

## Mollusky, Kathy

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**From:** Teri Cummings <[REDACTED]>  
**Sent:** Tuesday, May 2, 2023 4:07 PM  
**To:** Mollusky, Kathy; Williams, John; Digby, Dylan  
**Subject:** Community Comment for May 2, 2023 Special Meeting  
**Attachments:** planning\_commission\_meeting.02.02\_minutes\_Memorandum\_Cummings' letter.pdf

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Dear Ms. Mollusky, please add this to the record of the May 2, 2023 Special Meeting.  
Thank you,  
Teri Cummings  
West Linn- address on file

May 2, 2023

Letter to City Council re: WAP-23-01/WRG-23-01/FMA-23-0.

From Teri Cummings

Dear Interim Mayor Bialostosky, Council President Baumgardner and Councilors Leo Groner and Scott Erwin,

Thank you for calling a Special Meeting tonight to discuss the possible need to hold a public hearing to review the Planning Director's decision on WAP-23-01/WRG-23-01/FMA-23-0.

The phrase, putting the cart before the horse comes to mind when one considers how the planning and decision making process for Willamette Falls Drive (WFD) at the western end of the City was scheduled.

It is very disappointing to recount the number of times that staff and City Council promised that there would be a public process to determine what the westernmost Willamette Falls Drive improvements, including the question of the proposed "potential roundabout" next to Fields Bridge and other undetermined aspects would be. ( see below)

I urge you to call this matter of great importance to West Linn and the surrounding Community regarding environmental safety of the Tualatin River and wetland area, safe transportation planning, West Linn Park and Natural Resource planning and budgetary considerations. I also urge you to give yourself an adequate amount of time to fully consider

this application since the 120 day deadline will not expire until approximately July 7, 2023 and City also has the right to extend it.

Thank you for dedicating your time in service to West Linn,

Sincerely, Teri Cummings,

Longtime West Linn resident, former City Councilor and Planning Commission

[July 12, 2021 City Council meeting](#)- All four City Councilors acknowledged that there would need to be a public process to determine the final plans for WFD, including the “potential” roundabout at Fields Bridge. Bialostosky voted "no" symbolically because while he supported some aspects of the Concept Plan, he did not believe, the plan did sufficiently emphasize congestion relief or accessibility for multi-modal transportation. A general change was also needed in **the public engagement process to seek public input once again**, after a concept plan was completed and ready for **Council review to receive one final check from the public.**

[December 13, 2021 City Council meeting](#)- During Community Comment a person stated that WLWV School Board just approved a contract to build WFD improvements based on the information that West Linn would contribute three million and asked, “when did WL approve that budgetary amount?” And expressed concern about mapped natural hazards in the vicinity of WFD and a lack of an approved plan for WFD, including the so called “potential” roundabout and other yet to be determined features. City Staff and City Council did not respond to the questions and concerns.

[January 18, 2022](#)- Teri Cummings’ letter and oral testimony, regarding the need for Council to authorize and direct the issues be made a public hearing to allow public participation regarding WFD improvements, including the “potential roundabout, ” cited **Oregon’s Local Government Procedures 25.6.1 Hearings Generally, which states: “In order to defer determinations of compliance with mandatory approval standards to a later stage where no public hearing is contemplated, the local government must first determine that compliance with those standards is possible. Welch v. City of Portland, 28 OR LUBA 439 (1994).”**

Cummings said, “I believe that City Council as our local government officials who set policy, has NOT had an opportunity to see what actual standards apply nor have they seen an actual design and other relevant data in order to determine whether compliance with those standards is possible. This is why I have been asking when will there be a public hearing about the YET TO BE DETERMINED aspects of the proposed mini-roundabout?”

**Councilor Baumgardner stated she shared similar concerns and confirmed the matter would be placed on a future agenda for Council consideration.**

[February `4, 2022 Council meeting- a letter](#) and oral testimony cited numerous times that the City Engineer and Council made promises for public outreach and community engagement in future for the “potential roundabout” and other aspects of the WFD Concept Plan, which were apparently disingenuous.

