Lake Oswego School District
Transportation Facility Relocation Community Meeting Minutes
Thursday, April 12, 2018
Lakeridge Junior High School
4700 Jean Road
Lake Oswego, OR 97034

LOSD Employee Attendees: Dr. Mike Musick, Stuart Ketzler, Randy Miller, Christine Moses, Lou Tarnay, and Jamie Harwood

Architect: Doug Pruitt, BBL Architects

Traffic Engineer: Jennifer Danziger, PE, transportation engineer, MacKenzie

Student Transportation (STA): Charles Guido, Rowly Bates

Public Attendees: Sherry Patterson, Allen Patterson, Niel James, Charles Thompson, Joel Labs, Bob Scofield, Josh Carter, Ryan Tate, Lisa Volpel, Mark Kimball, Shira Subotnick, Pam James, Gabe Blazsovszky, Mike and Anita Reuthier, Richard Simons, Tina Ruhlhand, Robb Ritiala, Kim Dove, Jerry Trentin, Amy Cushman, Marilyn Reiher, Anita Reuther, Kay Simons, Russ Ruhlhand, Greg Wagner, Liz Hartman, Jessica Harrell, John Harrell, Kent Pothast, Claire Holley, Curtis Calonder, Jeff Leeper, Kate Roth, Harold Benich, Ben Martiwe, Jason Carver, Anne McDowell, Jon McDowell, Bruce Williams, Jami Davids, Christine Roth, Gordon Kramer, Cheryl U., Linda Tetz, Louise De Hoog, and Amellia Nordlund

Meeting was called to order at 7:03 p.m.

Stuart Ketzler, Assistant Superintendent of Business, began with a recap:

The current bus and maintenance facility is located behind Lake Grove Elementary school and is over 50 years old. In the fall of 2015, the Superintendent was directed to locate an alternative transportation facility. Staff worked with a realtor to identify multiple sites. Sites were considered in West Linn, Tigard, Tualatin and Lake Oswego.

To accommodate all of the transportation needs, the District was looking for an industrial area with about 2.5 acres and a purchase price that was within our budget. The property on Lakeview came to the attention of our broker before it even came up for sale. It met all of the criteria that we were looking for and we came to a purchase agreement in September.
Doug Pruitt from BBL Architects, provided project specifics. The site is an industrial park with a conditional use permit within that zone. A site study looked at the number of buses and bus driver vehicles, and determined that there is room on the proposed site to accommodate 60 buses and 65 personal cars plus the maintenance staff and transportation supervisors. There will be a 2,000-gallon vertical propane tank with a covered fueling station for the buses on the south side back corner of the site near the railroad track.

There is currently a ‘factory’ building that is adequate for repair bays and dispatch. Overhead glass doors for buses and man doors will be added. The fire sprinklers will be updated. Security improvements will include a new chain link fence with black vinyl woven in and barbed wire on top, security cameras, and two gates with access controls.

The existing pole barn will be removed to add parking on the site. A new garbage enclosure will be created away from the street. There are storm water facilities and existing ‘dry wells’ on the property. The existing bus facility will be landscaped once everything has moved.

Jennifer Danziger, traffic engineer from MacKenzie, presented the recently conducted traffic control and impact study. The study included Jean Road at Pilkington and Jean Road at Boones Ferry. The overall conclusion is that the system works pretty well. There was some south bound congestion on Pilkington, which is always worse in the evening and some east bound congestion on Bryant. After that study concluded, a new study was done with the buses that would be leaving that site factored in. There were three days of weekday “counts” both in the morning and early evening.

The busiest times were in the morning from 6:45 a.m. to 7:45 a.m. with the staff arriving on site and then about 50 buses leaving the site. Ninety percent of the buses will head north, with 10% or five buses heading south. Most of the buses will head to Boones Ferry, a few will stay on Jean. There is one bus route in the immediate neighborhood.

The busiest time in the evening was from 4:00 p.m. to 5:00 p.m. with 47 buses coming back and 40 staff. MacKenzie took those findings and added the everyday traffic to the equation and came to the conclusion that there would not be huge impact on traffic in the area. The City of Lake Oswego is planning on signalizing Bryant and Jean in 2019 and then Jean and Pilkington in 2020, which will also lessen the traffic impact.

PUBLIC QUESTIONS/ANSWERS
Public questions are in bold.
District and MacKenzie answers are italicized.
Public input is in yellow.

Are we able to get a written copy of your traffic study? Yes. In the study you can see the counts are in five minute increments of arrivals and departures. The bus numbers were not recorded. The study will be available on the district website.

What time in the morning will the buses start? Our school times this year have changed and all start later than in previous years. Next year the earliest start time will be 8:20 a.m.
Will there be a light at Jean and Lakeview? No, there are no plans to put in a signal at that intersection.

Did you have safety reports, traffic wise, from the driveways on Lakeview? No, we did not.

To the right of Lakeview there is a blind corner which is unsafe for bikes and pedestrian, especially without sidewalks. If a school bus is coming in one direction and a car in the other direction it is very dangerous. Already people get confused on Lakeview and sometimes do not know which way to go.

Will there be frontage improvements? There are no frontage improvements planned.

