

Survey 2 (concluded)

SURVEY RESPONSE REPORT

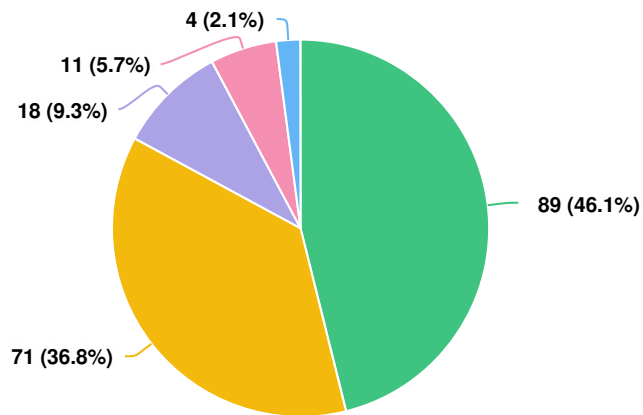
13 February 2024 - 03 November 2024

PROJECT NAME:
VISION43



SURVEY QUESTIONS

Q1 | Vision Statement Feedback Preliminary Vision Statement: "Our vision is to enrich the Hwy 43 Corridor, infusing it with a dist..."



Question options

- Strongly agree
- Somewhat agree
- Neither agree or disagree
- Somewhat disagree
- Strongly disagree

Optional question (193 response(s), 2 skipped)
Question type: Dropdown Question

Q2 | Do you have any changes, additions, or suggestions for the Vision Statement? What aspects of the vision statement do you find most compelling? What aspects of the statement would you change? (Optional)

eukaryot007

9/27/2024 01:01 PM

Like it as written.

rlarson

9/27/2024 01:16 PM

The second and third sentences are run-on sentences with 39 and 30 words respectively. Tighten up the grammar and have more concise, declarative sentences. In the third sentence, along with safe and comfortable should be the word welcome. I think it would be helpful to define "the Hwy 43 corridor" geographically in the vision and name it with it's own identity. Hwy 43 corridor is so bland and road focused. "Old Town" has an identity, please try to give this section an identity of its own.

RoARR

9/27/2024 01:18 PM

The corridor cannot sustain the traffic load of proposed updates. Improvements will increase speeds making it less safe.

tracey

9/27/2024 01:44 PM

most compelling: All community members and visitors are safe and comfortable in the Hwy 43 Corridor. The area will harness a variety of efficient transportation and land use patterns to help us create a vibrant, sustainable corridor that is climate-friendly and reflects the community's values. Through collaborative efforts, we aspire to shape a corridor that embodies the spirit and essence of our community, becoming a beloved destination for all.

BunnyGirl19

9/27/2024 03:42 PM

The wording of "land use patterns" usually implies there are plans to eminent domain property from its owners. My property suffered eminent domain in the 1990s and lost a significant amount of land so the city could add a turn lane and a sidewalk. Any changes should not impact existing properties and residents.

Tracimennis1

9/27/2024 04:02 PM

I don't like the term "cherished destination". Isn't that a bit too "precious"? We are talking about a street/neighborhood/community not Disneyland or Paris. Need to kind of ramp it down, please.

OregonDean

9/27/2024 07:04 PM

Increasing the commercial tax base of the city by creating a desirable area for new and expanded businesses. Most notably, we need hotels/motels in the city and other businesses that encourage

residents and people transiting through the city to stop, engage, be serviced/purchase items and increase the commercial tax base.

Walkergal

9/28/2024 11:42 AM

This is inclusive and demonstrates West Linn's values of land stewardship, beauty and that a destination for all is needed!

kkas

10/02/2024 07:23 PM

If "efficient land use patterns" mean higher density, residents deserve to know.

joshcarterpdx

10/03/2024 07:30 AM

It's too vague. It doesn't need to be filled with buzz words.

tccarson

10/03/2024 07:56 AM

It would be better to have a little more focus on a diverse set of businesses along the corridor, a little more than just, "vibrant".

aem

10/03/2024 08:50 AM

I think most people just want the Corridor to facilitate traffic efficiency

Retired101

10/03/2024 09:34 AM

Traffic flow is the primary issue on 43, we will not bicycle lane our way out of it. The vision needs to acknowledge this so it is not glossed over and ignored in the plan.

eapdx

10/03/2024 09:53 AM

The Highway 43 corridor is not a "destination" but a means of getting to your destination, and it certainly isn't "cherished" or "beloved". That type of flowery language certainly isn't needed. Yes, it should be efficient, safe, and a way of linking neighborhoods together.

md

10/03/2024 10:15 AM

The priority should be efficient transportation as without it the rest will be a bigger challenge.

alklein

10/03/2024 10:37 AM

None

Avasilko

10/03/2024 12:17 PM

43 in west Linn city limits is such an eyesore. You know when you leave LO at Mary's woods and enter WL. The entrance from 205 is horrific with overgrown weeds, old chipped mosaic sign and weeds and potholes with zero landscaping for the length.. doesn't make west Linn look cohesive or good.

zeilshah

10/03/2024 03:16 PM

Live, work and play speaks to me. Right now the corridor feels very haphazard and unplanned, I would love to see cohesion. Adding cohesion in to the statement would be beneficial.

RogerStraus

10/03/2024 05:24 PM

It needs to clearly state that facilitation and management of automobile traffic is essential. A major problem today is the severe backup heading toward I205 from Lake Oswego that starts around 2pm daily. Some of us are too old to choose alternative transportation -- and a lot of the traffic is not from West Linn.

twtor

10/03/2024 05:41 PM

I would add pedestrians and bicyclists are included for the entire route. I would also add 'left-turn lanes' are included when needed on the entire route as Lake Oswego did with the Boones Ferry Road re-do. Finally and most of all I would add traffic patterns would be simplified and enhanced at the Hidden Springs/Hwy 43 broader intersection including left turns out of the shopping plazas.

ANDY ROCCHIA

10/03/2024 05:46 PM

VISION STATEMENT IS RIDICULOUS. AUTO TRAFFIC HAS REACHED CRITICAL MASS. THE BUSINESS DISTRICT HAS BEEN TURNED INTO A PARKING LOT. NOTHING CLIMATE FRIENDLY ABOUT AUTO EXHAUST. WILLAMETTE FALLS DRIVE HAS BECOME A BYPASS FOR 205. AT TIMES NOW...500 CARS AN HOUR THROUGH WILLAMETTE DISTRICT. "THE CORRIDOR WILL SEAMLESSLY INTEGRATE..." WHAT BULL SHIT!

czeringue

10/04/2024 05:20 AM

"All community members and visitors are safe and comfortable in the Hwy 43 Corridor." This statement seems awkward and out of place. While the idea of "safe and comfortable" is nice, it seems hard to implement. The wording of this statement doesn't flow with the rest of the statement.

Tim Aye

10/04/2024 08:04 AM

Not at this time

Emilyw

10/04/2024 09:09 AM

Compelling - "play", "safe", "beloved"

kevanlesser

10/04/2024 09:19 AM

Is the Hwy 43 corridor just that piece of West Linn immediately adjacent to highway 43? I think a definition would help. Speaking as a resident of Willamette Falls Drive who has, and probably will again be threatened with changes that would negatively impact me "for the betterment of others", I would appreciate something that would set my

mind at ease.

tgales

10/04/2024 10:28 AM

I love the thought of the Hwy 43 Corridor being a "cherished destination". Right now it's a busy, noisy automobile travel route that does not feel appropriate for pedestrians or bikers.

Computerlady

10/04/2024 11:01 AM

It sounds like a fairytale unless the State decides to get onboard.

sporteyes

10/04/2024 11:16 AM

I think land use planning should take into consideration more the tribal lands and make sure that there is something that reflects that. I also think it is should likewise reflect the values of West Linn residents (respecting access to green space and open areas, views, etc. while also creating commercial and denser housing in the corridor).

holtza

10/04/2024 11:51 AM

I endorse the community-oriented focus. For too many decades, roads were designed and managed just to move as many cars as possible as fast as possible. Critical phrases include "safe and comfortable" and "climate-friendly". For long stretches, Hwy. 43 is neither of those yet. We need to move it that direction urgently.

couchstreet

10/04/2024 01:46 PM

Emphasize safety a lot more. Has to be safe to walk along. Also, I would add something about preserving what's already along the road. It's a narrow corridor, it would be a shame to remove things to add width without a good reason

Kbendert

10/04/2024 07:52 PM

I don't really understand what "focus areas" would be

northernwood

10/04/2024 10:50 PM

That's a pretty long vision statement. The paradigm with Highway 43 seems to be that, yes, it is a critical thoroughfare for West Linn residents, however, it is also a corridor for many passing through including residents of Oregon City, those traveling from I205 up to the southwest of Lake Oswego and Portland, and others. How do you weigh your proposed vision statement against uses other than those of West Linn residents? Highway 43 exhibits pretty horrible congestion during 'rush hour' in the morning and late afternoon. I don't think Highway 43 may provide the desire destination when I do all that I can to avoid it during peak traffic periods.

vlad123321

The statement is vague, has general "feel good" statements in it that

10/05/2024 07:56 AM

don't provide any actual reason for proposed improvements.

joshjohansen

10/05/2024 07:59 AM

Totally agree with this project/vision. The HWY43 area needs to be cleaned up. Businesses and property owners that are allowed to have vacancies and not be tended to need to be addressed and encouraged to cleanup their mess. Widening of 43 and a congruent image would help.

biga

10/05/2024 03:29 PM

Do we still have a police department? patrol the road make bike lanes a little wider put in some cross walks.

Christine

10/06/2024 06:07 PM

Very idealistic for such a narrow space

TWLinder

10/06/2024 07:10 PM

What is the "spirit and essence" of West Linn?

Zanwells

10/06/2024 07:25 PM

I would add "to create a vibrant, sustainable, corridors that celebrates the arts, culture, and historical significance of the area"

kategales

10/07/2024 07:19 AM

West Linn needs a distinct sense of place that is reflected with the 43 corridor. Also, making safety a priority. I would love to see a piece added specifically stated on improving the walkability and bikeability of the corridor, improving the interconnectedness and friendly vibe of our community.

Wayne.eisner

10/07/2024 10:09 AM

We need to reduce the number of people coming into the area. It is too crowded already and getting worse. The vision should be something along the lines of "help keep the small town feeling alive." You are doing nothing more than increasing traffic and reducing our quality of life.

rwasmund1126

10/08/2024 06:20 AM

I like that it looks to tie the region together and create focus areas

ksaito

10/08/2024 10:34 AM

need to address traffic issues - if by doing what is in the Vision Statement the current and future vehicular needs are addressed and met then great. BUT this HAS to be the TOP priority. I have lived in WL since 1978... I have seen the growth and development in the city - but have seen very little changes/growth to HWY 43.

SLO

10/08/2024 01:00 PM

Creating a sense of place and local identity

corinnbrown

10/08/2024 08:42 PM

I like the emphasis that ALL community members and visitors will feel safe and welcome and being climate friendly.

pilotius

10/09/2024 03:26 AM

Wordy! Remove half. "cherished destination" Really?" Enrich the Hwy 43 Corridor, infusing it with a sense of place and local identity, Integrate activity centers, or "focus areas" with surrounding neighborhoods, connecting the region and creating new opportunities to live, work, and play. Enable a safe and comfortable in the Hwy 43 Corridor, harnessing a variety of efficient transportation and land uses to create a vibrant, sustainable climate-friendly corridor that reflects the community's values. Through collaborative efforts, we aspire to shape a corridor that reflects the spirit of our community, becoming a useful destination for all."

palmiter

10/09/2024 02:40 PM

Safety must be the top priority. There are too many collisions and resulting injuries & deaths. Worst intersections are at 43 & Pimlico, Cedar Oak, Arbor, Burns, A street and McMillian. The roundabouts on 10th street and at Rosemont/Stafford are FANTASTIC!! I can't cross 43 at Pimlico to pick up bus. Cars won't stop. Likewise turning North on 43 from Pimlico, one cannot see oncoming traffic due to the bushes and trees impeding the view. Pimlico/43 is an EXTREMELY dangerous intersection!

93coop25@protonmail

10/09/2024 04:52 PM

Keep small residential streets off Hwy 43 small and residential in nature and continue to keep them prominently to get to and from residences.

stowellk

10/09/2024 05:26 PM

Line up hidden springs road off of Hwy 43 with Cedarpark Drive.

AndymGlenn

10/10/2024 11:47 AM

The most compelling parts of the statement are about safety and a variety of transport options.

Riceben

10/10/2024 05:27 PM

It needs to have some focus on kids, and supporting schools that would be impacted by the increased emissions of increased traffic.

forslofs

I do not understand the use of "cherished destination". The statement

10/10/2024 06:52 PM

is overly lofty. As a citizen I would like the focus to be more on safety, lowered speed limits, safety crossings and the placement of additional signals to regulate traffic and make it easier for homes along 43 to enter and exit 43 along with bikes and pedestrians.

racheldocknox

10/10/2024 07:58 PM

I would love to experience a more vibrant and connected community-centric corridor.

Betsy

10/10/2024 09:37 PM

Interested in how you plan on making the corridor climate friendly

Alfredbr

10/11/2024 07:59 AM

Emphasize safety for pedestrians and bicycles, similar to Willamette Falls Drive. Configure approaches to side streets off Hwy43 that shorten pedestrian crossing and slow vehicles down.

Crstoney

10/11/2024 11:30 AM

Creating "Focus areas" while binding the community together. A tall order, but an exciting project.

LionBrian

10/11/2024 11:49 AM

Add something about eliminating obstacles for pedestrians and bicyclists.

FlemingR

10/11/2024 05:12 PM

To also protect the residence from expansions. There are many homes who's doors are just steps away from the 43. Pulling in and out of driveways is dangerous. Expanding the roads, widening bike lanes and sidewalks would put traffic on their front door steps. Also protection of natural spaces such as Mary S Young from development.

MacMhuirich

10/12/2024 10:45 AM

I would simplify the statement by using plain English so that the intent is not left up to one's imagination.

Sarah

10/12/2024 01:03 PM

First and last statement can be combined. Vision statement is a bit wordy and of course idealistic as it should be. The terrain in West Linn limits the success of this statement unfortunately. Even if we make walking and biking paths all the way through the corridor. You can't ignore that fact that will still mainly be passthrough road.

Beth

10/14/2024 11:33 AM

Please note that Mary S Young park is a key spot along Highway 43. What plans are there to protect the natural environment and the animals? Please at the very least include accommodations for this

very important aspect of what makes the community so special. I would like to see clear plans for protecting this area and the animals. I would like to see a proposal for an animal land bridge for safe animal crossings and better enforcement of protections for the park.

Sara

10/14/2024 01:33 PM

I would like to know what sections of the road are included in this vision statement. I don't see any language addressing the grid-lock in the morning and afternoon. I care less about the nice-sounding language of a vision statement and more about exactly how the plan addresses the traffic, pot holes, lack of sidewalks, lack of turn lanes, the dangerous crosswalks, the chaos of the walmart parking lot exits, the new carwash with the intense blue and red lights that look like emergency vehicle lights when approaching from the south, through the trees... maybe there is another field for these comments.

Christina Moffett

10/14/2024 06:08 PM

It reads well and I hope it comes to pass, but: - Please define "the Corridor" at the outset (cf. #6 answer) - "cherished" destination seems a vapid, incorrect likelihood -- preferred? enjoyable? destination more suitable (Or as noted in #7 below, "inviting"! Yes, that's the adjective.) - "binds the region": is region this sx of WL? all of WL? SW suburbs? - how will homeless be safe and comfortable?

Cfrank

10/14/2024 07:05 PM

Like climate friendly and community values. Can't think of anything to change or add, unless there's a way to highlight the need for sidewalks and bike safety.

Rob Henderson

10/15/2024 10:05 PM

Hwy 43 is first an foremost a throughfare and highway for mass transit. We need to accommodate the large and growing car needs for this major highway. The best use of this area would be to have 2 lanes heading in both the north and south directions with safe sidewalks and pedestrian crossings. The Lower Boones Ferry project should be a template for what we can and should do with limit space and constrictions.

Midhill

10/17/2024 07:03 AM

By creating focus areas to draw people we will be increasing traffic and congestion. I don't see much to mitigate the increase on an already challenging part of road.

ETT

10/17/2024 03:20 PM

Compelled to the wording all feel safe and comfortable

revlbs

The statement is abstract and lengthy making it difficult to grasp

10/17/2024 04:40 PM

exactly how it will direct your actions.

msegalro

10/17/2024 09:54 PM

I mostly identify with: "distinct sense of place and local identity, turning it into a cherished destination".

Robert E. McCarthy

10/18/2024 10:12 AM

"...a distinct sense of place and local identity, turning it into a cherished destination." I would add...that is immediately gives the impression of an attractive and welcoming community that is thoughtfully planned.

Airbus 319

10/18/2024 03:37 PM

Create a highway that will move traffic in the mos efficient way, less traffic light, left hand turn lanes and passing areas.

Lynda

10/18/2024 04:12 PM

Pro - community members and visitors are safe and comfortable in the Hwy 43 Corridor. - will harness a variety of efficient transportation and land use patterns Con -infusing it with a distinct sense of place and local identity, turning it into a cherished destination - If this means making it look like a movie set (Downtown old WL) not as appealing

csowens

10/18/2024 04:27 PM

I don't see anything about attracting businesses to the corridor--saved for goals below. Recommend adding something about the integration of local businesses into the vision. ;

Combs

10/18/2024 06:23 PM

"live, work, worship, and play". Please add the word worship, since there are several places of worship along Highway 43. Also, regarding transportation patterns, westbound traffic on Cedar Oak at the Highway 43 intersection should be required to cross Highway 43 into what is now a parking lot before accessing the desired direction on Highway 43 from Hidden Springs. The speed limit from the northern edge of Mary Young Park through commercial areas should be reduced to 25 MPH.

Kappababe7city

10/19/2024 01:25 PM

Main focus, move traffic/peds, in safe, efficient manor respecting this is a State Hwy first.

Kai Pöhlig

10/19/2024 01:40 PM

The vision statement is too general and broad and could be applied to various different things. A more West Linn centric vision statement reflecting the needs would be more suitable. Priorities and exclusions are missing, such 'Hwy 43 corridor will be predominantly for the west linn residents, not just a quick pass through to LO and Portland'.

Linnfriend4

10/19/2024 10:26 PM

No changes suggested. I appreciate that the vision promotes enhancing the community, serving people. Highway 43 currently promotes cars and commercial vehicles that speed through the road.

las4

10/20/2024 09:21 AM

What is the spirit and essence of our community. There are not many definitions in here. Too vague.

Messinger

10/20/2024 10:50 AM

It would be nice to have a cohesive aesthetic or design standard for the corridor that associates it with West Linn and sets it apart from other commercial strips.

Marcel

10/20/2024 09:05 PM

Too many lofty, non-specific, non-committal words: distinct sense, cherished, seamlessly integrate, cohesive assets, harness, etc. E.g. What is the "spirit and essence of our community"....? If you don't have that tightly defined, don't use that to guide your plan. It becomes too subjective ...!! Please...more down to earth. More real. More human. Lastly, the term "Corridor" suggests a transportation focus or key element. Other than a mention of "efficient transportation and land use patterns " there is not much about transportation in it though. On contrary, parts that say "becoming a destination" etc. suggest that you will more focus on attracting traffic than on guiding and managing traffic. That could become a big conflict in next steps of planning work....! What is it: (1) create destination, with all roads and traffic leading to the new assets, or (2) managing and guiding transportation to assure both that traffic flow -all modes of transportation! - are safe, smooth, efficient, and comfortable, and that livability in the corridor/n'hoods also remains great and gets enhanced....? I hope the latter, so let's include that in the statement.

Th2010!

10/21/2024 07:36 PM

It's too long.

JMAC

10/25/2024 05:22 AM

The vision Statement is pretty vague. Leaves it open to interpretation.

davidguzman

10/25/2024 09:14 AM

no changes.

Charlotte Duncan

10/25/2024 10:27 AM

Don't use words like beloved or cherished. Not relevant

NikkiD

10/25/2024 01:30 PM

The most compelling aspect of the Vision Statement is 'reflects the community's values.' West Linn is a unique suburban community, and I value maintaining our environment as primarily residential, with some key commercial areas. I would not want us to skew future development too far toward a commercial focus.

pdb1954

10/27/2024 06:39 PM

It's primarily a transportation corridor so I would focus the statement mostly on efficiently moving people along it.

KathrynS84

10/27/2024 06:46 PM

It is very compelling as is. I hope the goal of making the corridor a "cohesive asset that binds the region together" remains the guiding force as development plans move forward. Cohesion, character and walkability/bikeability are very much lacking as is so while I am within a half mile of a commercial center along 43, I am rarely motivated to walk or bike to nearby shops, restaurants or services. I very much hope that changes - I hope the offerings are more desirable, the centers more inviting and access on foot, bike, etc more feasible.

AUpchurchfredrickson

10/27/2024 07:26 PM

It's well written, but I don't know what it means... what are focus areas? How will it be climate friendly? What are land use patterns?

vandenhe

10/27/2024 08:06 PM

A thriving neighborhood requires more affordable housing and a bike-friendly, walkable neighborhood. I wholeheartedly agree with the vision statement as written, but reaching these goals will require (i) zoning changes to allow mixed-use commercial similar to what Lake Oswego has in its downtown, (ii) zoning changes to permit a range of multi-residential housing not just on the corridor but in the surrounding neighborhoods as well, and (iii) adding sidewalks and PROTECTED bike lanes to Highway 43 so that walkers and bikers feel safe.

Csheldon

10/27/2024 09:31 PM

The statement itself is fine. I would just add that for commercial retailers, it will be designed to attract retailers serving all socioeconomic brackets, not just high end retail.

CH29

10/27/2024 11:10 PM

most compelling: integration with surrounding neighborhoods, vibrant, safe, destination (as opposed to just a means of passing through)

Ezekielkinyon

10/28/2024 06:39 AM

More emphasis on safety and access

michael.jordan

10/28/2024 11:34 AM

The statement is still a little generic -- ie. the same exact thing could be said about pretty much any part of any city. I like "destination." Not sure about the word "cherished." I like the mixed use live / work / play. I like including transportation. Climate-friendly is important -- will be interesting to see how that gets defined (hopefully not as much blacktop and cement as was put in the Willamette district, for example). Could we experiment with roles for community members to self-maintain? West Linn can be challenged with maintaining new things. Let's create something the community owns and maintains. What you are calling the "43 Corridor" is a pretty long stretch of road. Can it really all become ONE thing? (this is where I like the use of "centers" in the vision)

Kinseykeller

10/28/2024 12:11 PM

"cherished destination" sounds like something that is designed to draw additional people in that do not live along 43. This is a problem - we already have horrible traffic every single day. I don't want to live in someone else's "destination".

DandDV

10/28/2024 09:42 PM

no

Dclearwater

10/30/2024 11:40 PM

The concept of "focus areas " is a bit vague and confusing. I like the emphasis on safety, including walk and bike accessibility. I like the idea to beautify the corridor and make it climate friendly. Overall, I support the idea of a planned effort.

emsville

10/31/2024 08:36 AM

Stop ruining residential neighborhoods by building infill houses with no parking other than on the street. The Hwy 43 corridor is fine just as it is. STOP wasting our taxpayer money.

TiffanyCrotty

10/31/2024 03:45 PM

It's trying to be everything and doesn't reflect any priorities. Very idealistic, maybe not realistic enough.

juliapiejones

10/31/2024 04:42 PM

Sidewalks, sidewalks, sidewalks!!!

Bobo

10/31/2024 05:27 PM

Is this a bit too grand?

KenD

10/31/2024 10:31 PM

Priority needs to be focused on making all forms of transportation - especially physically active modes - safe and efficient before creating new housing and commercial development. Don't create a traffic

magnet without having the infrastructure to address it.

vicparker

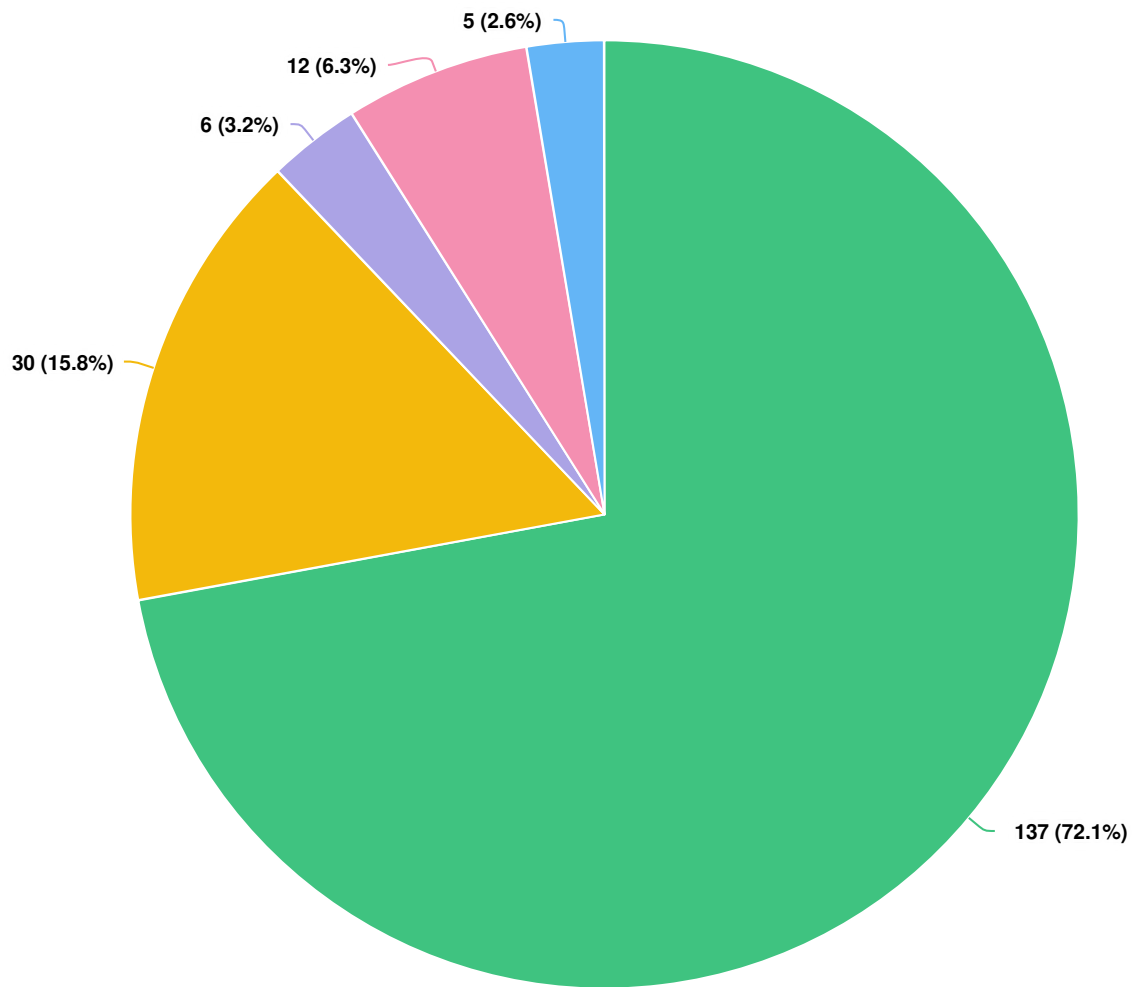
11/01/2024 08:51 AM

I appreciate the idea of making it a distinct destination - a destination that is safe and welcoming for neighbors and visitors alike.

