

CHAPTER

5

## Pedestrian Network Plan

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This chapter summarizes strategies to be used in evaluating the future needs and recommends improvements for the City of West Linn's pedestrian network. The Pedestrian Network Plan is intended to outline all pedestrian needs over the next 20 years and develop projects to address those needs, as well as identifying costs for those projects.

### Needs

The City of West Linn's pedestrian facilities consist of sidewalks and off-street paths. Many of the City's newer streets have sidewalks on both sides. Off-street paths are primarily concentrated in parks and open spaces between neighborhoods. However, many streets in older sections of the city either have a sidewalk on one side or do not have sidewalks at all. Across the city there is limited pedestrian connectivity with significant gaps in the sidewalk network and overall, a limited number of total pedestrian facilities. This results in residential areas not being consistently connected to commercial centers, bus routes, schools, or other pedestrian destinations.

The most common overall need is to provide a safe and interconnected system that affords the opportunity to consider the walking mode of travel, especially for trips less than one-half mile in length for residential trips, and less than one-mile for recreational trips.

### Limited Connectivity

An important need for pedestrians in the city is the availability and convenience for safe crossing locations on arterial streets and across large regional roadways. There are limited pedestrian crossing opportunities along both Highway 43 and I-205. There are currently seven crossing points across Highway 43 at signalized intersections that include pedestrian signals. I-205 can be traversed at six locations where there are either over- or under-crossings of the interstate. At the interchange of Highway 43/I-205 pedestrian crossing are not supplied for the NB on- or off-ramps. Any potential new crossing location would need to meet Oregon Department of Transportation (ODOT) crossing guidelines and be evaluated based on criteria ODOT uses for such facilities to ensure the crossing is warranted and safe. However, the existing pedestrian crossings could be upgraded or enhanced to promote safety.

## Limited Facilities

Arterial and collector streets in the City of West Linn provide limited sidewalks (see Figure 3-2) leaving several areas throughout the City with no sidewalks on collectors or arterials. Neighborhoods such as Robinwood, Bolton, and Sunset are particularly lacking in sidewalks. There are not consistent sidewalks on Highway 43 between the northern city limits and Cedaroak Drive and sidewalks on only one side at several locations between Cedaroak Drive and Bolton Street.

Many projects identified in the City of West Linn’s 1998 TSP have yet to be constructed and remain as gaps in the pedestrian network. The locations of these projects were carried forward in this TSP. Other deficiencies were also identified by residents and the City. The pedestrian deficiencies of a continuous network for arterials and collectors in the area are listed in Table 5-1.

**TABLE 5-1: PEDESTRIAN DEFECIENCY LOCATIONS**

Street Name	From	To
10th Street	Blankenship Road	8th Avenue
19th Street	Blankenship Road	Willamette Falls Drive
Bland Circle	North Limits	Salamo Road
Blankenship Road	Ostman Road	19th Street
Blankenship Road	Under I-205	
Blankenship Road	100' east of Virginia Lane	13th Street
Carriage Way	Rosemont Road	700' north of Rosemont Road
Cedaroak Drive	Old River Road	Elmran Avenue
Chestnut Street	Sunset Avenue	Willamette Falls Drive
Cornwall Street	Sunset Avenue	Oxford Street
Debok Road	100' north of Summerlinn Drive	Farvista Drive
Dillow Drive	Failing Street	Larson Avenue
Dillow Drive	Larson Avenue	Willamette Drive
Dollar Street	River Heights Circle	Willamette Falls Drive
Elmran Avenue	Nixon Avenue	Old River Road
Exeter Street	Oxford Street	Long Street
Failing Street	Willamette Drive	Dillow Drive
Hidden Springs Road	Carriage Way	400' south of Autumn View
Hidden Springs Road	Santa Anita Drive	300' east of Suncrest Drive
Hillcrest Drive	Marylhurst Drive (North)	Marylhurst Drive (South)
Johnson Road	Woodbine Road	Blankenship Road
Jolie Pointe Drive	Larson Avenue	Rainier Place
Larson Avenue	Dillow Drive	Jolie Pointe Drive
Mapleton Drive	Willamette Drive	Nixon Avenue
Marylhurst Drive	Willamette Drive	Hillcrest Court
Mckillican	West A Street	Willamette Falls Drive
Nixon Avenue	Mapleton Drive	Elmran Avenue
Old River Road	Willamette Drive	Cherokee Court
Ostman Road	Blankenship Road	Willamette Falls Drive
Oxford Street	Cornwall Street	Exeter Street
Parker Road	200' east of Wild Rose Drive	Sunset Avenue
Pimilco Drive	Willamette Drive	Palamino Way (East)
Pimilco Drive	Santa Anita Drive	Palamino Way (West)
Riverview Avenue	Turnwater Street	Sunset Avenue



