

Bolton Neighborhood Association (BNA)
July 19, 2016
Meeting Summary

The meeting was called to order at 6:01pm in the West Linn Library by BNA Chair, Alan Smith. Attending were 18 residents and 1 guest. Chairman Smith announced that the Secretary was out of town. Kris Duncan agreed to record the proceedings. Mr. Smith noted that due to some technical difficulties, he did not have the minutes of the June 21st meeting available for approval.

Due to conflicting schedules, the Budget Committee did not meet as projected. Another attempt will be made to convene the group prior to the August BNA meeting. Peggy Kirkendall reported that she did some preliminary investigation on the purchase of some heavy duty trash cans and will give a full report in August.

Alma Coston shared a card she received from the leader of the community band that played at the ice cream social. The support of the neighborhood association was greatly appreciated and contributed to the overall success of the event. Alma received a round of applause from BNA members present and Chairman Smith thanked her for taking the lead to make sure the ice cream social took place.

Vice-Chair, Steve Miesen noted that frequent bonfires are being held at Burnside Park this summer. He said he has tried to reason with the partiers and headed up a trash clean-up of the beach on July 16th. He now recommends that any concerned residents who see dangerous activity to notify the police.

Chairman Smith introduced Lance Calvert, Public Works Director and City Engineer for the City of West Linn. Mr. Calvert presented an overview of the 2016 Highway 43 Conceptual Design Plan. The Plan was developed by contractors, Kittelson & Associates. The plan currently in effect was adopted in 2008. This plan is essentially an update of that plan. If the Planning Commission approves the Plan on August 3rd, the City Council will vote on adoption at their meeting on September 12th. He explained that interested citizens can still access the "virtual workshop," but the comments component is now disabled. Comments should now be directed to Mr. Calvert or the Planning Commission. He also recommended use of the "Ask ODOT" feature on their website, which serves as a clearinghouse for inquiries.

Mr. Calvert explained the relationship between the West Linn Highway 43 Plan and ODOT procedures. Because Highway 43 is not a designated "freight route" like 99E, certain stakeholders like the trucking industry do not have a say on Highway 43 planning. That does not mean that trucks are restricted from using the highway. More dialogue with ODOT is expected prior to implementation, especially around bike and pedestrian standards. Responsibility for maintenance is sometimes impacted, depending on whose standards are adhered to.

To develop the 2016 update, many factors were considered, including high crash areas such as I-205 ramps, Cedaroak and Hidden Springs Road. They also looked at the survey results and ultimately focused on the largest group that stated they were "interested" in using a bike trail, "but concerned" about safety. The Concept Plan calls for a separated bike and pedestrian lane on each side of the roadway.

Mr. Calvert listed the different approaches the City can take to secure the necessary footage (76-79 ft) to implement the Plan. Once adopted, the City can require developers to dedicate right-of-way when redevelopment occurs or they can acquire private property. It was noted that had the updated Plan been adopted already, the developers near Burgerville could have been required to dedicate land to the new Plan standards. Because the City already has a significant amount of right-of-way, no resident displacement is expected. Depending on terrain, the preference is to use public land before private.

Displaying arial photos of the Bolton area, Mr. Calvert showed where right-of-way expansion is proposed. He said he would like to come back to BNA later to brainstorm resolution of some issues along the Holmes to Lewis stretch near Bolton School. Webb and Easy St. access is another issue he would like to discuss.

He said there is still time to work these out as the first phase will be the Lake Oswego boundary to Mapleton when funding is in place.

In addition to the Plan, some safety and visibility issues at the Failing and Buck intersections were briefly discussed.

The meeting adjourned at 7:50 p.m.

Respectfully submitted,
Kris Duncan
Secretary Pro Tem