



CITY OF
West Linn

**Comprehensive list of comments received from
September 29, 2011, Community Workshop
for
Highway 43/Willamette Falls Drive Vision**

Compiled by West Linn Planning Department
22500 Salamo Rd., West Linn, OR 97068
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*All comments are presented as written on the workshop comment form and are grouped by topic. Original comment forms are on file with the City of West Linn Planning Department.

Transportation

- If 43 is to remain under ODOT we need to be able to demand cooperation of both ODOT and City to make improvements when opportunity arises - if improvements at time of water to Oswego to put widening underground utilities, bike/ped, curbs, beautification for city identity etc.
- I see a problem with commuter traffic along 43 if there are "destination" roads.
- Support for "complete streets" & some "friction" to help congestion seems counter-intuitive but to help access points.
- Concern that "complete street" will increase congestion.
- Slow traffic between centers.
- Maintain mobility but include protected bike & pedestrian ways.
- Hwy 43 from LO to Hwy 205 should be designed to speed traffic through.
- How to discourage through traffic?
- No solution offered for our 20,000/day vehicle trips - how will centers fix that?
- Don't engineer streets to tightly, there will always be long or large vehicles that need to negotiate streets.
- Hwy 43 Plan is done, use it.
- Improved access to 205 at arch bridge.
- Widen and improve WFD from Willamette to Arch Bridge = bike and pedestrian walkway.
- Highway 43 should be 3 lanes all the way with left turns in middle lane.
- 43 needs to be much wider.
- Don't widen 43.
- Increase left turn lanes on 43.
- Arch Bridge historic area to the Max potential of crosswalks and turn pockets along 43 from Oswego through Bolton
- Need traffic light in Willamette at 10th & 8th

- 10th Street is a traffic mess, this needs fixing.
- 8th Court shouldn't be a dead end.
- Re-route traffic on WFD.
- Close off WFD from Methodist church north to former community church at the corner of 10th street.
- More walkways, stoplights, transit.
- Traffic light on Pimlico; Light at Pimlico.
- Traffic light at Pimlico & 43.
- Highway 43 sidewalks and bike lane and WFD.
- Really bad backup Hwy 43 as folks go to freeway getting caught by metering lights.
- Widen Highway 43 to 3 lanes for left turns.
- Left hand turn lanes on Hwy 43 to limit congestion and danger (3 lanes all the way).
- Make a left turn lane onto Buck St coming from 205 or 3 lanes all the way on 43.
- Left-turn lane at Buck St/Caufield is dangerous.
- Relieve traffic congestion at intersection of 43/WFD - possibly with a roundabout.
- Possibly roundabouts on 43 at needed locations.
- Traffic circle at Arch Bridge 43/WFD interchange and pedestrian linkage to Oregon City.
- Rename Willamette Drive for WL's founder, Robert Moore, end the confusion with WFD.
- Corridors and the river will be needed again in the near future for renewed barging. Marine freight movement is green, low-carbon, and takes extreme tonnage off our roads and bridges.
- Improve accessways to 43.
- WFD streets, trails, stairways.
- Concern about street space needed & encroachment on property along 43.
- Don't encroach on Emmanuel Presbyterian Church street front.
- Nothing has been done to improve that section of "43 Project" for 50 years!
- 3 lanes on I-205 would reduce bypass traffic through Willamette
- No Lake Oswego control over West Linn's main street.

- Coordinate Hwy 43 & LO Water Treatment-Access lanes, pathways to 43.

Pedestrians /bikes

- Provide for protected bicycle lanes and pedestrian sidewalks.
- Love the idea of connecting Robinwood, Bolton, Bridge and Willamette.
- Find ways for walking connection in some older areas to destination points (i.e., Sunset Area down to Highway 43 - combine and connect Bolton and Mill together).
- Need better bike/walkways along 43 between "destination areas."
- Try to connect Fields Bridge to Willamette Park.
- Sidewalk along both sides of 43 and bike lanes.
- When pedestrians and bicycles share a promenade, bikes go back on road.
- Protected bikeways are not always a good answer; if they become multi-use, they become much less suitable for serious commuting.
- Bike/pedestrian should work together.
- Use parallel neighborhood streets to create bike lanes (i.e., parallel to Hwy 43 or WFD).
- Slower traffic flow, more protected crossings.
- Want safe sidewalks.
- Pedestrian and bike routes and safety a high priority.
- Pave Mapleton Dr. to MSY Park's paved trail.
- Improved sidewalks, crosswalks & signaling.
- 43 desperately needs controlled crossings, a light for pedestrians.
- Work with ODOT to increase pedestrian crossings on Hwy 43.
- Need crosswalks along 43.
- More pedestrian crossings on 43.
- Increase ease of pedestrian crossings on 43.
- Left turns and crosswalks where needed.
- Crosswalks on 43.
- Better crosswalks across 43.