Street Name	From	To
Rosemont Road	City Limits	Summit Street
Salamo Drive	10th Street	300' south of Bland Circle
Salamo Drive	Bland Circle	Weatherhill Road
Salamo Drive	S. Day Road	Parker Road
Santa Anita Drive	Pimlico Drive	Clubhouse Drive
Santa Anita Drive	Clubhouse Circle	Hidden Springs Road
Simpson Street	Long Street	Turnwater Street
Skyline Drive	Summit Drive	West A Street
Summit Street	Skyline Drive	Oxford Street
Suncrest Drive	Hillcrest Drive	Carriage Way
Sunset Avenue	Parker Road	Spring Rock Circle
Tannler Drive	Blankenship Road	Greene St
Tualatin Avenue	Volpp Street	12th Street
Turnwater Street	Simpson Street	Riverview Avenue
West A Street	Willamette Drive	Skyline Drive
Willamette Drive	Bolton Street	Pimlico Drive
Willamette Drive	Mark Lane	100' south of Cedaroak Drive
Willamette Drive	Cedaroak Drive	North City Limits
Willamette Falls Drive	West A Street	10th Street
Willamette Falls Drive	19th Street	Dollar Street (East)
Willamette Falls Drive	200' w of Ostman Road	Dollar Street (West)

In addition to the pedestrian facility deficiencies for arterial and collector streets noted in Table 5-1, other pedestrian facility projects are carried forward in this update to the 1998 TSP. These projects construct new accessways and short-cuts to provide key connections where deficiencies exist in the pedestrian network and are identified below.

**Accessways and Short-Cuts**

Connections between cul-de-sacs and adjacent roadways and other cul-de-sacs can significantly reduce travel distances for pedestrians, thereby encouraging more pedestrian trips. The identification of such connections in developed areas is required in Section 660-12-045(6) of the Transportation Planning Rule (TPR) as part of a locality’s development of a bicycle and pedestrian circulation plan. Appropriate improvements should provide for more direct, convenient, and safe bicycle or pedestrian travel within and between residential areas and neighborhood activity centers. Although there are many locations in West Linn where cul-de-sac lengths are excessive and routes from local roads to collectors are not very direct, short-cuts are not always possible due to safety issues resulting from terrain or length of the necessary trail.

There are several locations identified in the city’s 1998 TSP as possible locations for the construction of new pedestrian accessways or shortcuts. A number of these connections were not constructed, but remain feasible and would improve the overall sidewalk network:

*Wisteria Road to Bland Circle*

This connection would join two residential areas, creating a circular connection from Tannler Drive to Bland Circle, to Wisteria Road, and down to Blankenship Road. A road connection was shown in the Tannler Basin Master plan at this location, to be built when development occurs. Pedestrian and bicycle access should be part of that connection. This plan advocates that the completion of the connection wait until development occurs, as the length of the needed path makes it economically infeasible.

*Sinclair Street to Holly Street*

Sinclair Street dead ends in two locations. In order to walk west to Highway 43 one must walk east to River Road and then back to Highway 43. A connection at this location would be a mildly sloped trail, with right-of-way needed to be dedicated along lot lines. The construction of a trail at this location would be approximately 300 feet long.

*Rosepark Drive to Rosemont Road*

Rosepark Drive is a long cul-de-sac. A connection from the end of the cul-de-sac to Rosemont Road would provide shorter, more direct access for travel southeast on Rosemont Road. Right-of-way is not available for this connection and would have to be dedicated along lot lines.

*Hillcrest Court to Marylhurst Drive*

A connection from Hillcrest Court to Marylhurst Drive would reduce the walking distance to Highway 43 for residents of Hillcrest Court and other residents just west of Hillcrest. There is a significant slope at this location, and right-of way is not available.

