

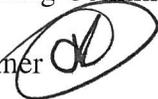


CITY OF  
**West Linn**

## Memorandum

Date: October 29, 2008

To: City of West Linn Planning Commission

From: Chris Kerr, Senior Planner 

Subject: Additional public comment on the Transportation System Plan  
(CDC-08-01 / PLN-08-07)

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Regarding the upcoming TSP scheduled for the November 5<sup>th</sup> Commission meeting, please find attached an email from a resident regarding the 'future connection' between Kapteyans St. and Carriage Way.

Attachment

**Kerr, Chris**

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**From:** Brown, Bryan  
**Sent:** Friday, October 24, 2008 8:14 AM  
**To:** Wright, Dennis; Spir, Peter; Soppe, Tom; Kerr, Chris; Davies, David; Worcester, Ken  
**Subject:** RE: West Linn TSP: proposed Kapteyns Connection

**From:** "Park, Clark" <Clark.Park@xerox.com>  
**Date:** Thu, 23 Oct 2008 10:55:22 -0700  
**To:** Carl Springer <eds@dksassociates.com>  
**Cc:** "Wright, Dennis" <DWright@westlinnoregon.gov>  
**Subject:** West Linn TSP: proposed Kapteyns Connection

Hi Carl-

It was a pleasure meeting you at the TSP open house last week. As a reminder, I list below the reasons I believe that a Kapteyns-Carriage Way future connection should be removed from the new TSP:

1. Most, if not all, out of neighborhood traffic on Suncrest (currently a Collector) would transfer to Kapteyns St, in effect bumping up Kapteyns two levels from Local to Collector. Please note that all out of neighborhood routes through Suncrest become shorter through Kapteyns St. Please also note that Suncrest is equipped with speed bumps, Kapteyns is not.
2. Kapteyns Street residents would realize a significant loss in property value due to the increase in traffic.
3. Pedestrians and bicycles would lose the current quiet street route through Kapteyns that they currently enjoy (there is currently a ped/bike connection from Kapteyns to Carriage).
4. Marylhurst Drive via a Kapteyns connection would make a shorter route from Rosemont or northern Hidden Springs neighborhood to Hwy 43 than today. This connection would likely increase traffic through the steep, hair-pin turns of Marylhurst Drive. Please note that this portion of Marylhurst Drive is already dangerous for pedestrians and bicycles due to a lack of a shoulder. Please also note that Marylhurst Drive is the only neighborhood route for peds coming from the Tri-met bus stop on Hwy 43.
5. A Kapteyns connection would have to be built through property designated for a future city park. In order to use this property for anything other than park-oriented, a city-wide vote is required. However, if the connection remains on the TSP, the Parks Dept. would not be able to develop the property without meeting the TSP requirements of the connection. I am certain the Parks Dept. is NOT interested in using their property to build a road OR paying for the road OR creating a ballot measure just so they could build the road.
6. A better solution for providing connectivity to the Skyline Neighborhood would be a direct connection from the top of Marylhurst Drive (near Marylhurst circle) to Rosemont Road. This connection could be made in conjunction with any future development of the property between this area and Rosemont Road (currently outside of the urban growth boundary). If I recall correctly, a proposed development in this area (which was apparently cancelled due to a Measure 37 issue) included a 'fire road' connection to the top of Marylhurst Drive. A

connection in this location would greatly increase connectivity for Skyline residents, would decrease traffic on Suncrest, would have no effect on lower Marylhurst Drive traffic, and would allow for development of the park land as originally envisioned.

I hope you understand my view-points above and are able to remove the Kapteyns-Carriage Way connection from the new TSP. Please let me know if you have any questions or disagreements with my points above.

Thanks,  
Clark

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