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# Meeting Minutes

## West Linn TSP Update

Citizens Advisory Committee (CAC) Meeting #5

Thursday, June 4<sup>th</sup>, 2015 – 6:00 to 8:00 p.m.

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

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**Meeting Organizer:** Zach Pelz, City Project Manager

**Meeting Purpose:** The purpose of CAC Meeting #5 was to:

- Discuss input from the Planning Commission and City Council on the Tech Memo #11 priorities.
- Discuss further reductions in the financially constrained plan (approximately 50%) to reflect a more conservative forecast, increasing maintenance costs, and no federal funds.
- Review Technical Memorandum #12 (system performance) to see how well the draft plan achieves the project goals and targets and if any changes to priorities are recommended.

**Discussion Topics and Action Items:**

1. Financially Constrained Plan

- a. Does the city have any interest in expanding the definition of safe routes to school to include middle school and high school?
  - The national safe routes to school program includes K through 8.
  - The West Linn Budget Committee recently approved 250K for a new sidewalk along Skyline Road that connects to the high school as well as 300K in dedicated funds for safe routes to school.
- b. If the City only contributes 25-50 percent of the improvement costs along Highway 43, where does the rest of the money come from? Tiger grants, regional flex funds, ODOT – ODOT's position is that they will not contribute more than 25 percent, which is the norm around the region.
- c. Why are Sunset, Skyline, and West A Street not included on the Pedestrian QMMLOS and BLTS maps? There were not included in the original scope of work, but **we will add them to the map.**
- d. A15 - Skyline (Summit to West A), A5 - Lancaster (Parker to Cornwall), and C8 – Cornwall (Sunset to Summit) should be considered for the high priority network. This would connect Salamo to Willamette Falls Drive and Summit to West A Street with continuous sidewalks.

- e. Remove the segment of the I-205 southbound ramp from the Pedestrian QMMLOS map. **We will update the map accordingly.**

## 2. Review Draft Tech Memo 12

- a. Who voted on the 6, 8, 3, 0? We developed the criteria, reviewed it with this group, applied it to the projects, reviewed the changes with this group, made more edits, more changes, and settled in on three groups.
- b. Why are these intersections called out? Are they getting a second ranking? They are not, we need to decide that it is okay that they will not meet standards because many of them will be developed through a development process or are we going to accept higher congestion.
- c. Can we differentiate between projects that solve a problem today versus a problem in 25 years? **Yes, we will update the text, tables, and maps accordingly.**
- d. Is there any consideration to making Highway 43 a city street? The needs do not change whether it is a City or State facility. It is still up to the City to define the plan for the facility.
- e. There appears to be a commercial area overlapping with a park near the 10<sup>th</sup> Street Interchange. This is an error. **We will update the map accordingly.**
- f. Highway 43 and 10th Street are ranked high and so they are going to soak up all the money – it is important to identify these projects as high priority to give direction to staff on what they should be seeking funding for. For example, should they spend time on grants for Highway 43? Yes, because it is identified as a high priority.
  - There are different grant opportunities for Safe Routes to School than for Highway 43 improvements. Staff may even choose to look at local funding resources if they thought it was important enough to the general public.
- g. Safe Routes to School are currently shown as medium, but they will be changed to High in the next draft.