## **Current Policy**

Policy related to sidewalk infill is identified in the TSP Project Goals and Objectives. Pedestrian policy 4a states:

*The City will ensure that walkways and related pedestrian improvements (e.g. crosswalks) are constructed on all identified walkway network roadways, either as separate projects or integrated with other roadway-related improvements. Walkway improvements will be implemented in accordance with current local, regional, State and Federal standards.*

The current policy for building and maintaining pedestrian infrastructure (such as sidewalks) allows the opportunity to fill in gaps for sidewalks directly adjacent to new development, as well as to fill in gaps in the pedestrian network even if the gap is not adjacent to a new development (or redevelopment). As defined in the Community Development Code, the land division provisions arrange for mitigation of impacts (including foot traffic) generated by development.

*These impacts are to be mitigated at the developer's cost, by the provision of streets, sidewalks, bicycle and foot paths, and traffic control devices within, contiguous to, and nearby the development site.<sup>1</sup>*

This policy provides a potential funding strategy by collecting fees from new development to help fill in gaps in the pedestrian system (or improve pedestrian crossings at intersections) that may not be adjacent to the developing parcel.

However, as West Linn is a mature city, the potential for new development to fund infill sidewalk improvements is limited. As such, an annual allocation of revenues dedicated towards pedestrian projects would provide a means to not only fill gaps in the sidewalk network, but also provide new crosswalks and upgrade existing facilities (including installation of ADA compliant ramps.)

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<sup>1</sup> Community Development Code 85.010, Chapter 85, Land Division – General, pg. 85-2, City of West Linn, May 2007.

## Facilities

Sidewalks should be built to current design standards of the City of West Linn and in compliance with the Americans with Disabilities Act (at least four feet of unobstructed sidewalk). Wider sidewalks are desirable to promote pedestrian travel on all roadways. Additional pedestrian facilities may include accessways, pedestrian districts, pedestrian plazas and recreational trails.

- **Accessway** – A walkway that provides pedestrian and/or bicycle passage either between streets or from a street to a building or other destinations such as a school, park or transit stop.
- **Pedestrian District** – A plan designation or zoning classification that establishes a safe and convenient pedestrian environment in an area planned for a mix of uses likely to support a relatively high level of pedestrian activity.
- **Pedestrian Plaza** – A small, semi-enclosed area usually adjoining a sidewalk or a transit stop which provides a place for pedestrians to sit, stand or rest.
- **Recreational Trails** – A City-wide network to provide a linked system and a variety of trail experiences as recreation. The network would link parks and open spaces with neighborhoods, schools and other features and would consist primarily of off-street connections with on-street connections supplementing those areas where off-street connections are not possible.

Metro 2004 Regional Transportation Plan (RTP) identifies Highway 43 (Willamette Drive) as a transit/mixed use corridor under their pedestrian designation. The RTP defines transit/mixed-use corridors as priority areas for pedestrian travel that are served by good quality transit service and that will generate substantial pedestrian traffic near neighborhood-oriented retail development, schools, parks, and bus stops. These corridors should include such design features as wide sidewalks with buffering from traffic, pedestrian-scale lighting, benches, bus shelters, and street trees. A Conceptual Design Plan<sup>2</sup> for Highway 43 (Willamette Drive) identifies a number of projects along the corridor including new traffic signals, crosswalks, and a pedestrian refuge island.

## Strategies

The existing conditions analysis identified pedestrian system issues within the City of West Linn that include an incomplete arterial/collector sidewalk system, a lack of local street connectivity, and arterial crossings with potential safety and connectivity issues. These needs correspond with those identified in the 1998 TSP.

Several strategies were identified in the 1998 TSP to address pedestrian system needs and to guide project prioritization. The focus identified in the 1998 TSP and carried forward to the current TSP is on providing pedestrian facilities along arterial and collectors. The prioritization process helps to further focus community investment on those projects that are most effective at meeting critical needs, while deferring other projects of lesser importance. An extensive public involvement process was enacted for this TSP to help identify and update needs, determine strategies and projects to address the needs, and a prioritization of those projects.

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<sup>2</sup> West Linn OR 43 Conceptual Design Plan, Cogan Owens Cogan, SERA, DKS Associates, June 2007.

