



# Highway 43/Willamette Falls Drive Vision, Phase 1

West Linn, Oregon

Help Shape West Linn's Future Sept. 29  
Community Workshop - Rosemont Ridge Middle School 6:30 pm  
westlinnoregon.gov/vision

## Public Workshop

September 29, 2011



# Agenda

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Mayor's Introduction

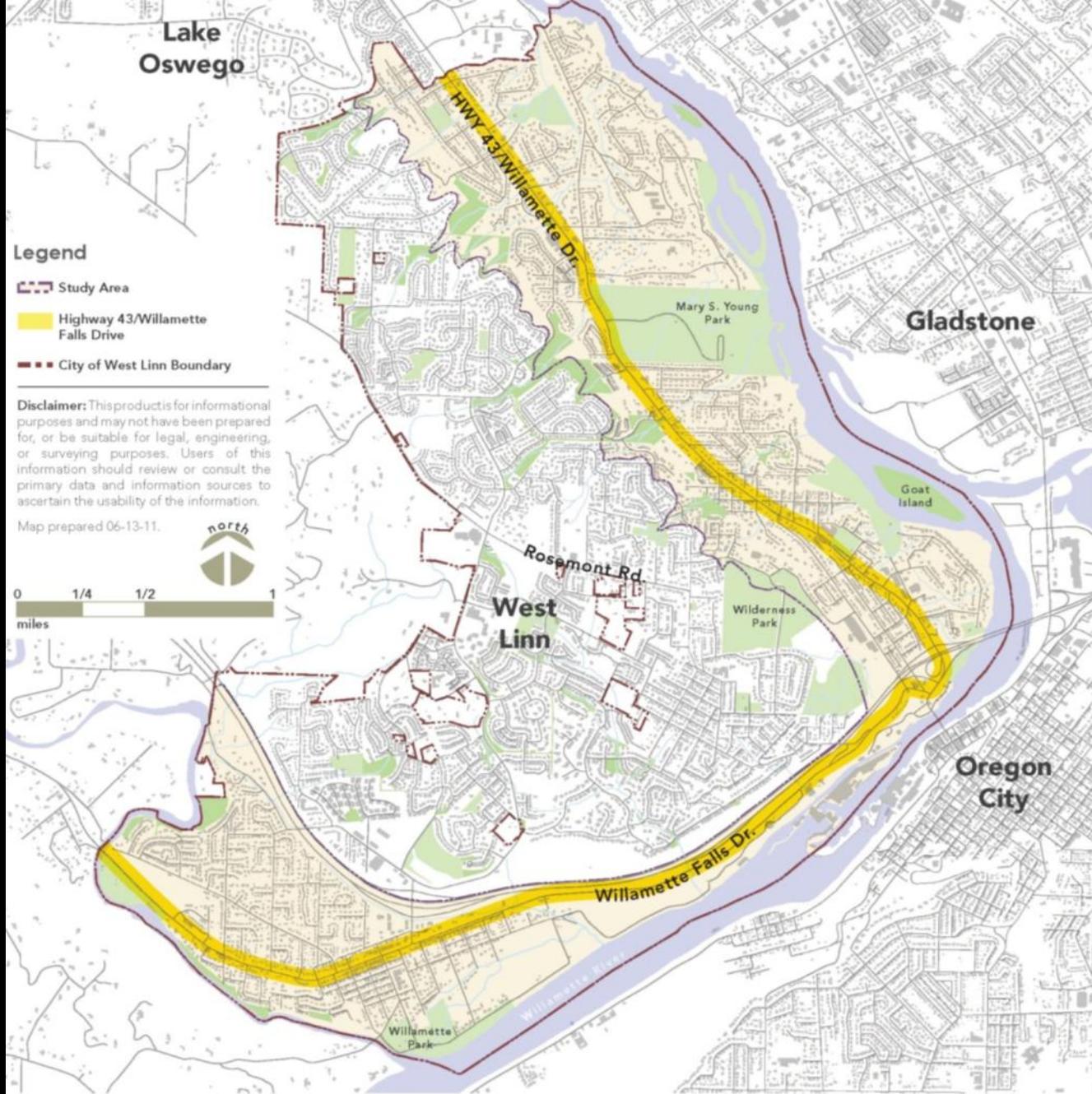
Project Overview

## Presentation

- 1) Background
- 2) Possibilities

## Workshop

- 1) Table Discussions
- 2) Fill out Response Sheets
- 3) Table Reports
- 4) Next Steps



