

Marylhurst Neighborhood Association Meeting -Tuesday, April 22, 2025

West Linn Adult Community Center- In person and on Zoom

1. Meeting called to order at 7:08 PM after President Oakes noted a quorum was present.
2. Motion to approve agenda made by Cary Cummings, second by Jim Koll, approved unanimously.
3. Approval of March 25, 2025 minutes: <https://westlinnoregon.gov/marylhurst> , moved by Teri Cummings, second by Cary Cummings and approved unanimously. With respect for the guest speaker's time, Ms. Cummings moved to amend agenda to have City Engineer Eric Lais' presentation come first, second by Rich Vedder, approved unanimously.
4. Mr. Lais reported that he had not done the Marylhurst DR-Hillcrest DR corridor study to determine the feasibility of a sidewalk/path on one side of Marylhurst DR because he didn't have the bandwidth. A corridor study is a 30% complete concept design. He showed the proposed [Update to West Linn Pedestrian Prioritization Plan](#), which the City Council and Transportation Advisory Board members jointly discussed, Monday April 21, 2025. TAB will continue to revise.

Mr. Lais explained that the pedestrian path or sidewalk project up one side of Marylhurst Dr. to Hillcrest Dr. rates as a "Low Priority" because close proximity to schools is the highest priority. Several members voiced frustration that well known safety hazards will not be addressed due to that criterion. MNA members had work parties, four so far, to clear a safer pathway for school children to walk up Marylhurst Dr and Hillcrest Dr. to their bus stop on Sylvan Way. Mr. Lais said Public Works has identified several ROW areas like that to be maintained, starting this year.

A member said a property owner is responsible to clear vegetation 3 feet from the edge of road, according to a search on the internet. Mr. Lais questioned the validity and the member agreed to send the information to him. Mr. Lais said the applicable code is in [Municipal Code Chapter 5](#).

A member pointed out that without safe ped/bike routes and transit options, the north end of West Linn is a transportation desert, we are car dependent. TriMet's new [Stafford/Salamo bus route #153](#) to and from the Lake Oswego only goes as far as Hidden Springs Road, even though West Linn's 2016 Transportation System Plan shows there should be a bus stop at Carriage Way. Mr. Lais acknowledged that West Linn 2016 TSP Transit Figure 11, shows a future bus stop at Carriage Way and offered to look into that.

Mr. Lais reported that the redevelopment of property on Marylhurst DR and Midhill Circle that the city planned to partner with to construct sidewalks on the southside to Hwy 43 is still pending as developer reconsiders the project. Members discussed that the corridor study was needed to inform the pedestrian plan update so sidewalks weren't built unnecessarily as redevelopment occurs and create a patchwork quilt of sidewalks. Mr. Lais clarified potholes in Marylhurst DR at Hwy 43 would be paved as part of the ODOT project when a member inquired.

President Oakes thanked Mr. Lais for attending the meeting and for listening to MNA's concerns.

5. Reports

a. Treasurer Koll reported an unchanged balance of \$9377.19, due to no activity last month.

b. President Oakes received an email from Mayor Bialostosky in response to the MNA request to revise the tree code. Council will discuss a path to pursue such as 1) incentivize tree protection as Milwaukie does or 2) further restrict tree removal (code protects up to 20%) would require a more comprehensive process and city resources. He will let us know the date of the work session.

The next Neighborhood Association Presidents meeting is in May because NAP meets quarterly.

6. The organizing member of the ROW vegetation removal at Marylhurst DR and Hillcrest DR “Y” reported there were 8 work parties on Saturdays from 10 AM-12 PM and 6 neighbors participated. They wanted to create a path for the school children who walk to the bus stop. President Oakes asked about their resources and if MNA might offer support. She said the city has offered use of safety vests.

Members reviewed a map of the area showing the route to the school bus stop and noted the “Y” intersection was dangerous because of the downhill traffic on the blind corner. (attached) The need for a stop sign and crosswalk was considered. A request can be submitted online to the Traffic Safety Committee.

Technical difficulties caused the meeting to abruptly end at 8:40 PM.

Meeting notes- Secretary T. Cummings

No May meeting. Next meeting June 24, 2025.

Safe Path to School bus stop