Identified strategies for pedestrian facilities include:

- Connect key pedestrian corridors to schools, parks, and activity centers;
- Pedestrian corridors that connect neighborhoods;
- Arterial crossing and safety enhancements;
- Pedestrian corridors that connect to transit;
- Fill in gaps in the network where some sidewalks exist; and
- Pedestrian corridors that connect to major recreational uses.

## Pedestrian Master Plan

A list of potential pedestrian projects to meet the identified needs and achieve these strategies was developed into a Pedestrian Master Plan. The Master Plan shown in Figure 5-1 and summarized in Table 5-2 is an overall plan and summarizes the list of desired pedestrian related projects in West Linn.

Each bicycle project was ranked based on how well it met the improvement strategies that were identified. A high, medium, and low designation was given to each project to indicate a general priority for implementation. Each of these projects will need further refinement to detail right-of-way requirements and costs associated with special design details as projects are pursued.

**Table 5-2: Pedestrian Master Plan Projects**

#	Priority	Location	Sidewalk In Fill Extent	From	To	Cost(s) \$1,000s
2	High	Willamette Drive*	One side of street.	Bolton Street	Failing Street	\$0**
3	High	Willamette Drive*	One side of street.	Failing Street	Davenport Street	\$0**
4	High	Willamette Drive*	One side of street.	Davenport Street	Caufield Street	\$0**
5	High	Willamette Drive*	One side of street.	Caufield Street	Barlow Street	\$0**
6	High	Willamette Drive*	One side of street.	Barlow Street	Dillow Drive	\$0**
7	High	Willamette Drive*	One side of street.	Dillow Drive	Pimlico Drive	\$0**
8	High	Willamette Drive*	One side of street.	Mark Lane	Mapleton Drive	\$0**
9	High	Willamette Drive*	One side of street.	Mapleton Drive	100' south of Cedaroak Drive	\$0**
10	High	Willamette Drive*	Both sides of street.	Cedaroak Drive	Walling Circle (north)	\$0**
11	High	Willamette Drive	Both sides of street.	Fairview Way	Marylhurst Drive	\$0**
12	High	Willamette Drive*	Both sides of street.	Walling Circle (north)	Fairview Way	\$0**
13	High	Willamette Drive*	Both sides of street.	Marylhurst Drive	Shady Hollow Way	\$0**
14	High	Willamette Drive*	Both sides of street.	Shady Hollow Way	North city limits	\$0**
15	Med	10 <sup>th</sup> Street	One side of street.	I-205	8 <sup>th</sup> Street	\$65
16	Med	10 <sup>th</sup> Street*	One side of street.	Blankenship Road	I-205	\$55
17	Med	Cedaroak Drive*	Both sides of street.	Old River Road	Elmran Avenue	\$565
18	Med	Dillow Drive	Both sides of street.	Willamette Drive	Larson Avenue	\$295
19	Med	Dillow Drive*	Both sides of street.	Larson Avenue	Failing Street	\$210
20	Med	Elmran Avenue*	Both sides of street.	Nixon Avenue	Old River Road	\$400
21	Med	Failing Street*	Both sides of street.	Willamette Drive	Dillow Drive	\$380