- Flashing lights and buttons on 43.
- Pedestrian and bike access on WFD.
- Powered bike lifts.
- If 45% are concerned about traffic and we are setting up these plans, shouldn't a land use review be done before WalMart comes in?
- How are we dealing with traffic?
- How does it tie in with Metro plans?
- Important for bike lanes & pedestrian access.
- Current paths are not well maintained, concern about new plans – invasives, path structure compromised.
- We should give pedestrians the ROW in West Linn, let the impatient pass-through drivers select another route.
- Trail wood
- Salamo Rd needs two crosswalks, one at each entrance to Cascade Summit (Safeway) area.

Esplanade/alternative connections

- Focus on esplanade focusing on the rivers and the falls; this is West Linn's greatest asset.
- Strong support for esplanade wildlife viewing area along Willamette.
- Love the esplanade idea.
- Make a "promenade" along Willamette River.
- West Linn needs to find a way to link 10th St & Hwy 43, either by esplanade or a dedicated bike & ped lane/path; the inability to get from one part of West Linn to the other is a serious hindrance and impacts quality of life.
- Develop esplanade along Willamette.
- Riverwalk - hotel, restaurants and shops connecting Arch Bridge and Robinwood - we need a core!
- Extend the esplanade further north.
- Continue esplanade to Fields Bridge Park and Mary S Young Park and Oaks Park Boat ramp.
- Expand esplanade to Robinwood neighborhood.
- Have an esplanade along the river from Willamette Park clear to Mary S Young Park.

- Continue esplanade up to Mary S Young Park.
- An esplanade on river isn't a good idea because this isn't downtown PDX; this is a natural bank or residential, with more wildlife concerns.
- Esplanade wasteful use of limited resources.
- Arch Bridge is part of Bolton; no fat wide esplanade - nature trail.
- Waterfront esplanade only if well above high water line and doesn't condemn private property; some dreams of paths infringe on private land owners.

Transit

- Encourage transit throughout.
- Need own City public transportation that makes a circular route throughout the day.
- City bus system.
- Local bus to run corridor between Robinwood commercial area (or Marylhurst) and back to Fields Bridge, picking up Albertson's on the way.
- Leave TriMet, link up with SMART, or similar.
- I live near Safeway off Salamo – I would like to see more transit options (mini-bus) linking Robinwood and Bolton and Willamette with residential areas on hills near City Hall.
- Public transit to top of the hill.
- Funiculars up and down Skyline to High School and Bolton, Arch Bridge.
- I would like to see a trolley or some rail access from Willamette to Robinwood up over the hill; SMART bus.
- Better transit to Portland.
- TriMet serve to Tualatin via Legacy Hospital.
- No streetcar - bus necessary and ok.
- Generate bus route that loops through Salamo Rd. to access market, City Hall, etc.
- Route a cute local bus between Fields bridge Park to Robinwood Center and include Cascade Summit.
- Streetcar on 43 from Lake Oswego and turnaround in Willamette for continue to Milwaukie to connect to MAX.

- Streetcar or separate bus lane outside of car flow on Hwy 43.
- Future streetcar connection to Lake Oswego/Milwaukie along Hwy 43.
- We need voting seat on LO to Portland Transit.
- Some support to help commuters-street car and direct across to Portland and surrounding communities.
- We need a through bus from Portland during rush hour.
- Hidden Springs Hwy 43 box so transit rider can see oncoming buses.
- The intersection of Blankenship/DeBok Rd needs a bus shelter and crosswalk.
- Buses should have a turnout refuge so traffic isn't blocked when picking up/dropping off transfers in LO.
- River bus mass transit, bus turnouts
- Trash/recycling at bus stops and turnouts; bus stop turnouts and trash cans at all stops; make bus turnouts on Hwy 43 and garbage containers at each bus stop; bus turn outs for bus stops with trash cans at all stops.
- Water taxi from Bolton to downtown Portland.
- Return TriMet to this area.

Recreation alternatives

- Increase recreational opportunities; kayak launching into Willamette.
- Redo Fields Bridge Park, baseball fields as they create traffic and impede traffic - make the park for the neighborhood.
- More parks.
- Bike and walking trails.

Community Centers/alternatives

- Core center connecting Robinwood and Arch Bridge - including hotels, esplanade, history, shops, restaurants walking areas.
- Don't have a common look or design theme throughout the corridor; let each commercial center/neighborhood design its own look.