February 7, 2022 Planning Commission memorandum to City Council cited the need for a public process to develop criteria to determine whether a roundabout is appropriate on WFD next to Fields Bridge and other locations.

[May 31, 2022- “offsite improvement plans approved”](#) as posted on City website. Three 100% complete engineered plans for WFD offsite improvements were signed-off by City Engineer.

6/21/2022 - IGA with School District for offsite improvements scheduled for City Council approval...Council was scheduled to decide on IGA after City Engineer already approved the offsite plan.

[7/11/2022 - IGA approved by City Council](#). Council dismissed concerns raised by Emma Jones, John McCabe, Karie Oakes, Teri Cummings, Betty Reynolds and WNA President Kathie Halicki, all of whom warned against the idea of approving a binding IGA before having a public process for determining the WFD improvements, putting the cart before the horse. Concerns included: lack of concern for Tualatin River environmental and public safety, not following construction permit approval process, lack of environmental permits, lack of public process for WFD improvement plan.

At approx. time-stamp 1:36, Lance Calvert, City Engineer, claimed that the improvements were approved through the school application.

[At the next meeting, July 25, 2022](#), West Linn Planning Commission Chair Gary Walvatne came forward to dispute Lance Calvert’s claim in the Tidings, that WFD improvements, including a roundabout, was approved via the school application because the WFD Concept Plan only showed a roundabout as a “potential” roundabout which would be determined later. And a reminder that the Planning Commission sent Council a letter recommending consideration of roundabout guidelines for the city and the voter pamphlet for Ballot Measure 3-572, is being used to justify voter support for the Willamette roundabout, yet there is no mention of a roundabout in the road improvements other than a reference to the Concept Plan.

Dates are uncertain as to when multiple trees in Fields Bridge Park were cut down and preliminary work commenced in July and August of 2022, despite the fact an application for a Water Resource Area Permit was not approved and tree cutting permits had not been approved.

Thank you for reading this all the way to the end.



**PLANNING COMMISSION  
Meeting Notes of February 2, 2022**

Commissioners present: Gary Walvatne, Charles Mathews, Scott Erwin, John Carr, Joel Metlen, Carrie Pellett, and Bayley Boggess.  
Council Liaison present: William Relyea  
Public: Teri Cummings  
Staff present: Darren Wyss, Planning Manager, Deputy City Manager John Williams, and Lynn Schroder, Administrative Assistant

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The meeting video is available on the City website.

**1. Call To Order and Roll Call**

Chair Walvatne called the meeting to order at 6:00 pm.

**2. Public Comment Related To Land Use Items Not On The Agenda**

Teri Cummings commented that signing up to speak by 12:00 pm on the meeting day is onerous for the public. She stated that requiring people to sign up to speak before the meeting precludes testimony on bias and ex parte contact during a quasi-judicial land use hearing.

**3. Briefing: [HB2001 Implementation](#)**

Planning Manager Wyss provided an update on HB2001 implementation. Wyss discussed HB2001 background, the 20-year Housing Needs Analysis, the basis of the nine policy questions, Phase 2 implementation, and the 2022 CDC Working Group.

Commissioner Mathews requested that the City research existing neighborhood CCRs to determine which neighborhoods have covenants restricting duplexes and other middle housing types. Commissioner Pellett recommended that the City notify property owners about potential CCR middle housing restrictions when property owners apply for building permits for duplexes.

Chair Walvatne asked if the SDCs fees for duplexes that go through a land division would be the same as those for single-family houses. Planning Manager Wyss replied that the City Council would determine the SDC fee structure. Chair Walvatne requested more information on SDCs. Planning Manager Wyss replied that he would request that the Finance Director make a presentation to the Planning Commission.

