

Highway 43 Multimodal Transportation Project



What is this project?

The project includes multimodal safety and corridor improvements on Highway 43 (OR-43) from Arbor Dr. (north city limits) to I-205 (south city limits) including improvements to ADA accessibility, transit, bicycle, and pedestrian infrastructure. In preparation of this project, the City of West Linn has implemented transportation planning and design work for this critical stretch of OR-43.

Why is this project needed?

Oregon Highway 43 is a high volume, Oregon Department of Transportation (ODOT) operated district highway that functions as a regional commuter route, carrying a significant volume of traffic to and from Portland. OR-43 is currently designed to address the needs of automobile traffic, often to the detriment of alternative, non-motorized modes of transportation such as bicycles and pedestrians along and across the highway.

Vision Zero

The City of West Linn is committed to a Vision Zero goal, a safety strategy that aims to make our transportation system the safest possible by eliminating fatalities through street design.

Safety Matters

- ◆ OR-43 contains only intermittent or substandard sidewalks and bike facilities, and inadequate pedestrian crossings.
- ◆ With over 21,000 vehicle trips/day, existing bike lanes often share space with the emergency shoulder and/or on-street parking causing dangerous conflict between parking, cars, and bicyclists.
- ◆ In the Portland Metro region, you are 4.3 time more likely to get in a serious crash on an urban arterial roadway than on a highway, such as I-5, I-205 or I-84.
- ◆ There has been a history of bike and pedestrian accidents along OR-43 resulting in serious injuries including fatalities.
- ◆ According to a 2012 national survey, poor quality facilities are the leading cause of pedestrian and bicyclist injury.

How did we get here?

The City of West Linn is currently working with ODOT on jurisdictional transfer of improvements to OR-43. This improvement project follows the City of West Linn's adopted (and updated) Highway 43 Concept Plan, a component of the City's Transportation System Plan. Development of this plan identified the need for corridor infrastructure and safety improvements, including but not limited to intersection lighting improvements, pedestrian and bicycle infrastructure improvements, as well as improved transit stop facilities.



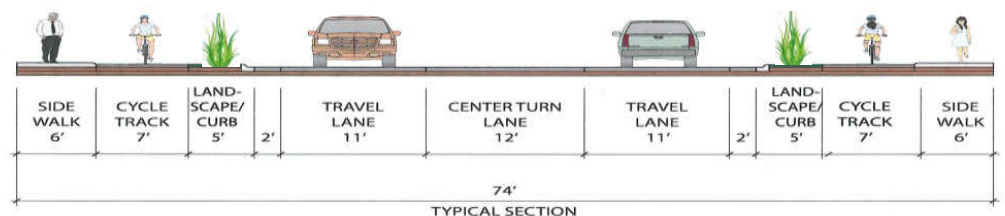
Example: lack of basic ADA accessibility



Example of raised cycle track design

Who is involved?

The City of West Linn is leading the Highway 43 Multimodal Transportation Project in coordination with ODOT, the City of West Linn's Transportation Advisory Board, and the Citizen Advisory Committee to the 2015 Transportation System Plan Update. Highway 43 safety improvements have been adopted as part of the City's Transportation System Plan since 2008.



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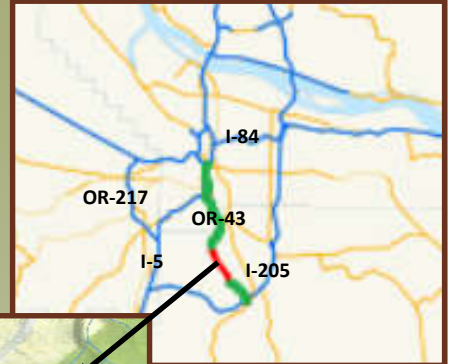
The Goal:

To create a multimodal corridor along OR-43 to accommodate bicycles, pedestrians, transit users, and motorists. Enhancing multimodal opportunities will greatly improve arterial street function locally, and accommodate critical transportation needs regionally. Improving safety, accessibility, and bike and pedestrian infrastructure along OR-43 will create a corridor that will encourage the use of alternative transportation modes and reduce reliance on automobiles. After completion of all phases of the OR-43 project, alternative transportation facilities will connect with the historic Willamette Falls area.

Proposed Infrastructure Improvements

- ◆ Innovative cycle tracks including the first in Oregon protected intersection for all users
- ◆ ADA Accessible facilities not available at numerous locations would be provided
- ◆ Improved signal timing and spacing to minimize congestion with transit signal prioritization
- ◆ Improved bus stops and accessible transit facilities
- ◆ Accessible pedestrian access to existing Park and Ride facility to improve transit use
- ◆ Improved traffic signals and critical roadway crossings for pedestrians
- ◆ Connection to existing bike and pedestrian facilities in Lake Oswego and Oregon City
- ◆ Improved lighting at intersections

The City of West Linn is the largest city/county agency within Metro without a STIP project



Proposed corridor for Phase 1 of the Highway 43 Multimodal Transportation Safety Project

The OR-43 STIP goal is \$3,000,000 for Phase 1 improvements. The City of West Linn proposes a 30% local match, well above the federal minimum of 10.27% (project total of \$4,300,000).



Proposed protected intersection design