



22500 Salamo Road
West Linn, Oregon 97068
<http://westlinnoregon.gov>

TRANSPORTATION ADVISORY BOARD MEETING

Wednesday, May 24, 2017

6:00 pm – West Linn City Hall – Bolton Conference Room

Providing advice regarding: the TSP, CIP transportation projects, TDM improvements, general transportation issues, and encouraging alternative transportation systems along with other duties as assigned by the City Council.

1. Call to Order and Introductions

2. Review and approval of March 2017 Summary Notes

3. Business:

- a. Discussion and possible recommendation regarding pedestrian crossing on Salamo Rd. at Willamette Christian Church**
- b. Discussion and review of proposed Traffic Safety Committee policies and procedures (includes staff presentation)**
- c. West Linn High School parking options**
- d. Willamette Main Street streetscape concept plan (Historicwillamette.com)**

4. Capital Projects Update

5. Board Discussion/Announcements

6. Public Comments

7. Adjournment

Memorandum

Date: March 29, 2017March 29, 2017
To: Transportation Advisory Board
From: Lance Calvert P.E., Public Works Director/City Engineer
Subject: Pedestrian Crossing on Salamo Road at Willamette Christian Church

Purpose: To review and recommend possible enhancements regarding pedestrians crossing Salamo Road between the Safeway parking lot and the Willamette Christian Church.

Background: At the February 21st Neighborhood Association Presidents (NAP) meeting, there was discussion on modifications to the current church crossing including various suggestions on possible solutions. The outcome was to refer the item to myself, the City Engineer, for a recommendation. Further discussion since the NAP meeting was to channel this topic through the TAB for a possible recommendation to Council.

Summary:

I have reviewed the location in question and have the following comments:

- 1) Oregon state statute governs pedestrian crossings. Under Oregon law, vehicles must yield to pedestrians at intersections/crosswalks. Also under Oregon law, crosswalks at intersections may be marked or unmarked. Further, intersections are not just intersections at public streets but any intersection of vehicular traffic intended for use by the general public, thus the intersection of the Safeway driveway & Salamo is considered an intersection allowing for the legal right of pedestrians to cross and requiring vehicles to yield to pedestrians.
- 2) The use of crossing guards by the church at this location are a courtesy to both the pedestrians crossing and the motoring public to enhance safety when signaling drivers of pedestrians crossing at the intersection. Crossing guards are not required by law.
- 3) One concept has been creation of a new midblock crossings. Midblock crossings are always discouraged as pedestrians have a legal right to cross at intersections. Drivers expect pedestrian crossings at intersections not at midblock locations. Along Salamo, landscaping at midblock in the islands can limit visibility, again, a reason to avoid midblock crossings. Midblock crossings should be avoided wherever possible.

Recommendation

Based upon the above and research of the location including field visits to the site, I suggest the following recommendations regarding pedestrian crossings at this location:

- 1) Continue existing church crossings in the existing form including the crossing guards as this is an extremely safe method of crossing the street.
- 2) Install a handicap crossing of Salamo at the Safeway driveway when the road is scheduled to be repaved in the future.
- 3) No additional pavement marking at this time. Due to the limited number of days/crossings at this location, no additional pavement marking is necessary at this

time. Pavement marking could be added in the future when repaving the road and adding the handicap ramp.

- 4) Request the church work with the owner of the Safeway property (ROIC) to install a narrow asphalt or concrete paved back of curb directly adjacent to the Safeway monument sign and driveway curb where landscaping currently exists for improved convenience to pedestrians. The ADA sidewalk already exists on the other side of the driveway next to the Safeway building but paved back of curb on the opposite side of the driveway would make for a more pleasant experience and provide a convenient way to separate pedestrians from vehicles at the driveway entrance.
- 5) Remove the pedestrian bridge from the church parking lot to the Salamo Road sidewalk south of the Safeway entrance. I recommend removing the pedestrian bridge from the church parking lot to the sidewalk along Salamo where midblock crossings are currently happening south of the intersection with the Safeway driveway. The bridge encourages unsafe midblock crossing activity. Possibly the church could find a different location or site to utilize the bridge.
- 6) Improve the landscaping in the median of Salamo at the midblock location so that pedestrians are discouraged from crossing midblock and directed to the appropriate intersections.