

**Transportation Advisory Board  
Summary Notes  
Monday, June 15, 2009**

---

**Members Present:** Chairperson David Newell; Vice-Chairperson Tim B. Collins; Riad Alharithi; Eric Gakstatter; Joyce Jackson; David Rittenhouse; Eric Underwood

**Members Absent:** None

**Visitors:** Carol Yates

**Staff:** Gene Green, Public Works Director

**1. Call to Order and Introductions**

Chairperson Newell called the meeting to order at 6:02pm.

**2. Approve May minutes**

The May minutes were approved unanimously. The board recommended adding Old Business and New Business to minutes.

**3. Hwy. 43 bus shelter design and location information from Chris Kerr**

Gene Green gave bus shelter information for Chris Kerr who was unable to attend. Chris will attend the next meeting. Gene provided a handout showing ridership and locations of three shelters on Cedar Oak and Willamette. The shelters are budgeted for \$20,000. Tri-Met has offered to pay for one shelter and will upgrade one to solar equipped. Gene will get information about the study of the 154 route by Blankenship Rd.

David Rittenhouse made available to members a PDF copy of the Lake Oswego *Elderly & Disabled Special Needs Transportation Study*.

Gene saw a draft of the transportation study and will route it to board members when it is finished. Chris Kerr is the lead for study in Planning and for timing would like to get this done as soon as possible. If the TAB reviews the study and send comments back to Gene by email, and make recommendations for a third shelter, this should expedite the process.

**4. Update on road improvement projects from Gene Green**

Major road projects will be finished this week, weather permitting. Work continued all night to make the connection on Hidden Springs to Hwy 43. The sub base on Sunset had three feet of clay in some areas and replaced with gravel. On 12<sup>th</sup> Avenue, the base is cement and it will be tilled in to create stability. Salamo is still a possibility for this year. We hope to find a better sub base on Salamo Rd.

We're getting ready to do slurry sealing on 40-some streets next week. The city only had a million and half dollars, and had to pick and choose the streets to be done. A network has

been set up to answer calls and questions from residents and others about the slurry seal work next week. Salamo is still a possibility and the city has \$900,000 stimulus money. The condition of the roads will be communicated back to the council, it would typically come up when we do the next project.

There was a database of road conditions done by DES, Joe Condor with an index that shows the condition that is used to know what jobs we can get done. That's why we have the slurry seal of the streets coming up next week. We have the software and are in the process of updating that now. The index shows the amount needed each year to just maintain the streets, and it is staggering.

Regarding a traffic calming device going back in on 12<sup>th</sup> in front of the school, it won't be a speed bump. In front of the school there will be two crosswalks with an island in the middle as a traffic calming device and to assist kids crossing there.

Gene will find out where the Barrington Heights streets are at on the repair schedule. And will find out what the barricades that have been on Greene Street for a few weeks are for. Barricades are located coming off of Salamo onto Greene St.

Gene will look into whether neighborhood association sign toppers on street signs are allowable. The research has been done. They are pretty costly and the city would need to put the toppers in, rather than the neighborhood association. One issue is how large they are.

##### **5. ODOT Solar highway project - transportation impact**

A rendering of what the solar project will look like was provided. The area is at the closed I-205 rest area, which was already graded and terraced. It will generate power for a large section of I-205, from I-5 to the bridge, the largest of its kind in the world. Because of the terracing, the panels won't be highly visible from the highway or from the houses above. There will be a trailhead and interpretative center, entered from Salamo Rd. There won't be access from the freeway, which will make the site more secure. There are three sites being considered in Oregon, and it sounded like West Linn is the highest rated location. Panels are at a 30 degree angle, so even from Oregon City across the river so you would have to be very high up to see any glare, and there is not a lot of glare anyway. Oregon City representatives seemed to be accepting of the plan and PDX has signed off on it. ~~There will be a large~~

ODOT will provide an interpretative center and the city may be able to get connectivity from the center to the city trail system from Willamette over to Sunset, without going up and over the hill.

No major transportation issues are anticipated. Construction will be done from the I-205 entrance. It is a natural spot, south facing, right on the highway near where the energy will be used. A local company will be producing the solar panels.

##### **6. Status of 10<sup>th</sup> and Dollar Streets**

Gene said there is nothing yet to report and there is no movement on opening it up. We will need to get the traffic counts when the counter is repaired.

## **7. Local jitney bus service planning - board member assignments**

### Brainstorming:

- Riad recommended talking with Alonzo, Tri-Met PW Coordinator. He could give Tri-Met's position on the bus service and what it would take to get it done.
- Look at a hybrid model, funded by both Tri-Met and the city.
- The old bus route makes sense, connecting the commercial district to city hall and to the high school.
- Find out why some cities think they benefit from having their own bus service rather than going with Tri-Met
- Explore contracting options with those cities that do have their own system
- Steve Allen at SMART may be willing to share information.
- The Governor's proposal would put a lot of money into mass transportation, explore hybrid system, funded by the city and Tri-Met
- Design routes to tie into the city structure
- Eugene bus system: organized by sectors, with different areas serviced each day of the week by signup.
- Find out who are the people who would be served, what are their needs and what would suit their needs, and craft bus service toward that.
- Discuss transporting people up and over the hill, from Robinwood to the library to the high school.
- Biking up hill to high school
- The Tualatin chamber operates a program by request. People call in, they are picked up in a van and taken where they want to go. They are also trying to get a jitney service to the industrial area, and they might be a resource of information.
- Tri-Met has their lift service, but you have to be really infirmed to take advantage of that service.
- Is serving seniors a big thing for us? Maybe we need to talk to those at the Adult Community Center.
- There are two ideas being discussed: One is something that carts people around West Linn. The other is specific and focused for the hybrid group for their commute outside of West Linn.
- David Rittenhouse provided the 2005 Lake Oswego Elderly & Disabled Special Needs Transportation Study for the board to review in electronic format, available by email.
- Arrange for conference call with someone from Eugene to discuss their system
- Revise Imagine West Linn documents to tell people whether we can or can't do a bus service, then tell them why or why not.
- Discuss park-and-ride options and locations. There is a lack of park-and-ride locations in the Willamette area. Park-and-Ride located near City offices also desired.
- West Linn connection to Hwy 43 route and also to the Oregon City Tri-Met
- Based upon the transit study, people want to go downtown. There was more focus toward the work commute, but there are too many moving parts to make it work and make it efficient, so should focus more on micro service, for around West Linn, for shopping and for students.
- Find copy of the transit study for new members
- Molalla formed a transit district years ago, with a major hub at the college, and would be another source of information

Transportation Advisory Board  
Summary Notes  
Monday, June 15, 2009

- There is a list of people that should be considered to invite to speak to the board:  
From SMART, Cities of Lake Oswego, Eugene, Molalla, Oregon City, Canby, Tualatin, Tri-Met, the School Board and how it works with SMART, someone from the Adult Community Center, the Chamber of Commerce, shopping centers/grocery stores, Meridian Park Hospital, Oregon City Hospital, Gene offered to contact someone from Oregon City to talk.

**8. Discuss coordinating a joint meeting with Sustainability Advisory Board**

Items for discussion with the SAB:

- Hear what the SAB are doing and SAB hear what TAB are doing
- Tie it into the mass transit system
- Connect together every so often
- Are they reframing West Linn code and making recommendations for change?

**9. Old Business**

There was nothing new to report regarding the Hwy. 43 plan

**10. Adjournment**

Chairperson Newell adjourned the meeting at 7:10pm