#	Priority	Location	Sidewalk In Fill Extent	From	To	Cost(s) \$1,000s
22	Med	Hillcrest Drive*	Both sides of street.	Marylhurst Drive (North)	Marylhurst Drive (South)	\$630
23	Med	Jolie Pointe Drive*	Both sides of street.	Larson Avenue	Rainier Place	\$220
25	Med	Larson Avenue*	Both sides of street.	Dillow Drive	Jolie Pointe Drive	\$200
26	Med	Mapleton Drive*	Both sides of street.	Willamette Drive	Nixon Avenue	\$620
27	Med	Marylhurst Drive*	Both sides of street.	Willamette Drive	Hillcrest Court	\$915
28	Med	Mckillican*	One side of street.	West A Street	Willamette Falls Drive	\$100
29	Med	Nixon Avenue*	Both sides of street.	Mapleton Drive	Elmran Avenue	\$520
30	Med	Old River Road*	Both sides of street.	Willamette Drive	Cherokee Court	\$840
31	Med	Ostman Road*	Both sides of street.	Blankenship Road	Willamette Falls Drive	\$540
32	Med	Parker Road*	One side of street.	200' east of Wild Rose Drive	Sunset Avenue	\$235
33	Med	Pimlico Drive*	Both sides of street.	Willamette Drive	Palamino Way (East)	\$320
34	Med	Rosemont Road*	Both sides of street.	Summit Street	Ridge Lane	\$280
35	Med	Rosemont Road*	One side of street.	Ridge Lane	Carriage Way	\$850
38	Med	Salamo Drive*	Both sides of street.	10th Street	300' south of Bland Circle	\$1,050
39	Med	Skyline Drive*	Both sides of street.	Summit Drive	West A Street	\$880
40	Med	Sunset Avenue*	Both sides of street.	Parker Road	Spring Rock Circle	\$515
41	Med	Tannler Drive*	Both sides of street.	Blankenship Road	Greene Street	\$265
42	Med	Tualatin Avenue*	Both sides of street.	Volpp Street	12th Street	\$165
88	Med	Willamette Drive / Burns Street	Crossing with Pedestrian Refuge	South Leg	-	\$0**
84	Med	Willamette Drive / Chow Mein Lane	Crossing with Pedestrian Refuge	North Leg	-	\$0**
83	Med	Willamette Drive / Fairview Way	Crossing with Pedestrian Refuge	South Leg	-	\$0**
85	Med	Willamette Drive / Mary S. Young Pak	Crossing with Pedestrian Refuge	South Leg	-	\$0**
86	Med	Willamette Drive / Pimlico Drive	Traffic Signal with Crosswalks		-	\$0**
87	Med	Willamette Drive / White Tail Drive	Crossing with Pedestrian Refuge	North Leg	-	\$0**
43	Med	Willamette Falls Drive*	Both sides of street.	6th Street	10th Street	\$420
44	Med	Willamette Falls Drive*	Both sides of street.	19th Street	16th Street	\$210
45	Low	19th Street	Both sides of street.	Dollar Street	Willamette Falls Drive	\$0**
46	Low	19th Street*	Both sides of street.	Blankenship Road	Dollar Street	\$405
47	Low	Bland Circle	Both sides of street.	North Limits	Salamo Road	\$695
50	Low	Blankenship Road	One side of street.	100' east of Virginia Lane	13th Street	\$40
51	Low	Blankenship Road*	One side of street.	Ostman Road	19th Street	\$100
52	Low	Blankenship Road*	One side of street.	Under I-205		\$60
53	Low	Carriage Way*	Both sides of street.	Rosemont Road	700' north of Rosemont Road	\$145
54	Low	Chestnut Street	Both sides of street.	Sunset Avenue	Willamette Falls Drive	\$135
55	Low	Cornwall Street*	Both sides of street.	Sunset Avenue	Oxford Street	\$270
56	Low	Debok Road*	Both sides of street.	100' north of Summerlin Drive	Farvista Drive	\$130

#	Priority	Location	Sidewalk In Fill Extent	From	To	Cost(s) \$1,000s
57	Low	Dollar Street*	One side of street.	Ostman Road	Willamette Falls Drive	\$565
58	Low	Dollar Street*	One side of street.	River Heights Circle	Ostman Road	\$0**
59	Low	Exeter Street*	Both sides of street.	Oxford Street	Long Street	\$135
60	Low	Hidden Springs Road	One side of street.	Carriage Drive	Wildwood Drive	\$140
61	Low	Hidden Springs Road	One side of street.	Santa Anita Drive	300' east of Suncrest Drive	\$130
62	Low	Hidden Springs Road*	One side of street.	Wildwood Drive	400' south of Autumn View	\$65
63	Low	Johnson Road	Both sides of street.	Woodbine Road	Blankenship Road	\$840
64	Low	New Off-Street Accessway*	Construct new bicycle / pedestrian connection.	Wisteria Road	Bland Circle	\$0****
65	Low	New Off-Street Accessway*	Construct new bicycle / pedestrian connection.	Sinclair Street	Holly Street	\$0****
66	Low	New Off-Street Accessway*	Construct new bicycle / pedestrian connection.	Rosepark Drive	Rosemont Road	\$0****
67	Low	New Off-Street Accessway*	Construct new bicycle / pedestrian connection.	River Road	Perrin Street	\$0****
68	Low	New Off-Street Accessway*	Construct new bicycle / pedestrian connection.	Hillcrest Court	Marylhurst Drive	\$0****
69	Low	Oxford Street*	Both sides of street.	Cornwall Street	Exeter Street	\$125
70	Low	Pimlico Drive	One side of street.	Santa Anita Drive	Palamino Way (West)	\$115
71	Low	Riverview Avenue	Both sides of street.	Turnwater Street	Sunset Avenue	\$75
72	Low	Salamo Drive	One side of street.	Bland Circle	Weathermill Road	\$135
73	Low	Salamo Drive	One side of street.	S. Day Road	Parker Road	\$95
74	Low	Santa Anita Drive*	One side of street.	Pimlico Drive	Clubhouse Drive	\$50
75	Low	Santa Anita Drive*	One side of street.	Clubhouse Circle	Hidden Springs Road	\$80
76	Low	Simpson Street	Both sides of street.	Long Street	Turnwater Street	\$100
77	Low	Summit Drive*	One side of street.	Skyline Drive	Oxford Street	\$235
78	Low	Suncrest Drive*	One side of street.	Hillcrest Drive	Carriage Way	\$200
79	Low	Turnwater Street	Both sides of street.	Simpson Street	Riverview Avenue	\$100
80	Low	Willamette Falls Drive	One side of street.	16 <sup>th</sup> Street	Dollar Street (East)	\$45
81	Low	Willamette Falls Drive	Both sides of street.	200' west of Ostman Road	Dollar Street (West)	\$630
82	Low	Willamette Falls Drive*	Both sides of street.	West A Street	6th Street	\$2,120
					<b>Total</b>	<b>\$19,705</b>

