



ROBINWOOD NEIGHBORHOOD ASSOCIATION
HIGHWAY 43/WILLAMETTE FALLS DR VISIONING MEETING

Participants identified their top three priorities among the problems and desired long-term changes listed above. These priorities are denoted by an (*) in the list above.

August 9, 2011

CURRENT PROBLEMS

Transportation improvements

- Realign Cedaroak Drive for safety improvement *****
- Crosswalks across Hwy 43, left 2 turning lanes at Arbor Dr. & Robinwood Way *****
- Unsafe pedestrian crossings **
- Additional turn lanes **
- Time lights during peak commute periods **
- Unsafe pedestrian crossings **
- Hwy 43 is too narrow or needs refuge lane *
- Slow or decrease cut-through traffic, add bollards, bumps *
- Consistent walkways (sidewalks) on both sides of the street (Hwy 43) *
- Align intersections and add turn lanes – Cedaroak Drive and Shopping Center *
- Bridge construction & traffic
- Increase street connectivity
- Connect streets from College Hill Estates
- Intersection realignment for safety
- Roadway is constrained and insufficient to serve needs/demand. No alternatives
- Inadequate/poor roadway maintenance ~ pedestrian safety improvements needed

Trails and bike paths

- Bike safety, more bike lanes ***
- Trails or connecting paths between neighborhoods **

Public transportation

- Poor public transportation *
- Additional facilities (bus pull-outs) for improved public transit

Commercial areas

- More enjoyable destinations
- Downtown, town center
- More commercial properties for improved tax base (mixed use) *

Parks

- Parks poorly maintained ~ maintain existing parks before new parks

DESIRED LONG TERM CHANGES

- More sidewalks *
- From George Rogers (LO) bike trails & access to river, get bikes off Hwy 43 *
- Extend bike lanes on rail line to Portland
- Better connected trails

Commercial areas

- Revitalize existing commercial districts, provide funds **
- Better business climate in Robinwood **
- Better, more sustainable commercial uses *
- Keep same commercial areas *

Public transportation

- Better public transit ~ seek alternatives to TriMet **
- Public transportation
- Improved transit amenities

Livability

- More community gardens and edible landscapes **
- Everything local and we'll all be riding scooters & bikes *
- Improved cultural/recreation destinations *
- Better neighborhood cohesion

Character

- Keeping Hwy 43 residential and green, not commercial (not McLoughlin or 82nd) *
- Beautification of Hwy 43, both sides with lighting *

WILLAMETTE NEIGHBORHOOD ASSOCIATION HIGHWAY 43/WILLAMETTE FALLS DR VISIONING MEETING

August 10, 2011

CURRENT PROBLEMS

Transportation -roads

- Install Roundabout at 10th St *****
- Lighted crosswalk Epperly & Willamette Falls Drive (Arbor Cove) to park ***
- Willamette Falls Drive traffic calming – pavers, gardens, speed bump. Thru vs. destination traffic – change character so it's clear motorists are in a community, not just on the highway **
- Traffic - hasn't improved, impossible to get on Willamette Falls Drive **
- Lighted crosswalk at 12th and Willamette Falls Drive **
- Need new/replacement sidewalks everywhere *
- Safe crossings at Hwy 43 and Willamette Falls Drive *
- Need Dollar St. & 12th St. access to Willamette Falls
- Take out bulb-out in sidewalk by Lil' Cooperstown
- Poor street maintenance on Hwy 43
- Stop signs Ostman & Dollar
- Impossible to get out of 8th Ct.
- Left onto Hwy 43 from Willamette Falls Drive (light? roundabout? construction?)
- Congestion and access on Hwy 43
- Lower street Willamette Falls Drive designation/how is used
- Congestion during Farmers Market
- Hwy 43/ Willamette Falls Drive intersection traffic control

Transportation -Trails and bike paths

- There is a good trail from I-205 park to George Rogers – but not to Fields Bridge – finish foot corridor *****
- Willamette Falls Drive to West A – bike lanes/Sidewalks ** Bike paths on Willamette Falls Drive needed for safety, east of downtown **
- Bike & pedestrian path on all of Hwy 43 & Willamette Falls Drive (contiguous) **
- Bike lanes to connect entire corridor
- Connect parks on the Tualatin
- Blue Heron / river property – provide for trail system completion

Commercial areas

- Hotel in Willamette in the style of Old Willamette ***
- Recruit businesses to commercial districts *
- Incorporate police station redevelopment
- Another gas station

Other

- Gas station at Dollar and apartments on Dollar/ 16th are run down and need to be improved
- More parking at Fields Bridge Park

DESIRED LONG TERM CHANGES

General

- Need to take advantage of setting of Willamette Falls Drive between Willamette and Hwy 43 ***
- Establish a family filter/test: will this support family growth ***
- Protect Borland from extensive development ***
- Join WLWFHAC and taking advantage of scenic views and falls **
- Focus development in already developed areas
- Keep Stafford low density

Redevelopment

- Reclaim bus garage along Willamette Falls Drive overlooking the Willamette ***
- Urban renewal district – Dollar, WFD & 16th
- Viewpoint needs to be improved
- Assess property potential – take advantage

Aesthetics

- Consistent feel/look on Hwy 43 & Willamette Falls Drive (especially Willamette, Bolton, Robinwood) lights, baskets like LO ***

Commercial areas

- Create small villages, walkable businesses, areas ***
- Expand shopping –like a Fred Meyer *
- Have Willamette, Bolton and Robinwood all be destinations
- Hubs/with niche market – build “villages” along line of Willamette or attractive Portland hubs with amenities and a variety of housing types to attract diverse residents
- Provide more things to walk to – more than coffee. Build on what we have
- Create hubs, provide connectivity
- Need one town center