Commissioner Pellett clarified that the CDC updates could regulate middle housing design.

Wyss noted that SB458 was a follow-up to HB 2001. The bill allows division of middle housing so each unit could be owned separately.

Commissioner Metlen noted that the market would drive the type of housing built in West Linn regardless of what the Housing Needs Analysis identifies as needed housing.

Chair Walvatne noted that middle housing development would not address affordable housing. Wyss responded that the intent of HB 2001 was not affordable housing. HB 2001 was intended to promote

alternative housing types like plexes and cottage clusters. HB2003 requires the City to develop a housing production strategy to meet the housing needs, including affordable housing.

Wyss noted that City Council appointed a working group to review proposed CDC amendments. The working group's goal is to find consensus on a recommended CDC amendment package, going through the legislative adoption process with the Planning Commission and City Council. The City must adopt the CDC amendment package to comply with HB2001 administrative rules by June 30, 2022 or implement the Model CDC.

Commissioner Pellett stated that the adoption deadline is not absolute. The City can adopt the new middle housing code after June 30, 2022. However, any development applications after 6/30/22 would be evaluated under the Model Code until the new middle housing code was adopted. She stated that there is a lot of pressure to adopt the consultant's recommendations, and she is not on board with them. She noted that the working group should meet more frequently.

Commissioner Mathews asked if the Model Code and the "di minimis" CDC packet are the same. Wyss replied that the Model Code is more flexible and encourages middle housing. The "di minimis" packet contains the minimum necessary to comply with HB2001.

4. Briefing: [Docket Projects in Process](#)

Planning Manager Wyss provided a briefing on the eight docket projects:

- Committee for Citizen Involvement (CCI) review of community engagement in land use process,
- West Linn's Waterfront Project,
- West Linn Response to HB2001 and 2003,
- Willamette Falls Drive TSP Update (complete),
- Clear and Objective Standards Audit,
- Policy Work on Chapter 96, Street Improvement Construction,
- Accessory Dwelling Unit (ADU) Regulations,
- Historic Review Code Update, and
- Highway 43 Rezoning and Robinwood Street System.

Teri Cummings commented about the proposed roundabout on Willamette Falls Drive near Fields Bridge. She requested that the Planning Commission request the City Council authorize the Planning Commission to engage in a public process to develop roundabout policies and criteria. Chair Walvatne supported the request. Commissioner Erwin stated that the City should review other jurisdiction's roundabout standards when developing standards for West Linn.

Commissioner Metlen supported the clear and objective CDC updates. He asked if any historic CDC updates would be affected by clear and objective standards.

Commissioner Pellett asked about the status of the CCI Land Use Community Engagement report submitted to the City Council in 2018.

Deputy City Manager John Williams commented on the docket process.

**5. Items Of Interest From The Planning Commission**

Commissioner Pellett wanted to address other outstanding CDC issues as part of the HB2001 CDC update process, including the tree code. She noted that the PC would need to request that the City Council amend their directive for the 2022 CDC Amendments Working Group. Mathews added that the tree code could be considered part of the clear and objectives standards review.

Wyss replied that a tree code update is not a docket project, so it would need to be placed on the docket first. He noted that updating the tree code is a state-mandated process that would take approximately 2-year process

Councilor Relyea noted that a tree code review should consider CDC Chapter 54 and 55 comprehensively.

Chair Walvatne supported developing a City roundabout standard, including a needs and appropriateness analysis and design standards.

Commissioner Pellett moved to authorize Chair Walvatne to write a letter to City Council recommending the City Council consider and approve the City of West Linn Roundabout Guidelines development. Commissioner Mathews seconded. **Ayes: Mathews, Pellett, Erwin, Carr, Metlen, Boggess, and Walvatne. Nays: None. Abstentions: None. The motion passed 7-0-0.**

**6. Items Of Interest From Staff**

Planning Manager Wyss reviewed the upcoming Planning Commission schedule.