Study Area

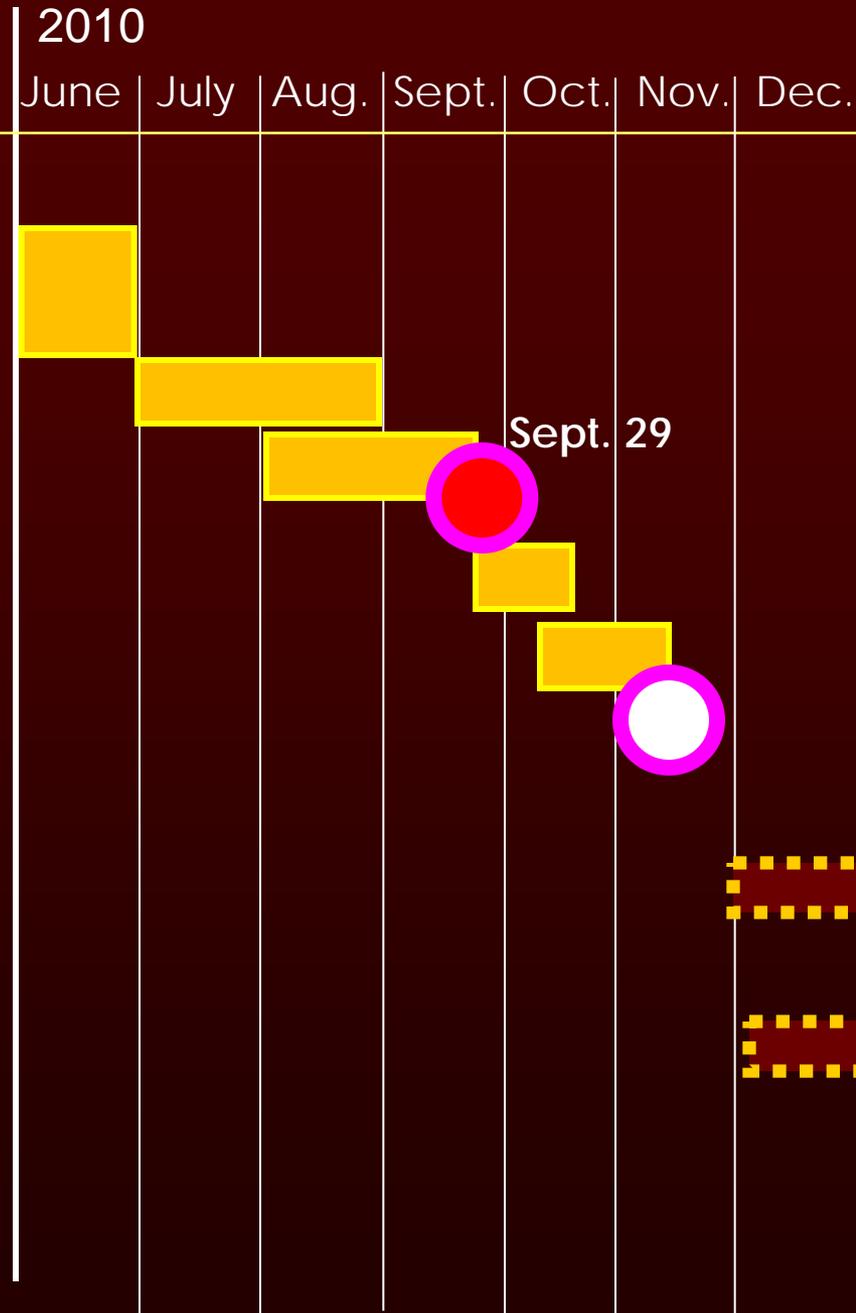
# Project Phases

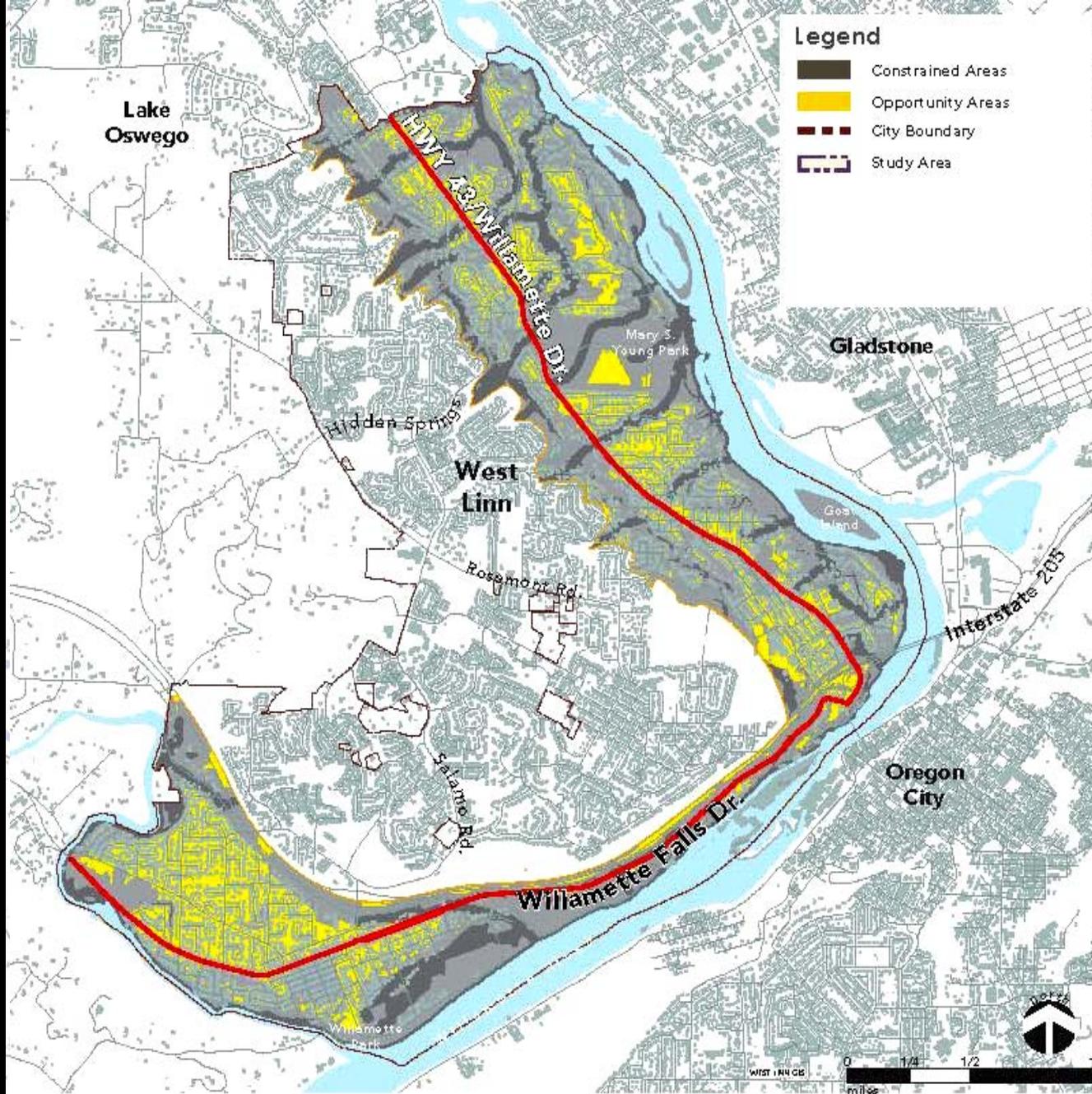
## 1 Define Conceptual Vision

- 1) Collect & Review Background Information
- 2) Prepare Opportunities & Constraints Analysis
- 3) City Public Outreach
- 4) Prepare Initial Vision Concepts
- 5) Public Workshop
- 6) Public Review of Base Line Vision Concepts
- 7) Prepare Preferred Concept Vision & General Feasibility Assessment
- 8) Present to City Council