Optional question (101 response(s), 94 skipped)

Question type: Essay Question

Q3 | Draft Goal: Safety and Accessibility Goal: Prioritize a safe and accessible environment for people to comfortably walk, bike, and roll. Encourage development patterns that give people a variety of safe options to move within the Corridor and enhance...



Question options

- Strongly agree
- Somewhat agree
- Neither agree nor disagree
- Somewhat disagree
- Strongly disagree

Optional question (190 response(s), 5 skipped)
Question type: Dropdown Question

Q4 | Do you have any comments or suggestions for the Safety and Accessibility goal? (Optional)

The Hardts

9/27/2024 10:16 AM

I'm hoping connectivity between Oregon City and Lake Oswego is a goal. A safe, well maintained, and dedicated walking and biking trail that leverages the beauty of West Linn and provides cohesive and singular access between Oregon City and Lake Oswego.

eukaryot007

9/27/2024 01:01 PM

The only additional thought that comes to mind is bus stop safety. Many bus stop locations are simply a sign post without either cover or safety margins for passenger loading bus space. Perhaps this component could be cited in Safety & Accessibility ?

rlarson

9/27/2024 01:16 PM

Rewrite: The environment will encourage people to safely and comfortably walk, bike and roll. Development safely promotes a variety of transportation modes within the corridor (rename with identity) as well as connected to neighborhoods and surroundings.

RoARR

9/27/2024 01:18 PM

The implementation of bike lanes in West Linn has been a disaster. The new lanes in Willamette require pedestrians, who are stepping up from their cars to the sidewalk, to step directly into the bike lane where (if anyone used it) they would suffer serious injury if hit by a bike. The lane just built on Salamo is too steep and a single error propels bikes around a steep curve, off a curb into traffic. Further it made the car lanes too narrow with no margin for error. My teen son bikes all over West Linn and refuses these dangerous improvements that have added nothing but pavement to West Linn. It's as if they were built and designed by non- riders. Disastrous waste of money.

lgroner

9/27/2024 01:28 PM

What does "roll" mean? Scooter, wheelchair, SUV,...?

tracey

9/27/2024 01:44 PM

Have we ever considered a wider "multi-use" path on one side of 43 that runs the entire length vs one on each side? This path could be separated from traffic via greenery with pedestrian crosses to access the other side and connect neighborhoods etc?

Jtimaher

9/27/2024 02:12 PM

These should be priorities in random to not impeding people's ability to commute to work by vehicle. We already have too much traffic daily.

Mike_E

9/27/2024 02:25 PM

The draft goal's reference to "roll" seems intentionally vague. 99%+ of corridor users use motor vehicles, so the goals should be clear that the vision is inclusive of motor vehicles as well. That doesn't discount those who walk, bike or take transit, but the City should be responsive to the vast majority of those who will continue to choose motor vehicles as their transportation method of choice.

BunnyGirl19

9/27/2024 03:42 PM

A large section of HWY 43 from I-205 cannot have improvements in sidewalks and bike paths without use of eminent domain and would show a clear lack of respect for private property rights and the citizens of the city. Flashing light controlled crosswalks are a necessity in some locations and would be a significant upgrade with minimal overall change to the road and private property.

OregonDean

9/27/2024 07:04 PM

4) Probably should better be stated as Walk, bike, & roll _SEGMENTS_ of Hwy 43. If we expect people to walk./bike/roll the entire route we need to have destinations that will head to. The challenge for this goal for 75% of the city's residents is that it assumes you can get down the hill to Hwy 43 ... and that if you can, you can get back up (and perhaps over) the hill when you are done. Accessible generally not a term I would associate with 17% sloped hills.

kkas

10/02/2024 07:23 PM

Again - be clear (and honest) about what "development patterns" you are talking about

alklein

10/03/2024 10:37 AM

None

mngroves

10/03/2024 10:59 AM

I have requested many times over the past 5 years (via ODOT and my local state reps) that a pedestrian crossing be installed between Mark Lane and Linwood Drive. Many people cross Hwy 43 at that location to access Mary S Young and the #35 bus stops on either side of the road. There is a large community at Linnwood Heights condos that uses the park and it is currently not safe crossing the road. Often cars stop to let people cross. We urgently need a pedestrian-activated crossing light at that location.

Avasilko

10/03/2024 12:17 PM

No biking or walking. Just improve the look

RogerStraus

10/03/2024 05:24 PM

Need to add "and drive"

twtor

10/03/2024 05:41 PM

Again, more left turn only lanes and general overall enhancement of the broad Hidden Springs/Hwy 43/two shopping plazas.

ANDY ROCCHIA

10/03/2024 05:46 PM

THE CURRENT WEST EXIT RAMP FROM THE 205 ABERNATHEY BRIDGE HAS FOR SOME TIME WOBBLED ALARMINGLY...NOTICEABLE IF THE MOTORIST FINDS HIMSELF ADJACENT TO LARGE TRUCKS. VERY POTENTIALLY DANGEROUS. WILLAMETTE FALLS DRIVE REQUIRES A REAL BIKE LANE. TREES OVERHANG THE DRIVE...DANGEROUS.

Clarajimenez94

10/03/2024 09:30 PM

Do not make 43 like Portland! We don't need extra bike paths or dividers on our streets

tkayea12

10/03/2024 09:57 PM

Sidewalks :)

PatriciaTurner

10/03/2024 10:35 PM

Adsing crossing areas for peds

horner1104

10/04/2024 07:12 AM

Fix the ugly potholes at the intersection turning west off 43 onto Marylhurst. I've lived in West Linn since 1995 with no relief. They make life miserable for all forms of wheeled traffic but are especially rough for bicycles and motorcycles.

Tim Aye

10/04/2024 08:04 AM

not at this time

kevanlesser

10/04/2024 09:19 AM

See comments above. Does Hwy 43 Corridor include my area or not? Does this mean making changes to my area because others think that would be a good idea? Does this mean having others make plans without listening to all opinions, which I feel has happened.

tgales

10/04/2024 10:28 AM

The section of Hwy 43 in Lake Oswego between Arbor Drive and Glenmorrie Drive is a step in the right direction for the model of an ideal Hwy 43 Corridor, but would be much more effective if the four lanes were instead turned into two lanes with wide bike lanes and long turn lanes. The separated sidewalks are wonderful and center medians where space allows are great. If not enough space is

available for all of this, a separated pathway for bikes and pedestrians like the one along Rosemont Road would go a long way in making the corridor feel safe and accessible, but would only be effective with lots of crosswalks.

Computerlady

10/04/2024 11:01 AM

As long as the state is responsible for HWY 43 I just can't see how much can be done. Is the City able or willing to purchase a large number of existing homes and commercial buildings to facilitate any kind of meaningful plan?????

sporteyes

10/04/2024 11:16 AM

I had to read a few times to understand it. "enhance connections" doesn't really tell me anything and is a run on sentence making it harder to read.

holtza

10/04/2024 11:51 AM

So much work to do. Get started ASAP.

anna1pdx

10/04/2024 03:42 PM

The community believes that a traffic control system is greatly needed at the intersection of Pimlico Drive and HWY 43. This is one a few through roads from HWY 43 to the top of the hill in West Linn, but the only one without a traffic control system. (Stop light or roundabout). There have been numerous fatal accidents at this location.

Kbendert

10/04/2024 07:52 PM

Sidewalks so that people can walk along the entirety of 43 and not be in the road. It would be ideal for sidewalks along both sides of the road.

northernwood

10/04/2024 10:50 PM

Put a stoplight at Pimilico and Highway 43. Somehow figure out how to time it with the stoplights to the north and south such that traffic can remain moving. Do a better job of enforcing speed limits both on Highway 43 and other parts of West Linn (e.g. Santa Anita). If I go the speed limit I get crazies riding my bumper as if I am going 10 mph under the speed limit.

vlad123321

10/05/2024 07:56 AM

What does "roll" mean? Why the safety of bikers is prioritized over safety of drivers who are currently enjoy slalom-like driving around potholes endangering everyone around?

joshjohansen

10/05/2024 07:59 AM

safer bike(AND CLEAN FREE OF NEEDLES AND GLASS) lanes and sidewalks would encourage people to venture into the area

Bubba

10/05/2024 11:02 AM

Control traffic so as to not block neighborhood streets when 43 backs up at traffic lights. Control speed and NOISE of offending drivers who disregard the noise levels. Some cars can be heard after they have passed our neighborhood a mile away with their loud exhaust systems which are intended to do nothing more than to create a race car personality sound. Roads are in need of repairs and sidewalks are not safe with overgrown weeds most everywhere. Garbage is rampant and not picked up by the state, or city.

biga

10/05/2024 03:29 PM

stop wasting my money!!!

Christine

10/06/2024 06:07 PM

Good goal. Very dangerous now.

TWLinder

10/06/2024 07:10 PM

What are you referring to with the last statement? What neighborhoods and surrounding areas?

kategales

10/07/2024 07:19 AM

YES!! - see above statement

Wayne.eisner

10/07/2024 10:09 AM

This only implies more and more concrete and development. "If you build it, they will come" applies here. Look at LA. Better yet, your proposal is exactly what was proposed to the people of Orange County in California. Fifty years later, it is a mess with traffic, people, concrete, and blight. Spend a week down there, then come back and ask yourselves, "Is this what we want?" Fast forward with your vision and that's what our community will look like.

ksaito

10/08/2024 10:34 AM

Too much priority on "walk, bike and roll".... more needs to be directed to vehicular traffic - make it "safe and accessible environment" for the thousands of cars that travel north and south on hwy 43 every day vs the tens or dozens of pedestrians (walk, bike and roll)

SLO

10/08/2024 01:00 PM

TRAFFIC. The amount of traffic on 43 right now in the morning and evening is terrible and it will only get worse with the possibility of tolling on 205. I do not see mention of dealing with this. You can't get everyone on bikes to tame traffic and most of the rush hour traffic is pass through from other areas fleeing congestion on 205.

palmiter
10/09/2024 02:40 PM
see comment above. I recommend a traffic light at Pimlico/43, better designated turning lanes and better lighting!

93coop25@protonmail
10/09/2024 04:52 PM
Safer areas for biking and walking & running would be helpful

stowellk
10/09/2024 05:26 PM
There really needs to be a 4 lane highway in this stretch. With a turn lane.

g
10/10/2024 02:04 PM
Prioritize pedestrian traffic over vehicular traffic, except for commercial delivery and local use.

Riceben
10/10/2024 05:27 PM
Focus on improving air quality along route

Betsy
10/10/2024 09:37 PM
Crosswalks with blinking lights, especially needed by the Linwood Heights condo complex

Alfredbr
10/11/2024 07:59 AM
Same as above - configure sidewalks similar to Willamette Falls Drive.

Crstoney
10/11/2024 11:30 AM
Another tall order. Turn this road into a local street rather than a state highway. Encouraging thru traffic (N&S) to use the 205 freeway, or 99E, as currently there is no easy access. Slowing down traffic on 43 enough to discourage thru traffic would be necessary Not sure about going from the 205 up 43 to Lake Oswego, since there is no other access.

Curlybyrd
10/11/2024 02:22 PM
I want my kids to be able to bike to Athey Creek from the Bolton neighborhood. Kids should be at least able to bike to their school.

MacMhuirich
10/12/2024 10:45 AM
To truly make Highway 43 safe and accessible and maintain smoothly flowing traffic, the many required pedestrian crossings would have to be either under the highway or above the highway.

Tonyabyrne22
10/14/2024 10:01 AM
Would love entire sidewalk paved... without having to cross. Can we please have some flowered medians like lake Oswego too? Seems like they just do things right...

Beth

10/14/2024 11:33 AM

I see nothing regarding the protection of the natural environment or the animals?did I miss this key element?

Sara

10/14/2024 01:33 PM

Please consider changing intersections to the type where all cars stop and all crosswalks are fair game, so there are fewer near misses with inattentive people turning onto 43 from the feeder roads and nearly hitting kids in the crosswalks. People should be rerouted so no one is trying to turn left out of the Bolton lot, and instead route them through the neighborhood to the north where there is a light at Elliott St. Change the 43-facing walmart exit to a mega big combo stoplight combined with Cedaroak so that people who want to go north from walmart have a safe way to do so. Right now, there are too many close calls and accidents involving the walmart exits. A proper sidewalk / bike path would be a game changer. But like, a sidewalk that isn't a bunch of curbs and trip hazards like the curious sidewalk at the corner of Cedar Oak and Trillium. I'm sure it was designed to comply with a bunch of rules, but it looks hazardous to anyone who is unsteady on their feet, or distracted, or walking in low light (like when school starts before the sunrise). I do love that there is a sidewalk along Cedar Oak now. Thanks!!! And the blinky crosswalk? Ooooh! More please. I would be okay with a lower speed limit because there are only a few stretches where it feels safe enough to go full speed, and mostly it feels too narrow or bumpy or chaotic to drive full speed. I think it's 35? Maybe people wouldn't use it as a bypass as much if it had a slower speed limit. A dedicated left turn lane from Mary S. Young, plus a center lane to turn into and wait for those heading south, or even a light (!yes!) at the park entrance, would make it feel less life-and-death trying to turn out of the park. Copying the Willamette Falls Drive style is concerning since it is such a bottleneck over there now. I try to avoid that area due to the traffic.

Christina Moffett

10/14/2024 06:08 PM

- strike "comfortably": how does a city achieve this for each person?

Knclewis44

10/14/2024 06:12 PM

What does roll mean? This needs to be defined.

woody

10/15/2024 07:43 PM

I think the use of `roll` is not part of common jargon. If we are speaking of ADA compliance, it should be clearly stated.

Rob Henderson

10/15/2024 10:05 PM

Need 25 mph zones in business areas, namely in Robinwood and Market of Choice areas.

Midhill

10/17/2024 07:03 AM

Increased access to cross 43 is very much needed.

katylessner

10/17/2024 08:51 AM

Walking options along / between roads to connect trails and keep pedestrians safe are important.

ETT

10/17/2024 03:20 PM

Drop speed limits within neighborhoods as well as on corridor

revlbs

10/17/2024 04:40 PM

To improve traffic flow on 43 it would be helpful to align the traffic light at Cedar Oak with the Walmart parking lot. It remains difficult to exit the parking lot if you want to head to Lake Oswego due to traffic on Hidden Springs. Cars consistently turn left illegally out of the 43 entrance and cut across traffic to enter there as well.

msegalro

10/17/2024 09:54 PM

Don't forget safe passage for animals! they are an important part of our community too!

Robert E. McCarthy

10/18/2024 10:12 AM

That bike and walking paths are consistently maintenance throughout the year.

Airbus 319

10/18/2024 03:37 PM

As I said above, efficient movement for car, trucks, and buses. A highway is no place for people to work.

Lynda

10/18/2024 04:12 PM

A turn left lane out of Mary S Young park and middle median lane there to facilitate better traffic flow/safety

csowens

10/18/2024 04:27 PM

The Corridor generally has poor walkability; priority to sidewalks, crossings that don't unnecessarily disrupt traffic flows should be front and center. The Corridor also must feature improved cycling infrastructure for safety and to draw families out.

Combs

10/18/2024 06:23 PM

The guard rail between Highway 43 and Old River Road should be modified to allow bicycle and pedestrian access from Highway 43 to Old River Road.

Kappababe7city

10/19/2024 01:25 PM

Keep it simple; sidewalks, bike lane, Center turn lane- Lake Oswego to Oregon City bridge, crosswalks at intervals besides intersections, more frequent street cleaning

Kai Pöhlig

10/19/2024 01:40 PM

Add explicitly the ease of safe access to recreational sites. Especially remove of unsafe areas, lack of walkways.

las4

10/20/2024 09:21 AM

Enhance connections. Does this mean cross the street? Might reword, ensure consistent, safe crossing points.

Messinger

10/20/2024 10:50 AM

Please do not diminish the ability for cars to use this corridor, instead find a way to accommodate new transportation modes while maintaining the vehicular functionality. In other words, don't add other transportation options at the expense of cars. Both should be highlighted.

Marcel

10/20/2024 09:05 PM

Yes, great goal! It will be key to have separate bike paths that are build for transportation, not just for recreation! If bikes have to slow down and yield to pedestrians on a shared path, or face frequent crosswalk, crossings and stop signs it will not be a competitive transportation option or a mode that will function as alternative to cars. Same in reality to pedestrian areas: if it's a true pedestrian area, then make and say it so: keep cars out of it, and limit interactions/crossing with bike paths. (Remember/realize: with electric bikes gaining ground, the future will have lots more people that can actually really use a bike, even in hilly West Linn, so that will become a game changer in next decade(s)! Lastly: assure enough safe crossings of any busy road (i.e. hwy 43...!!!) for peds and bikes.

Th2010!

10/21/2024 07:36 PM

Sidewalks on both sides as well as increased safe crossings.

davidguzman

10/25/2024 09:14 AM

none

NikkiD

10/25/2024 01:30 PM

Include options for biking throughout West Linn. I would not want to see a repeat of the mistaken policy of prohibiting bikes from the Rosemont Road paved path, which has created a highly unsafe situation for those biking in the roadway along Rosemont Road.

Skorfum

10/27/2024 03:37 PM

As it is now, HWY 43 is a traffic jam in the mornings and later afternoon. If the road itself remains narrow and just two lanes, that complicates the safety and accessibility of bikers, walkers and others.

pdb1954

10/27/2024 06:39 PM

That's fine but traffic is stacked up on 43 every weekday. Let's try to improve on that.

AUpchurchfredrickson

10/27/2024 07:26 PM

Bike lanes, sidewalks that are away from the street would be helpful

vandenhe

10/27/2024 08:06 PM

I would add that this includes sidewalks and a protected bike lane in place of the current painted-on bike lanes, where bikers are forced to share the street with cars going 40 mph+ and thus do not feel safe (because it isn't safe). We need bike lanes that kids would feel safe riding on.

CH29

10/27/2024 11:10 PM

I know there is a concern with stopping traffic flow but there really need to be more places to safely cross the street

michael.jordan

10/28/2024 11:34 AM

I'm not sure how "connected" it has to be to neighborhoods.

Kinseykeller

10/28/2024 12:11 PM

This must be done without adding traffic time or restrictions.

KPete

10/28/2024 07:32 PM

I agree with prioritizing pedestrian, cyclist safety. What is not clear is how these changes will impact traffic patterns as this route is a highly travelled commuter route. Part of the ideal of living in West Linn is commute times have not been too congested/bad. There are suburbs that may offer a livelier environment with more going on and while I am all for that transformation in West Linn along Hwy 43 ~ trying to do so while keeping the route in good flow with existing traffic demands is a must; otherwise I see it backfiring and residents becoming frustrated with increased congestion and commute times that will impact folks' daily lives. In short ~ if I want a happening night out I can drive to where they exists in the greater Portland area...I moved away from a hip/happening neighborhood because I longed for a more peaceful home environment with low stress commutes and much less congestion. If there is a way to balance both ~ then I'm all in, but not at the expense of the very reason many residents moved here.

DandDV

10/28/2024 09:42 PM

no

majo

Walking on Hwy 43 is very unpleasant. The speed of traffic, plus the

10/29/2024 05:40 PM

noise, make me avoid walking on 43 completely. I would welcome a parallel path, forming a continuous walkway, doesn't exist.

Pearlclutcher

10/30/2024 11:38 PM

Blinking crosswalks. Divided roadways with trees in center

emsville

10/31/2024 08:36 AM

The environment is already safe & accessible. People need to obey traffic laws. Bicyclist included. i.e. bicyclist use bicycle lanes not the travel lanes for motor vehicles.

meganlane367

10/31/2024 03:34 PM

I am concerned about impacts to traffic - Hwy 43 already experiences significant congestion that limits the ability of residents to travel up and down the corridor during peak hours. Also - the road needs better maintenance or it will be a hazard.

TiffanyCrotty

10/31/2024 03:45 PM

I think priority needs to be economic viability not making sure people on scooters have access. I'm being hyperbolic, but my statement reflects the point.

Bobo

10/31/2024 05:27 PM

I do not know what "roll" means in this context.

mzlatnik

10/31/2024 08:26 PM

What does roll mean? Is biking not rolling? More sidewalks and/or bike paths would be beneficial for many of the older neighborhoods near 43.

KenD

10/31/2024 10:31 PM

Establish the infrastructure for all modes of transportation to safely and efficiently travel from one place to another before introducing housing and commercial development that will attract more people to the Highway 43 corridor

vicparker

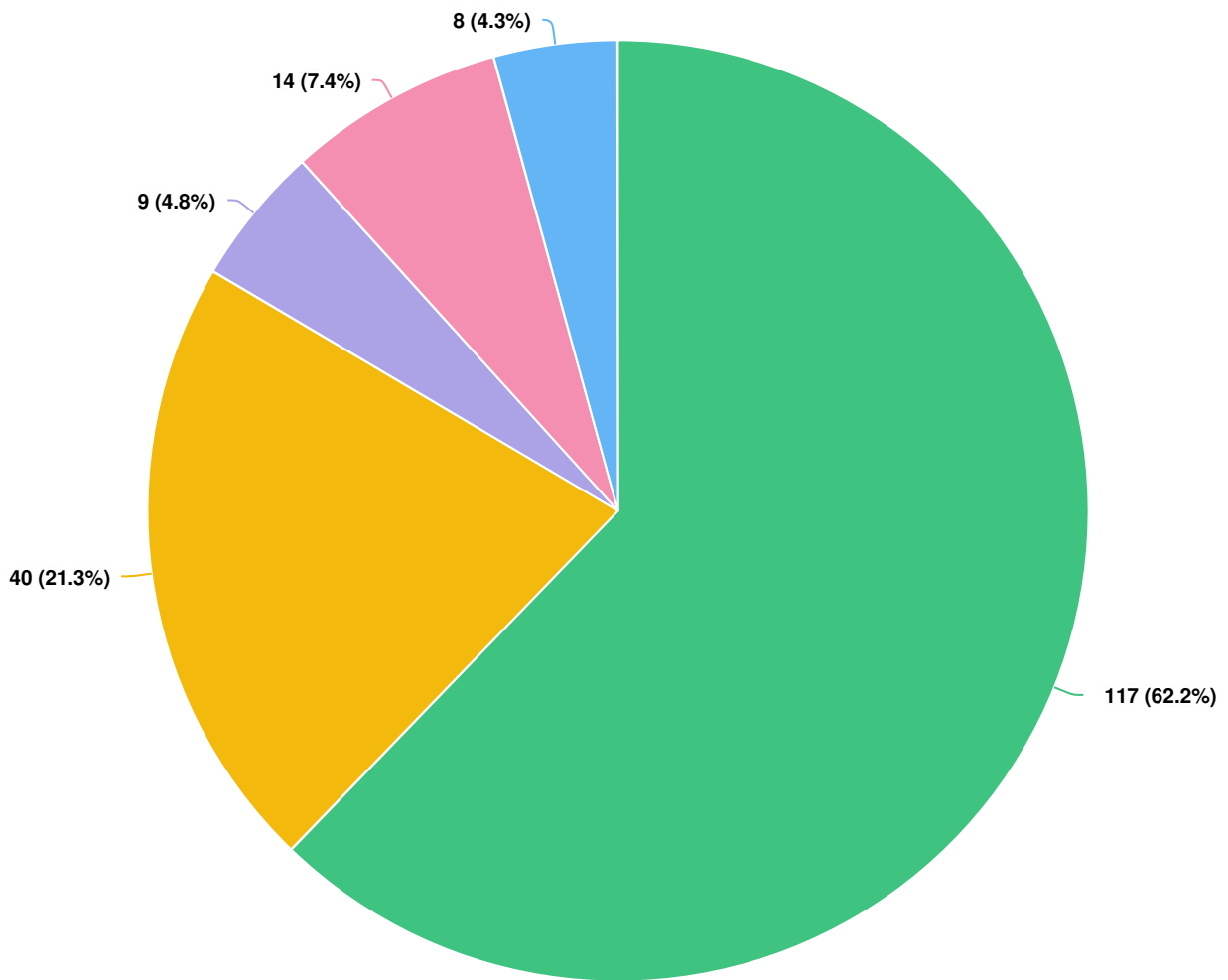
11/01/2024 08:51 AM

43 is obviously well traveled, but I love the idea of making it more/better than just a HWY....prioritizing walking and rolling traffic safety is awesome. Well-worded, succinct goal

Optional question (93 response(s), 102 skipped)

Question type: Essay Question

Q5 | Draft Goal: Integrated Spaces and DesignGoal: Integrate the Corridor with surrounding neighborhoods, parks, trails, and the rest of the community. Thoughtfully incorporate landscaping, green spaces, sidewalks and pathways, and other amenities (e.g....



Question options

- Strongly agree
- Somewhat Agree
- Neither agree or disagree
- Somewhat disagree
- Strongly disagree

Optional question (188 response(s), 7 skipped)
Question type: Dropdown Question

Q6 | Do you have any comments or suggestions for the Integrated Spaces and Design goal? (Optional)

The Hardts

9/27/2024 10:16 AM

Would love to see dedicated connectivity between Maddox woods, Hammerle, Mary S Young, and Robinwood Park.

eukaryot007

9/27/2024 01:01 PM

Great as is.

RoARR

9/27/2024 01:18 PM

Improvements such as listed have the impact of requiring ongoing maintenance. You are making West Linn unaffordable. Plus the outcomes are sub par (see above)

Jtimaher

9/27/2024 02:12 PM

Minimizing traffic should be prioritized.

