists.
- Other participants were in favor of the pathway as shown, as long as parking can be retained.
 - One person suggested creating a connection to the Campbell Nature Garden.
- Some neighbors asked about undergrounding utilities.
- Others asked if a bike lane could be safely installed or striped.

For a full list of comments from the participants, see [Appendix A](#).

Next Steps

The project team will use community feedback and the information collected on existing conditions to develop a design, stormwater plan, and preliminary cost estimate. A more refined design is planned to be shared at a second open house in later summer or early fall of 2023.



Appendix A: Compilation of All Comment Form Submissions (18 forms submitted)

Is there anything the design team should know about current conditions on Lakeview Boulevard?

1. Dangerous wall rock on right side at bend needs to be removed.
2. (Understood that no power undergrounding and no property acquisition are envisioned.)
3. Keeping the Goodin easement is essential to your project development. Goodin easement is irreplaceable asset to the community to lose the parking would be devastating to children and families in our community.
4. Railroad curve is a danger to peds, bikes (and [illegible])
5. The road at the rail crossing is extremely hazardous for pedestrians and cyclists.
6. Lack of parking. There needs to be more parking on the railroad side. Also, most of the homes would be negatively impacted by curbs and sidewalks.
7. People drive WAY too fast from the curve past Goodin easement. Please put one or two speed bumps to slow things down.
8. Roundabout to Goodin easement is unpassable stop considering it unless you have many millions to build elevated ensnared pedestrian path east of guardrail and obtain land on north side where it meets Summit Ct.
9. I think everything is fine as is, although I would love to see the current bicycle/walking pathway repaved to be as smooth as the road. The Goodin easement parking is maxed out now; don't see an answer to make room for a new pathway and maintain the current easement parking spots.
10. Most people walk along house side- just an FYI. Water is BIG issue.
11. At the east end of Lakeview where it intersects with summit drive, walking and general signs (illegible) is very poor. Would like to suggest 1 way traffic; safer and pavement all the way to the roundabout. Safety is our no 1 concern. Flashing light are dangerous or pedestrian crossing.
12. The curb near Goodin easement is dangerous w/ narrow section and speed is too fast of about 80% of the vehicles.
13. Lakeview/summit needs further discussion to make it safer for pedestrians and cyclists.

Do the concepts presented today meet your needs? Do you have other ideas or concerns?

1. Yes. Make sure we can access parking across street.
2. * Safety is #1 issue
 - * Drainage can be solved for any roadway configuration
 - * Consider signage to improve safety with preferred option.
3. As a member of the Goodin easement, I am concerned that this will reduce or eliminate parking for the easement. Consideration should be made for this parking.

4. From the swim park to Goodin is great. I'd like the city to study or consider making Lakeview one-way west bound between either the swim park or Goodin and the traffic circle on Iron Mtn. East-bound traffic would either take Upper or Country Club to downtown. This would mitigate traffic on Lakeview and drastically improve pedestrian safety allowing for a dedicated path and/or bike lane.
5. Skip the whole pathway idea as walkers can go up the stairs from the swim park use the legal rail crossing go up the path turn right on the upper drive walking path and walk all the way to the roundabout without spending any \$.
6. No
7. The one way option is interesting and may address the "people walking, rolling or riding" goal well.
8. 1 way street - from Turning Circle to South Shore
9. We need to keep the parking across the street from my house (and other houses) that is technically on the railroad property. Need to keep access to existing parking.
10. Vacate Lakeview Blvd from Southshore to Summit. The homeowners can install gates at both ends. The gates would have openings at the sides for pedestrian and bike access. There is really no purpose for a call to drive Lakeview Blvd in this stretch except for a short cut which then comes with higher speed drivers.
11. I would be fine with a retaining wall in front of our house to facilitate widening. Even the trees in front could be removed.
12. I like the main stretch along the lake for stormwater reasons and improving swim park pedestrian safety.
13. My idea is to concentrate on the rain run-off and abandon the idea of extending the new foot/bicycle pathway "around the corner" (east of Goodin easement). A one-way road idea (west bound only) may work. But let walkers go up path of swim park and go on Upper to get towards the Hunt Club walkway. Save the money!
14. The worst part of Lakeview is the section Goodin easement to Iron Mtg. Seems like it has stymied design and planning! I think it can only be resolved with a "partnership" with Railroad. I know that's very difficult but worth pursuing.
15. Please move speed bump that was moved without approval in front of 3512 Lakeview. This was moved at last paving and we were told should not have been moved. Our house sits more towards road and we hear at night. Thank you.
16. Not at our end. No traffic calming measures on the bend from Railway roundabout and Goodin easement (speed bumps)
17. I don't see the need for the pathway part of the project. There is already a path on Upper driver. There is not enough room for a safe path on Lakeview. Its already a challenge to park during busy times.

Is there anything else you'd like to share or ask?

1. Appreciate the communication.
2. * Consider usages and impacts of one-way westbound traffic
 - * Same for eastbound
 - * Consider adding mtg. graphics to website
3. What would be the plan for easement access?

4. The section between Goodin and Iron Mtn. is the most treacherous part of the whole lake lap. I'm a part of the local running community.
5. Improve the swim park stairs with a child walk pathway next to the stairs provide solar lites all the way up the path for safety this would be wise expenditure of money to benefit to all who walk to the swim park. Do the road grade fix and bio swale.
6. One way on Lakeview from swim park to round about one way upper drive
7. Don't make the reverse curb swale too steep so it is not easily drivable.
8. Parking on RR property: I believe the city should step in and require that any parking on RR property is public. Goodin Easement Board members made a back room deal with the RR and are now making everyone else suffer. They tow people who park there who don't belong. I live across the street and can't event park there.
9. I support the project fully.
10. Seek measures to install pedestrian crossing gates at Reese and Twin Fir. They are implementable w/ affecting railroad traffic and improve safety. Obtain the Twin Fir land if necessary.
11. I have lived nearby and have been an active bicyclist and Goodin easement member for 30 years. I don't think there need to be an extension of the walking/bike path.
12. My neighbors on Springbook have discussed how great it would be to create an official path connection at end of court, across the railroad tracks to the city land that is "campbell nature garden" I hope the city can negotiate successfully with Railroad!!!
13. I think one way is a good idea!
14. Would not mind losing a few trees or vegetation to make things safer and help with flooding.
15. Spend the \$ on filter and divert water but not path.