## 2 Refine Conceptual Vision

## 3 Implement the Vision





# Opportunities and Constraints

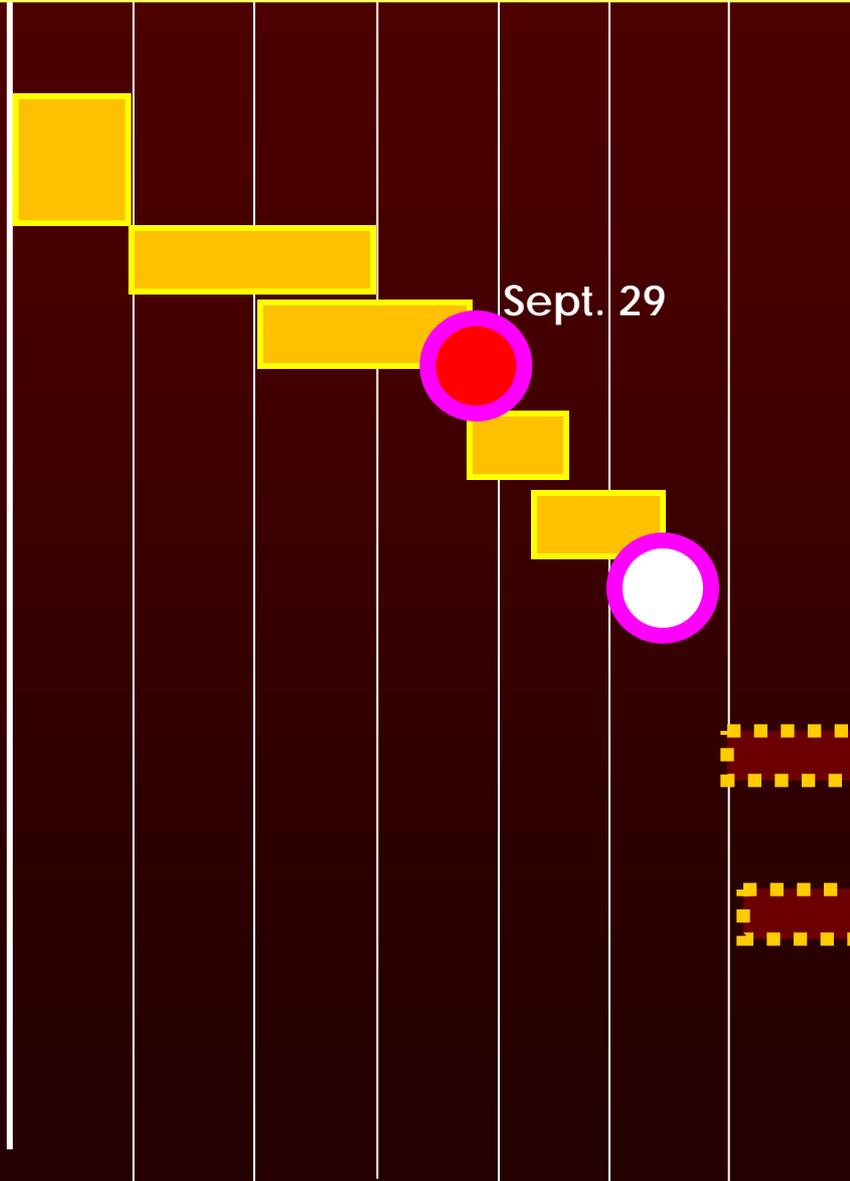
# Project Phases

2010

June | July | Aug. | Sept. | Oct. | Nov. | Dec.

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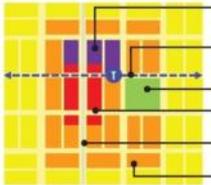
Public Input

# Highway 43/Willamette Falls Drive Vision, Phase 1

The first phase of the Highway 43/Willamette Falls Drive Corridor Vision and Plan project will identify the community's preferences for corridor evolution over the next 20-30 years.

## CENTERS—Centers create desirable, walkable neighborhoods by capitalizing on undeveloped lands

Centers are characterized by:



- Great Employment: Medium to large parcels with good front door address
- Great Transit: Frequent and dependable service linking destinations
- Great Parks: Spaces designed for range of ages and uses
- Great Retail: Continuous, ground-floor retail fronting on-street parking
- Complete Streets: Outdoor rooms for public enjoyment
- Great Housing: Variety of housing types

Do you support Centers in the following areas?

- Robinwood Neighborhood Center  Y  N
- Bolton Neighborhood Center  Y  N
- Arch Bridge Regional Center  Y  N
- Willamette Neighborhood Center  Y  N

## COMPLETE STREETS—Complete Streets are designed and operated so they work for all users and modes



### Complete Streets as a Destination

Support Center destinations by prioritizing pedestrian and bicycle circulation and auto access to businesses. Destination Streets:

- Tolerate congestion
- Reduce auto and transit speeds



### Complete Streets for Mobility

Support through-vehicle movement while providing safe and comfortable pedestrian and bicycle circulation. Mobility Streets:

- Maximize auto and transit speed and capacity
- Minimize user conflicts



### Protected Bikeways

Support increased bike ridership and reduced auto use and congestion. Protected bikeways physically separate bicyclists from auto traffic, allowing people of all ages and fitness levels to feel safe and comfortable riding bikes.

Do you support Destination Street segments on Highway 43/Willamette Falls Drive in the following areas?

- Robinwood Neighborhood Center  Y  N
- Bolton Neighborhood Center  Y  N
- Arch Bridge Regional Center  Y  N
- Willamette Neighborhood Center  Y  N

Do you support Mobility Street segments on Highway 43/Willamette Falls Drive in the following areas?

- City Limits to Robinwood  Y  N
- Robinwood to Bolton  Y  N
- Arch Bridge to Willamette  Y  N
- Willamette to City Limits  Y  N

Do you support the goal of creating a continuous protected bikeway connecting destinations?

