
Meeting Minutes

West Linn TSP Update

Citizens Advisory Committee (CAC) Meeting #3

Thursday, April 2nd, 2015 – 6:00 to 8:00 p.m.

West Linn City Hall – 22500 Salamo Road, West Linn, OR 97068 – City Council Chambers

Attendees: Craig Bell, Dave Klienke, Joyce Jackson, Kim Bira, Kimberly Steele, Kris Kachirsky, Susan Wright, Matt Bell, Khoi Le

Meeting Purpose: The purpose of CAC Meeting #3 was to review and receive feedback on Draft Tech Memo 10.

Discussion Topics and Action Items:

General Q&A:

- Will there be any changes to the code to implement the solutions? Yes, the TSP implements the Comp Plan, the development code implements the TSP, engineering standards, etc.

Evaluation Criteria:

- Why are there N/A's on the evaluation criteria? These are criteria that no projects can meet, but the project team felt we should leave them in to show that they are important to the overall process.
- Why is SRTS shown as N/A under 2E? This is for programs, not projects. SRTS are getting points under 2D, 3A, and under concurrency.
- Green street facilities? Green street treatments are not specifically addressed under the criteria.
- If there is something missing from the solutions what do we do? Tell us. Yes, tell us.
 - **Install a crosswalk on Hidden Springs at Carriage Way**
- Church crossing on Rosemont? This questions would be better addressed at traffic committee meeting.

General Comments on Evaluation Criteria and Outcome

- It is odd that Pimlico would be so low and Suncrest would be so high.
- It seems like bicycle use should be considered.
- Is there any way to give them a more or less points?

- Should we weigh some things higher than others?
- Why doesn't safety rank higher than others?
- How can skyline be ranked the same way as Summit?
- Are the goals that should be ranked higher than others?
- Add access to transit to connections to 3A
- Should some essential destinations rank higher than others?
- Should we separate 2D?
- Does 2D do anything if everything is ranked the same?
- Should we have differentiation in every column where they are same?
- Which criteria could be addressed by more than a yes/no? 2A, others?
- Pimlico is very steep and therefore shouldn't be ranked last.
- There seems to be a lot of focus on VMT but without mention of how people will get down/up the hills.
- It is confusing that the streets are listed without improvements. We will be able to define the types of corridor improvement based on ranking.
- Incorporate typography to list.
- How does the trails master plan ranking factor in? It does not feel like it is being given enough attention in the TSP. The Trails master plan ranking will be used to help define improvements
- Would it make sense to have sidewalks as a separate doc?
- Hide or remove N/A columns – takes away from the chart

Potential Action Items

- Try to make the criteria not so binary (yes/no)
- Weigh things that have more influence on walking/biking/transit higher
- Weigh things that provide connection to transit higher
- Separate 2D
- Allow for varying scales
- Consider influence of trails ranking
- Consider typography
- Differentiate by land use
- Break up corridors
- Give more weight to trails - review tier ranking for consistency
- Overlay safety with destinations

- 3A is ranked high and it is difficult to determine if it is accurate (locations of low income...)
- 3A - It is a good goal, but why is it there if we can't tell the difference between projects?

Corridors:

- Speed bumps? Other traffic calming? The City tries to stay away from speed bumps because of emergency response
- What else can we do to slow speeds?
 - Police come up with enforcement.
 - Needs analysis should have identified speed issues.
- There are currently speed issue on Pimlico, Hidden springs, and Skyline
- What is in our tool bag for traffic calming?
- Should streets with speed problems be ranked higher than 8?

Corridors – which Corridors rank the highest for you?

- Willamette Falls Drive
- Hidden springs – don't overlook bike needs
- Valley view – Park needs half street improvements
- Pilmico – lack of sidewalks with lots of walkers
- Santa Anita Drive – key corridor crossing at Starbucks
- Salamo Road – key corridor crossing at Starbucks
- Skyline – add sidewalks on park side of Skyline
- Summits street/Skyline – Pedestrian crossing
- Rosemont – getting in and out of school parking lot
- Acknowledge trails plan in prioritization.