Mike_E

9/27/2024 02:25 PM

What development patterns are 'incompatible' with walking and biking? Housing renters and purchasers overwhelmingly prefer traditional single-family development. Is this goal intended to imply that the City will actively discourage this kind of development in the corridor? If so, that would be a mistake as it ignores the market demands.

BunnyGirl19

9/27/2024 03:42 PM

Adding additional street lamps and benches along the sidewalks of HWY 43 would be a great idea, but only if it does not impact the private property rights of those that live along HWY 43. As it stands now, there is a TriMet stop in front of my house. While I don't have a problem with there being a stop there, the riders have a general lack of respect for my property. I regularly have people leaving garbage and clothing on my property, people sitting on my property, and have caught people urinating and defecating on the trees and bushes, killing them and the grass.

Tracimennis1

9/27/2024 04:02 PM

Again, I think this is over the top flowery language. "An exciting, compelling environment". Tone it down.

OregonDean

9/27/2024 07:04 PM

This corridor is currently, and into the future will remain, a through transit corridor. We need to be aggressive about how we will serve our community when this is the primary purpose of Hwy 43. The Hwy 43 overhaul will be massively expensive and needs to attract all of

West Linn, not just Bolton and Robinwood neighbors.

kkas

10/02/2024 07:23 PM

Greenspaces are great but this is vague about whether there will be more of them relative to the number of residents using them or just heavier use of the ones that already exist

JoLee Schultz

10/03/2024 08:31 AM

Once it is completed, make dang sure it is kept up, watered and pruned. In 47 years I've seen more roadside landscaping kills than most other cities ever have because no one waters nor takes care of it.

aem

10/03/2024 08:50 AM

you can't ignore the fact that most people are going to be in cars.

Retired101

10/03/2024 09:34 AM

Great idea!

eapdx

10/03/2024 09:53 AM

While I agree that integration is important, I am concerned about how we balance integration and safety. Because highway 43 is a major thoroughfare, we sometimes have people with criminal intent passing through. Giving them easier access to our neighborhoods may not be in our best interest unless we provide some safety precautions. Not sure how to do this, but think it is worth further discussion.

md

10/03/2024 10:15 AM

this feels like a nice-to-have that could come after the other priority items (i.e. community gathering places).

alklein

10/03/2024 10:37 AM

None

ANDY ROCCHIA

10/03/2024 05:46 PM

THE DAMAGE HAS BEEN DONE. NO TURNING BACK. WHEN PLANNERS TALK "AMENITIES" THEY PURPOSELY FAIL TO SAY MUCH ABOUT WHAT THE NEED FOR INCREASED PARKING SPACES DOES TO THE PLAN...TAKE FIELDS BRIDGE PARK...FORMERLY A NATURAL WETLAND BIRD REFUGE. TOTALLY RUINED...SALAMO ROAD ...TOTAL WASTE OF TAX MONEY. BIKE PATH RIDICULOUS.

Tim Aye

10/04/2024 08:04 AM

not at this time

kevanlesser

10/04/2024 09:19 AM

Again, sounds good and I want to support it. I'm concerned about the cost to people negatively impacted. Would love to believe that is nobody but my experience so far indicates that will not be the case.

tgales

10/04/2024 10:28 AM

I love that there's a trail that leads to Robinwood park from 43, but it feels hidden and inaccessible. I love that there's a paved trail along 43 in front of Mary S Young Park, but it ends abruptly and forces pedestrians and bikers onto the street. These resources are only really valuable if they are part of a complete system.

Computerlady

10/04/2024 11:01 AM

Again, unless something is done about HWY 43 doing any of this is just a dream, and I think it is about time the City uses its limited resources to tackle more realistic problems.

sporteyes

10/04/2024 11:16 AM

Still don't like "enhance" as it is such a passive word but get the gist at least with this usage. I would just say "improve" as it is a more active word and makes me sound like actual change will be made.

Pablo1949

10/04/2024 11:37 AM

Placing sidewalks in neighborhoods that expressly desire them

Kbendert

10/04/2024 07:52 PM

I don't know how it will be achieved with the existing spaces built up on the road.

vlad123321

10/05/2024 07:56 AM

Again, vague statements with no problem statement and proposed solutions, just "feels good" declarations.

Bubba

10/05/2024 11:02 AM

Highway 43 is a very mature road with housing abutted to it and no way to add all these pipe dream schemes. The time to have done this work was long ago. In fact, 40 years ago, there was a VISION team in West Linn and they spend many hours doing the very same thing you are trying to do now. It went absolutely nowhere, just like the pool and recreation complex. Fixing the roads, sidewalks, and picking up garbage and maintaining landscape would be a HUGE STEP forward and one that would be noticed by ALL.

Christine

10/06/2024 06:07 PM

Hopefully there will be a significant percent for art available.

TWLinder

Number One should be to get the road repaved! It is a disgrace and

10/06/2024 07:10 PM

has been for the thirty years we've lived here.

kategales

10/07/2024 07:19 AM

Yes this is great! For those who may not want to walk or bike this corridor and are reticent to improvements, it should be emphasized that improving this corridor will hopefully include slowing traffic and enticing more local and diverse shopping so that residents won't have to leave town as often for things.

Wayne.eisner

10/07/2024 10:09 AM

Develop. Develop. Develop. JUS STOP! Pretty soon, there will be nothing but concrete and cars everywhere. What quality of life is that?

ksaito

10/08/2024 10:34 AM

That all sounds wonderful... but at the end of the day hwy 43 is a pretty major thoroughfare, and needs to be treated that way. Connect to all that makes WL wonderful, that is great. But if all you do is add sidewalks, bike lanes, multi-use lanes, landscape islands, benches, etc it will not address the one thing that actually NEEDS to be addressed... how to deal with and move the number of vehicles per day... how does this plan address that??? At the end of the day, people care about getting from point a to point b.

SLO

10/08/2024 01:00 PM

I love this idea. I want to know how this will be done considering homes are built right on Hwy 43. Where will the space/land come from.

corinnbrown

10/08/2024 08:42 PM

Would love to see public art incorporated into the vision of a vibrant neighborhood.

palmiter

10/09/2024 02:40 PM

US-43 needs to be widened, curbs put in along with sidewalks and designated bike paths. Lighting is spotty and terrible on foggy/rainy nights. We moved to WL in 1990, and US-43 looks just as ratty and as dangerous as it does now.

93coop25@protonmail

10/09/2024 04:52 PM

Please do not install benches. They will attract the unhoused. Look to what Lake Oswego has done where Hwy 43 turns to Avenue A. The landscaping is beautiful, they even have hanging flower baskets.

AndymGlenn

10/10/2024 11:47 AM

I think a focus should be on removing/managing invasive plants and replacing them with native or at least non invasive plants to help restore damaged ecosystems. For example replacing Himalayan Blackberries and replacing them with Salmonberries or

Thimbleberries so people can still go berry picking.

Cathpell

10/10/2024 04:05 PM

Cohesive and attractive, YES!!!

Riceben

10/10/2024 05:27 PM

Need to reduce traffic and eliminate through traffic along route

forslofs

10/10/2024 06:52 PM

i feel there is scope creep happening. as i read this it i am curious about what the priorities, overall scope, costs are.

Betsy

10/10/2024 09:37 PM

All I can picture is the crush of traffic during rush hours that does nothing to beautify the corridor.

Curlybyrd

10/11/2024 02:22 PM

There are green spaces that are inaccessible to the public—off Failing and also Tompkins. There looks to be a connecting woods area between Burnside and Mary Young that should be available to the public with a trail!

FlemingR

10/11/2024 05:12 PM

They 43 is already a wooded, natural route. The addition of landscaping plus continued maintenance is an unnecessary expense.

MacMhuirich

10/12/2024 10:45 AM

Again, this statement borders on subjective interpretation.

WLres1592

10/13/2024 10:42 AM

Protected bike lanes and pedestrian paths.

Beth

10/14/2024 11:33 AM

Why not better develop old river road? Seems a lot safer for pedestrians of all kinds and could directly like GR in LO to Mary s young. This would be a lot less costly as well and have significantly lower impact to the parks wildlife?

Sara

10/14/2024 01:33 PM

Yes! What does this plan mean by "waterfront" with respect to hwy 43? There's no safe walking path to the Cedaroak launch ramp, and since that lot is mostly trailer parking, families often have to park on the shoulder up the road and walk the narrow road without a sidewalk and with mega trucks towing boats racing past. Using the Cadearoak school parking lot as overflow would be great if there were safe walking paths from the school down to the water. I hate hate hate

walking on that road down from the school and having to share it with the giant trucks. The bus stops should have well-lit shelters so there aren't people standing on the shoulder (sidewalks please?) at an unlit bus stop wearing a dark winter coat in the rain, being pretty much invisible to drivers and totally exposed to the elements.

Christina Moffett

10/14/2024 06:08 PM

I continually wonder about Vision43. In essence Hwy 43 does not extend into the Willamette neighborhood, yet it is my fervent hope a unified vision can be achieved for WL from the LO to the Stafford borders. Is this what is meant by "the Corridor"? If so, it is not intuitive.

Midhill

10/17/2024 07:03 AM

Realistically the major of people will be driving. Not accepting that reality can lead to planning unusable spaces.

ETT

10/17/2024 03:20 PM

Trash cans needed at every bus stop

revlbs

10/17/2024 04:40 PM

I am not sure how you would accomplish this- one of the interesting dynamics in West Linn is how difficult it is to navigate on the back streets as they don't connect. When there was a major accident that shut down 43- it was difficult to navigate around.

msegalro

10/17/2024 09:54 PM

Make safe passage for school kids to walk and bike to and from school (if there will be any schools left by then) and to go to friends' houses. Make sure natural resources and streams are restored and taken care of. Do not destroy any natural habitats that may exist. Try to build around them as a "focal point" rather than an impediment.

Airbus 319

10/18/2024 03:37 PM

The walkway and sidewalks should be built away from the highway traffic, to protect the people and cars.

Lynda

10/18/2024 04:12 PM

Assure lighting is sensitive to reducing light pollution

csowens

10/18/2024 04:27 PM

This is good, but again I see no mention of businesses, either existing of those the City would like to attract to the corridor.

Combs

10/18/2024 06:23 PM

See comment regarding Safety and Accessibility goal.

Kappababe7city
10/19/2024 01:25 PM

Too beatification focus. Keep it simple, open, safe corridor. It is a corridor not a city center.

Linnfriend4
10/19/2024 10:26 PM

—

las4
10/20/2024 09:21 AM

Consider that we may also want to discourage camping, loitering, and so forth.

Messinger
10/20/2024 10:50 AM

Same comment as provided in response 4.

Marcel
10/20/2024 09:05 PM

Great goal. Go for it...!!

Th2010!
10/21/2024 07:36 PM

I would like to see the focus on the Hwy 43 corridor. I do not want increased access to the river other than what we already have. We have seen a problem in our neighborhood since Covid with increased people and cars. Trash and parking issues.

lengdall
10/24/2024 06:14 PM

I like the concept but somehow we have to deal with the overused corridor and traffic jams and these goals don't address those issues.

davidguzman
10/25/2024 09:14 AM

This is the area that I would most like to see. I feel that if there is a focus on this first, the other aspects will fall into place.

vandenhe
10/27/2024 08:06 PM

I agree with this goal, and in particular the focus on making the corridor friendly for walking and biking. We need sidewalks and protected bike lanes that connect Oregon City and downtown Willamette to Lake Oswego via Hwy 43. We also need to eliminate minimum parking requirements on new construction, allow dense housing including residential projects up to six stories (and only require a single staircase rather than two, similar to what Seattle and modern European cities allow, which will allow construction of light-filled apartments for families), and change zoning to allow mixed-use commercial and residential. I should also mention that the city should not implement any sort of design review committee or strict design standards, which while well-intentioned would only result in cookie-cutter designs. Every community with strict design review standards ends up with ugly, design-by-committee buildings that get bogged down in design review. Instead, allow architects and designers the

freedom to experiment and create beautiful spaces and buildings.

Csheldon

10/27/2024 09:31 PM

It should be a goal for West Linn to advocate to govern/ manage the 43 roadway itself. Having a cobbled system of ODOT managing the upkeep of some roads and west linn others has led to a lot of deferred maintenance issues along 43 that are only now being addressed. It one entity manages all of the roads in the city, than that entity can more effectively manage maintenance

CH29

10/27/2024 11:10 PM

connectivity to waterfront-- current access such as Elmran to the Cedaroak boat ramp is busy and potentially unsafe and during busy times can put an undue burden on that neighborhood. The same is true for the Nixon/Mapleton side of MSY park. Please be aware of impact on small quiet neighborhoods when increasing/promoting greater access/use. Thanks.

Ezekielkinyon

10/28/2024 06:39 AM

Accessible for people with disabilities.

michael.jordan

10/28/2024 11:34 AM

Just be careful about installing features that won't get used. Just because you put a bench someplace, doesn't mean it will get sat on. Waste of money.

Kinseykeller

10/28/2024 12:11 PM

Again, the better the waterfront access is, the more people from Portland will come and use it. There must be a plan for this increase in traffic.

KPete

10/28/2024 07:32 PM

You had me at "enhance connectivity to the waterfront". Throughout the greater region this appears to be an under-utilized asset. Many great cities offer both natural waterfront opportunities (ie: maintaining the natural element by keeping it undeveloped or with mild park development/walking paths for folks to enjoy the river while on a walk, hike, picnic) AND through commercial development. Having some great restaurants, cafes, breweries/wineries overlooking the river would be amazing for the community (again so long as traffic patterns leading to said focus area did not become disruptive). If there is a way to maintain most of it as natural, obviously respecting private land/home owners who own riverfront property but ALSO using a small portion of it for a commercial "focus area" would be a great balance and help West Linn stand apart from other suburbs.

DandDV

no

10/28/2024 09:42 PM

jamielynnrose33

10/29/2024 07:23 AM

I think we have these things already! I'd like the focus to be more on indoor during Winter months- children's museum, restaurants, cafes, play gyms, workout facility that is reasonable costs for all.

emsville

10/31/2024 08:36 AM

Leave West Linn's waterfront as it is. West Linn is already beautiful. Do NOT turn it into a suburban Portland. If people want the activities & crime Portland has then they can go to Portland. West Linn has lost its only major employer, Willamette Falls Paper Company.

TiffanyCrotty

10/31/2024 03:45 PM

Again, too broad and too "pie in the sky." Meantime, there are businesses closing and empty buildings remaining empty. Maybe some more immediate goals, steps, etc. to address those issues?

Bobo

10/31/2024 05:27 PM

Need to be sensitive to lighting and perhaps other aspects when in residential area.

vicparker

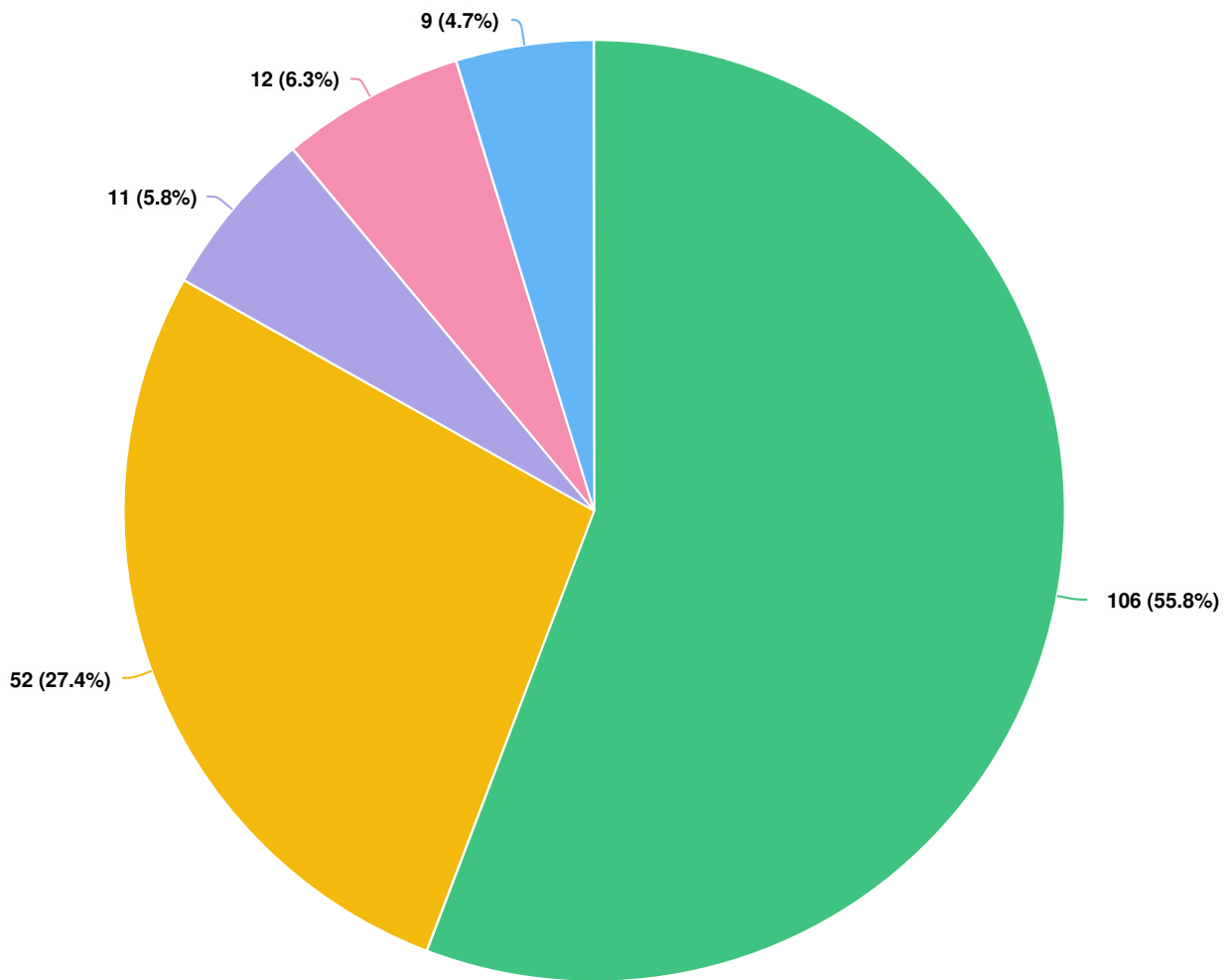
11/01/2024 08:51 AM

I envision a robust wayfinding signage system to help identify corridor "hubs" and the arae in general. And I would love to see community gathering spaces that tie into existing commerce spaces (dining & shopping), so that there is some sense that one could interact with the community within the 43 corridor, at least a little bit, without need of a vehicle. So that a family could arrive, park their car, have dinner and dessert and then walk to a walkable/rollable green space, etc. I THINK this goal says that.

Optional question (75 response(s), 120 skipped)

Question type: Essay Question

Q7 | **Draft Goal: Community Gathering Places** Goal: Develop a corridor that serves as a hub for living, working, and recreational activities, featuring a mix of housing, shopping, restaurants, and recreational spaces. Transform the Corridor into a dynamic,...



Question options

- Strongly agree
- Somewhat agree
- Neither agree nor disagree
- Somewhat disagree
- Strongly disagree

Optional question (190 response(s), 5 skipped)
Question type: Dropdown Question

Q8 | Do you have any comments or suggestions for the Community Gathering Places goal? (Optional)

The Hardts

9/27/2024 10:16 AM

Is it possible to allow for zoning changes to promote more entertainment/dining along the river?

eukaryot007

9/27/2024 01:01 PM

Great as is.

RoARR

9/27/2024 01:18 PM

There is no way this corridor can sustain the proposed development.

Jtimaher

9/27/2024 02:12 PM

Creating high traffic areas of desirability within a one lane highway already high in traffic will further clog the thoroughfares and cause congestion. Doing so will lead to more pollution as well.

BunnyGirl19

9/27/2024 03:42 PM

Only small areas along the corridor have the ability to support these upgrades, such as the stretch near Hidden Springs Rd. down to Marylhurst. The majority of HWY 43 up to the Walmart are all residential, with a lot of the properties being dated to before 1950s. The historical significance and charm of this stretch needs to be respected and preserved into the future.

Tracimennis1

9/27/2024 04:02 PM

Unfortunately, this will always be a thoroughfare as it is the only path on the west side into downtown Portland that is not I-5. Have realistic goals. You cannot, or at least, should not forget that this a necessary thoroughfare.

OregonDean

9/27/2024 07:04 PM

The city isn't stepping up to keep Oppenlander - why would we pay several times that to recreate it on Hwy 43? The Vision to transform Hwy 43 sounds great ... but very little property on the corridor is undeveloped - so the aesthetics of the roadway might change, but changing the neighborhoods to create these "destinations" is next to impossible.

Walkergal

9/28/2024 11:42 AM

Can you somehow integrate the need to slow traffic down to enhance safety?

kkas

An "inviting destination" implies more traffic from people who don't

10/02/2024 07:23 PM

live in the study area - traffic is already bad at peak hour. Also what about living wage jobs in the corridor not just retail? If people can't find good jobs in the corridor they will drive to ones somewhere else - more traffic!

JoLee Schultz

10/03/2024 08:31 AM

IT IS A THOROUGHFARE. Get used to it and design it the best way possible to get people from their homes to where ever they want to go!

Retired101

10/03/2024 09:34 AM

I fully support the community gathering spaces, but 43 is a major thoroughfare and we need to prioritize traffic flow as highly as your other bullet points.

eapdx

10/03/2024 09:53 AM

Yes, the corridor should have a mix of options, but it should NOT be a destination. We already have traffic issues on highway 43 that will only be increased as drivers try to avoid tolls on I-205. (I am not opposed to tolling, but understand that it will place a substantial burden on surrounding highways.) We don't need to attract more people and traffic congestion to the area. Highway 43 does not need to become another McLoughlin Blvd!

alklein

10/03/2024 10:37 AM

None

Julie33

10/03/2024 11:00 AM

I own a condo in Summerlinn. I always wish that I had a grocery store and places that were close enough to walk to and from.

zeilshah

10/03/2024 03:16 PM

Building mixed use spaces (retail + housing) is critical to the further growth of our city, and the sustainability of our services from taxes.

RogerStraus

10/03/2024 05:24 PM

Again, need to include facilitation and management of automobile traffic

ANDY ROCCHIA

10/03/2024 05:46 PM

TRAFFIC DENSITY WILL ONLY GET WORSE...BY 2040 THE GREATER PORTLAND AREA WILL HAVE 400,000 MORE INHABITANTS. THE PUBLIC SCHOOLS SHOULD BE MADE AVAILABLE FOR MORE COMMUNITY EVENTS, MEETINGS..WEST LINN HIGH SCHOOL HAS A FIRST CLASS AUDITORIUM AND IT SHOULD BE MADE AVAILABLE AT MODEST COST.

Tim Aye

10/04/2024 08:04 AM

not at this time

tgales

10/04/2024 10:28 AM

How long will the old McDonald's building remain empty? What's the missing element that prevents shopping and restaurants from wanting to be here? Are there not enough incentives for businesses to consider moving in here or purchasing the old Sourdough Willy's? If there were safe pedestrian and bike paths to get there from local neighborhoods, locals wouldn't be as scared to fight the traffic.

Computerlady

10/04/2024 11:01 AM

In case no one has noticed, Hwy 43 is a STATE HIGHWAY that serves a community of drivers. In addition, it is located on the side of a rather steep hill. This is probably a project that should have been considered 50 years ago before the City became so densely populated.

sporteyes

10/04/2024 11:16 AM

good strong language in this one.

couchstreet

10/04/2024 01:46 PM

Sounds like land use? There's already some spots like this. Hopefully the vision can connect them

SB

10/05/2024 05:15 AM

HWY 43 has homes on it that leads into other neighborhoods. I would hate to see small businesses take over some of these original homes.

vlad123321

10/05/2024 07:56 AM

Not very interesting proposition that supposed to bring crowds in without addressing the capacity of the available access routes. What is it that we are solving here?

joshjohansen

10/05/2024 07:59 AM

Unless we are talking about a large rec center or pool facility I am not interested in another Robinwood station that is only used by a few and has no larger vision than repurposing an existing old building....we need to think modern and what will draw people to this area. If we do not invest and create something modern in this area it will continue to be the mossy shut-in, junkyard, and weed-cracked sidewalk area that it is now.

Bubba

10/05/2024 11:02 AM

Fixing the roads, sidewalks, and picking up garbage and maintaining landscape would be a HUGE STEP forward and one that would be noticed by ALL.

TWLinder

10/06/2024 07:10 PM

Just look to what LO did and is doing.

kategales

10/07/2024 07:19 AM

Yes, again this is great.

Wayne.eisner

10/07/2024 10:09 AM

Develop a corridor is a euphemism for putting in a freeway. Again, look at LA. Is that what you want here?

ksaito

10/08/2024 10:34 AM

As long as you address the fact that hwy 43 IS a thoroughfare.... no if, ands, or buts about it... call a spade a spade.

SLO

10/08/2024 01:00 PM

Again, would love to know what areas are being envisioned for this to happen. We have the area around Market of Choice and we have the Hidden Springs/43 area with Walmart.

corinnbrown

10/08/2024 08:42 PM

A good start on getting this feel of a safe destination would be to lower the speed limit to 25 like it is in Lake Oswego. I would also love to see more public transit links to the hilly part of West Linn. We currently have no direct way to get to Coty Hall.

palmiter

10/09/2024 02:40 PM

US-43 is a thoroughfare, and not a very good one. Since LO wouldn't allow a bridge over the Willamette River, US-43 is the corridor much of LO and Portland use to access I-205, Oregon City, Clackamas, PDX, and the East side of the river. Yet, I would not want US-43 to look like 99E. Too commercial!

stowellk

10/09/2024 05:26 PM

With more residential and business come more cars. I'm extremely worried about that.

AndymGlenn

10/10/2024 11:47 AM

The Community Gathering Places need to be accessible via mass transit.

Betsy

10/10/2024 09:37 PM

Yes. A cohesive architectural feel to the commercial areas. I remember back in the day when Burgerville assured residents that its building design was going to fit in just perfectly into WL. Hmmm... Then of course McDonald's one upped Burgerville. Maybe skyline of reasonable building design code?

Ericpool

10/11/2024 09:40 AM

Recreational facilities is confusing for a highway/thoroughfare

Curlybyrd

10/11/2024 02:22 PM

How can you break up the heavy traffic in the afternoon? It makes me want to avoid the area.