- Highway 43  Y  N
- Willamette Falls Drive  Y  N

## OTHER CONCEPTS

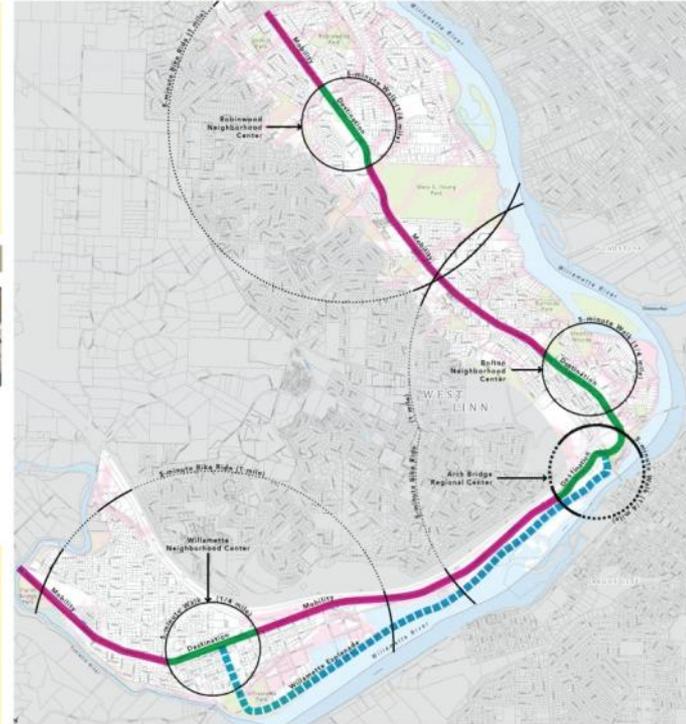
Do you support the goal of creating a Waterfront Esplanade?  Y  N

Which of the following uses do you support for redevelopment of the Blue Heron Site? (Please check all that apply)

- Industrial
- Hotel
- Park
- Natural Area
- Higher Density Housing
- Other \_\_\_\_\_

# Public Workshop—September 29, 2011

## CONCEPTS



## ADDITIONAL SUGGESTIONS AND COMMENTS

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Name (optional): \_\_\_\_\_

If you need additional time to respond, please return your comments to: Sara Javoronok, Associate Planner, City of West Linn, 22500 Salamo Road, West Linn, 97068 sjavoronok@westlinnoregon.gov, fax to 503.656.4106

# Highway 43/Willamette Falls Drive Vision, Phase 1

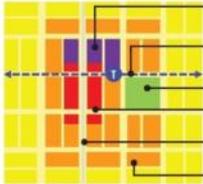
Public Workshop—September 29, 2011

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### Complete Streets as a Destination

Support Center destinations by prioritizing pedestrian and bicycle circulation and auto access to businesses. Destination Streets:

- Tolerate congestion
- Reduce auto and transit speeds



### Complete Streets for Mobility

Support through-vehicle mobility by prioritizing safe and comfortable circulation. Mobility Streets:

- Maximize capacity for auto traffic, transit, and fitness levels to support riding bikes.

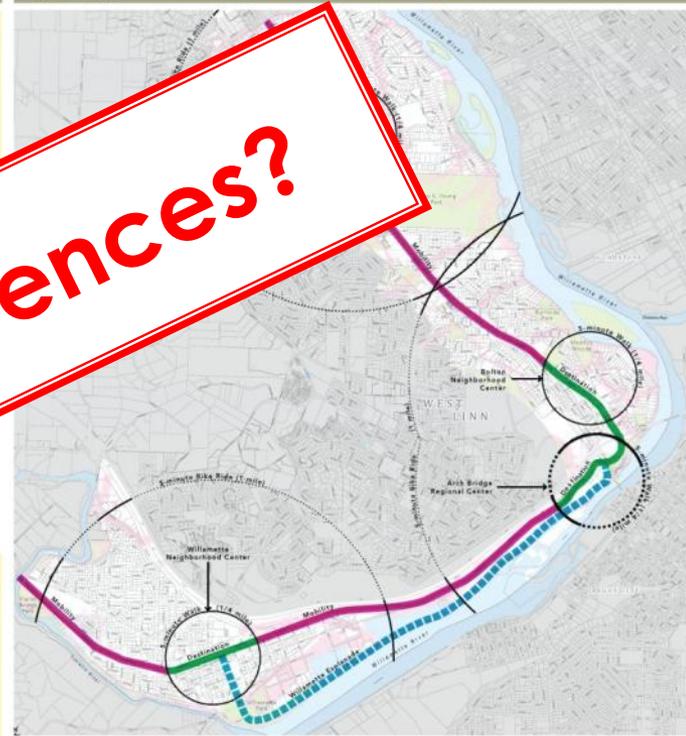
Do you support Destination Street segments on Highway 43/Willamette Falls Drive in the following areas?

- Robinwood Neighborhood Center  Y  N
- Bolton Neighborhood Center  Y  N
- Arch Bridge Regional Center  Y  N
- Willamette Neighborhood Center  Y  N
- Willamette Falls Drive to City Limits  Y  N

Do you support the goal of creating a continuous protected bikeway connecting destinations?

- Highway 43  Y  N
- Willamette Falls Drive  Y  N

## CONCEPTS



Your Ideas and Preferences?

## ADDITIONAL SUGGESTIONS AND COMMENTS

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Name (optional): \_\_\_\_\_

## OTHER CONCEPTS

Do you support the goal of creating a Waterfront Esplanade?  Y  N

Which of the following uses do you support for redevelopment of the Blue Heron Site? (Please check all that apply)