**7. Adjourn**

Chair Walvatne adjourned the meeting at approximately 8:27 pm.

## Memorandum

Date: February 7, 2022  
To: Mayor Walters and City Councilors  
From: West Linn Planning Commission  
Subject: **Planning Commission Recommendation to Develop a Roundabout Guideline Document**

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The West Linn Planning Commission recommends the City Council consider and approve the development of City of West Linn Roundabout Guidelines. During its February 2, 2022 meeting, the Planning Commission received unsolicited public testimony, both oral and written (attached), regarding the potential roundabout on Willamette Falls Drive at Fields Bridge Park, as well as the City's lack of comprehensive standards to assess the need, appropriateness, and design of roundabouts. Following discussion of the testimony, the Planning Commission voted unanimously (7-0) to prepare this letter to Council.

During both the Planning Commission and Council hearings regarding the Willamette Falls Drive Conceptual Design Plan, commitments were made by City staff to engage in public outreach, including presentations and open houses, when the detail designs of roundabouts were developed for Willamette Falls Drive. Further, no definitive standard for roundabout design was referenced during the hearings.

At present, the City does not have a roundabout standard in the Comprehensive Plan, the 2016 Transportation System Plan (TSP), the Community Development Code (CDC), or the Public Works Design Standards. A single reference to a traffic circle is found in TSP Table 12, Traffic Calming Measures by Roadway Functional Classification (page 67), which indicates that Tualatin Valley Fire & Rescue (TVF&R) does not support the use of a traffic circle on a minor arterial or a collector street. TSP Table 18, Existing Study Area Roadway Characteristics by Functional Classification (page 78), lists Willamette Falls Drive as a minor arterial. Accordingly, the Willamette Falls Drive Conceptual Design Plan appears to propose potential roundabouts that conflict with TVF&R's typical approval for emergency access.

The attached written testimony references the City of Bend, Oregon's *Roundabout Evaluation and Design Guidelines* (April 2010), which were prepared by Kittelson & Associates, Inc. (Kittelson). This comprehensive guidance has now been in use for nearly a dozen years and is comprised of the following:

- Roundabout Operational Analysis Guidelines,
- Roundabout Design Consistency Guidelines, and
- Intersection Form Evaluation Framework.

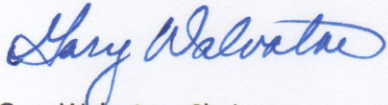
Kittelson, it should be noted, also provides traffic engineering support to the City of West Linn, including development of the TSP and the Willamette Falls Drive Conceptual Design Plan. Based on Kittelson's development of the Bend *Roundabout Evaluation and Design Guidelines*, it appears reasonable for West Linn to have a similar standard for consistent and objective design of roundabouts. Consequently, the Planning Commission recommends similarly standardized guidelines for the City as we consider the siting and design of roundabouts, particularly on Willamette Falls Drive.



In addition, the City of Carmel, Indiana has more roundabouts than any U.S. city, numbering presently at about 140 roundabouts. The Planning Commission anticipates that Carmel may have learned a number of lessons along the way and recommends that West Linn review Carmel's roundabout guidelines and standards for applicability here.

The Planning Commission respectfully submits this recommendation to the Council and thanks you for your support of Community ideals.

Sincerely,



Gary Walvatne, Chair  
West Linn Planning Commission

Attachment: Public Testimony (4 pages)

Dear Chair Walvatne and Planning Commissioners,

I am coming before you to request the Planning Commission take action to support our need for clear and certain criteria and meaningful public involvement.