\*Included in previously adopted 1998 TSP.

\*\*Included in Highway 43 Concept Plan Cost Estimates

\*\*\*Included in Motor Vehicle Plan Cost Estimates

\*\*\*\*Included in Bicycle Plan Cost Estimates



# Transportation System Plan

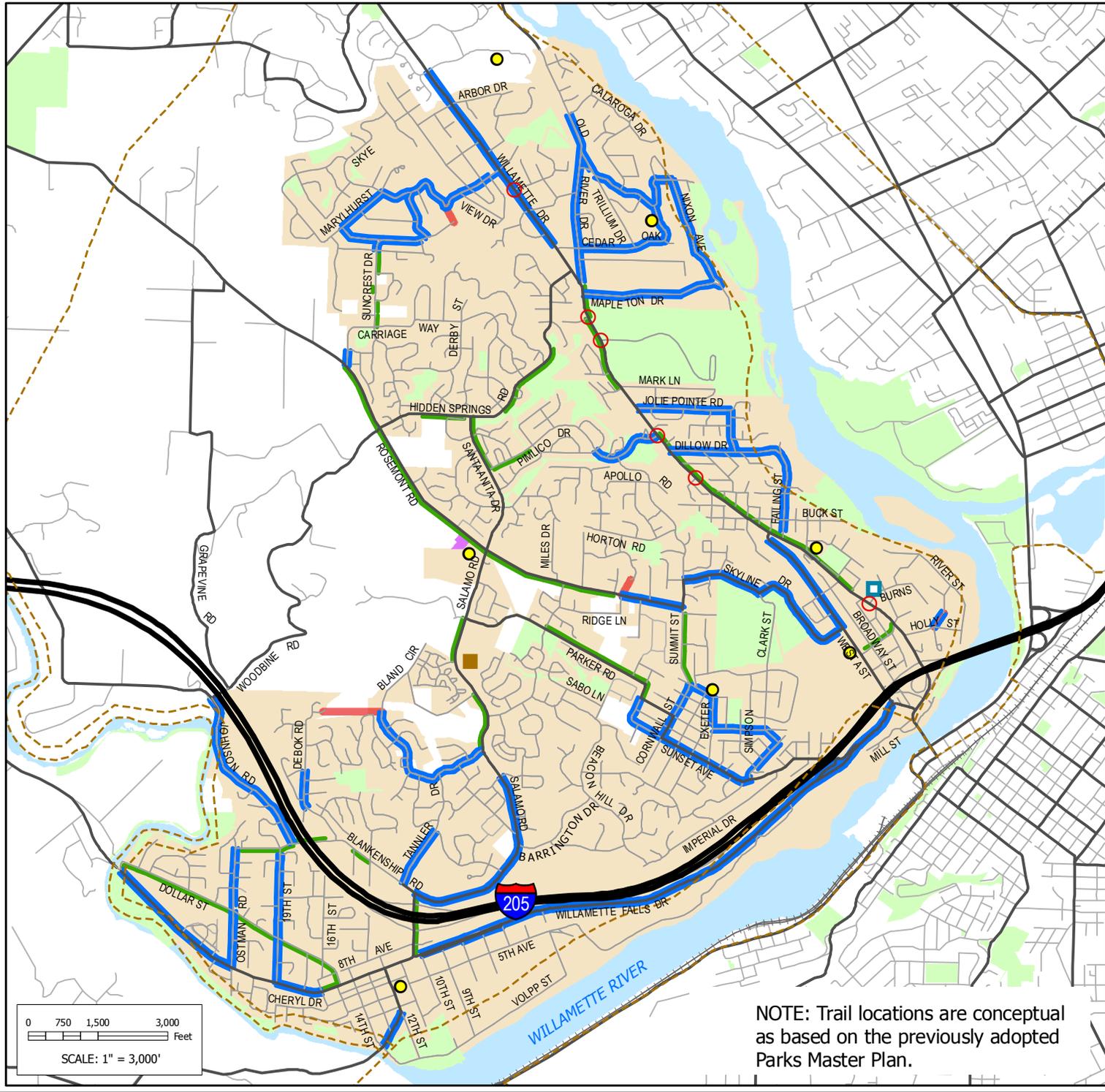
## FIGURE 5-1

### PEDESTRIAN PLAN

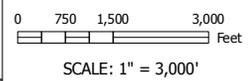
#### LEGEND

##### Pedestrian Projects

-  Sidewalk - One Side
-  Sidewalk - Both Sides
-  Proposed Off-Street Path
-  Proposed Crossing
-  Off-Street Path
-  City Hall
-  Schools
-  Library
-  Parks
-  Community Center
-  Freeway
-  Major Roads
-  Streets
-  Railroad
-  Water
-  City Limits



NOTE: Trail locations are conceptual as based on the previously adopted Parks Master Plan.



## Pedestrian Action Plan

A pedestrian action plan project list was created to identify projects that are reasonably expected to be funded by the year 2030, meeting the requirements of the updated Transportation Planning Rule<sup>3</sup>. Table 6-3 lists the full action plan (those projects listed as high priority in the Master Plan) identified in the TSP update analysis. Note that all pedestrian action plan projects are located in the vicinity of Highway 43 and the projects (and related costs) are included in the Highway 43 Concept Plan.