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- Other \_\_\_\_\_

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# Critical Issues





**Environmental—Global Warming**



Economic—Rising Energy Costs

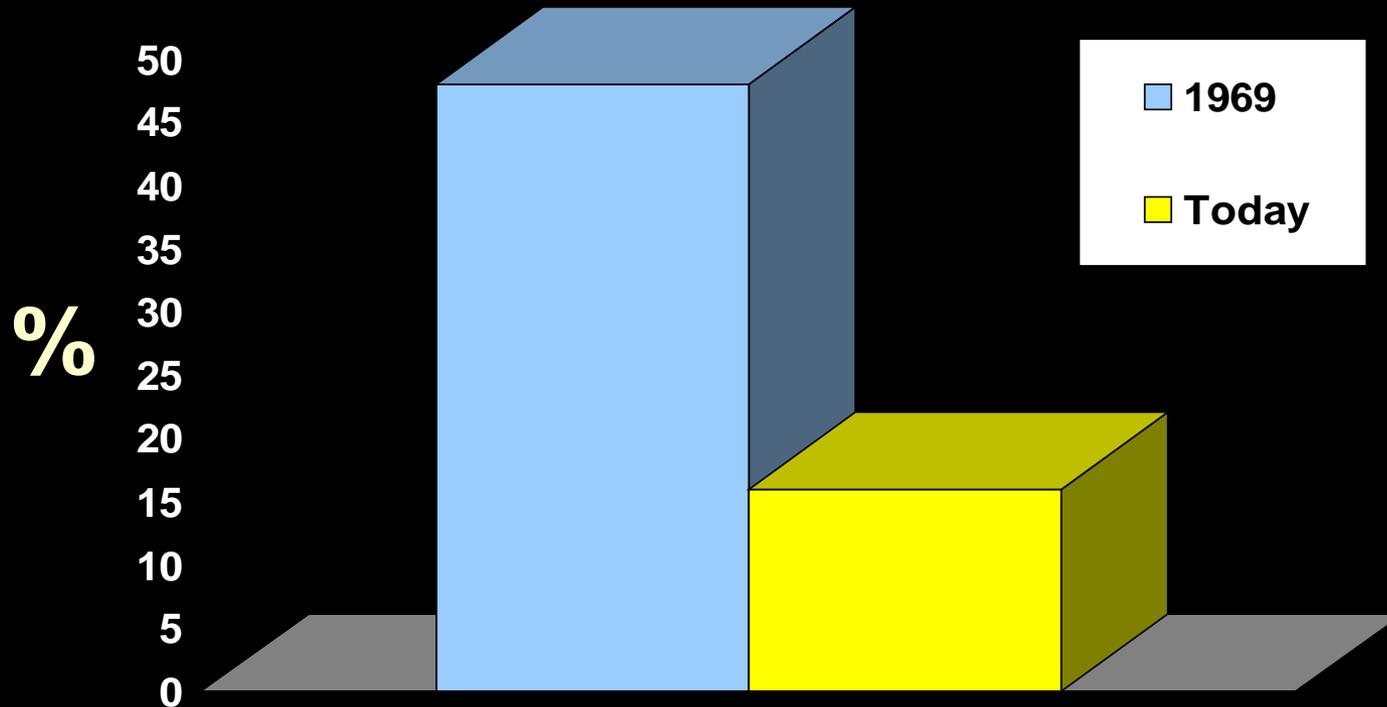


**No "Free Range" Kids**



**Health Issues**

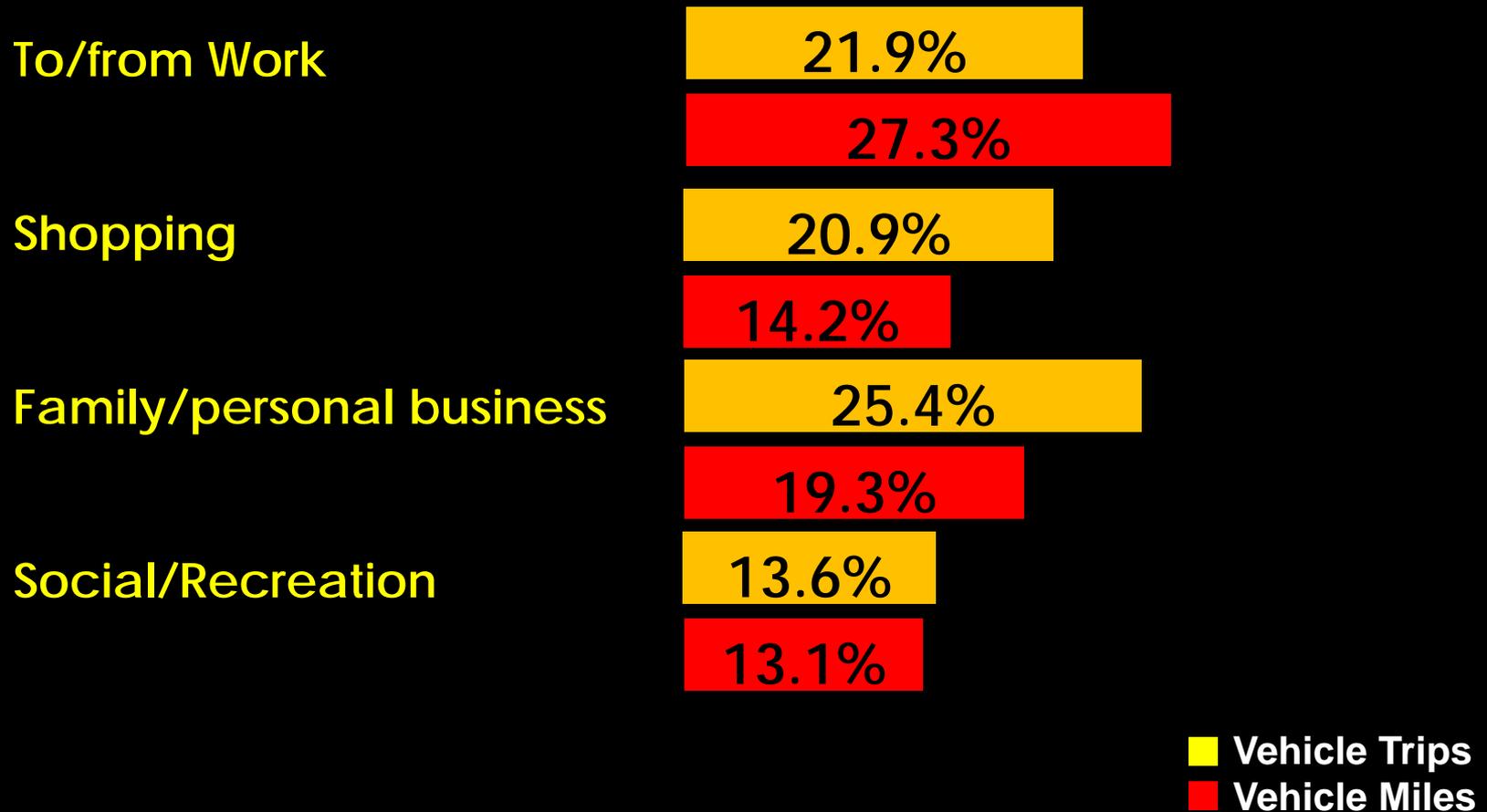