At [City Council's July 12, 2021 meeting on the Willamette Falls Concept Plan](#) I pointed out that West Linn currently has no definition, codes or criteria for roundabouts in the [CDC, Comprehensive Plan Goal 12](#) or the [2016 Transportation System Plan](#) (TSP). I questioned the safety and feasibility of abutting a "Potential Roundabout" next to Fields Bridge with parking spaces nearby on such a busy arterial and asked Council, how can Planning Commissioners and City Councilors make a decision about the location, size and number of lanes of a roundabout without clear and certain criteria? The Planning Manager opined that "codes and criteria for roundabouts are not necessary because they are a form of travel lane." I believe roundabouts are a type of intersection and that we don't have any definitions, codes or criteria yet because West Linn does not have any roundabout yet.

I am concerned about the disconnect between statements by WLWV School District at multiple community meetings and assurances made by West Linn's Public Works Director at [Planning Commission's June 16, 2021 Willamette Falls Drive Concept Plan hearing](#) and [Council's July 12, 2021 meeting](#), that there would be plenty of opportunities for public outreach, public presentations and open houses after explaining that the "Potential Roundabout" could be a conventional stop intersection or a roundabout. Yet WLWV officials stated at multiple community meetings, before the hearings began, that West Linn had required them to design a roundabout at Fields Bridge. I feel horrified at that disconnect because staff had no right to require a roundabout at Fields Bridge without offering opportunities for public outreach to vet the feasibility of locating a roundabout or a stop intersection at that location.

The following is a rough transcript of concerns expressed and promises made at [City Council's July 12, 2021 WFD Concept Plan hearing](#):

At timestamp 1:53: Councilor Baumgardner asked, "Will staff be creating criteria for roundabout?" Planning Manager Wyss claims, "Travel lane width allows for intersection design flexibility." Public Works Director Calvert claims, "It typically defaults to public work standards. We could certainly add more language. "

1:59: Calvert explains, "There is an option for either a stop configuration or a mini-roundabout. Each (roundabout) is uniquely designed so that is why there are no codes

2:04: Calvert, "Our Goal is No Surprises"... "We want to hear from people." ... "We want to take input into consideration."

2:29: Councilor Bialostosky, "What does public engagement look like, since it's been a couple years now since Arch Bridge public engagement process?" Planning Manager Wyss described, "An extensive Arch Bridge outreach process- three open houses..."

2:35: Calvert, "This is still at the concept level, a public project would still go through City Council, TAB for more public input. The city sends out flyers, outreach to stakeholders, a lot of opportunities for community engagement, once we get past this stage of the process."

2:37-: Mayor Walters, " I just want to make sure that we will be touching base with the public when we get to the final designs. "Yes?" ...nods, "Thank You."

One month earlier, June 16, 2021, Planning Commission held a hearing on the Willamette Falls Concept Plan which included an ambiguous "potential" intersection which, according to Calvert, could be "either a roundabout or a stop intersection."

On July 7, 2021, Planning Commission held it's first hearing for WLWV's [CUP-21-02/DR-21-04/WRG-21-02/MISC-21-04/VAR-21-01/VAR-21-06/LLA-21-02, a proposal to construct a new middle school at 849/945 Dollar Street](#) . The application included a roundabout that was not included in West Linn's adopted Transportation System Plan. City Council had not heard or approved the WFD Concept plan yet. Thus Planning Commissioners were forced to attempt to make a decision without the guidance of any City codes, criteria or adopted TSP regarding roundabouts.

Why?

I feel outraged about this because promises made to vet questions about the WFD Concept Plan were broken. What does that mean for the rest of our transportation planning? The question of whether to create codes and criteria or a manual for roundabouts is not a ministerial decision. It is a policy and budgetary matter that should be addressed and decided via public hearings.

After receiving no response to questions raised about roundabout codes at [City Council's December 13, 2021](#) meeting, I submitted a public records request for inner agency communications about roundabouts. When the City took six weeks to fulfill the request despite Oregon's guideline for 15 days, and packed it with superfluous unrelated records, it made me wonder what was going on.

If interested, these records are publicly available in this [Dropbox](#).