FlemingR

10/11/2024 05:12 PM

The 43 is a transportation corridor and housing area, not a "destination". The expansion of businesses will result in needed expansion of the road, which ODOT already fails to simply maintain. The existing infrastructure and nature of the area does not support making it a business hub.

MacMhuirich

10/12/2024 10:45 AM

Highway 43 is first and foremost a transportation corridor. I'm skeptical that it can also fit the somewhat optimistic statement above. The corridor inadequately handles the traffic that daily passes through West Linn. I commuted to and from Portland via bus for about 25 years and the morning and evening commute was a daily nightmare even though I wasn't driving a vehicle. If the traffic flow is not corrected, such optimistic gathering places will only snarl the traffic more.

Beth

10/14/2024 11:33 AM

We already have enough strip malls with vacancies and little community support for the existing businesses? Why not move this plan to old river rd. The highway serves as a highway not a pedestrian green span? People don't like walking rolling or biking where cars are wizzing by. It would take enormous amounts of money to change the highway, and with tolls coming more people will divert and drive along that route. Old river rd is the pre-existing favored walking route along the river and makes so much more sense to develop better sidewalks along this route?

Sara

10/14/2024 01:33 PM

I'd love more outdoor spaces like at Backyard Burger where we can just enjoy being outdoors and doing trivia or hearing the open mic performers.

Christina Moffett

10/14/2024 06:08 PM

- "unique" to WL - associated as being WL perhaps more likely - rec facility up on Salamo will not be part of this "corridor", so other than walking/biking what rec facilities will be in "the Corridor"?

Cfrank

10/14/2024 07:05 PM

I worry about adding too much bustle to the neighborhood. [old man yells at cloud]

Rob Henderson

10/15/2024 10:05 PM

Love the idea of using the Wiser Block in LO as an idea generator.

New zoning and land use variations might be necessary

katylessner

10/17/2024 08:51 AM

Community is essential to healthy living

revlbs

10/17/2024 04:40 PM

The 43 corridor does feel neglected compared to Willamette.

msegalro

10/17/2024 09:54 PM

Definitely, local shopping options are missing in West Linn. The Old Willamette has mostly eateries and we need local shops; clothes, kids' toys, art, books, music etc.

Robert E. McCarthy

10/18/2024 10:12 AM

A bit long, but well stated.

Airbus 319

10/18/2024 03:37 PM

This is a highway to move people, cars, trucks and buses.

Lynda

10/18/2024 04:12 PM

We have much of this already but more infill for restaurants would be desirable. However, if we are unable to stop tolling & 43 becomes an alternate to 205 we need to be sensitive to this area's need for being a thoroughfare for the residents of West Linn to move about (and plan for increased traffic) Currently, I prefer to take 43 when going into Portland because it is so relaxing & scenic. My hope is it remains that way.

csowens

10/18/2024 04:27 PM

Good-acknowledging the role that local businesses will play.

Combs

10/18/2024 06:23 PM

Especially because the corridor currently contains places of worship, they should also be specifically included in the Goal to counter the implication that they are excluded.

Kappababe7city

10/19/2024 01:25 PM

Not Hwy 43.

las4

10/20/2024 09:21 AM

Remember that a way from 205 to our homes is also needed. This is a thoroughfare as well.

Marcel

10/20/2024 09:05 PM

Keep this balanced with transportation and the importance of Hwy 43 as a corridor, and artery of great importance to most on the community. Striking that right balance will be the key factor that determines success or failure/disappointment for this plan, and community support or disarray... There is a conflict in "destination" versus "corridor", and you need to focus on straightening that out before jumping into the next stage.

Th2010!

10/21/2024 07:36 PM

What is the recreational aspect of Hwy 43?

lengdall

10/24/2024 06:14 PM

Again, worthy goal but still doesn't address one of the major impacts - traffic and if tolling happens, there isn't any way any of these goals can be met.

davidguzman

10/25/2024 09:14 AM

none.

Skorfum

10/27/2024 03:37 PM

KathrynS84

10/27/2024 06:46 PM

Build attractive, (more) affordable housing options along 43, with access to amenities, similar to the townhomes across from WL High. Those homes have a smaller footprint but look spacious and are within walking distance to WL Central Village.

vandenhe

10/27/2024 08:06 PM

I strongly agree with this goal. But for Highway 43 to support more restaurants and recreational spaces we need more residents-- probably double what we currently have. That means we should permit more dense housing both along the corridor as well as in the surrounding single family neighborhoods. Allow 6-story apartment buildings along Highway 43 (including mixed-use commercial and residential) and allow fourplexes and small 2-3 story apartment buildings in the residential zones that currently have only single family homes. More residents = more activity = more lively community.

Csheldon

10/27/2024 09:31 PM

No more strip mall designs. Retail space that mirrors Willamette's downtown look and feel. Restaurants with outdoor dining. Family entertainment (bowling alley, skate rink, theater, arcade, etc...)

Julia23023

I don't agree with adding housing along 43. That seems to negate the

10/28/2024 06:50 AM

idea of making it more walkable, vibrant, and a destination. 43 is too busy as it is, and I believe adding more housing would exacerbate the issue.

ilovewestlinn

10/28/2024 07:02 AM

It sounds great in theory, but current traffic on Hwy 43 is a nightmare and we have not been able to historically count in ODOT to keep the road surface in decent condition. It is hard to imagine wanting to draw even more people to the corridor. Not to mention the impact tolls will have on Hwy 43 when that conversation starts back up again. I appreciate wanting to move away from Hwy being a pass through, but for the people who live here, we don't have many alternatives to using hwy 43 for that purpose. I just hope that whatever measures are taken to discourage pass-through traffic don't make it difficult for residents to get where they need to go. For example, living south of Mary S Young and getting to Cedaroak primary can be really time consuming during rush hour times because Mary S Young creates a bottle neck (no back road options where Mary S Young is between hwy 43 and the river).

michael.jordan

10/28/2024 11:34 AM

I don't know about "recreational facilities." Let's see what we mean by that. Maybe it's ok for 43 to be a thoroughfare for access efficiency -- a sort of spine off of which many destinations can hang. Create non-43 ways to get around (to walk, roll). The Willamette River is a much more compelling focus point. Wouldn't it be more interesting to design from the River, back?

Kinseykeller

10/28/2024 12:11 PM

We don't need more shops, we need less people driving through here!

DandDV

10/28/2024 09:42 PM

speed limit of 25 with cameras

lisamff

10/29/2024 09:03 AM

Just need to ensure there is enough parking and traffic flow. I also don't want to see this turn into a variety of homes that are owned by commercial companies - if you are suggesting we build for people to buy homes that is one thing, but building for rental - NOT SO MUCH. It would be nice for people in WL to be able to purchase homes, townhomes, condos, apts, etc at different price points but I don't think adding more rental housing is the way to go - especially with the school challenges we are having.

majo

10/29/2024 05:40 PM

The only public space, other than parks, is The Garage (food trucks) in Willamette village. That is on the complete opposite end of town,

which I will not access during rush hour. We desperately need public spaces. Look at the success of Millenium Park in Lake Oswego.

Pearlclutcher

10/30/2024 11:38 PM

Make denser development with parking in the rear.

emsville

10/31/2024 08:36 AM

Leave the Hwy 43 Corridor alone. It is already a hub for living, working, shopping, restaurants & recreation. STOP WASTING MONEY that we do not have.

meganlane367

10/31/2024 03:34 PM

I want to make sure that our neighborhood schools are not closed to create a venue for a community gathering place. I also want to make sure our existing spaces are honored and maintained - for example the Robinwood community station is beloved and highly utilized in my neighborhood and I don't want new developments to push out these special places from our neighborhoods along Hwy 43.

TiffanyCrotty

10/31/2024 03:45 PM

Again, a lack of focus, immediacy, and practicality. Where's something more like "attract a larger quantity of diverse and viable eateries."

Bobo

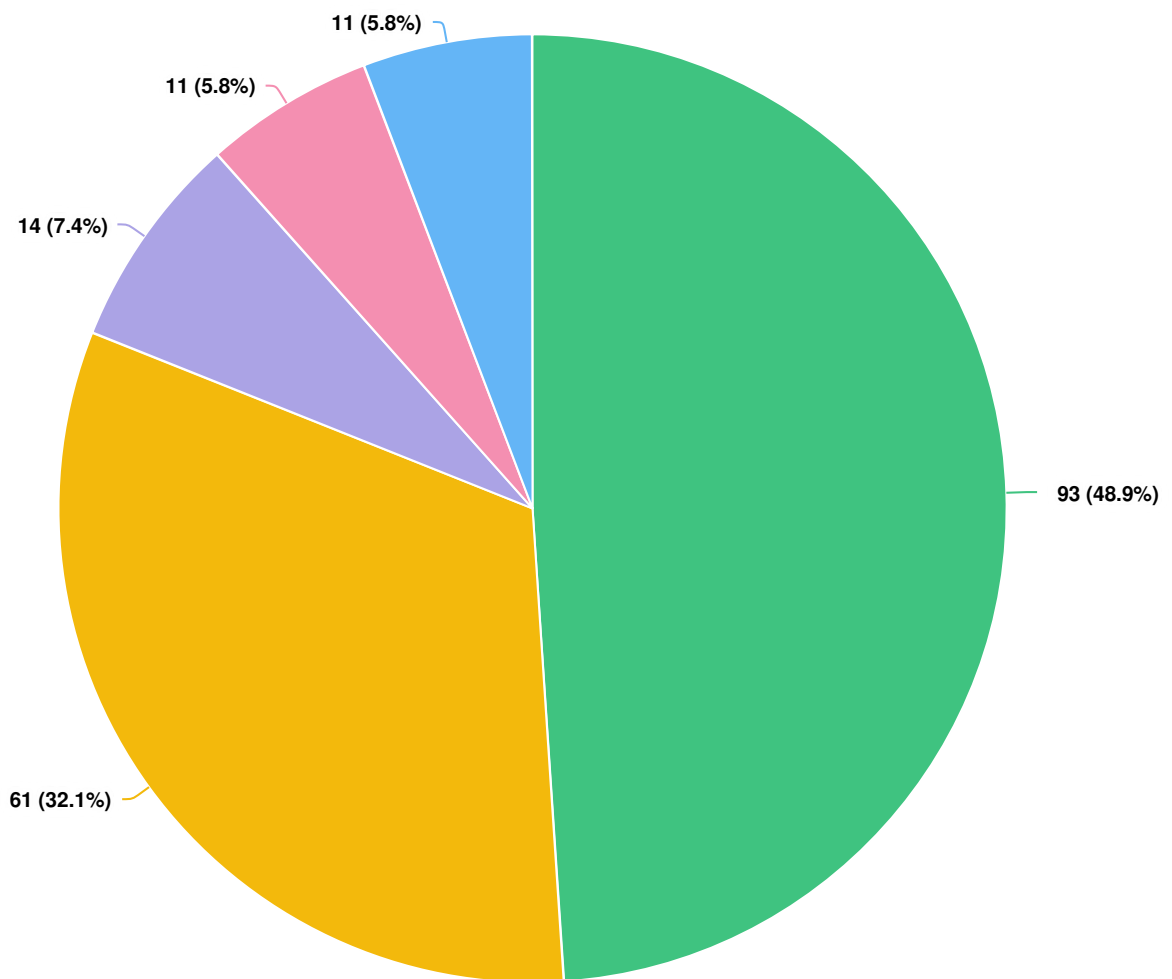
10/31/2024 05:27 PM

Remember there are places of worship that are along the corridor as well and they have a role to play.

Optional question (75 response(s), 120 skipped)

Question type: Essay Question

Q9 | Draft Goal: Economic Development Opportunities Goal: Leverage mixed-use development opportunities to foster economic growth and vitality, particularly for the Corridor's focus areas. Prioritize integrating commercial, residential, and recreational s...



Question options

- Strongly agree
- Somewhat agree
- Neither agree nor disagree
- Somewhat Disagree
- Strongly disagree

Optional question (190 response(s), 5 skipped)
Question type: Dropdown Question

Q10 | Do you have any comments or suggestions for the Economic Development Opportunities goal? (Optional)

The Hardts

9/27/2024 10:16 AM

Similar to how Lake Oswego developed their downtown area.

eukaryot007

9/27/2024 01:01 PM

Great as is.

RoARR

9/27/2024 01:18 PM

Give an example where such a development has done anything but increase traffic & create million dollar condos?

BunnyGirl19

9/27/2024 03:42 PM

Most of this stretch is purely residential and should remain that way. The area between Hidden Springs Rd. (Walmart) down toward Marylhurst is the only area along HWY 43 that can reasonably support additional development for commercial and mixed use. I would support turning the general area around the abandoned McDonald's and the new Matin Realty office into a mixed use commercial/residential area as long as it doesn't cause a detriment to the residents immediately surrounding those areas. Buildings with ground level shops and restaurants and 2-3 floors of condos, similar to downtown Lake Oswego could reasonably work in that area. I'd also strongly encourage the residential to be non-rentals. People who own take much better care of property and the community, because they have a true financial stake in it.

OregonDean

9/27/2024 07:04 PM

Is the plan to develop Max-station like mixed use development with commercial strip malls on the ground floor and residential on upper floors? There will never be enough proper usable public transit to replace residential vehicles in suburban West Linn.

Walkergal

9/28/2024 11:42 AM

There are many derelict business buildings in the corridor. Can the city either enforce existing codes, enhance existing codes and/or provide small grants to business owners to upgrade their exteriors and landscapes?

kkas

10/02/2024 07:23 PM

Again, living wage jobs or just retail for people that can't afford to also live here?

Retired101

Ensure that any housing options include parking so as not to

10/03/2024 09:34 AM

negatively impact the neighborhoods you are trying to enhance.

eapdx

10/03/2024 09:53 AM

I like the concept of mixed-use properties and economic opportunity, but West Linn does not have enough buildable land and infrastructure to support large population growth. With Oregon City, Lake Oswego, and Tualatin surrounding us (and close proximity to Portland), do we really need to move from being a "bedroom community" to being another economic hub?

alklein

10/03/2024 10:37 AM

None

zeilshah

10/03/2024 03:16 PM

Building mixed use spaces (retail + housing) is critical to the further growth of our city, and the sustainability of our services from taxes. Also, I recognize Vision43 is a 50 year plan - but this feels like too long of a time horizon. Let's think about what can be accomplished in 10 years.

ANDY ROCCHIA

10/03/2024 05:46 PM

WEST LINN'S OLD CITY HALL DOWN NEAR THE BRIDGE HAS NO ARCHITECTURAL NOR HISTORICAL INTEREST. THE LOCATION IS DIFFICULT. WILLAMETTE DISTRICT: SUGGEST NEAR THE POLICE STATION...CONSTRUCTION OF SEVERAL MULTI LEVEL PARKING GARAGES. RE-DESIGN OF THE WILLAMETTE PARKING PLAN. MAKE IT MORE PEDESTRIAN FRIENDLY

Tim Aye

10/04/2024 08:04 AM

not at this time

Computerlady

10/04/2024 11:01 AM

Economic Development Opportunities would be great, but how much do you plan on disrupting, or should I say displacing existing residents and businesses to accomplish this dream?

sporteyes

10/04/2024 11:16 AM

I maybe would define mixed use as people often don't know what this means. "Leverage mixed-use development opportunities which includes commercial and residential spaces...." or something along those lines.

holtza

10/04/2024 11:51 AM

Possibly incorporate language that points out how well-integrated mixed-use development encourages walking, biking and transit, thus giving people more options when they choose how to travel, while reducing the toll of transportation on our climate.

northernwood

10/04/2024 10:50 PM

While I agree in creating economic opportunities for all, I would be concerned to increase the mixed use development beyond what it already is. I would not like to see additional commercial spaces beyond what is currently present and permitted.

vlad123321

10/05/2024 07:56 AM

That statement is again a vaguely worded pitch to migrate away from the current "West Linn" style to "Portland" style of living. If we'd need it - we'd move to Portland. All this "diverse" and "vibrant" wording is absolutely empty, the real meaning of which is "we want to kill West Linn

Bubba

10/05/2024 11:02 AM

We have all the real-estate in 43 corridors already filled with businesses. Maintain what we have already and fix the roads to get there.

Christine

10/06/2024 06:07 PM

Avoid big box stores and chain stores. Keep it local. No mac Donalds.

TWLinder

10/06/2024 07:10 PM

What in specific does this mean? Too vague....

Zanwells

10/06/2024 07:25 PM

There needs to be a strong design plan that compliments already existing successful businesses.

Wayne.eisner

10/07/2024 10:09 AM

Grow. Grow. Grow. Develop. Develop. Develop. JUST STOP! You are putting the idea forward that this is something that everyone wants. You are WRONG. No one want West Linn to look like LA or the Bay Area.

palmiter

10/09/2024 02:40 PM

I was very disappointed when Trader Joe's was to take over the Thriftway (off 10th street) but pulled out of the deal since WL required they pay for a traffic light and the businesses that did come in did not..

stowellk

10/09/2024 05:26 PM

How much is this all going to I cost us tax payers??? I'm on a fixed income.

klee

10/10/2024 02:58 PM

Would be nice to see wording about incorporating housing-apt or condos into the commercial landscape as well.

Riceben

10/10/2024 05:27 PM

It is a highway through a neighborhood, people should be the priority develop Rosemont if you want to increase traffic

Betsy

10/10/2024 09:37 PM

I'm still trying to figure out what this paragraph is saying in plain English...

Ericpool

10/11/2024 09:40 AM

Additions of higher density housing and more retail will increase traffic. This traffic likely will be cars for decades. Plan needs to consider how to manage high traffic

LionBrian

10/11/2024 11:49 AM

I would drop the last sentence as meaningless fluff that detracts from the message.

Curlybyrd

10/11/2024 02:22 PM

Can we make it authentic like OR city downtown rather than fake feeling like downtown West Linn?

FlemingR

10/11/2024 05:12 PM

Current infrastructure does not support further development and expansion.

MacMhuirich

10/12/2024 10:45 AM

If we could end the prevailing use of Highway 43 as a major transportation corridor between points north and south of West Linn, perhaps our section of the highway could shoulder such economic development. Otherwise, economic development should be left at the top of the hill near City Hall.

heatherlyo

10/12/2024 04:16 PM

I would just need to understand more about developments. As a multifamily developer, I have experience with how this can affect neighborhoods. While Mercado Grove and Windward are examples of developments in LO, the idea of seeing these pop up on 43 are alarming.

Beth

10/14/2024 11:33 AM

We currently have strip malls with failing restaurants? Where is the community support for these businesses?

Sara

10/14/2024 01:33 PM

What are the focus areas?

Knclewis44

Empty businesses need to be addressed

10/14/2024 06:12 PM

rslanxon

10/17/2024 07:01 AM

We need a balanced approach to increasing the economic growth. Too much growth will increase traffic, pollution and take away from our bucolic neighborhoods

Robert E. McCarthy

10/18/2024 10:12 AM

Well stated.

Airbus 319

10/18/2024 03:37 PM

If the goal is more people, and housing, this highway needs to be improved to move cars, people, trucks and bus in the most efficient way, less traffic lights, higher speed, left hand turns, and 2 lanes in both directions.

Combs

10/18/2024 06:23 PM

Insert the word "cultural" before "and recreational". Inserting this word would allow both religious and educational facilities, which the corridor currently contains.

Kappababe7city

10/19/2024 01:25 PM

Not Hwy 43. Economic development has started in Old Willamette, Hilltop near Rosemont, soon, the riverfront across from Oregon City, Tumwata

Kai Pöhlig

10/19/2024 01:40 PM

Not so much industry though. Focus on daily needs. Dont displace residential housing.

las4

10/20/2024 09:21 AM

I don't agree with catering to visitor's needs. This is for us.

davidguzman

10/25/2024 09:14 AM

I would like to see this but am concerned that businesses may not come to the area unless number 5 happens

NikkiD

10/25/2024 01:30 PM

I'm not sure I agree with transforming the 43 Corridor into mixed use commercial & residential areas. West Linn already has at least 4 different commercial areas, including Old Willamette, the Salamo Road shopping center (where city hall's located), the commercial area at the intersection of Hidden Springs & Hwy 43, and the shopping area along Hwy 43 near I-205 (where the library and Market of Choice are located). There's a risk that adding commercial development along Hwy 43 will 'cannibalize' business from existing merchants, and also skew the composition of West Linn too far toward commercial enterprises and away from the residential quality

that we love about West Linn.

Ballou Irey

10/27/2024 09:13 AM

This goal seems weaker than the others presented above, perhaps due to its wording. "a dynamic ecosystem" seems quite meaningless in the context of these visions.

Skorfum

10/27/2024 03:37 PM

The daily amount of traffic on 43 is untenable in the morning and mid-afternoon. Increased commercial development may exacerbate this.

vandenhe

10/27/2024 08:06 PM

There should be a supermarket or small grocery stores within walking or biking distance of most residents, and opportunities for small restaurants and small businesses similar to what Lake Oswego has in its revitalized downtown core. Perhaps it is outside the scope of Vision 43, but it would be ideal to claim some land along the Willamette River through eminent domain and create a waterfront dining and shopping area.

Csheldon

10/27/2024 09:31 PM

More goods and services that serve mixed socio economic households. We need more places like Walmart that residents can shop at rather than Markets of Choice. It would be amazing to attract a Trader Joe's which has farther appeal to a wider economic audience than Whole Foods. I realize I said above that we don't want a strip mall, but that is referring to the overall look of the buildings. We do still need to attract lower cost chains to the area because we already have far too many "spa" services and higher end retail.

Julia23023

10/28/2024 06:50 AM

Same as above

ilovewestlinn

10/28/2024 07:02 AM

I am a big fan of better zoning around hwy 43, but I hope there is a way to better plan than what is going on in Willamette. I love the walkability there, but it sounds like people who live adjacent to the commercial area are tortured by loud sounds from commercial activity at unreasonable hours of the day and there is no recourse for residents who want to hold unscrupulous commercial owners accountable for being good neighbors.

KPete

10/28/2024 07:32 PM

West Linn could improve its dining/recreational outing options. We mainly travel to other suburbs or Portland for this for sure; however, part of the charm & draw to West Linn is that it is not like most other overdeveloped suburbs with plazas galore and traffic jams at multiple street lights. The world does not need another Target or

more local Salt n Straw that is simply a copy and paste of other communities. If there is a way to attract creative types and entrepreneurs who have unique visions and keep West Linn charming ~ that would be great. Having lived in the Alberta Arts district from before it developed to what it became in the recent decade, to living in small quaint towns with a lively Main Street (think Hood River) that attracts folks from all over...why reinvent the wheel? What makes those places attractive is that they aren't cookie cutter ~ big box store carbon copies. They have a uniqueness to what they bring. They also have common themes of offering a boutique toy shop, small local bookstore, breakfast/cafe restaurant, multiple dining options, a wine tasting shop, local bottle shop, local brewery, small local theater (movie and or live/stage). Venues that offer outdoor dining/open air markets in the warmer months and adding live musicians for ambience are always a plus.

lisamff

10/29/2024 09:03 AM

Again, parking and traffic are the biggest concern in delivering this goal.

emsville

10/31/2024 08:36 AM

We do not need commercial activity & traffic in a residential neighborhood. This would make West Linn LESS attractive. Let nature be. No need to build 26 duplexes in the Wetlands in Willamette.

meganlane367

10/31/2024 03:34 PM

Many of us move here for safety and suburban feel. I do not want Hwy 43 to be over developed.

TiffanyCrotty

10/31/2024 03:45 PM

Who wouldn't want all of the things you're including? It's so idealistic as to be practically meaningless...

KarenJo

10/31/2024 09:33 PM

Keeping the focus on sustainable development, i.e. save open spaces and trees. Do not use economic development as reason to cut down trees.

KenD

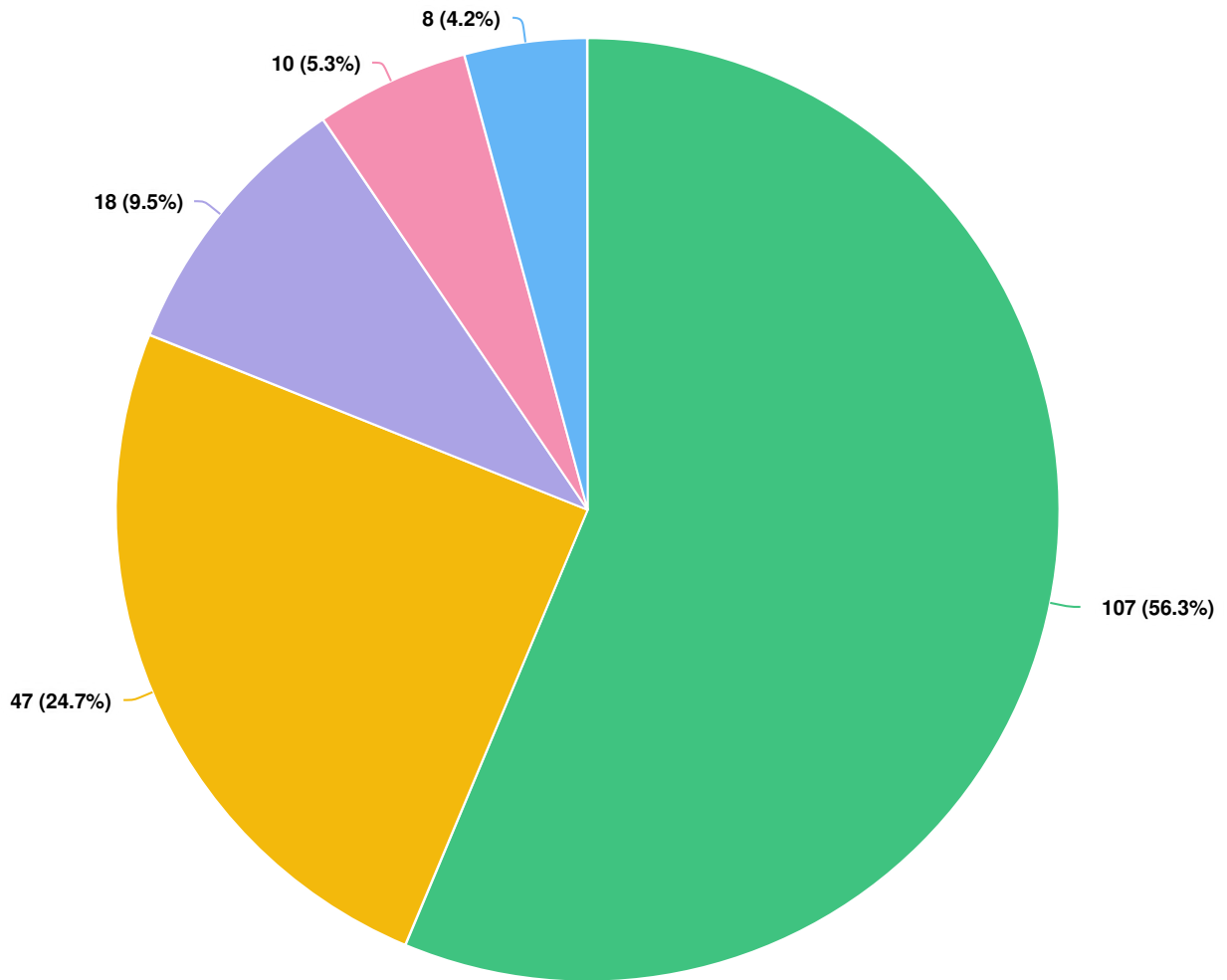
10/31/2024 10:31 PM

Creating mixed-use development will encourage visitors and residents to park their vehicles in adjacent, existing residential areas, and may lead to conflicts. The Powers-That-Be must establish a policy that discourages this potential outcome.