# Kids Are Not Walking/Biking



Source: US Centers for Disease Control and Prevention

# Top Auto Trips/Miles

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Typical U.S. Household



Residential

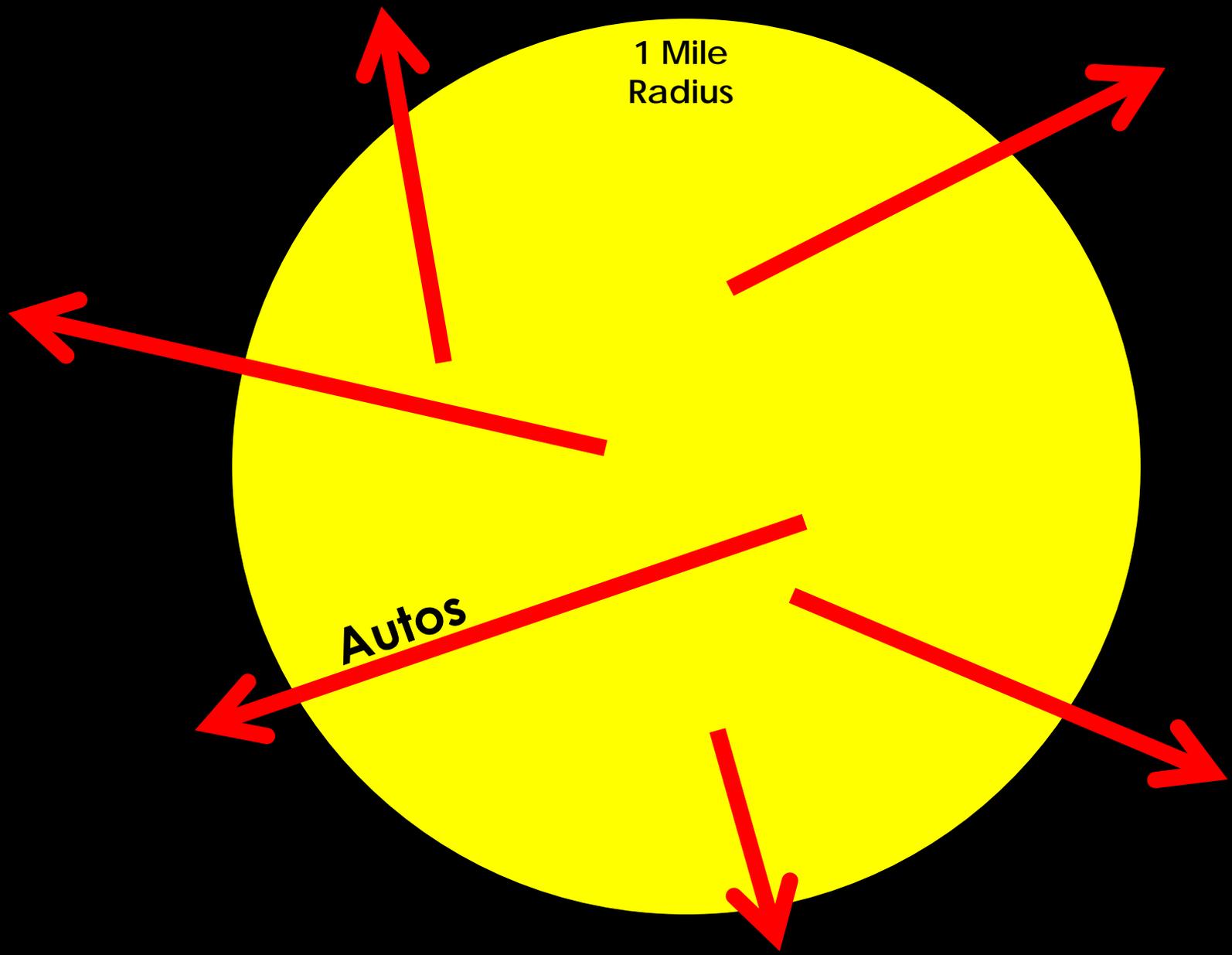
Center

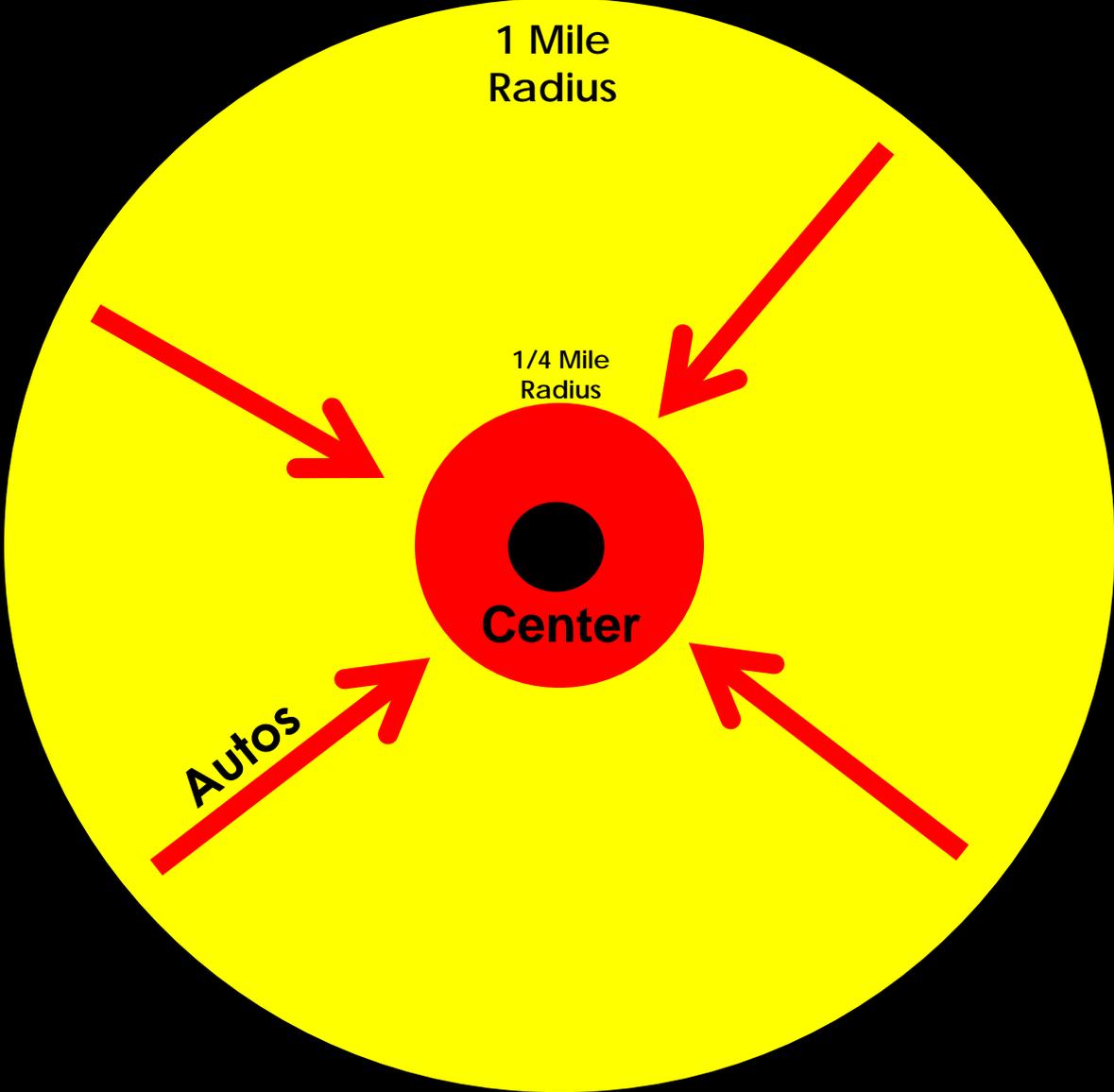