**Table 6-3: Pedestrian Action Plan (Costs included in Highway 43 Concept Plan)**

#	Priority	Location	Sidewalk In Fill Extent	From	To	Cost(s) \$1,000s
2	High	Willamette Drive*	One side of street.	Bolton Street	Failing Street	\$0**
3	High	Willamette Drive*	One side of street.	Failing Street	Davenport Street	\$0**
4	High	Willamette Drive*	One side of street.	Davenport Street	Caufield Street	\$0**
5	High	Willamette Drive*	One side of street.	Caufield Street	Barlow Street	\$0**
6	High	Willamette Drive*	One side of street.	Barlow Street	Dillow Drive	\$0**
7	High	Willamette Drive*	One side of street.	Dillow Drive	Pimlico Drive	\$0**
8	High	Willamette Drive*	One side of street.	Mark Lane	Mapleton Drive	\$0**
9	High	Willamette Drive*	One side of street.	Mapleton Drive	100' south of Cedaroak Drive	\$0**
10	High	Willamette Drive*	Both sides of street.	Cedaroak Drive	Walling Circle (north)	\$0**
11	High	Willamette Drive	Both sides of street.	Fairview Way	Marylhurst Drive	\$0**
12	High	Willamette Drive*	Both sides of street.	Walling Circle (north)	Fairview Way	\$0**
13	High	Willamette Drive*	Both sides of street.	Marylhurst Drive	Shady Hollow Way	\$0**
14	High	Willamette Drive*	Both sides of street.	Shady Hollow Way	North city limits	\$0**

\*\*Included in Highway 43 Concept Plan Cost Estimates

<sup>3</sup> OAR Chapter 660, Department of Land Conservation and Development, Division 012, Transportation Planning, adopted on March 15, 2005, effective April 2005.