Optional question (59 response(s), 136 skipped)

Question type: Essay Question

Q11 | Draft Goal: Functional Corridor and Spaces
Goal: Transform the Corridor to be functional and efficiently serve the community's needs. Prioritize land use strategies that optimize functionality, accessibility, and efficiency along the Corridor. Ensur...



Question options

- Strongly agree
- Somewhat agree
- Neither agree nor disagree
- Somewhat disagree
- Strongly disagree

Optional question (190 response(s), 5 skipped)
Question type: Dropdown Question

Q12 | Do you have any comments or suggestions for the Functional Corridor and Spaces goal? (Optional)

eukaryot007

9/27/2024 01:01 PM

See my comment in #4 above re: bus stop safety.

rlarson

9/27/2024 01:16 PM

This is a statement which only a planner could love. What does this even mean? Define "functional". Don't lose sight of the fact that Hwy 43 is a major highway and still needs to move a certain volume of traffic through this area. This is never going to be a neighborhood street.

RoARR

9/27/2024 01:18 PM

A slow speed route that allows people to use the corridor as it currently is used. As a major artery & access to extant stores. Do not drive more people onto this road. Do not improve speeds.

lgroner

9/27/2024 01:28 PM

How are functionality, accessibility, and efficiency defined and measured. to optimize you must measure. I am OK with "improve".

Jtimaher

9/27/2024 02:12 PM

We need ways to reduce traffic and congestion. Adding more people and places will further congestion the corridor.

BunnyGirl19

9/27/2024 03:42 PM

The wording and goals of this imply interfering with or taking private property and destroying the character of neighborhoods that led people to buy there in the first place. West Linn has always been a quaint, charming, small town. However, city planning in recent years have decided to ruin that and are trying to turn the town into some big city that it is not, at the expense of existing residents. HWY 43 is not a good area for development due to the historically being residential and still overwhelmingly residential. Basic improvements along most of the highway should be a goal of aesthetics with minimal to no changes to the properties along it. These changes should include connecting stretches of sidewalk where possible (it is not in some areas), street lamps (no areas I can think of where this would not be possible), and adding flashing light pedestrian crossings in several areas. Other aesthetic upgrades that would be minimally invasive but make a big difference in charm and appeal would be new street signs, especially if they were of a more historic, old-fashioned style.

OregonDean

There is very little land that is available to develop under new

9/27/2024 07:04 PM

guidelines and zoning. This is a feel good goal.

kkas

10/02/2024 07:23 PM

You need to do more than "identify" transportation investments if you are inviting more people into the corridor without addressing the jobs-housing mismatch

JoLee Schultz

10/03/2024 08:31 AM

What ever is decided, ENFORCE IT!

alklein

10/03/2024 10:37 AM

None

twtor

10/03/2024 05:41 PM

I would strongly add that any re-design and funding is supportable ongoing including maintenance and repairs with clearly defined areas of responsibilities of the various government agencies involved.

ANDY ROCCHIA

10/03/2024 05:46 PM

TRAFFIC NOW AT CRITICAL MASS. INVESTIGATE OTHER MODES OF MASS TRANSIT, NAMELY FAST LIGHT RAIL.

Tim Aye

10/04/2024 08:04 AM

not at this time

Computerlady

10/04/2024 11:01 AM

Right now the biggest functionality and efficiency issues are more in line with making it possible for residents to DRIVE from point A to point B along HWY 43 in a timely and safe manner. Also, to be able to safely turn left onto Hwy 43 from the many side roads, homes and businesses during peak driving times. BTW those peak times used to be about an hour in the morning and a little more in the afternoon, but now it is about 2 hours in the morning and 3 hours in the afternoon with additional slowing around lunchtime.

janclavine

10/04/2024 11:15 AM

I love the idea of having a lovely avenue with lots of businesses, recreation opportunities, and residential areas. However, I can't get past the fact that we need 5 lanes the entire length of 43 plus lots of land for the businesses on either side. We just don't have the land unless we clear out most of the housing and businesses that are already there.

sporteyes

10/04/2024 11:16 AM

I don't know what "optimize functionality" means in land use.

Kbendert

10/04/2024 07:52 PM

Do not cut through the playground/church at 43 and hidden springs

northernwood

10/04/2024 10:50 PM

Transportation improvements are key. Both for flow of traffic but also for other users in the corridor such as walkers, bikers, etc.

Bubba

10/05/2024 11:02 AM

Make access doable to neighborhood streets both onto and off of Hyw 43. Traffic backs up and closes off Holly St so no one can enter onto or off of 43 most anytime of the day.

TWLinder

10/06/2024 07:10 PM

Get rid of Walmart! Unbelievable the city allowed that to replace a local store. It now defines West Linn. Just plain awful. Also the glass box that was a McDonalds- who allowed that to be built?.

Wayne.eisner

10/07/2024 10:09 AM

STOP IT NOW! Your underlying assumptions is that development is a god thing, everyone wants it and growth is inevitable. That is incorrect. Something gives. And what gives is the quality of life for all.

stowellk

10/09/2024 05:26 PM

To make sure we have 2 lanes going both directions. Not sure where your going to find the land for all but really needs it.

g

10/10/2024 02:04 PM

As stated before, except for commercial use and local access, vehicular traffic should be a lower priority to pedestrian traffic. There is always 99 to get into downtown from OC

Riceben

10/10/2024 05:27 PM

Need to focus on opportunities for families

Betsy

10/10/2024 09:37 PM

Is this a summary of everything previously stated? I'm sorry, I'm not super familiar with city planner speak even though I have a good friend who is a retired city planner.

Ericpool

10/11/2024 09:40 AM

Being able to enter and exit the flow with minimal blockage and disruption is important

Curlybyrd

10/11/2024 02:22 PM

Keep Bolton and Cedaroak open to encourage family neighborhood life. Kids able to bike to the library and stores, run to parks on their own.

FlemingR

10/11/2024 05:12 PM

Make the protection and we'll being of the existing residents and natural spaces a priority over expansion. Do not hire the same people who designed downtown Willamette. Spending millions on expanding bike lanes is an absolute waste. The 43 is a highway and bike traffic should not be allowed, supported or accommodated as that is not its intended function or purpose.

MacMhuirich

10/12/2024 10:45 AM

As implied earlier, without a viable plan to deal effectively with the massive amount of through traffic functionality is fiction. Get rid of traffic lights and use roundabouts or limited access ramps, overhead pedestrian bridges and tunnels.

Sarah

10/12/2024 01:03 PM

Transportation improvements are VERY expensive. The enhancements should be very significant in value. How much safety, accessibility and connectivity are you going to gain with each project?

heatherlyo

10/12/2024 04:16 PM

Need to understand if this includes zoning changes for sf home and property owners.

Beth

10/14/2024 11:33 AM

It's a highway? PLEASE Use the side streets for neighborhood improvements! Like passing sidewalks.

Sara

10/14/2024 01:33 PM

If the kids miss the bus, or it is MIA, it takes about 15 minutes to drive the 1.6 miles to Cedaroak Park Primary School from our house up Hidden Springs Road. The traffic at Hidden Springs in the morning is absurd. At times when there's minimal traffic, I could be through Lake Oswego in that amount of time. An extra lane for right turns only, right there between the church and the gas station, might alleviate some of the suffering.

Christina Moffett

10/14/2024 06:08 PM

Development worries me. Developers have way too much leeway in the suburbs. Low multi-story housing units should be on/along "the Corridor", but not at the expense of existing in situ residents.

msegalro

10/17/2024 09:54 PM

Bikes routes.

Robert E. McCarthy

10/18/2024 10:12 AM

No

Airbus 319

10/18/2024 03:37 PM

If the goal is more people, and housing, this highway needs to be improved to move cars, people, trucks and bus in the most efficient way, less traffic lights, higher speed, left hand turns, and 2 lanes in both directions.

Lynda

10/18/2024 04:12 PM

See above comments

csowens

10/18/2024 04:27 PM

Yes, though pretty broad and lacking specific goals such as improving bicycle and walking safety without adding to traffic bottlenecks, etc.

Kappababe7city

10/19/2024 01:25 PM

See other comments

Linnfriend4

10/19/2024 10:26 PM

—

las4

10/20/2024 09:21 AM

This is duplicative to prior statements. Either figure out what is supposed to be distinct or edit out.

Messinger

10/20/2024 10:50 AM

Do not diminish the functionality for cars in the process.

Marcel

10/20/2024 09:05 PM

Yes, focus on connectivity. There are lots of nice parts in the corridor already but having great connectivity (smooth, safe, pretty, efficient) ways to move between those incl. on different sides of the highway will be key. Focus on that and when you create that enhanced connectivity, you'll have 70% of the job done...!

JMAC

10/25/2024 05:22 AM

How will land use be determined. By the city? a committee?
Opportunity for corruption.

Ballou Irey

10/27/2024 09:13 AM

Again, a weakly worded, not very meaningful goal.

vandenhe

10/27/2024 08:06 PM

We need sidewalks, protected bike lanes rather than just painted bike lanes, and efficient bus service to reduce the need for cars.

Csheldon

10/27/2024 09:31 PM

More green spaces for trails and parks and outdoor dining

KPete

10/28/2024 07:32 PM

Balance is key. Keep through traffic flowing (ie: don't add more stoplights to back people up). You can enhance crossings at existing traffic lights or create development that flows pedestrians and traffic for patrons off of the Maine outer while keeping the main thoroughfare thorough!

majo

10/29/2024 05:40 PM

Hwy 43 is not functional as a main artery. It is a giant daily traffic jam, starting at 4 pm. This is why I do all my shopping in Lake Oswego.

emsville

10/31/2024 08:36 AM

The corridor is functional & efficient as it is. No need to change what we have.

meganlane367

10/31/2024 03:34 PM

We need better access to public transportation to encourage users to leverage it - however - I want to make sure that our sleepy suburban safety is maintained.

TiffanyCrotty

10/31/2024 03:45 PM

There's no prioritization, no concrete goals. Maybe not promise everything. I mean, who is going to turn down a promise of everything even though in reality it's not possible.

KarenJo

10/31/2024 09:33 PM

Again, with sustainability in the forefront.

KenD

10/31/2024 10:31 PM

Prioritize mobility over commercial development.

Optional question (55 response(s), 140 skipped)

Question type: Essay Question

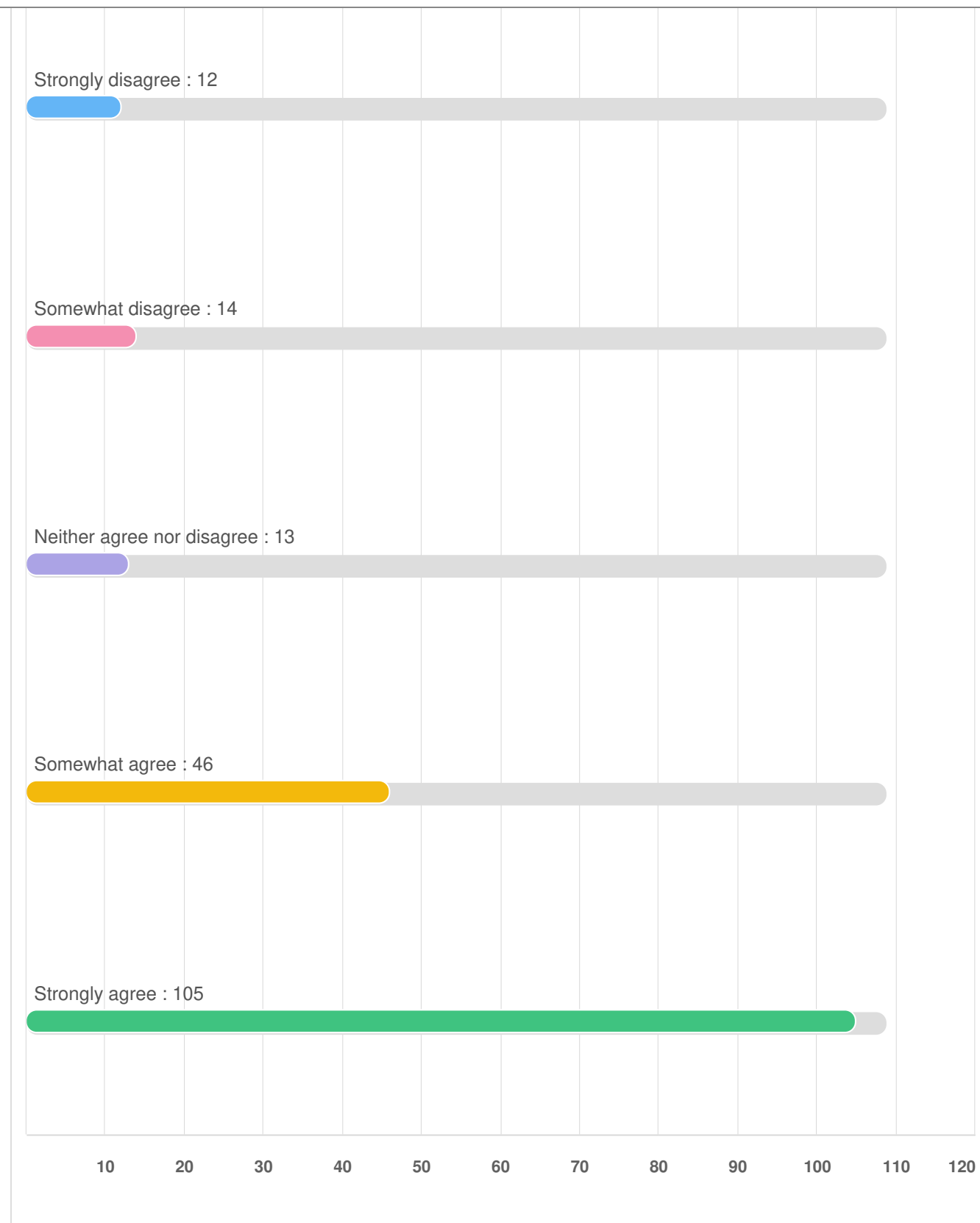
Q13 Looking forward to the next 50 years, please rate the following ideas for the Corridor from “strongly agree” to “strongly disagree.”



Optional question (194 response(s), 1 skipped)
Question type: Likert Question

Q13 | Looking forward to the next 50 years, please rate the following ideas for the Corridor from “strongly agree” to “strongly disagree.”

The Corridor should transition from a pass-through, quick-stop environment to become an attractive and comfortable place for the community to gather and spend time shopping, eating, and participating in the community.

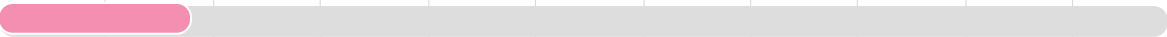


The Corridor should be a livable, walkable, and vibrant area similar to downtown Willamette.

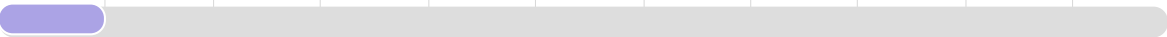
Strongly disagree : 12



Somewhat disagree : 18



Neither agree nor disagree : 10



Somewhat agree : 46

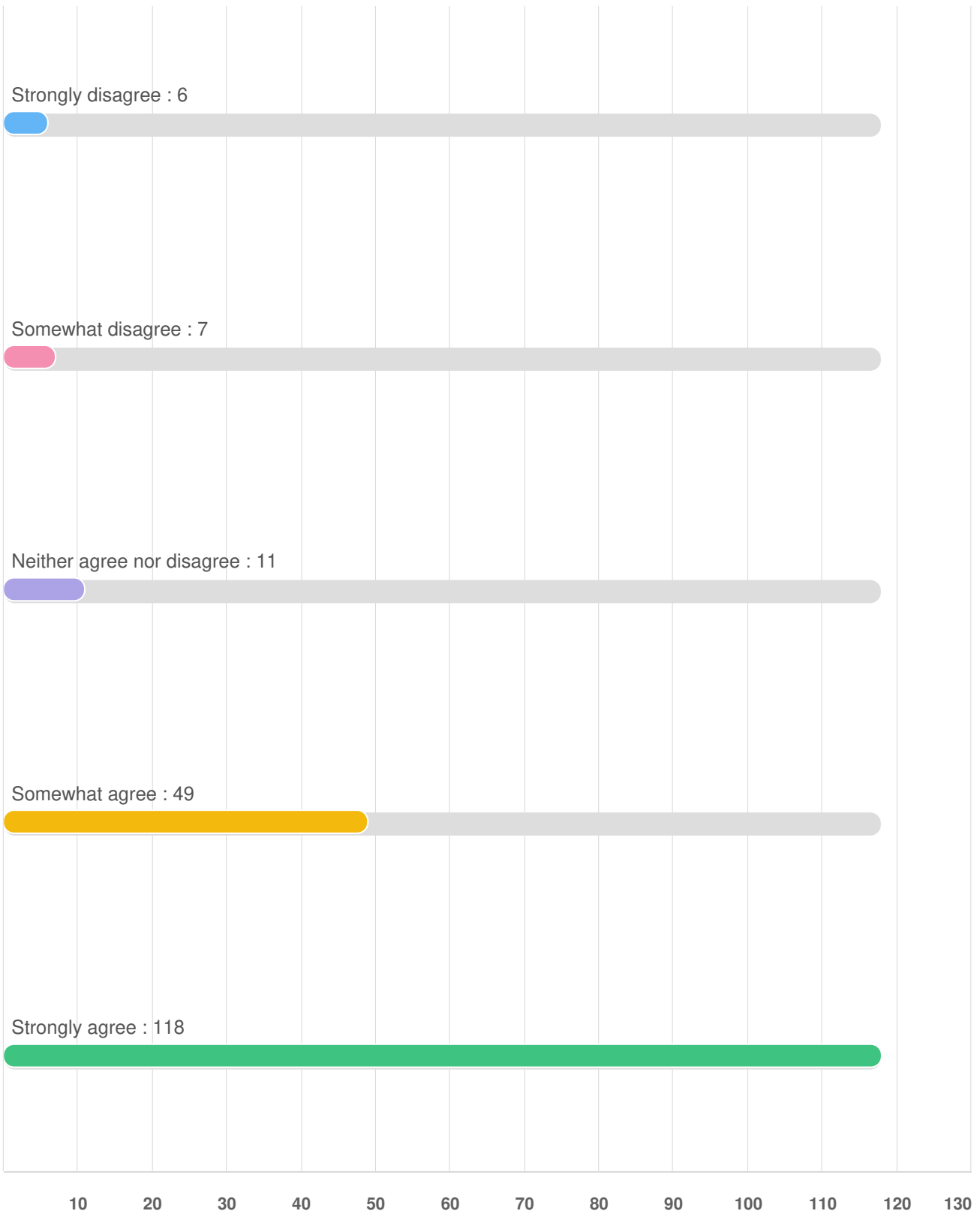


Strongly agree : 105

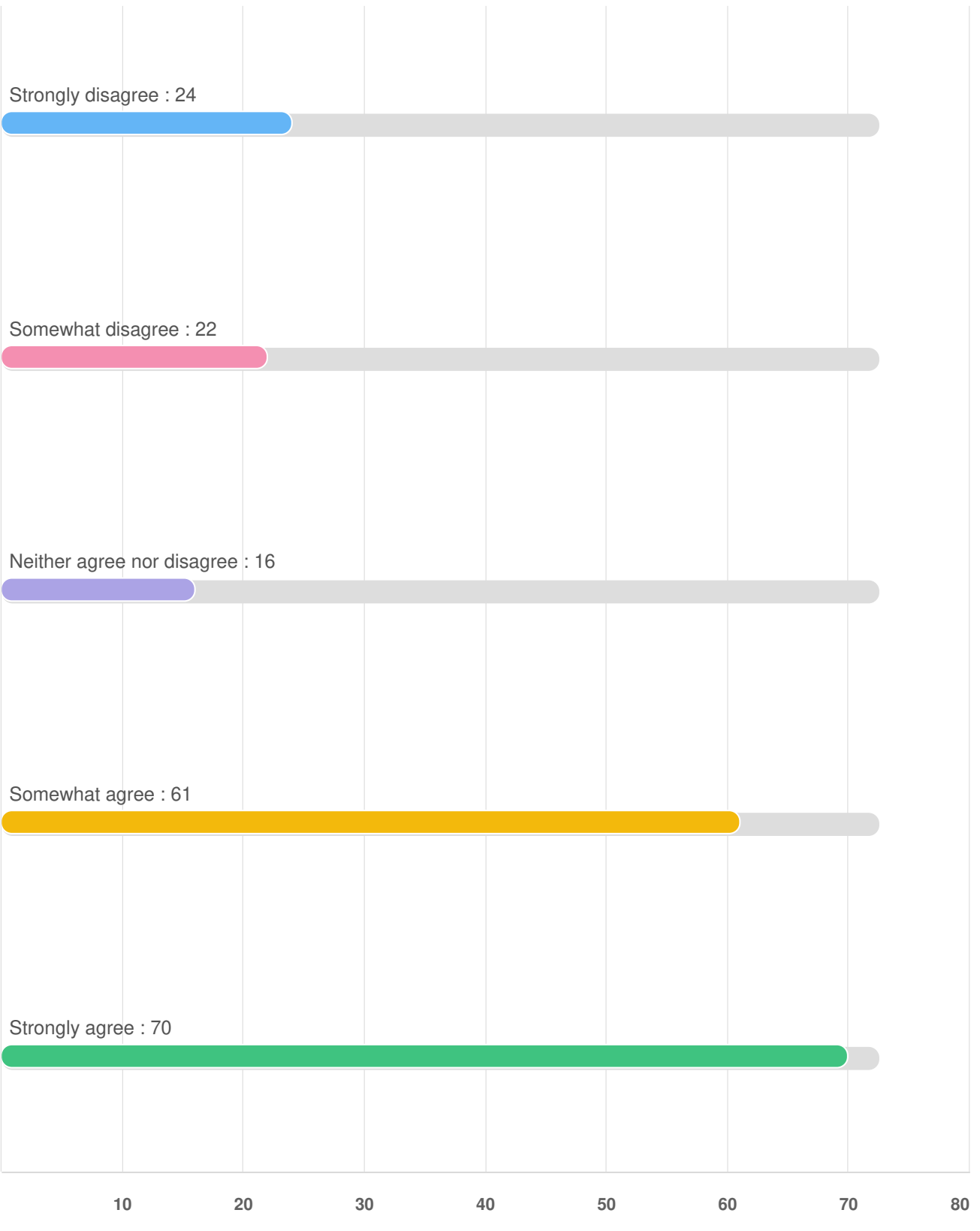


10 20 30 40 50 60 70 80 90 100 110 120

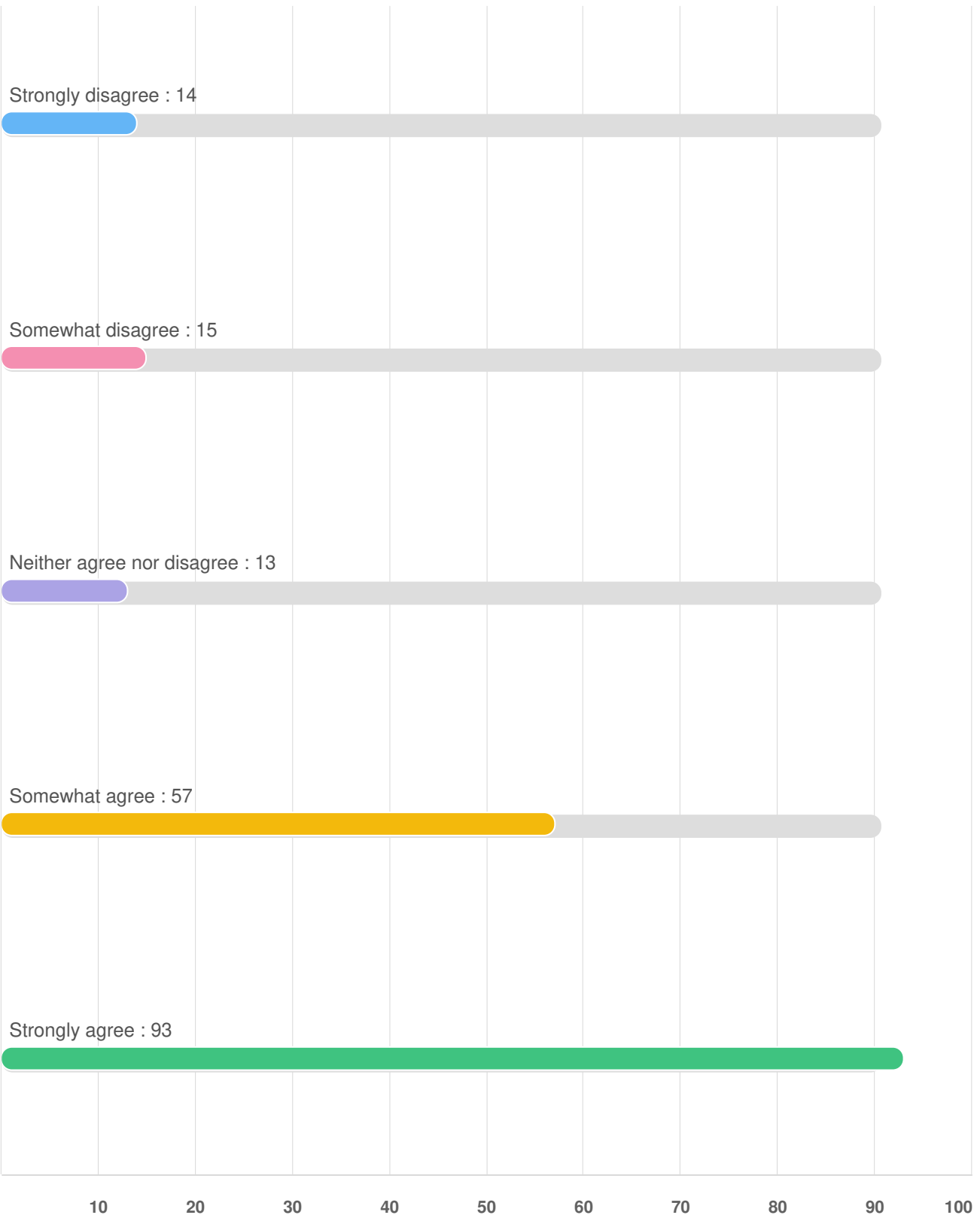
The Corridor and its existing commercial areas should encourage new businesses and employment opportunities.