Ideal Center

1 Mile  
Radius

**Autos**

Typical Auto-Oriented Residential Area





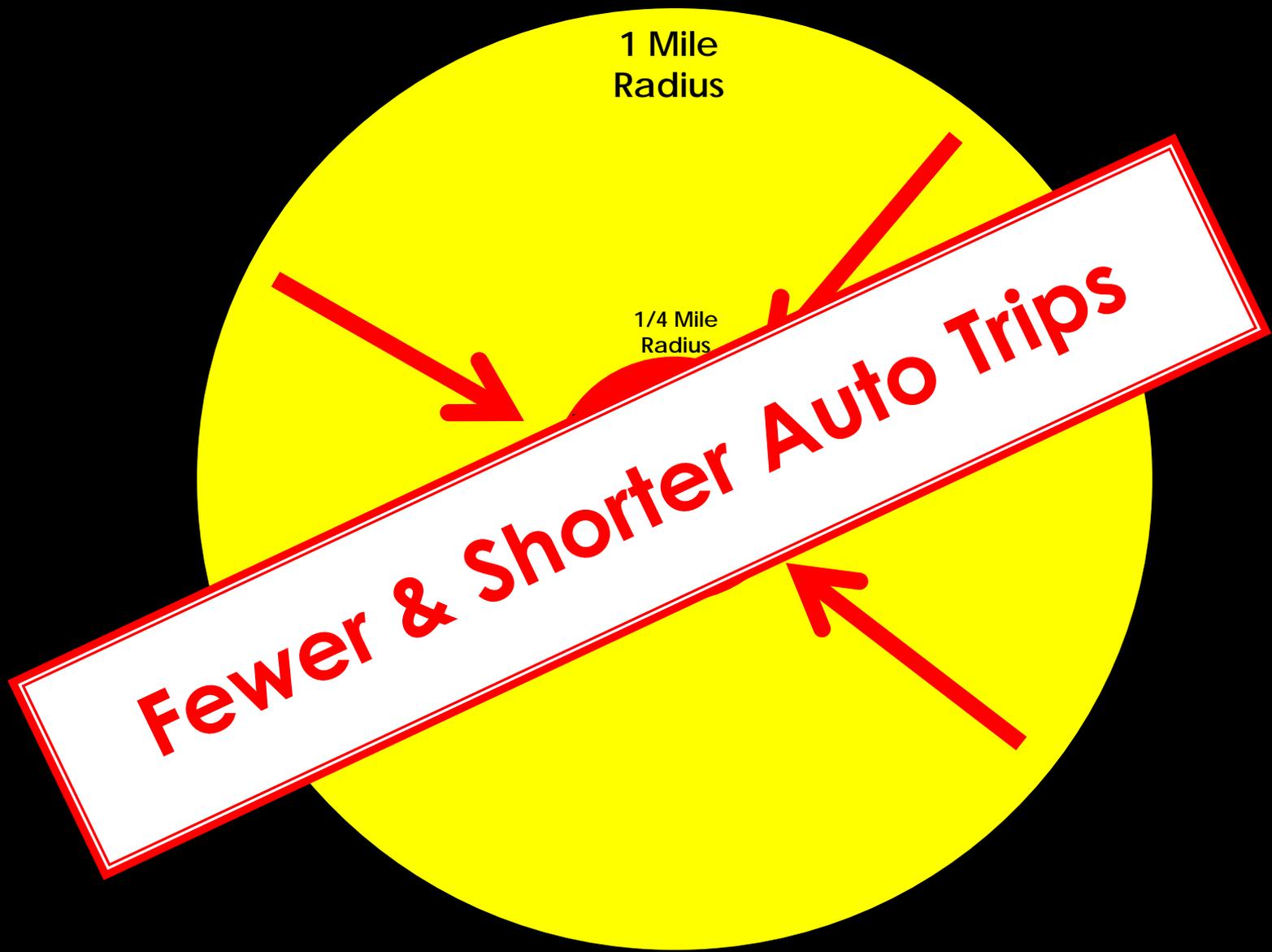
Center

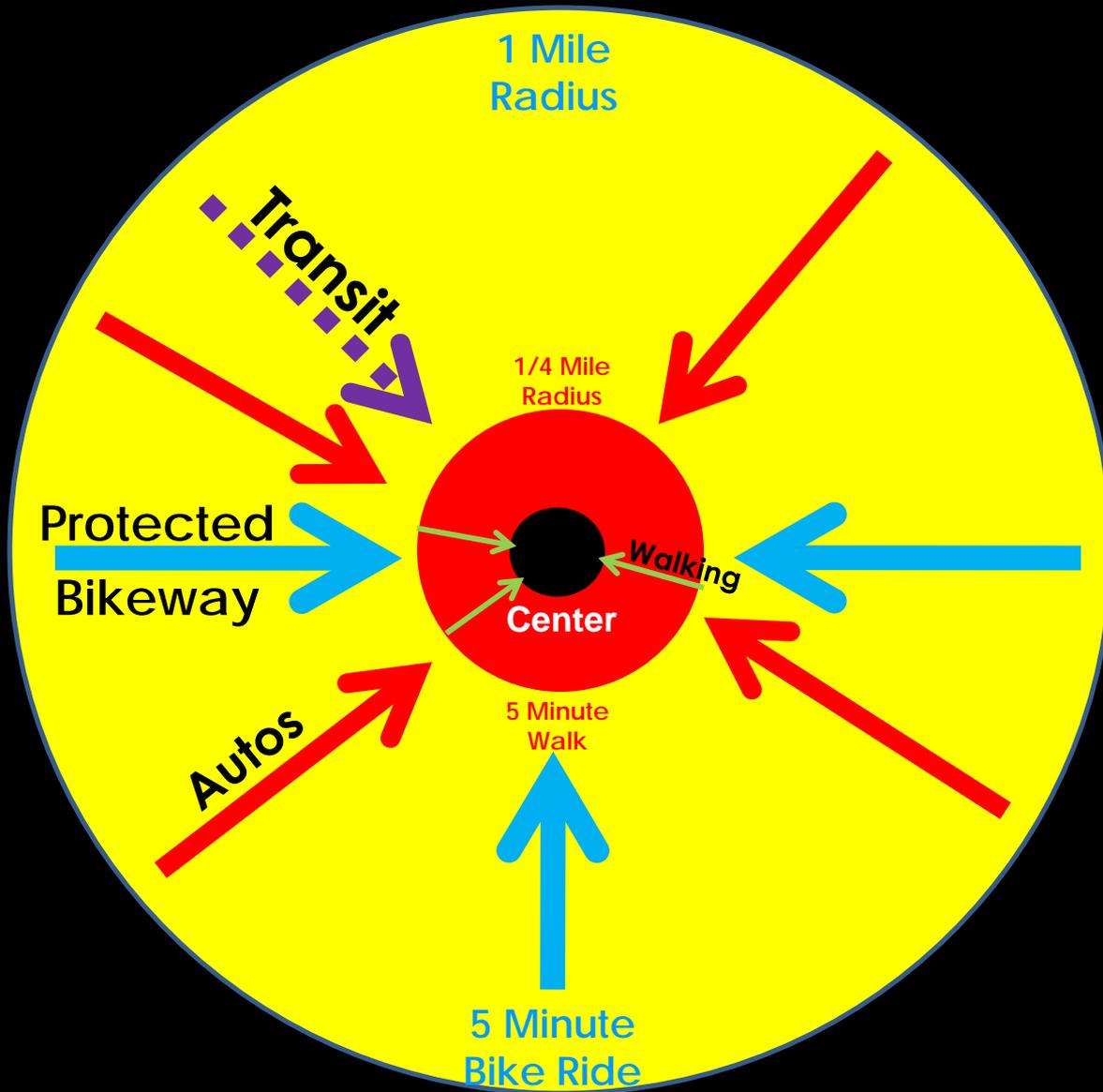
1 Mile  
Radius

1/4 Mile  
Radius

**Fewer & Shorter Auto Trips**

Center





Center