According to the records, on December 15, 2020, ODOT official Danielson emailed Lance Calvert, Ben Austin PE, and DKS, Re: 10<sup>th</sup> Street Interchange-City Contacts (Regarding two roundabouts planned for each end of the 10<sup>th</sup> street I-205 corridor); "Since the improvements are significantly different than what was adopted in the TSP update a few years ago, we thought that this was a planning exercise that would result in an update to that TSP." "I have been asked to provide background on how the project went so quickly from planning process to being funded for construction." were not in West Linn's 2016 Transportation System Plan, how was it done so quickly, and with what funds."

December 16, 2020, Ben Austin PE reply to Danielson, explains, "HPR hired in 2019 to complete improvements along Willamette Falls Dr., 10<sup>th</sup> Street and Blankenship/Salamo....when we picked up the design for 10<sup>th</sup> St. interchange, the City design team discussed modifying the design to consider a roundabout on the interchange as a better way to achieve goals of the project. We have always anticipated sending plans through maintenance office, but realized that diverging from the TSP with a

roundabout would require additional approvals and planning related work and thus the reason we contacted you. Have you received internal feedback on the proposal of a roundabout?"

December 28, 2020, Calvert to Gabriel Crop, Marc Butarac, Kittleson, Eric Lais, "Let's make sure WFD Concept Plan has 10<sup>th</sup> St. and completed downtown work in drawings. A lot has changed since the original TSP adoption and we should address/include in our work."

I feel betrayed reading those emails because back in 2016 I remember hearing promises made to Neighborhood Associations and other community members that the TSP was just conceptual, there will be a public involvement process to complete the design of those features you are concerned about. And then I heard the reassurances given again in 2018 when skepticism was expressed about the GO bond measure on the ballot. I am furious because this violates public trust.

When I hear "Our Goal is No Surprises" I feel angry, because there have been way too many surprises.

Imagine how exciting it could be to have a wide range of opinions and suggestions when a new idea comes up, such as developing criteria for locating pickle ball courts or whether to install a statue on top of a soda water dispenser on Historic Main Street or whether a 2" curb would be a safe way to separate bike lanes on Main Street. Imagine how much public money could have been saved if those particular ideas were properly vetted in public.

Mr. Calvert's claim that cities don't have codes for roundabouts also disappoints me.

[Redmond WA roundabout design manual](#) includes a chart of roundabout types and states the following about Mini-Roundabouts:

*"Mini roundabouts are small roundabouts used in low speed, urban neighborhood environments. The splitter and central islands are mountable, similar to the truck aprons of other roundabouts, to allow larger vehicles to maneuver through the intersection. A common application is to replace an all-way stop-controlled intersection with a mini roundabout to reduce delay and increase safety and capacity. Mini roundabouts are only to be used in neighborhood settings at intersections between two local streets due to their limits in capacity and physical geometry. "*

[Bend Oregon's roundabout design guidelines](#) were developed by Kittleson, a company West Linn uses.

The [FedDOT manual](#) generates questions about West Linn's approach to roundabouts:

No more than 15 mph approach to mini roundabouts. (WFD Fields Bridge mini approach is 20 ph.)

No more than 4% grade on a roundabout. (What is the grade on 10th street and Salamo?)

No mini roundabouts on arterials. (WFD is a minor arterial with heavy commuter traffic peaks)

No heavy local traffic over 6000 tpd or too much truck/large vehicle traffic for mini roundabouts. (Count needed for School busses, delivery trucks and fire trucks and potential tolling)

Do not locate close to drawbridges. (Fields Bridge?)

No reliable data for site impaired. (ADA concern when citing near a park or school?)

Just think of the huge amount of time, public funds and public trust that has been invested to develop our CDC, Comp Plan, TSP, Capital Improvement Plan and Budget. Deviating from these documents without a public process betrays each one of us and also violates Oregon's Land Use Goal 1 for Citizen Involvement.