Recreation-tourism

- Have historic attraction near the Oregon City bridge **
- Need continuation of river canoe put-ins above and below falls

Transportation -Trails and bike paths /connections

- Continue bike path from Willamette Falls Drive & Hwy 43 to Portland **
- Walking path on Willamette or Tualatin *
- Lower corridor connected with trails & walkway *
- Robinwood, Bolton, Willamette are a like pearls on a string – need the string

- Love to see connections

Transportation

- Want to be able to go over freeway near 13th & Blankenship

Residential areas

- Fewer families with kids locate here, provide for varied income housing

Other

Permit process – allow expansions or structures without a headache *

Other written comments

Current Problems:

1. Sidewalk, street maintenance; lack of frequent public transportation; takes forever to cross 205 because lights are not timed
2. Need to fill bus, areas; need bike lanes; treat Hwy 43 congestion; treat Willamette Falls Drive congestion
3. Limited bus service to Willamette

Desired Long Term Changes:

1. Consistent look to the street – matching street lamps w/formal feel like LO has for their section of Hwy 43 – add banners and flower baskets
2. Willamette Falls Drive become a scenic highway w/heritage area-include parks, bike lanes, etc

SUNSET/BOLTON NEIGHBORHOOD ASSOCIATION HIGHWAY 43/WILLAMETTE FALLS DR VISIONING MEETING

August 15, 2011

CURRENT PROBLEMS

Transportation

- Hwy 43 is difficult for pedestrians to cross at non-regulated intersections, especially bus stops **
- Lack of consistent/continuous sidewalks along Hwy 43 and WFD **
- Traffic pattern on Hwy 43 between I-205 and Holly St. – striping doesn't fit what needs to be *
- Between Central Village and Police Station difficult access onto Hwy 43; traffic pattern could be improved at Burns St – have light *
- Prevent rush hour cut through traffic on WFD
- Hwy 43 intersection of Cedaroak Dr. and Hidden Springs Dr. is a problem

- Lack of left turn lanes on Hwy 43 through Bolton *
- Need consistent and wider bike lanes on Hwy 43; need on WFD *

DESIRED LONG TERM CHANGES

Transportation

- Pedestrian connection along Skyline *
- Curbs all along, particularly Hwy 43
- Pedestrians given right-of-way & lowering speed limit on Hwy 43

Aesthetics

- City entrances to be enhanced & maintained, also cohesive & consistent

Redevelopment

- Plan for old Police Station when police move **
- Plan for old Bolton Fire Station that would preserve the building *

HIGHWAY 43/WILLAMETTE FALLS DR ADVISORY GROUP

July 26, 2011

CHALLENGES/ ISSUES

Community understanding *****

Topography *

Failed intersection – volume/alignment *

Road easement varies/narrow

Investment in maintenance

State ownership

Wildlife/floodplain/environmental constraints

Individual notes turned in:

Issues

Traffic volume

Pedestrian safety

Continuity from one side of highway to the other

Visual cohesiveness/beauty

Traffic flow (through)

Perception of growth (negative)
Perception of change
Discontinuity between Lake Oswego and West Linn

Challenges

Financial investment/maintenance
No sidewalks
Constriction
Funding
Land use
Perception of growth and change
State ownership
Narrow right of way in certain areas constrains bike path

NEEDS (PROBLEMS TO ADDRESS) & DESIRES

Connect business, library.... *

Negative perception of growth *

Multi-family housing – density goal – pedestrian oriented/mixed use *

Road improvement – bike, pedestrian improvements *

Pedestrian oriented development *

Traffic volume *

Transit – WFD/43 corridor – not timely/shelters *

Caufield narrow – topography

Topographic limitations

Planned business/retail

Capitalize on opportunity of thru traffic

Safety zone (where get off bus) to cross road

Path along river away from traffic

43 toward OC – traffic disaster onto 205

Educate kid re: density

Trees and lights

Continuity on both sides of the road (Linnton)

No big parking lots along street

Robinwood – misaligned Cedaroak/Hidden Springs

No accessibility to places – lack of identity

Continuous sidewalks & bike paths

Individual notes turned in:

Pedestrian-oriented development

Mixed-use

Multi-family housing

Concentrated housing around Bolton Center and Robinwood

Neighborhood oriented development (node)

Beautification

Continuous sidewalk/bike path

Safety zones (medians) for crossing Hwy 43
Street trees/beautify corridor
Mixed-use zoning in some areas to allow housing next to main street
Eliminate massive parking lots adjacent to road

Problems

Highway 32/Caufield Rd is narrow and topography is high/low
Robinwood (Cedar Oak Rd and Hidden Springs Rd need to align to assist traffic flow)
Highway 43 merging northbound onto I-205 is bogged down
10th Street/Willamette Falls Dr failing, Tannler and Blankenship failed
Bus service is slow and infrequent

Desires

Connect community with bikes, walking along main corridor
Timely transportation
Create pedestrian plaza, living (condos/townhomes) for town centers in our different business districts

OPPORTUNITIES

Create pedestrian plazas surrounded by condo/townhouse development in business districts

- Take advantage of river access *
- Build on existing transportation infrastructure – sidewalks, etc.
- Underground utilities when possible
- Use landscaping and redevelopment to create beauty
- Opportunity to take advantage of redevelopment to create thoughtful access to 43 (Central Village)
- Opportunity to structure code to reduce the need to travel outside of the city

Individual notes turned in:

Housing – especially for Marylhurst
Density
Islands, landscaping
Shopping
Capitalize on business opportunities of capturing through traffic
Natural charm
River access/identity
Willamette Falls
Oregon City Bridge and union of two communities
Local ownership and decision-making
Underground utilities during Lake Oswego construction