



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

TRANSPORTATION ADVISORY BOARD MEETING Summary Notes

Wednesday, December 4, 2019

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

Members Present: Kim Bria, Mary Baumgardner, Andrew Mallory, Rich Faith, Greg DiLoreto, Rachael Vidin, Teri Cummings

Members Absent: None

Staff Present: Lance Calvert

Guests in Attendance: None

1. Call to Order and Introductions

Called to order by Andrew at 6:07pm

2. Review and approval of December 2019 Summary Notes

Mark Adams has resigned from the Board, and his seat is vacant. With the correction showing Mark Adams as no longer a member and not a member absent, Greg motioned to approve, Rich seconded. Unanimous approval.

3. Business:

- a) Review/Approve of 2019 Annual Report to Council

The Board reviewed and discussed the 2019 Advisory Group & Neighborhood Association Annual Report and expanded on the original draft of answers. Staff will make corrections and additions and send out to board members for review.

- b) GO Bond Transportation Projects Update

4. Capital Projects Update

The Willamette Falls Drive between 10th St and 16th St Project did go out for bid and is scheduled to be awarded on December 9th, 2019. The lowest bid came in below the engineer's estimate. The project bid which is just over 4 Million dollars, breaks down to 6 different funds from the city.

2.245 Million GO Bond funds

0.565 Million Streets

0.351 Million ST. SDC

0.323 Million Bike/Ped SDC

0.449 Million Storm

0.137 Million Water.

The council will take community comment and will hopefully award the bid. The Transportation Advisory Board would like to have members attend the council meeting to convey to City Council all of the work that has gone into this project, the sign off given by the business community, the bid that came in under estimates, and to highlight the positive side of the project.

NW Natural Gas has mobilized their work on Willamette Falls Drive to relocate the pipe line in anticipation of the project, and it should take about 3 months to complete. The utility companies are all working on preliminary cost for their work.

Staff has discussed ways to continue community communication during the project, so that citizens are aware of the FAQ's on the project and the status and progress of the project. During the project the traffic going in both directions is expected to continue except when utilities are working across the road, or when repaving the road itself. In those cases the traffic would be detoured. During the vast majority of the work there will still be two continuous lanes of traffic. The majority of the work will take place in the morning.

Hwy 43 project that is ODOT run and grant funded, goes from Hidden Springs up to Arbor Drive. ODOT's cost estimates for this project are triple what the project funds are. The ODOT and federal aid process is very rigorous and extensive. Due to ODOT's regulations in coordination with the state DEQ, they assume any soil they touch on their corridors is contaminated and all of that soil needs to be removed and taken to a special facility, which adds a million dollars to their project that was not anticipated in the original estimate. Because of these policies and procedures the scope and cost of the project have grown. Staff would like to proceed with the original scope of the job, including the traffic signal at the intersection at Hidden Springs Road, the removal of the traffic signal at Cedar Oak Drive, and the traffic signal at Marylhurst Drive. This will allow the city to get the really hard signal corners done with the grant funding. Then the city can address the rest in the future through redevelopment, or other funds. If federal funds are not used for future improvements, there are less constraints and more can be accomplished. Due to the change of scope it requires going back through the multiple committees at Metro and the state level, which pushes the date of construction to potentially 2022.

The Willamette Falls Drive project between 10th St. and 16th St. will be the first project, followed by 10th St intersection into Salamo, and then the Safe Routes to Schools. The new staff engineer will start in January and will be tasked to continue the Safe Routes to School project. The Transportation Advisory Board would like to do some sort of celebration, ribbon cutting, ground breaking event for the beginning of the Willamette Falls Project.

5. Board/Discussion/Announcements

Rich inquired why when walking up Salamo Rd there are no street lights. Greg gave a response saying a previous Public Works Director didn't want to pay for the bill for them. Staff mentioned that on his "wish list" for capital projects would be lighting in that corridor. But since that area has been developed it is hard to install them now. Typically when a street light is requested by a citizen they are required to have surrounding houses immediately impacted by the requested street light to sign a petition saying they are ok with the street light being installed. In a corridor like Salamo it is not feasible, but it would be a good capital project for the future.

Staff made a grant fund request to PGE for their "Drive Change Fund" grant to fund electrical charging stations at the ACC, City Hall, and at the police station. This could potentially pull people off the freeway, and while they charge their vehicle they could

shop and dine in the Willamette area. The grant program has more applicants than funds, and staff should know by the end of the year if the grants are awarded to the city. There are no vehicle charging stations planned with the project on Willamette Falls Drive between 10th St and 16th St, however there will be conduit placed allowing it to be added in the future.

6. Public Comments

None

7. Adjournment

Andrew adjourned the meeting at 7:28PM.