The Corridor and its existing areas should allow townhomes, plexes, apartments, condos, and other diverse housing types.

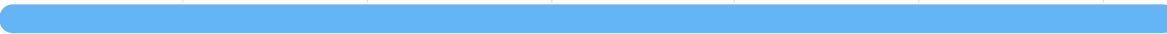


The Corridor should allow opportunities for mixed-use development (i.e., buildings that include retail on the ground floor with housing, offices, or other businesses above).



Over the next 50 years, land use adjacent to the corridor doesn't need to change. We don't need to do anything different.

Strongly disagree : 64



Somewhat disagree : 56



Neither agree nor disagree : 34



Somewhat agree : 18



Strongly agree : 21



10 20 30 40 50 60 70

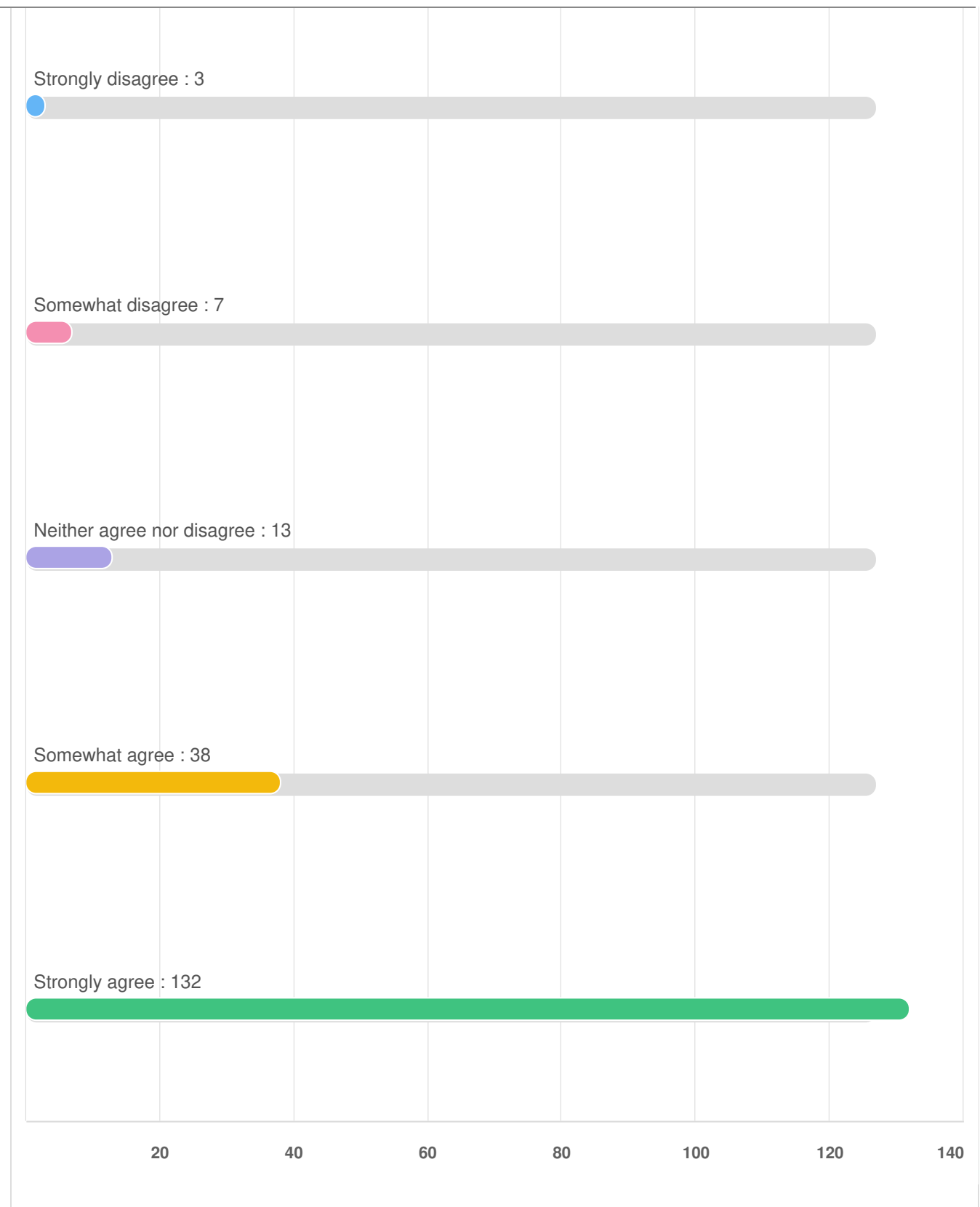
Q14 | Please rate your level of agreement with the following statements for the Corridor, from "strongly agree" to "strongly disagree."



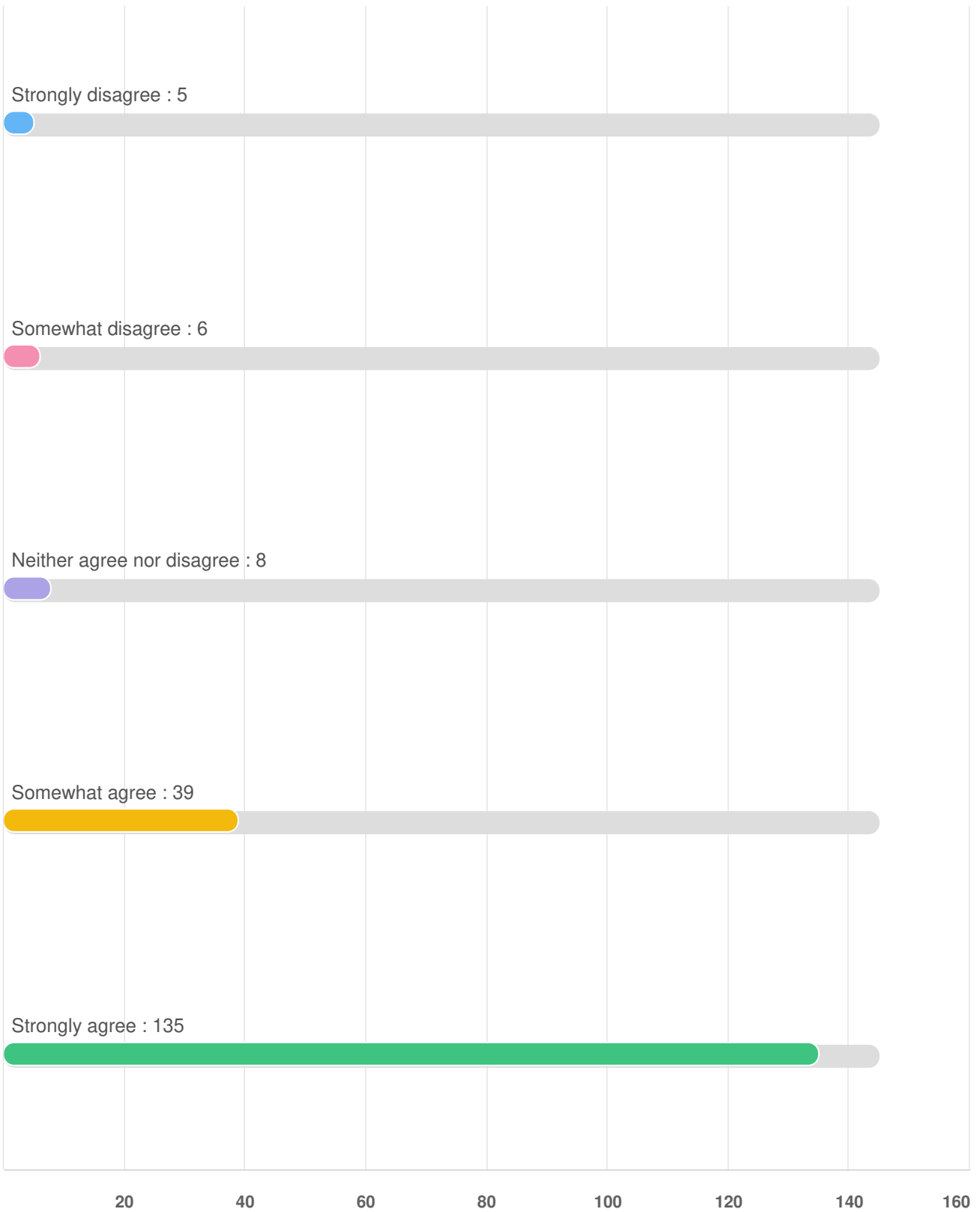
Optional question (193 response(s), 2 skipped)
 Question type: Likert Question

Q14 | Please rate your level of agreement with the following statements for the Corridor, from "strongly agree" to "strongly disagree."

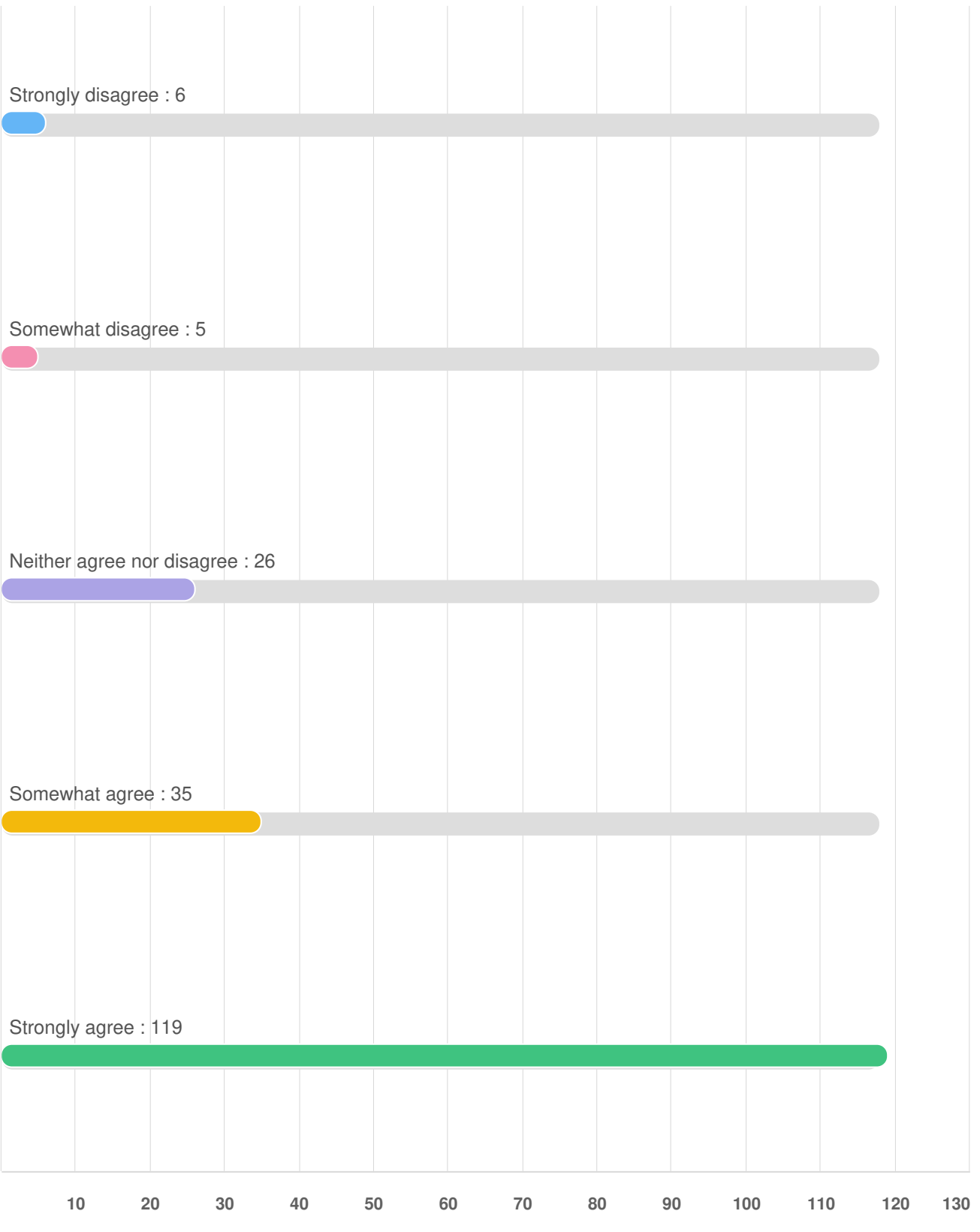
Surrounding neighborhoods should have direct, reliable access and connections to the Corridor for biking and walking.



Create connections and formalize paths for walking and biking from one end of the Corridor to the other.



Improve Highway 43 greenscaping with shade trees and plantings.



The Corridor's four focus areas - Robinwood, Walmart, Bolton Fire Station, and Bolton/Market of Choice - should include a mix of housing, shops, and services.

Strongly disagree : 14



Somewhat disagree : 14



Somewhat agree : 64



Neither agree nor disagree : 20

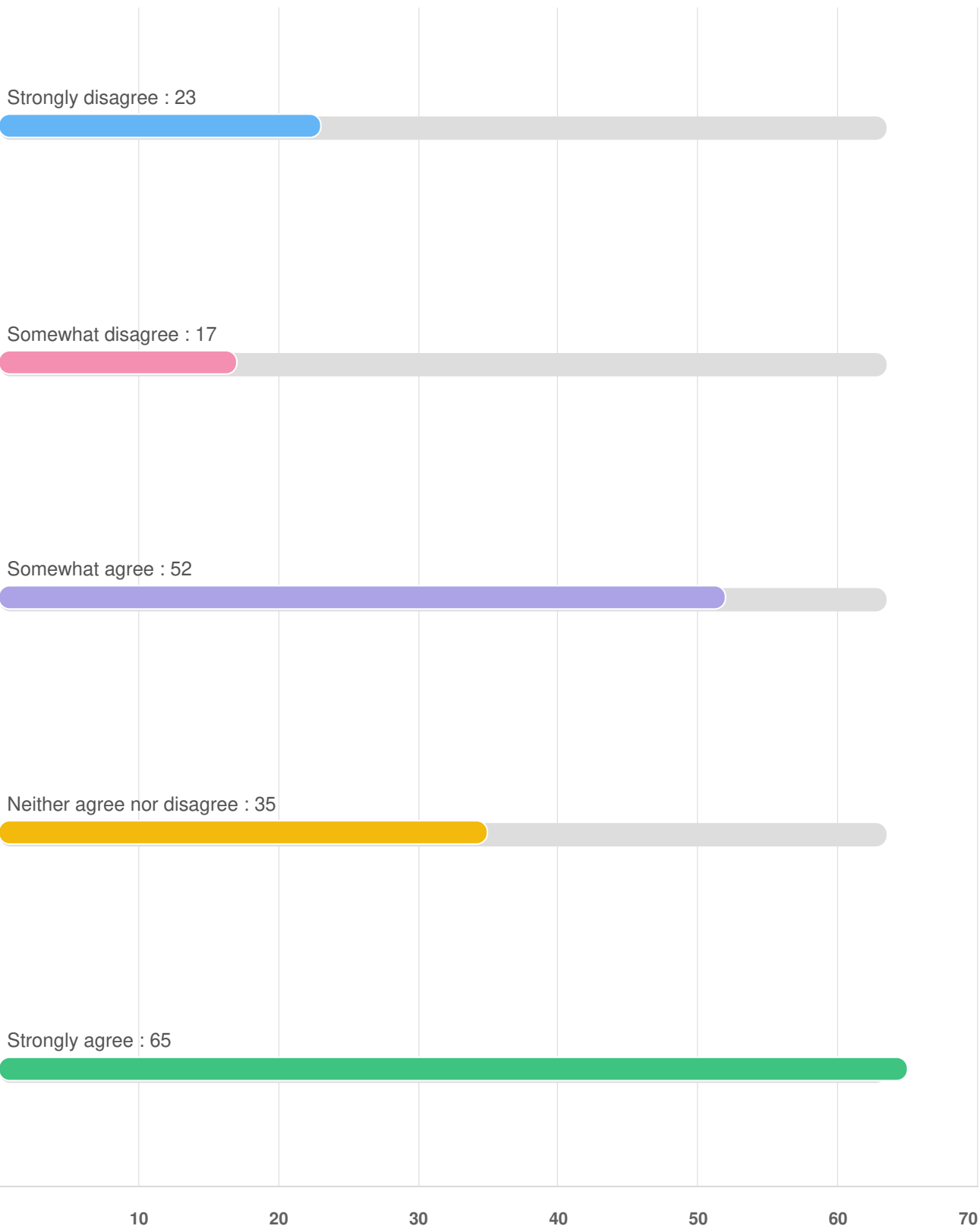


Strongly agree : 79

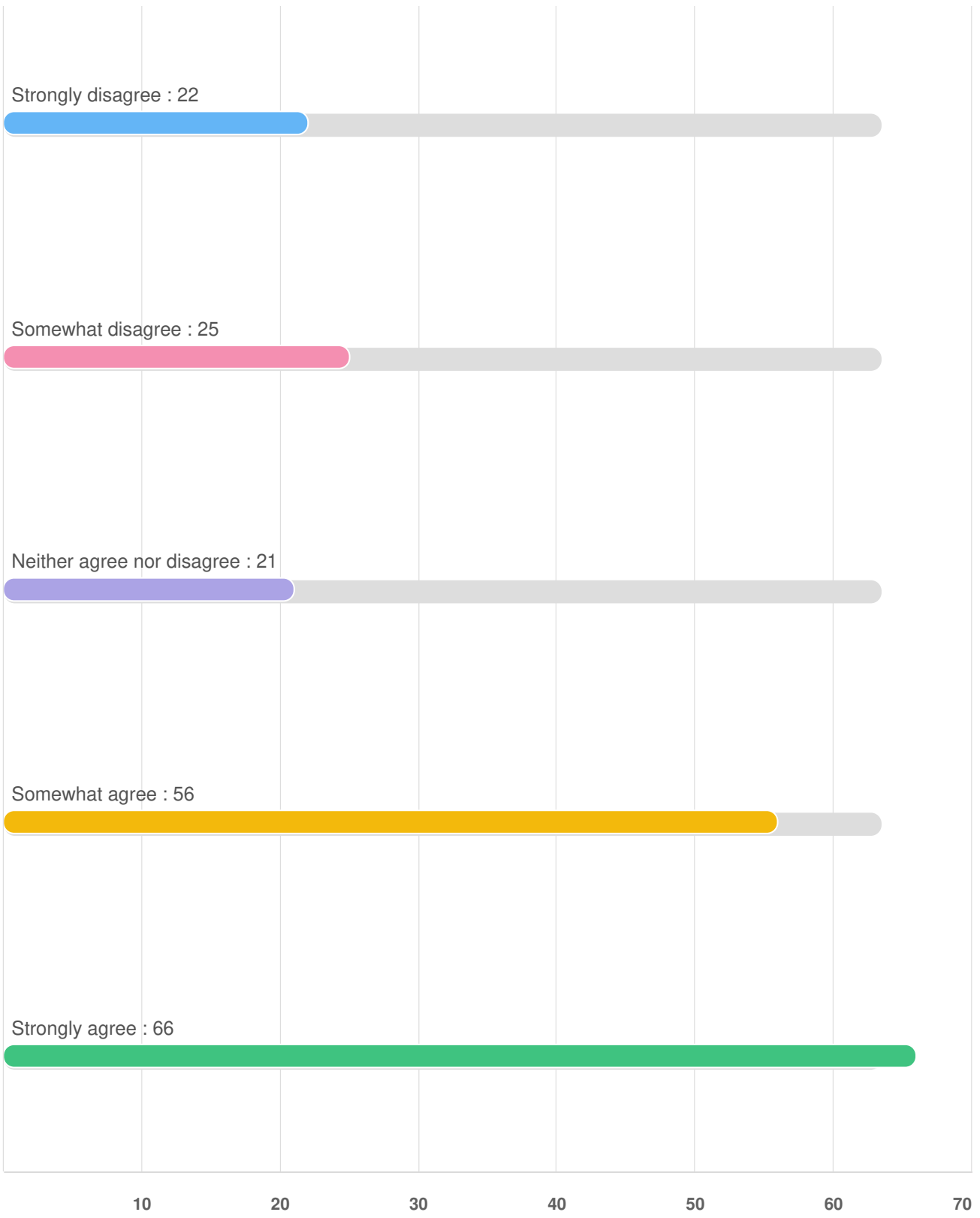


10 20 30 40 50 60 70 80 90

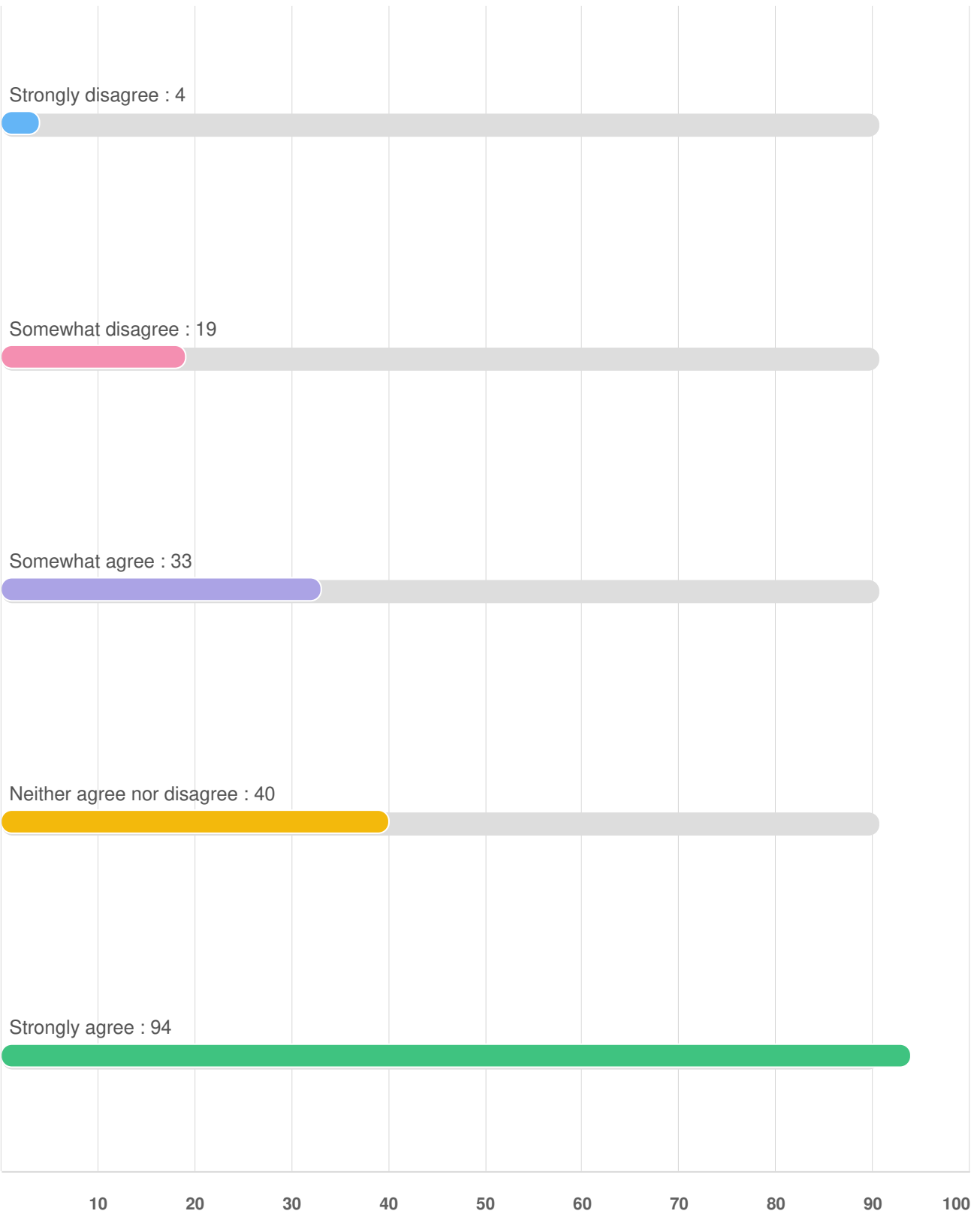
The City should support and encourage creation of housing for modest-income residents along the Corridor.