Did you take the widths of the road into consideration? No. The District followed the City guidelines for our traffic study.

Did you do any other street studies in the neighborhood? Like Kenny and Lakeview, Edgewood and Lakeview, and between Kenny and Jean Rd? No, those roads are considered low volume roads. Low volume roads do not mean that it is not a neighborhood.

What issues have you looked at for mitigation of noise or bus alarms? Industry standards will be followed and enforced. The facility will be designed so buses will back into spaces in the evening to alleviate back up alarms in the morning.

Who paid for the traffic study? The District paid for the study.
The domino effect of 60 buses on the road just means the overflow traffic will go into the neighborhoods that were not studied.

Can the buses park in the school parking lots at night? No, that would be changing the condition of use for those parking lots.
Why can’t you change the conditions for school parking lot? You are changing the conditions of this building?

Have you explored the long-term effects of the fuel costs now that the buses have to travel all the way across town? No.

Why were 65th and Lakeview and also McEwan not on the traffic study? Why weren’t other streets part of the study? Cut through Kenny and Kennycroft, this will impact the neighborhoods. Our buses would not be on those streets.

Truly a traffic study? Why weren’t neighborhoods part of the study? We followed criteria for the traffic study for what we measured. We followed the criteria that the City establishes for these studies.

Some of the roads are not in the City of Lake Oswego. We consulted with Clackamas County about the county roads and a threshold was established in regards to additional traffic.
Is the building in Lake Oswego or River Grove? The property is in the city of Lake Oswego. Buses are going to have to stop and wait like the trucks do now. We are the people, we want input and don't want our money spent on a bad idea.

Is this a done deal? What can we do to stop it? The School Board will bring forward an action item at the Monday meeting as a first step in the process. Testimony from this evening will be brought to the attention of the Superintendent.

We do not have any other industrial property that can accommodate the buses? Can the existing site accommodate half the buses? There is property 150-yards from where the new site is proposed, was this property looked at? We would still have to identify if that site, or any other site, would be able to accommodate the existing buses.

How do I get people from the community who were not here tonight to be heard? Tell them to go to the school board meeting on Monday, April 16.

What is moving from the existing bus facility? The transportation operation will be moving.

During the traffic study did you put two buses on the street at the same time to see if they fit? Does the roadway width accommodate that? The paved surface is only about 25 feet. How are you going to keep my child safe when they are walking on the road without sidewalks and a bus or two? These roads were not meant for big buses, this is the wrong location. We are working with the City for safe walking and biking routes to school. How will this impact my life and will I have to leave my house early to accommodate the bus traffic? Right now, without the buses there are times that I cannot get out of my driveway. Our neighborhood is being ignored.

We are very disappointed that this site was picked, in a residential neighborhood. On the other side of the railroad tracks, next to U Haul and the freeway, there is a property for sale and on Google maps it looks like the exact same size. When Trimet reconfigured their bus routes we were told by Trimet that their buses would not fit down Lakeview and so the route was stopped. There are not street lights or sidewalks, there is not even a gravel shoulder for children to walk on. The storm water basins and dry well catch basins do not work. The fir trees have died because of flooding. And the city has said that there will be no improvements. This plan just isn’t good.

Did you factor in that the buses have to stop at the railroad tracks, open the door and listen, having five buses do that really would add to the traffic time? No, we did not study that.

What about a propane leak? Is there a plan for this vertical tank in case of a seismic event? Studies have been done and a double hull tank should be horizontal. Propane insulation will meet all safety standards and will be far removed from the street on the back corner of the site, near the railroad tracks. We have had no issues on the current site. Please reconsider this decision and delay the vote on Monday.
Will you postpone the action at the school board meeting? *This will have to be done by the school board at the meeting Monday.*

The LOSD has a very close relationship with the City. The good news is that LOSD has the ability to suspend any action moving forward. They, the LOSD, can request to initiate a delay. The neighborhood would like this to be delayed until they can receive a copy of the traffic study and be able to review it before the final decision is made to use this site as the new bus depot. It really feels like this could be stopped until a further traffic study can be done and the City can address the safety and traffic concerns for this proposed site.

What can we, as neighbors do from this point forward? *Get involved, go to the school board meetings.*

Just feels like you are shifting the problems from Lake Grove to River Grove. Please remember that 100% of our taxes go to the school. We should be considered when you are making your decisions. Clackamas County board of Commissioners is having an election, email the candidate, they love stuff like this.

Is there a chance that the city would accelerate the Lakeview improvement plans to make it safer and then work on moving the transportation facility? *Will take it up with the School Board.*

When is the last day contingency period? *April 22 is the final day. This process began in September with a community meeting held in October and all four extensions have been filed.*

What have you been doing since October? *Due diligence activity has been taking place. We have interviewed consultants, site evaluations have been done, consideration of financing and the traffic study.*

You heard the same safety concerns in October, you have now heard them twice and you are not doing anything about them, why? *Safety is our number one concern and we will present your frustrations to the Superintendent and the School Board.*

A LOSD Board member stood up at this point and stated that the district had been doing their due diligence on this project.

Will they get the traffic study prior to Monday night school board meeting? *Yes, the traffic study will be available on the district website tomorrow, April 13.*

The meeting concluded at 8:40 p.m.