
Meeting Minutes

West Linn TSP Update

Citizens Advisory Committee (CAC) Meeting #1

Thursday, January 8th, 2014 – 6:00 to 8:00 p.m.

West Linn City Hall – 22500 Salamo Road, West Linn, OR 97068 – Bolton Room

Attendees: Zach Pelz, Gail Curtis, Susan Wright, Matt Bell, Craig Bell, Joyce Jackson, and Kimberly Steele

Meeting Purpose: The purpose of CAC Meeting #1 was to introduce the project, provide an overview of the work completed to date, and obtain input on key outcomes and existing conditions and needs. Five memos were provided in advance of the meeting that provided background information for the project. The City and Consultant team provided highlights and solicited questions and comments on each memo at the meeting.

Discussion Topics and Action Items:

1. General Question and Answer

- a. What is the relationship between the City's Transportation System Plan (TSP) and Metro's Regional Plans? The TSP needs to be consistent with the most recent state and regional transportation plans.
- b. What is the current status for operations and project status? Will these be updated? Existing and projected future traffic operations show that most facilities are operating within standard, therefore, with the exception of the 10th Street corridor, which will be refined as part of Tech Memo 8, we will not be reevaluating operations throughout the city.
- c. Will the memo be delivered electronically? Yes.
- d. Will the June 4th meeting be critical? Yes, but you can review the materials and provide input in advance.

2. Question and Answer related to Tech Memo 1

- a. How much of the land located outside the UGB is within the City limits? None.
- b. Where in the policy does ped/bike fit? Increase mobility through transit.
- c. Regarding ODOT's decision not to fund the 10th Street Single Point Urban Interchange (SPUI) as identified in the current TSP – Are there reasons other than funding? How was it evaluated? It was a prioritization process. ODOT makes investment decisions based on a variety of factors and it will not provide the cost benefit that they need.

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- d. Does that decision take Exit 8 into account? ODOT has identified potential improvements to I-205 (widening to three lanes in both directions). The City has supported improvement to I-205. Other ramps are not on their radar, not considered in prioritization. Any improvements will not impact ability to do construct it in the future if necessary.
 - e. In summary, the interchange is not a priority for ODOT, but is has been earmarked in the region. The question is: does the City want to fund it on their own?
 - f. Are there any other improvements that could be made? Getting on and off the highway at 10th Street can be a challenge. Yes, we will evaluate a variety of potential solutions as part of Tech Memo 8.
3. Question and Answer related to Tech Memo 3
- a. Do these targets assume that we have a problem or are they based on goals? They are based on goals and establish baseline objectives for the long term - What gets measured gets noticed.
 - b. Target 2B: Sounds like you are targeting areas where it is achievable, is that correct? Yes.
 - c. Are we going to recommend steps to achieve the targets? Yes, adoption will include policies, programs, projects, changes to code and the comprehensive plan to achieve targets.
 - d. Is there an opportunity to incorporate the locks? Yes, there is a policy in the plan for reopening locks for transportation.
4. Question and Answer related to Tech Memo 4
- a. Where do grants factor in? They don't, grants are above and beyond - also does not include regional funds
5. Question and Answer related to Tech Memo 5
- a. There is an existing safety issue at OR43/Pimlico Drive where there is currently just a stop sign. It is a popular bike route and also has freight movements – what does the data show here? We currently do not have crash data for the intersection, but we will be looking at crashes system wide as part of Tech Memo 7.