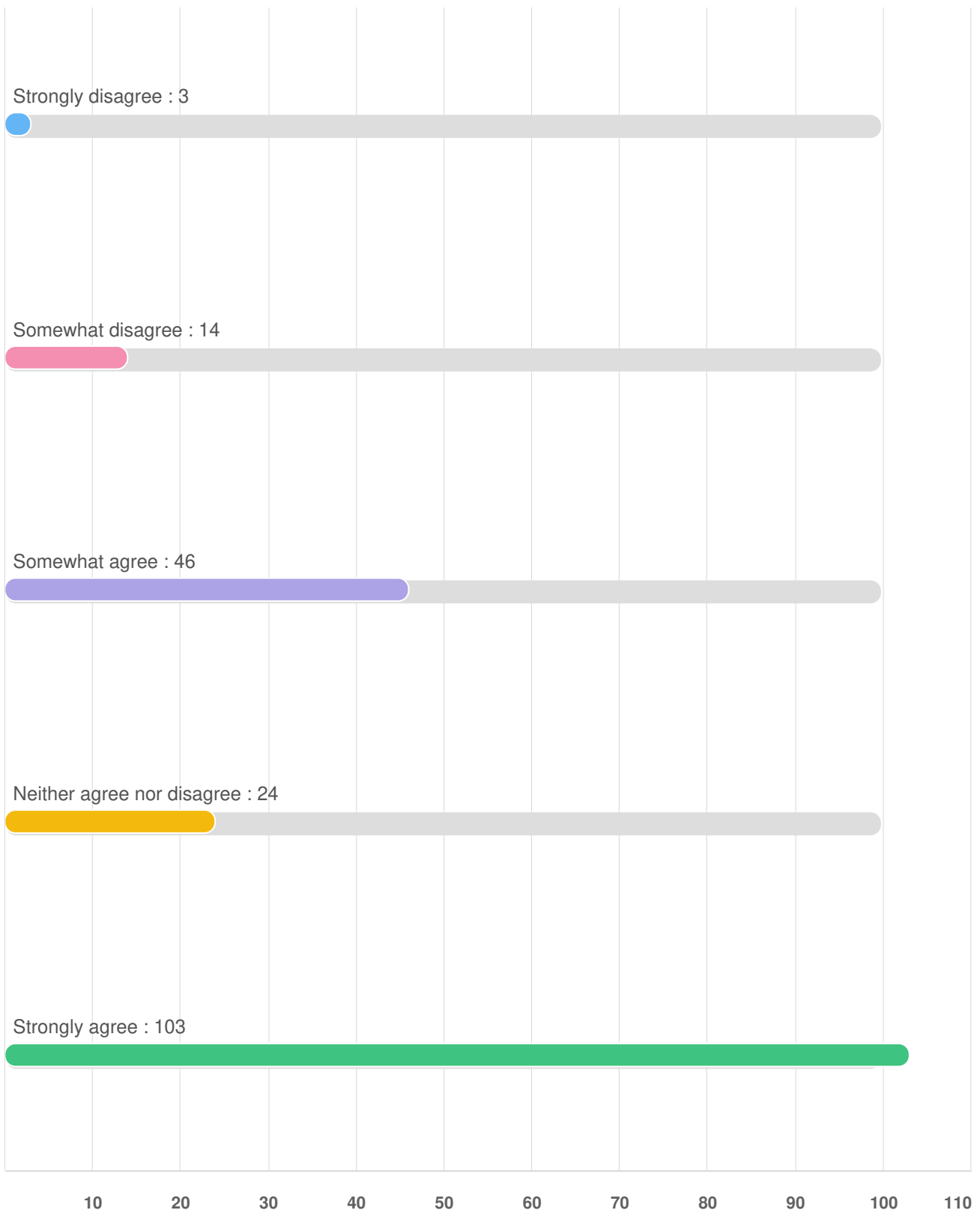
The City should allow for and encourage a mix of different housing types in the corridor focus areas, such as townhomes, apartments, or similar development residential areas along the Corridor



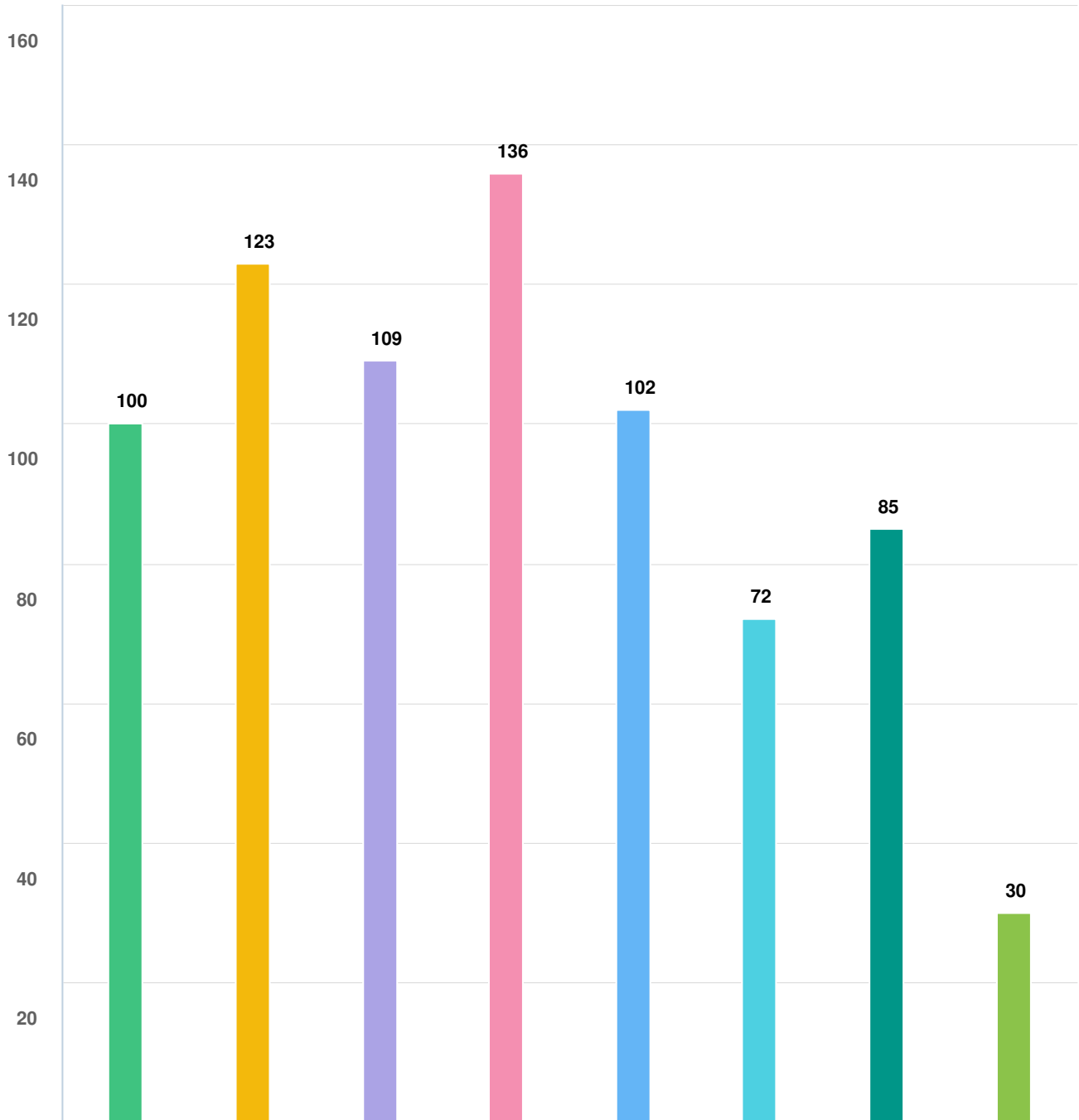
Existing residential areas along the Corridor should be preserved.



Historic resources along the Corridor should be identified and preserved.



Q15 I would like to see the following types of businesses allowed within the Corridor (check all that apply). These are examples of new types of development that could be allowed.



Question options

- Other (please specify)
- Small-scale businesses or spaces that allow for the production or assembly of goods with a floor area under 10,000 square feet.
- Maker spaces to encourage entrepreneurship
- An art and event center
- A public gathering area like a plaza
- A brewery pub
- A food cart pod
- A small-scale hotel or bed & breakfast

Optional question (187 response(s), 8 skipped)
Question type: Checkbox Question

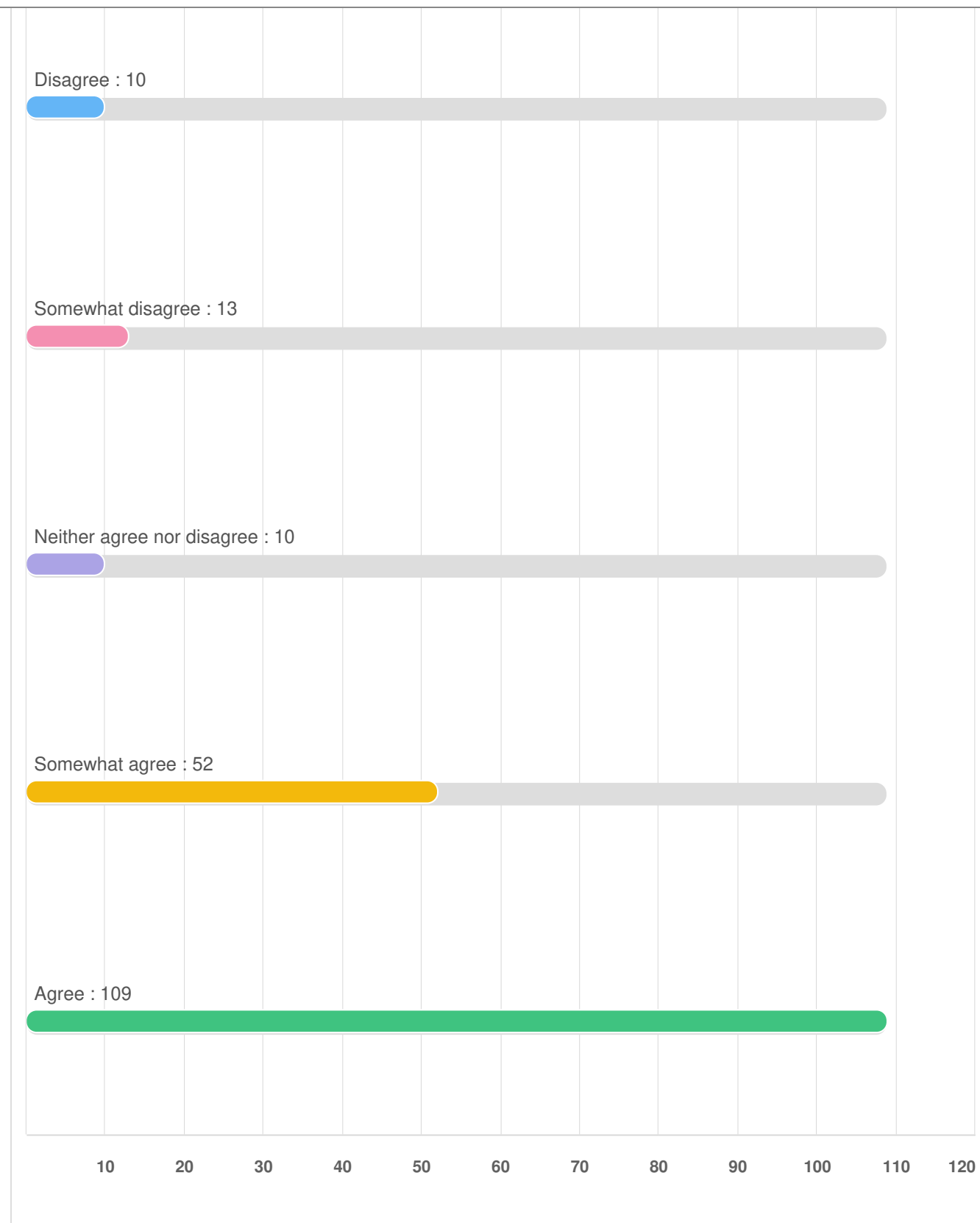
Q16 | Rate your support for the following development requirements for the Corridor on a scale of “strongly agree” to “strongly disagree.”



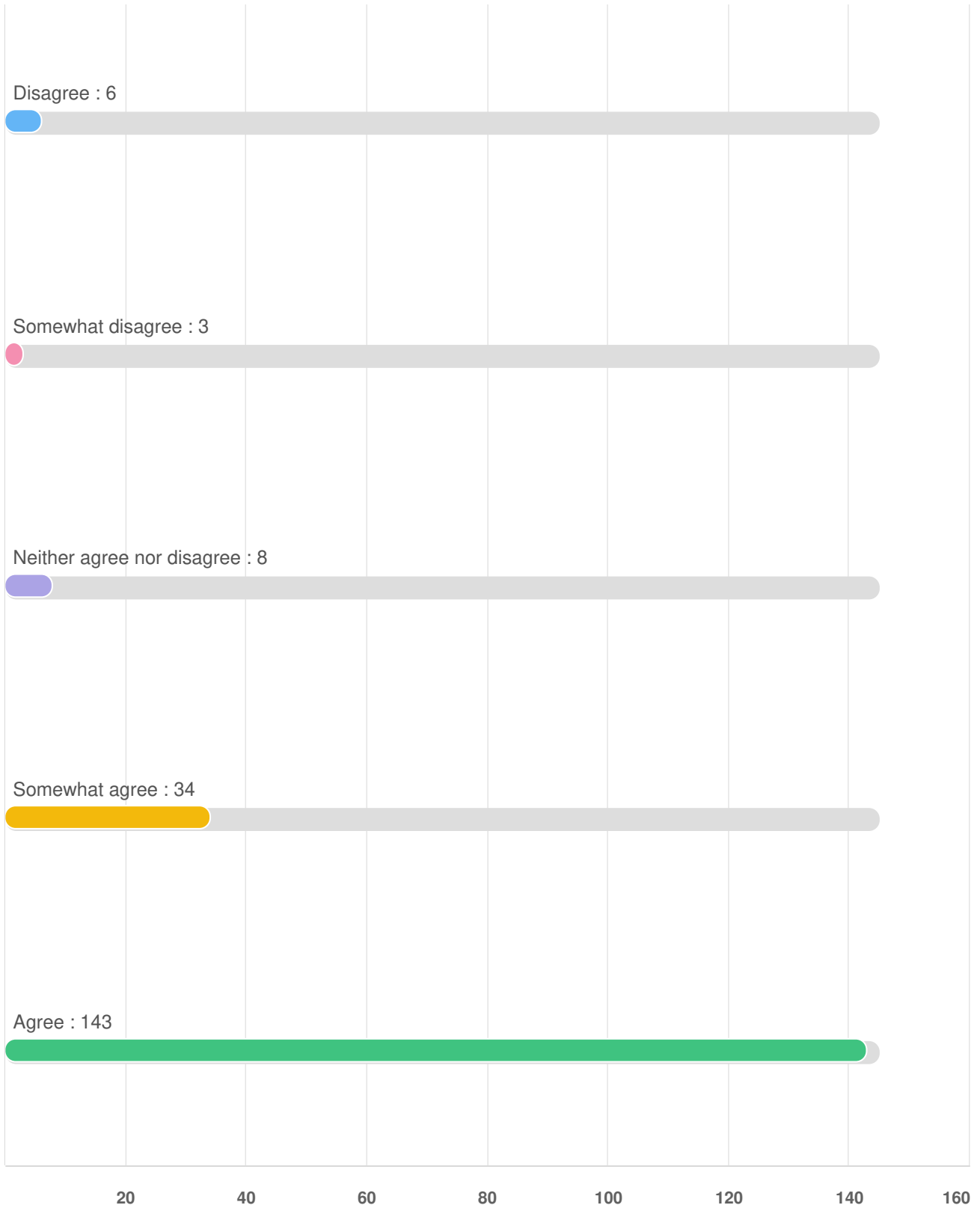
Optional question (195 response(s), 0 skipped)
 Question type: Likert Question

Q16 | Rate your support for the following development requirements for the Corridor on a scale of “strongly agree” to “strongly disagree.”

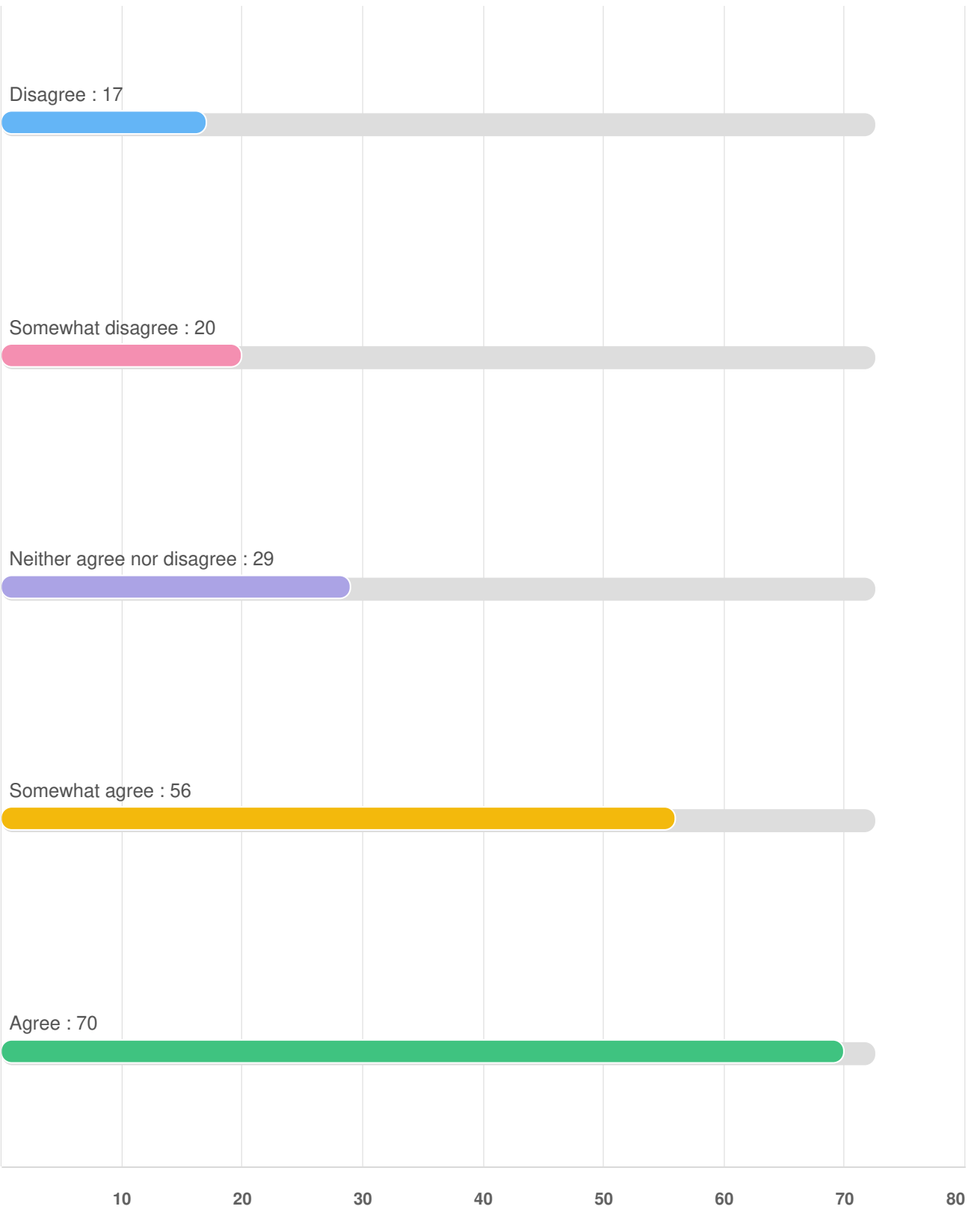
Require design standards to ensure that mixed-use developments create an attractive, unified aesthetic.



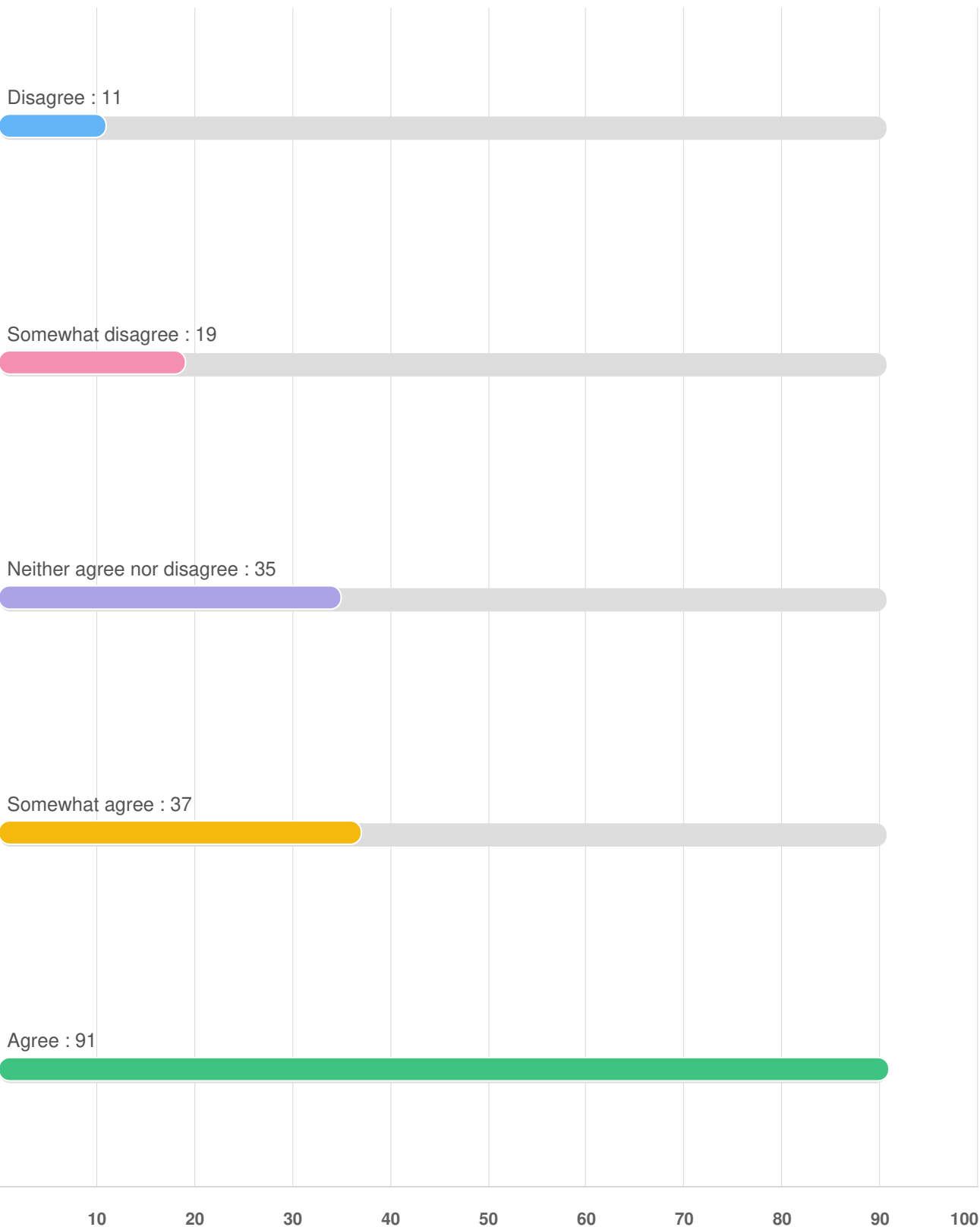
Require landscaping that improves the corridor's appearance while providing shade, quieting road noise, and treating stormwater.



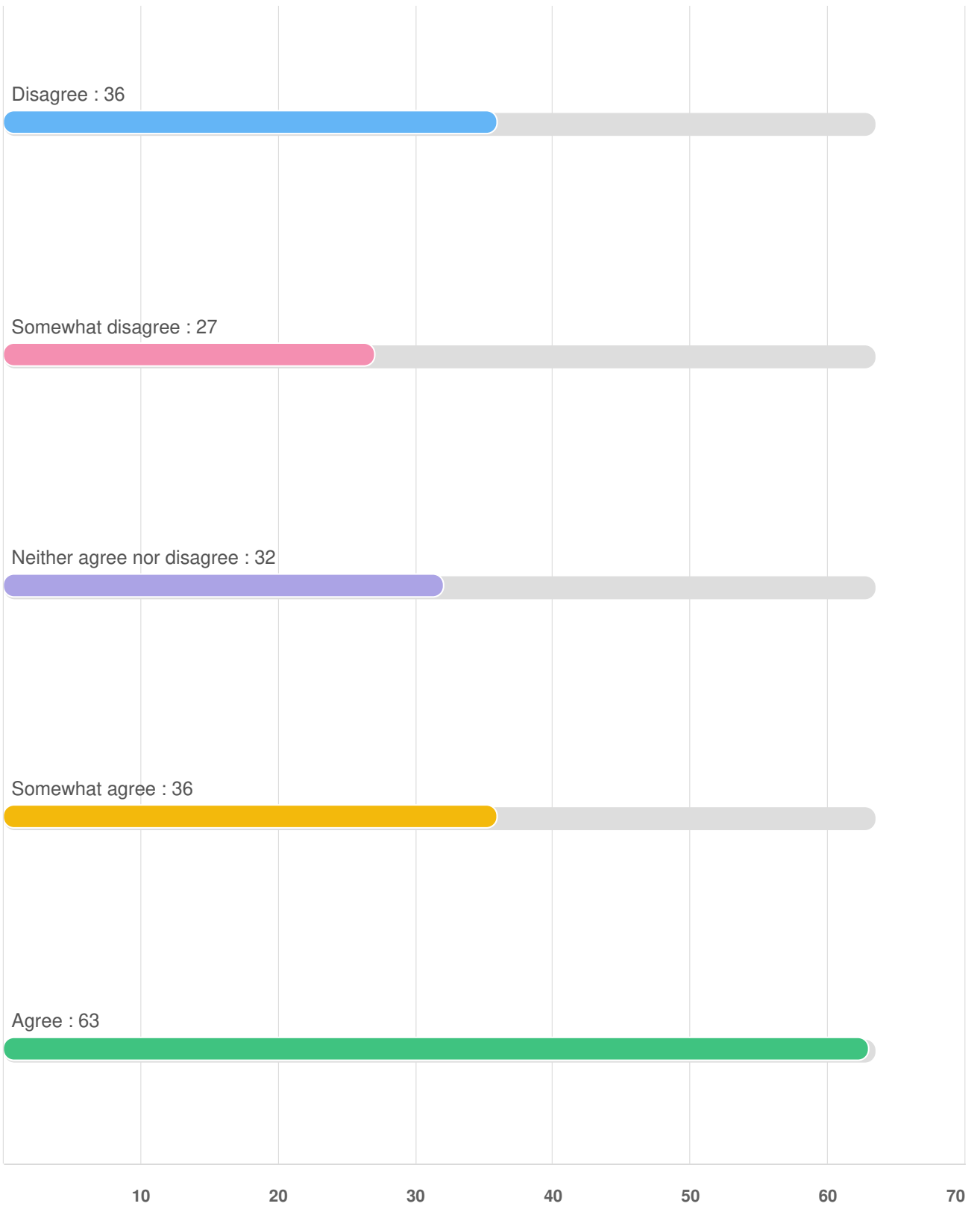
Allow buildings to cover more of the site while meeting landscaping and parking requirements.