[ORS 197 Goal 1: Citizen Involvement](#) calls for "the opportunity for citizens to be involved in all phases of the planning process." It requires each city and county to have a citizen involvement program that addresses:

*Opportunities for widespread public involvement*

*Effective two-way communication with the public*

*The ability for the public to be involved in all phases of the planning process*

*Making technical information easy to understand*

*Feedback mechanisms for policy-makers to respond to public input, and*

*Adequate financial support for public involvement efforts*

In summary, I respectfully request the Planning Commission to conduct a vote to have Chair Walvatne to write a letter to City Council on behalf of the Planning Commission, to authorize Planning Commission to immediately proceed with a fully engaged public process to explore and recommend a policy for roundabouts, including clear and certain codes and criteria, to be added to West Linn's planning and engineering documents.

I also urge Planning Commission to request City to provide adequate financial support and sufficient time to engage in widespread public involvement, including mechanisms for effective two-way communication and easily understandable technical information in order to equip and involve members of the public in all phases of the planning process.

Thank you for kindly reading through this in service to your community.

Best regards always, Teri Cummings,

West Linn, Oregon

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Mr. Calvert's claim that cities don't have codes for roundabouts also disappoints me.

[Redmond WA roundabout design manual](#) includes a chart of roundabout types and states the following about Mini-Roundabouts:

*"Mini roundabouts are small roundabouts used in low speed, urban neighborhood environments. The splitter and central islands are mountable, similar to the truck aprons of other roundabouts, to allow larger vehicles to maneuver through the intersection. A common application is to replace an all-way stop-controlled intersection with a mini roundabout to reduce delay and increase safety and capacity. Mini roundabouts are only to be used in neighborhood settings at intersections between two local streets due to their limits in capacity and physical geometry. "*

[Bend Oregon's roundabout design guidelines](#) were developed by Kittleson, a company West Linn uses.

The [FedDOT manual](#) generates questions about West Linn's approach to roundabouts:

No more than 15 mph approach to mini roundabouts. (WFD Fields Bridge mini approach is 20 ph.)

No more than 4% grade on a roundabout. (What is the grade on 10th street and Salamo?)

No mini roundabouts on arterials. (WFD is a minor arterial with heavy commuter traffic peaks)

No heavy local traffic over 6000 tpd or too much truck/large vehicle traffic for mini roundabouts. (Count needed for School busses, delivery trucks and fire trucks and potential tolling)



Do not locate close to drawbridges. (Fields Bridge?)

No reliable data for site impaired. (ADA concern when citing near a park or school?)

Just think of the huge amount of time, public funds and public trust that has been invested to develop our CDC), Comp Plan, TSP, Capital Improvement Plan and Budget. Deviating from these documents without a public process betrays each one of us and also violates Oregon's Land Use Goal 1 for Citizen Involvement.

[ORS 197 Goal 1: Citizen Involvement](#) calls for "the opportunity for citizens to be involved in all phases of the planning process." It requires each city and county to have a citizen involvement program that addresses:

*Opportunities for widespread public involvement*

*Effective two-way communication with the public*

*The ability for the public to be involved in all phases of the planning process*

*Making technical information easy to understand*

*Feedback mechanisms for policy-makers to respond to public input, and*

*Adequate financial support for public involvement efforts*

In summary, I respectfully request the Planning Commission to conduct a vote to have Chair Walvatne to write a letter to City Council on behalf of the Planning Commission, to authorize Planning Commission to immediately proceed with a fully engaged public process to explore and recommend a policy for roundabouts, including clear and certain codes and criteria, to be added to West Linn's planning and engineering documents.

I also urge Planning Commission to request City to provide adequate financial support and sufficient time to engage in widespread public involvement, including mechanisms for effective two-way communication and easily understandable technical information in order to equip and involve members of the public in all phases of the planning process.

Thank you for kindly reading through this in service to your community.

Best regards always, Teri Cummings,

West Linn, Oregon