- Mixed-use & higher density housing along arterial.
- Prefer not to have 43 turn into NW 23rd.
- Need stores for clothing, office supplies.
- More entertainment opportunities, teen center.
- Fill commercial space.
- Would like to see more practical shopping (retailers) opportunities in the centers.
- Mixed use.
- No WalMart, Trader Joes - it will save gas, wouldn't have to drive to Clackamas, Lake Oswego.
- Encourage a Trader Joes in West Linn. West Linn needs more clean industry (good for the tax base. Will keep residential taxes down.).
- More employment space in destination
- We need more businesses in West Linn.
- Centers – how much is really sustainable?
- City does not need so much retail; already empty stores.
- Is there a need for all this retail when we have so many empty spaces?
- Centers developed adjacent to 43.
- More Department stores like K-mart, Target, etc.
- No big box; no WalMart.
- Build net zero buildings, make "centers" net zero, install EV charging stations, stormwater management with sidewalks.
- Centers for residential.
- Housing
- West Linn has highest number of home based businesses - mixed use buildings would work for them.
- Encourage manufacturing-alternative residential artists' lofts.
- You neglected great parking in descriptions of best centers.

Robinwood Shopping Center

- Traffic southbound on 43 in the evening can take 45 minutes from Robinwood to Bolton due to I-205 metering lights. I don't think center at Robinwood can work with a highway running through the middle.
- We don't need the proliferation of retail in Robinwood now, there are 17 places of food purchases in a 3 block area, 3 karate, 3-4 nails/tan or dry cleaners or dental offices.
- Boring.
- Need clean up of Robinwood retail or office spaces.
- Lots of empty space.
- Hidden Grove - specialized memory care center. Attached is a visual rendering and info. On the management company, Encore.
- Robinwood land use plan should be in place along w/traffic treatments before allowing WalMart to potentially dominate the traffic generation and retail space.
- No WalMart! I want a Trader Joes!
- Year round farmers market at old Zupans store in Robinwood.
- Robinwood center become hospital medical center.

Bolton

- Grow Bolton neighborhood center and Arch Bridge.
- Establish firm plan so we have something to execute when opportune.
- Need a teen center developed at the old Bolton Station.
- Could old Bolton fire station become satellite police station?
- No development on Buck St. - Historical value, logging history.

I-205 and Highway 43 interchange and the Arch Bridge.

- Develop area near Arch Bridge as public offices.
- Cluster library, senior center, City offices, police station, etc.

- Emphasize cultural center development by Arch Bridge & historic falls area with hotel with lt. industrial & housing. Preserve rural, woodsey flavor & not develop it to like today's favorite flavor.
- Hotel in Arch Bridge area.
- Develop the Arch Bridge area-restaurants, hotel, river walk, cultural center, artists' center.
- Create gateway in Arch Bridge area that embraces the esplanade.
- Jewel - as center - Arch Bridge.
- Arch Bridge Regional Center-Historic Center, hotel, plaza.

Willamette Falls Drive between Highway 43 and Willamette

- West Linn needs a core center like Lake Oswego has in Millennium Plaza. This is nothing here but houses, schools and strip malls. I believe the Blue Heron property is perfect for that.
- A hotel built overlooking the falls would draw people to our city-It would be a memorable destination for visitors-honeymooners. Beautiful getaway (keeping with the architecture) of Historic Willamette Village or that of the Blue Heron area.
- Potential for drawing in some tourism or history and natural history buffs! Develop falls and locks area to create a set of things to see between Oregon City and the Blue Heron sites on both sides of the river all within walking distance of each other and connected by a loop trail; remove paper mill.
- Some support to buy Blue Heron & develop waterfront esplanade amenities.
- Utilize bus garage and recycle areas for more public amenities; find suitable site for bus barn.
- Develop Blue Heron area into a first class river walk style project with a hotel, restaurants, shops, etc.
- 35 story condos on Willamette Falls Drive.

Willamette

- Above ground parking/commercial /residential buildings on land behind new Willamette Fire Hall (convert WFD into a plaza/mall).

Aesthetics/Character

- Gateway entry into West Linn from Lake Oswego that makes a statement.
- Quality streetscapes.
- Reclaim views of river whenever possible.
- Maintain feel of community, family, residential - WL is not SE Portland, not Europe-Keep it ours.

Other

- Nice concepts. Put plan in place to shape future.
- Why wasn't Cascade Summit area in the discussion?
- Cascade Summit?
- Provide visual dictionary.
- Define terms; "Hwy 43 Corridor," "Hwy 43 Travel Shed" summary sheets.
- Voting seats on all LOPT committees.
- Tell us who pays for this.
- How is all this going to be paid for?
- We need information provided at the library because the majority of WL residents do not know about this and a significant percentage of residents (20%) do not use internet.
- We seem to think we have to give in to whatever Lake Oswego wants; it appears that WL City Hall has no backbone against them. This town belongs to the citizens of West Linn!
- WL Planning needs to be proactive with LO water.
- Daylight streams.
- Protect significant trees.
- Came to clarify the size of WalMart.
- Where's ODOT?
- Focus on easy area to implement.
- We need better advocates with Metro and State!