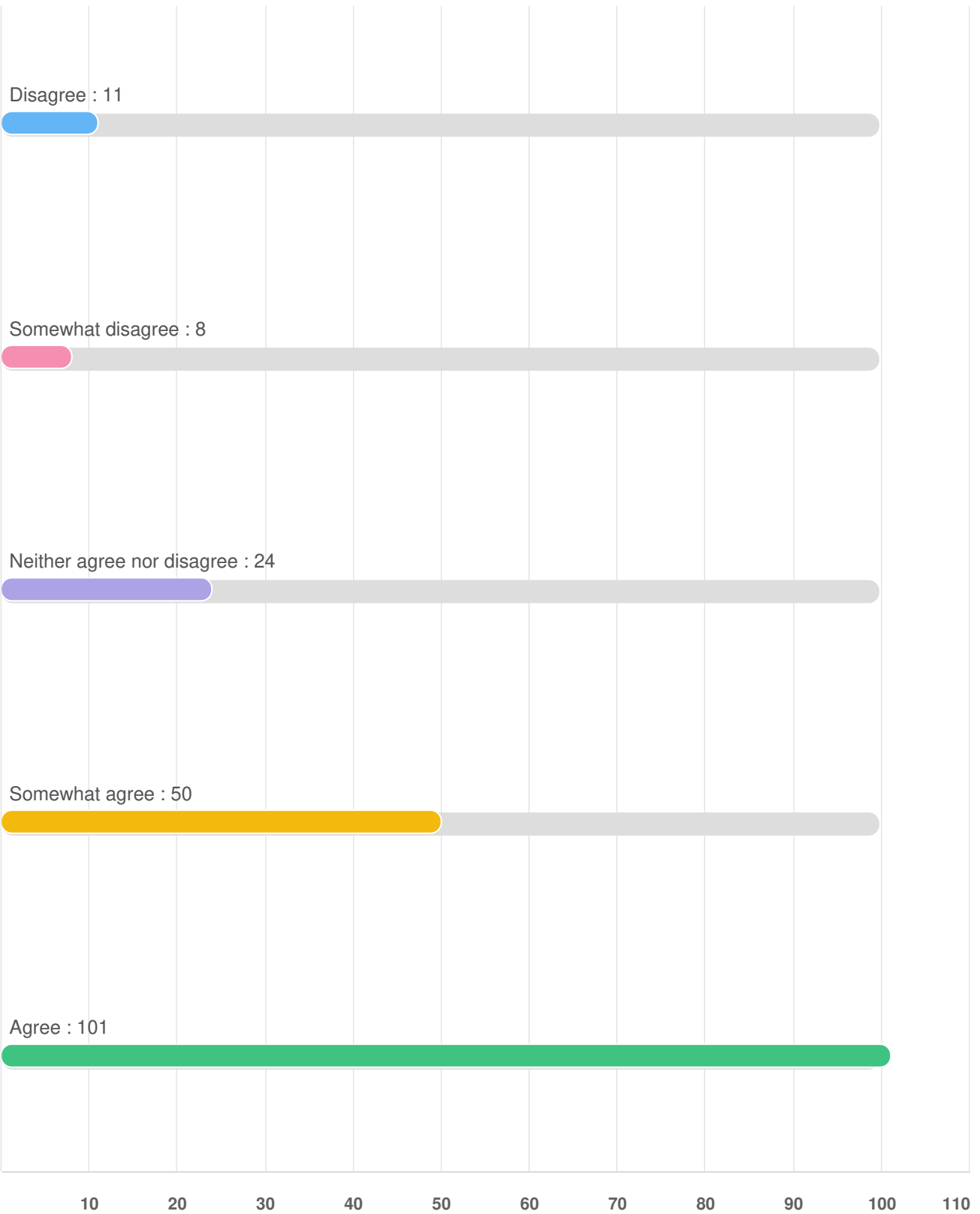
Require building to front the Highway to improve pedestrian access and a sense of presence.



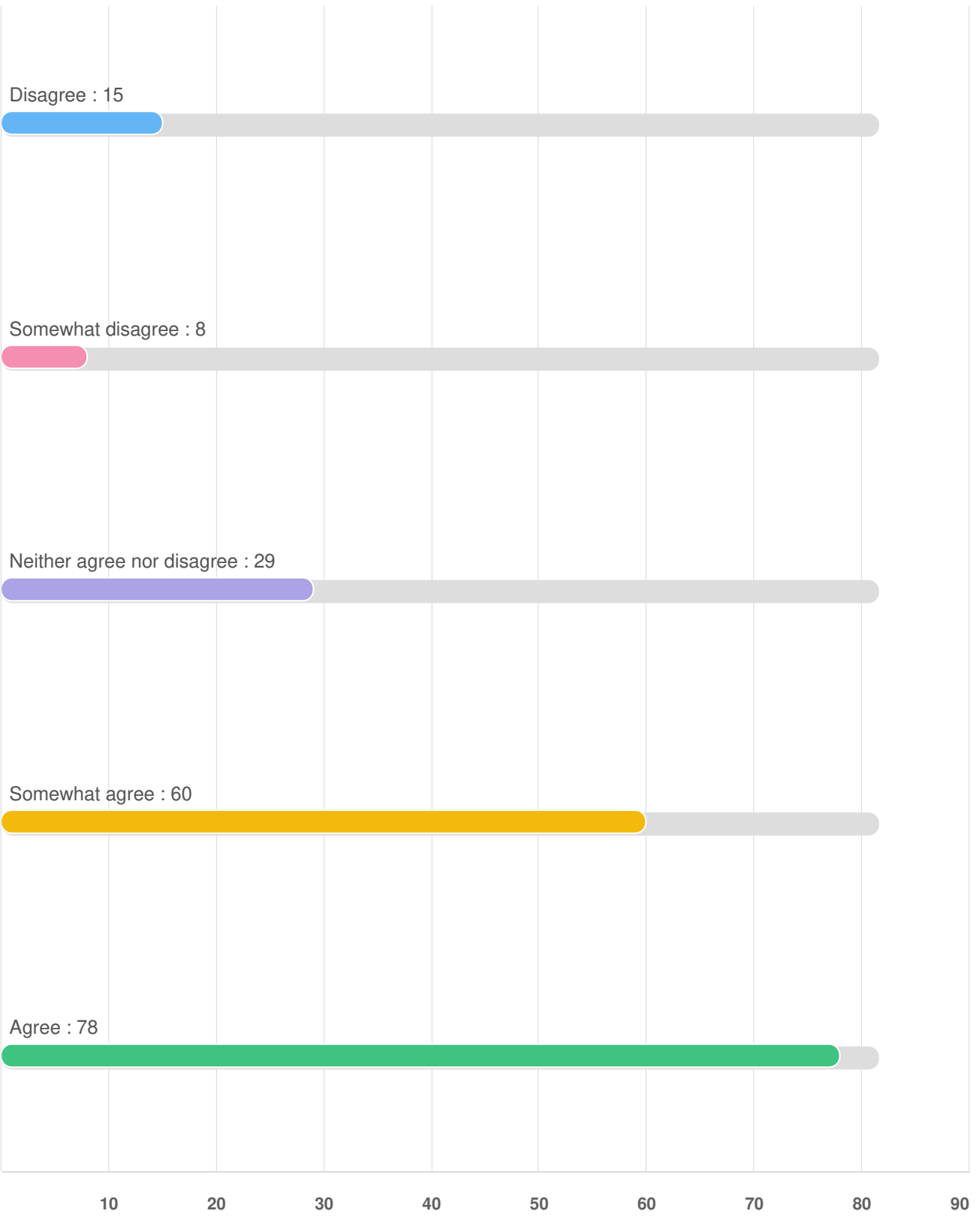
Allow development and redevelopment in the commercial focus areas to be up to 50 feet tall (currently 35-45 feet is allowed).



Place parking for mixed-use development and redevelopment to the back or side of the building or underground.



Provide incentives for infill and redevelopment within the commercial focus areas.



Q17 | Additional Comments (Optional)

The Hardts

9/27/2024 10:16 AM

We need to be developer friendly and provide incentive to attract businesses.

eukaryot007

9/27/2024 01:01 PM

Thank you for all of your efforts to assimilate local interests & concerns.

RoARR

9/27/2024 01:18 PM

The city track record does not support successful implementation of these ideas.

Jtimaher

9/27/2024 02:12 PM

We need ways to reduce traffic and congestion. Adding more people and places will further congestion the corridor. These improvements all sound great until the project is realized and nobody can get in or out of their area due to non stop traffic making it a highly undesirable area and a living nightmare for families.

BunnyGirl19

9/27/2024 03:42 PM

The primary goals need to focus on the private property rights of existing homeowners and not create a burden or nuisance to them and their property. Building should focus narrowly within the areas where it is already commercial and not expanding outward into the residential areas and existing green spaces. While this does limit options, most people don't want to live in the middle of noisy, congested business districts. Other areas in West Linn are better suited to commercial development and things like owned (not rental) townhomes. Large areas on the other side of town have larger areas of open spaces that have not been developed. It's easier to plan and build infrastructure in those areas than it is to try to development as infill in already established areas where you have to make great effort to not disturb what is already there. Reconsider your goals for excessive development in a longstanding, established residential corridor.

mjm1164

9/27/2024 06:19 PM

I would prefer to prioritize shade trees and not lose out on the open feeling of that part of the corridor- I want to be able to still see the sun on my drive to work.

OregonDean

9/27/2024 07:04 PM

The plan still does not seem to address that this plan requires we take fiscal responsibility for all of the infrastructure improvement costs ... or swallow a poison pill from ODOT where they will help with some of the initial improvement costs and leave the city with seven miles of \$2M+/mile/5-10 years maintenance costs ... for the 75% of through traffic that doesn't spend a dime in West Linn no matter much better the corridor looks like. Have ODOT continue to fix and maintain the

roads, add sidewalks, solve crossing problems. The city can change zoning and encourage development with these goals. It will never be a 20 MPH Willamette Falls commercial district and spending money on aesthetics for a 35-40 MPH Highway is improper use of limited city funds. The City should be emailing us copies of our survey responses for our records, and should make all survey responses public record (deidentified if necessary).

Walkergal

9/28/2024 11:42 AM

Thank you for your work on this and for including the community to help dive decision making. This corridor deserves your attention.

basketbum

10/03/2024 07:35 AM

Make sure parking is ample, fix the road!

JoLee Schultz

10/03/2024 08:31 AM

FOLLOW THROUGH! One consistent thing in WL is NO follow through. "Agree on everything this year and ignore it in the future." That is the model!

Retired101

10/03/2024 09:34 AM

While I support many of the ideas presented, bike lanes, sidewalks, drainage sealed need to be done in a manner that does not negatively impact traffic flow. Traffic will only get worse, especially with tolling on the horizon.

eapdx

10/03/2024 09:53 AM

As mentioned in previous comments, West Linn doesn't need to become another large economic hub and highway 43 doesn't need to become another McLoughlin Blvd. We do, however, need to maximize the use of what buildable land that we do have. We also need to provide a safe space for walking and biking along Highway 43. The most important thing is to accommodate the traffic on Highway 43 to prevent the slowdowns we see every morning and afternoon rush hour. This can be accomplished through highway improvements and increased mass transit options.

mngroves

10/03/2024 10:59 AM

Apart from the pedestrian crossing at Mark Ln/Linwood Dr, we need a sidewalk to allow residents to walk along Hwy 43 from Linwood Dr to Hidden Springs. Currently there is only a bike lane on the west side of Hwy 43 and this presents a problem since it is difficult to cross the road at Linwood Dr onto the east side where there is a bike/walking trail. This limits access to shopping for residents who prefer not to drive less than a mile to local shops.

zeilshah

The McDonalds on 43 needs to be turned into a useful space. It has

10/03/2024 03:16 PM

sat empty for too long. Additionally, projections from this development need to be shared with the school district. How many units of housing are projected? By when? How does that impact the decision on closure of small schools?

RogerStraus

10/03/2024 05:24 PM

The ongoing dialogue about Rt 43 consistently ignores the importance of automobile traffic and downplays the residential quality of neighborhoods like ours, Bolton. We have been shown plans that would reduce traffic flow vs. manage and improve it. As a sociologist and septuagenarian, I think we need to take into account the realities of our climate, topography and an aging population.

ANDY ROCCHIA

10/03/2024 05:46 PM

RESIDENT WEST LINN 50 YEARS. OWN RIVER FRONT ACREAGE ADJACENT TO FIELDS BRIDGE PARK. OUR CITY BLOCK SIZE PROPERTY IS THE SETTING FOR AN ARBORETUM OF SORTS ...TREES AND PLANTS FROM ALL OVER THE WORLD. OUR PROPERTY HAS BECOME A POCKET PARK FOR THE IMMEDIATE NEIGHBORHOOD. MORE THAN A MILE OF TRAILS. FIELDS BRIDGE PARK IS A MESS. I AM THE RETIRED GARDEN EDITOR FOR THE OREGONIAN. MY WIFE AND I SEE NO HOPE FOR WHAT WE HAVE CREATED. DEVELOPERS REGULARLY AT OUR DOOR. THE PROPERTY SHOULD GO TO THE TUALATIN RIVER KEEPERS, BUT WEST LINN CITY PLANNERS ARE SO STUPID, THEY WOULD REQUIRE THAT HALF THE LAND WOULD BE NEEDED FOR A PARKING AREA!

JDR

10/03/2024 09:25 PM

Please make the Pimlico/ 43 intersection safer. It's very dangerous and a car flipped and a motorcyclist died in the past year.

PatriciaTurner

10/03/2024 10:35 PM

No mixes use

kevanlesser

10/04/2024 09:19 AM

As stated above, my biggest concern is we don't march over existing residents for the cause of progress. I love West Linn and want to see it evolve and improve.

Computerlady

10/04/2024 11:01 AM

From what I can see of this "Plan" there seems to be a disconnect between the development or redevelopment of existing focus areas and the idea of the whole of the HWY 43 corridor. Significant redevelopment and/or new development in the focus areas will only make the traffic worse and I don't see anything in the plan that deals with that issue. It reminds me of the old saying about putting makeup on a pig.

sporteyes

10/04/2024 11:16 AM

I like the direction this is headed.

Pablo1949

10/04/2024 11:37 AM

Devils in the details.

holtza

10/04/2024 11:51 AM

Minimum parking requirements should be eliminated. There should be maximum car/truck parking limits. Attractive, convenient and functional bicycle parking should be required.

Arianaharris

10/04/2024 12:30 PM

My concern is traffic increases. What improvements will be made to traffic flow and hwy 43 itself to accommodate for more people coming to and through the area?

couchstreet

10/04/2024 01:46 PM

Survey is cut off- can't select "strongly disagree" on most of these. It's not formatted correctly. 43 already has a lot of trees along it. Don't cut them down to widen to then plant small, new trees

anna1pdx

10/04/2024 03:42 PM

I live on the North end of HWY 43 in the Robinwood area. It would be lovely to have more restaurants and possibly retail shops, similar to what Willamette and Downtown LO have. It would be really wonderful to have a walking corridor that went the entire length of HWY 43 to make one, seamless experience for residents and guests. The corridor could then connect with other outdoor spaces along the way. Additionally, I feel that the right businesses (as mentioned before) would thrive along such a busy, high traveled road.

northernwood

10/04/2024 10:50 PM

I'd like to see the vision statement, and primarily the goals, broken out into a phased approach. What gets priority and when? While I understand the vision, the goals are more hopes at this point - I'd like to have more information on how those goals are planned to achieve what they suggest. From my perspective it makes more sense to approach Highway 43 with a broad vision that is achieved in a phased approach with thought put towards timeline, priorities, funding, design standards, etc.

joshjohansen

10/05/2024 07:59 AM

Let's go! It's been too long since this area was neglected. Just cause we aren't on the hill or over by Old Willamette doesn't mean this area can't be nice and vibrant.

Bubba

10/05/2024 11:02 AM

Don't make this corridor another cluster like Willamette. Just clean it up like it once was and make the roads and sidewalks safe. then wait and see what happens before tearing everything up and hoping that by doing so you have created a new and better place. We live here because we don't want all that congestion on our corridor to where we know we can find our needs.

Christine

10/06/2024 06:07 PM

Great ideas. Make it happen soon.

TWlinder

10/06/2024 07:10 PM

Pave the road now!

kategales

10/07/2024 07:19 AM

In-fill with dense housing options such as apartments, condos, and such - we do need more affordable smaller single family dwellings here. However, this is a suburb and building up vertically along 43 is more suggestive of city downtown. Especially with how narrow the 2-lane 43 is. Buildings - residential or commercial - should be one level and kept low. That is the mistake of Willamette, the commercial buildings feel like a towering front, and not an inviting shopping community. Multnomah Village, specifically Capitol Hwy, is a bustling destination for community and locally-owned shops. WL is a beautiful, established community that can and should have a Multnomah Village. Speed reduction, beautification plantings dividing the 2 lanes and slowing traffic, wide sidewalks on both sides, low height diverse businesses and a place to gather like a town square on 43. Removed one block back from 43 parking options and LOW level dense residential. First though, we must slow traffic and have bilateral wide continuous sidewalks. In my opinion, plan for one area along 43 to be the Multnomah village shopping/hanging out destination. Not one for each neighborhood. Then make it easy for the neighborhoods to get to the one destination. Encourage us all to congregate.

Wayne.eisner

10/07/2024 10:09 AM

Please stop this. You are on the path of transforming this wonderful community into a mess of development, people, traffic-- all of which will do nothing more than reduce the quality of life that the residents of West Linn enjoy. Once this starts, we will never be able to get back to what West Linn is today. What then? Do those of us who enjoy the community as-is move? Is that what you want?

ksaito

10/08/2024 10:34 AM

whatever is done, needs to account for the additional traffic - its bad enough as is.. if you add housing, retail, office, etc you are adding traffic. Pretty sure if any human is reading this you will see a them in my comments.

stowellk

10/09/2024 05:26 PM

NONE of this will work unless the Hwy is widened to 4 lanes with a turn lane down the middle. It's already too packed with vehicles. Hard for the communities to get in and out onto the Hwy. so I really hope this is going to coincide with Hwy improvements!!!!!! It's a must!!!

Cathpell

10/10/2024 04:05 PM

This is an exciting project for WL. We are years behind cities like LO and Beaverton. The 43 corridor has always felt like an afterthought, I'm delighted that we're considering.

Riceben

10/10/2024 05:27 PM

Serve the people not the developers

lady851

10/10/2024 06:19 PM

My property is one of the cliff like stretches near Bolton primary. Every proposal I have seen for adjusting hwy 43 would mean removing substantial portions of my cliff and potentially making my home and my neighbors' homes inaccessible from hwy 43 or our shared driveway even more dangerously steep. I'd like additional specifics on how different road configurations would affect the cliff properties and what the city's plans with the property owners are.

Curlybyrd

10/11/2024 02:22 PM

I think an eclectic look like downtown OR city is much more appealing and comforting than the unified false loom of downtown Willamette. Mixture of brick and stucco, stick built with vintage detail, etc.

FlemingR

10/11/2024 05:12 PM

To make no expansions or allow new developments until after ODOT has agreed to and completed (not just agreed but COMPLETED) necessary improvements to support such growth.

MacMhuirich

10/12/2024 10:45 AM

Remaking Highway 43 to be similar to the Willamette area is not realistic without a major overhaul of the entire corridor. Without viable alternate north-south routes that bypass Highway 43, the corridor will remain a major thoroughfare. The route through the Willamette area is rapidly becoming a major route for commuters. If that trend continues, I suspect it will fail as a pleasant place to walk, dine and shop. We must be prepared to spend a prodigious amount of money on a remake of this highway if the optimistic vision plan is adopted AND the route continues as a major thoroughfare.

Beth

10/14/2024 11:33 AM

Why not better develop the neighborhood streets with sidewalks that link to the park. People don't want to live on a highway. People don't

want to walk next to cars on a highway. The cost is going to be outrageous, let alone the environment impact. No one wants to live in Old Willamette along the street anymore. Let's focus on supporting existing businesses and protect the livability of the area instead of overdevelopment? It will ruin the quiet and charming parts about living here. Where will the animals live? Why not put sidewalks on the streets where people, kids, bikers already live to use, like Old River Rd.

Sara

10/14/2024 01:33 PM

I don't love shops being compelled to front the road with the idea that it is more pedestrian-friendly. Until the afternoon gridlock is solved, it just forces pedestrians to walk closer to the exhaust-spewing cars. Or restaurant diners to inhale exhaust while dining on the patio. It would be cool if there was a people-trail on the backside of all of the shops. Or a proper 5K trail or loop that passes through the focus areas, and is off-street. Or what about a little EV trolley system that goes between the focus areas and Willamette Falls and City Hall and the Sr. Center?

Knclewis44

10/14/2024 06:12 PM

The traffic of the corridor needs to be addressed. For example when 205 is tolled and Hwy 43 is used as a bypass how will this impact the vision and goals. There's no mention re: the city taking a hard stance against traffic.

estalk

10/16/2024 11:20 AM

More dense housing okay along the corridor, but not in the surrounding neighborhoods. High density housing is already destroying the look/feel of the Bolton neighborhood.

Midhill

10/17/2024 07:03 AM

I strongly support creation of housing for people of "modest" means. Having a diverse population benefits is all.

ETT

10/17/2024 03:20 PM

Provide less parking space to encourage walking, biking

reggeron

10/18/2024 10:14 AM

Please align the entrance to the Walmart shopping plaza with Cedar Oak Rd. so that the entrance aligns with the traffic light. Get rid of the existing entrance to Walmart. Open the ingress to align with Cedar Oak. That way people can turn left onto Hwy 43 when leaving Walmart instead of going out to Hidden Springs.

JPHazel

10/18/2024 01:51 PM

Align Cedar Oak with Walmart parking lot. Decrease speed limit to 25mph

Airbus 319

10/18/2024 03:37 PM

I have lived in West Linn for 36 years, highway 43 has been a joke. The road condition has never been up to 3rd world conditions, one patch job after another. More traffic no improvements like left turn lanes, increased speed, less traffic lights, and efficient movement of traffic. Promises after another, no improvements in the last 35 years, just spending the money on surveys, and planning.

csowens

10/18/2024 04:27 PM

While supportive of development of existing commercial spaces and minor changes to residential zoning, I believe it is important to preserve the character of the residential areas that border the corridors. Any new developments, whether residential or commercial, MUST incorporate adequate off-street parking and ready access to parking lots and structures.

tdigs

10/19/2024 10:13 AM

How will the through traffic on 43 be managed? There is no mention of Bolton School in this. As a neighborhood school I believe it needs to be saved, otherwise there is more traffic transporting students to farther away schools

Kai Pöhlig

10/19/2024 01:40 PM

Overall concern is, that the HWY 43 corridor becomes more than already a pass through to LO and Portland. Traffic and Road noise is already a lot and should be reduced as a primary goal. Primary focus should be on creating a livable and walkable area, secondary should be business development. Thank you!

las4

10/20/2024 09:21 AM

Focus on revitalizing current buildings and centers, adding trees to parking and other areas. Move parking underground whenever possible, consider pedestrian only zones for plaza, shopping and services.

Messinger

10/20/2024 10:50 AM

We should not be subsidizing private developers. The standards should require the community wants without cost or loss of revenue to the city budget.

Twyla

10/24/2024 05:19 PM

I would like to see the intersection at Cedar Oak and rt43 redesigned to make it safer and for rush hour traffic to flow better. Too many accidents there!

AUpchurchfredrickson

There should be incentives for existing businesses along the 43

10/27/2024 07:26 PM

corridor that are required to invest \$\$ in the surroundings to comply with any requirements around the new plans.

vandenhe

10/27/2024 08:06 PM

I think there should be no minimum parking required at all; let the market/developers decide how much parking is needed. Otherwise Highway 43 will continue to be dominated by parking lots. I also think buildings should be allowed up to 60-70 feet in the commercial focus areas. That would still be half the height of a Douglas Fir!

Csheldon

10/27/2024 09:31 PM

Infill should not harm current green spaces (Mary S Young Park), or residential areas where homes extend to nearly the roadway (like in the Bolton areas)

CH29

10/27/2024 11:10 PM

I'm curious as to why you changed the order/labels of the Agree to Disagree scale for question 14 and only for that question. The "somewhat agree" and "neither agree nor disagree" labels are in a swapped order for question 14. Hopefully this doesn't confuse people or confound those results. I know I answered based on the words but others may have answered based on the expected position on the scale.

roxannelaforce

10/28/2024 06:31 PM

Get rid of/fill the vacant McDonalds ASAP!!!

lisamff

10/29/2024 09:03 AM

Again, parking is going to be a main issue. We need to think creatively about how to solve these issues as 43 is already busy during the morning and afternoon rush hours.

Dclearwater

10/30/2024 11:40 PM

I'm super excited about the plan and can't wait to see it happen!

emsville

10/31/2024 08:36 AM

This is a perfect proposal for wasting taxpayer money. If it is funded by "grants" it is still taxpayer money. STOP the wasteful nonsense. Time & money would be better spent supporting businesses we already have & reopening/operating the Paper Mill which closed in August. For example, look at the waste constructing a roundabout & narrowing of Borland Rd near Fields Bridge Park. Another waste is the bikepath to no where on Salamo Rd from 10th Street to Greene Street. I travel this area frequently & rarely see anyone on the bikepath. Millions of dollars wasted. Very disgusting. LEAVE THE HWY 43 CORRIDOR AS IT IS.

TiffanyCrotty

10/31/2024 03:45 PM

50 years? Why not focus on 10-15 years? Also, survey is poorly designed. You need to ask respondents to rank interests (or use point allocation) to gauge actual priorities. Should not just ask for ratings, agreement, etc. And where is a survey on more basic concerns for the area, e.g., traffic, availability of food, safety, etc.?

Shepperson

10/31/2024 05:46 PM

Leave all of it alone-except for planting more trees and greenery. I moved to Robinwood and Don't want mixed housing or high stores in 43. Just stop.

KenD

10/31/2024 10:31 PM

The character of the Bolton Neighborhood will be irrevocably ruined if high-density, mixed-use is allowed to forcibly discourage long time residents of modest means to live here. But, that's the purpose of the "Reimagining of Hwy 43," isn't it?

Optional question (67 response(s), 128 skipped)

Question type: Essay Question