

## Meeting Notes

### Work Session on City's Plan for Hwy 43/Hidden Springs Re-design

Distrust that our city officials will listen to our concerns. They are in office and will do what they want to do.

People have used Old River Road as a safer route for running, walking and biking to avoid highway 43. Why can't we continue to use it for this purpose? It will be difficult to do this in a safe way if cars are using Old River as a through road.

The merge lane just before Arbor drive is a mess. Can this be improved?

The concept plan focuses on bike and ped lanes to get federal dollars. Are there other options that might be cheaper, such as not focusing on bike and ped lanes and have the citizens pay for it rather than relying on federal dollars.

Do we need bike, sidewalk and buffer zone for both sides of the street or can we put it on one side to save money and room. Answer: Sidewalks on both sides are required.

How much expansion will be required to implement this plan. How much will the road widen?

The traffic study showed 2,000 cars and 3 bikes in an hours time. We need to work on improving the flow of traffic rather than accommodating the 3 bikes.

Concern that we've overbuilt the roads and West Linn will look like Beaverton. Can we condemn property and make 43 4 instead of 2? Answer: Livability is a key issue. Experts say that it's best to keep it at 3 lanes.

The concept plan shows a buffer zone between the roadway and the sidewalk/bike lane. This is a big concern for emergency vehicles as they don't have a way around stopped cars on the roadway.

Why are we doing this? To get federal money? Answer: The last plan was done in 2008 and needs to be revised, but the main issue is to improve safety and efficiency. Vision Zero: no one dies and no one gets hurt.

Why are we building on the 2008 plan? It doesn't apply now. We need a new plan. We need to add lanes to increase traffic flow. It takes 30 minutes to get from Lake Oswego to Arbor drive. This is so frustrating.

What about the light that's proposed at Arbor drive? It's already at capacity. Answer: there is no light proposed at Arbor. We can't have a light there as it's too close to the light at Marylhurst.

Are there studies that show where the traffic is going on 43? Is this being used as an alternative to 205? Answer: there are the same number of cars on 43 but there are bigger peaks in the morning and evening than before. People are moving to outer limits, outer county and commuting to the city. West Linn is not growing, it's the outer areas that are seeing a big growth.

Could we consider a roundabout at Arbor drive, since we can't have a light?

When would this project be started and what is the length of the project? Answer: Looking for design and construction money but possibly 2019-2021.

Why don't we stop the merge after Marylhurst and continue the two lanes until Arbor?

Ramp meter works well to reduce traffic congestion onto the freeways. Can we use this concept to help with the merge before Arbor drive?

Why is West Linn having to do the legwork for this project? What about a commuter lane that switches with the commute? Answer: 43 is considered an orphan project so ODOT doesn't want to put any money into it.

Why aren't there more lanes coming out of Marylhurst Drive (near Burgerville) onto 43 (left and right turn lanes)?

Has the city allowed an independent study to be done? Can we get an unbiased study done. A: It's a joint project with input and data from many people, such as police, the designer planners, etc. There really is no way to get an independent study, as data from police, for example, is needed to understand the situation.

How will people get out of Kenthorp and other side streets? Can we have left and right turn lanes? Answer: Putting a turn lane widens the roadway so pedestrians are in the mix with cars a lot longer. This could be a safety issue.

Can we get data on how many pedestrians use the roads? Can we use this to influence our decision on changing the roadway?

How many people have been hit by a car in the neighborhood?

Starbuck's will be moving. Can a light be added?

For bigger intersections, can we get flashing lights to alert drivers that pedestrians are crossing (like they have at the high school)?

265' from Kenthorp to 43, and cars are about 20 feet. It would only take a few cars and a bus for traffic to be backed up from the light on Old River. How can Kenthorp traffic get out?

There used to be a connection from 43 onto Old River road. Peds use these a lot and it wouldn't be safe. It was closed because it was a safety concern. This new plan would increase concern about safety.

What does it do to reconfigure the intersection and continue Hidden Springs onto Old River? Answer: It balances the intersections and reduces the bottleneck between Hidden Springs and Cedar Oak.

If parents had their kids ride the bus, this would reduce congestion. Answer by a neighbor: The buses don't go down a lot of side streets anymore and parents have to drive their kids.

Will eliminating the light at Cedar Oak reduce the traffic tie up further north on highway 43?

What about a dedicated right turn lane from Hidden Springs to Cedar Oak so people taking kids to school can get on and off 43 quicker and not tie up traffic? Answer: The proposed plan is more efficient and cheaper.

Has there been any consideration of the chemical trucks that deliver to the water treatment plant? Is the proposed roadway wide enough and safe enough?

There will still be a big congestion with cars leaving Wal-Mart. Has this been looked at?