**Possibilities**

# Imagine West Linn - 2008

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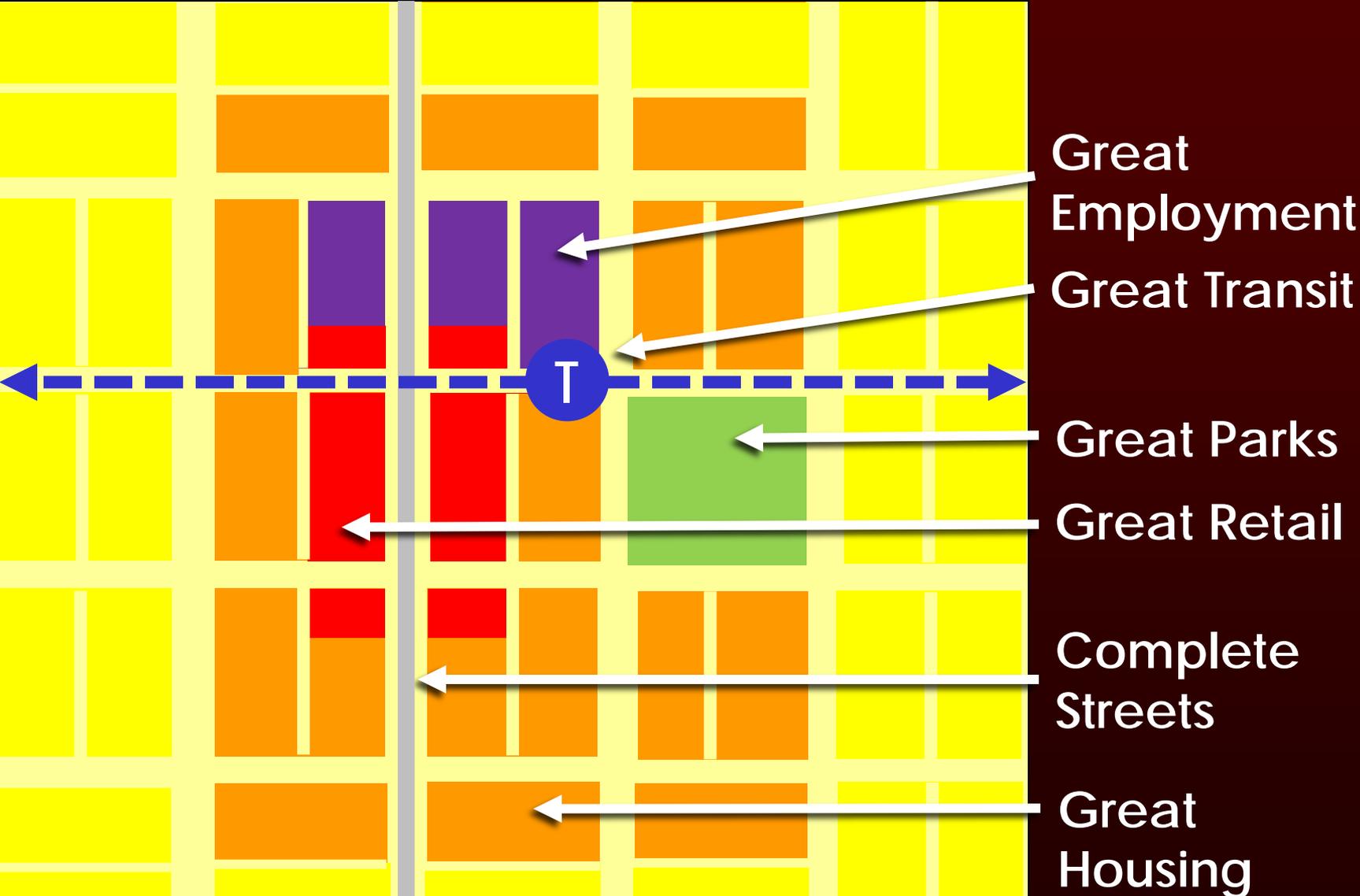
- Establish neighborhood centers
- Plan for mixed use development and increased densities along transit corridors
- Reduce vehicle miles traveled through mixed use development in planned centers

# What We Have Heard So Far

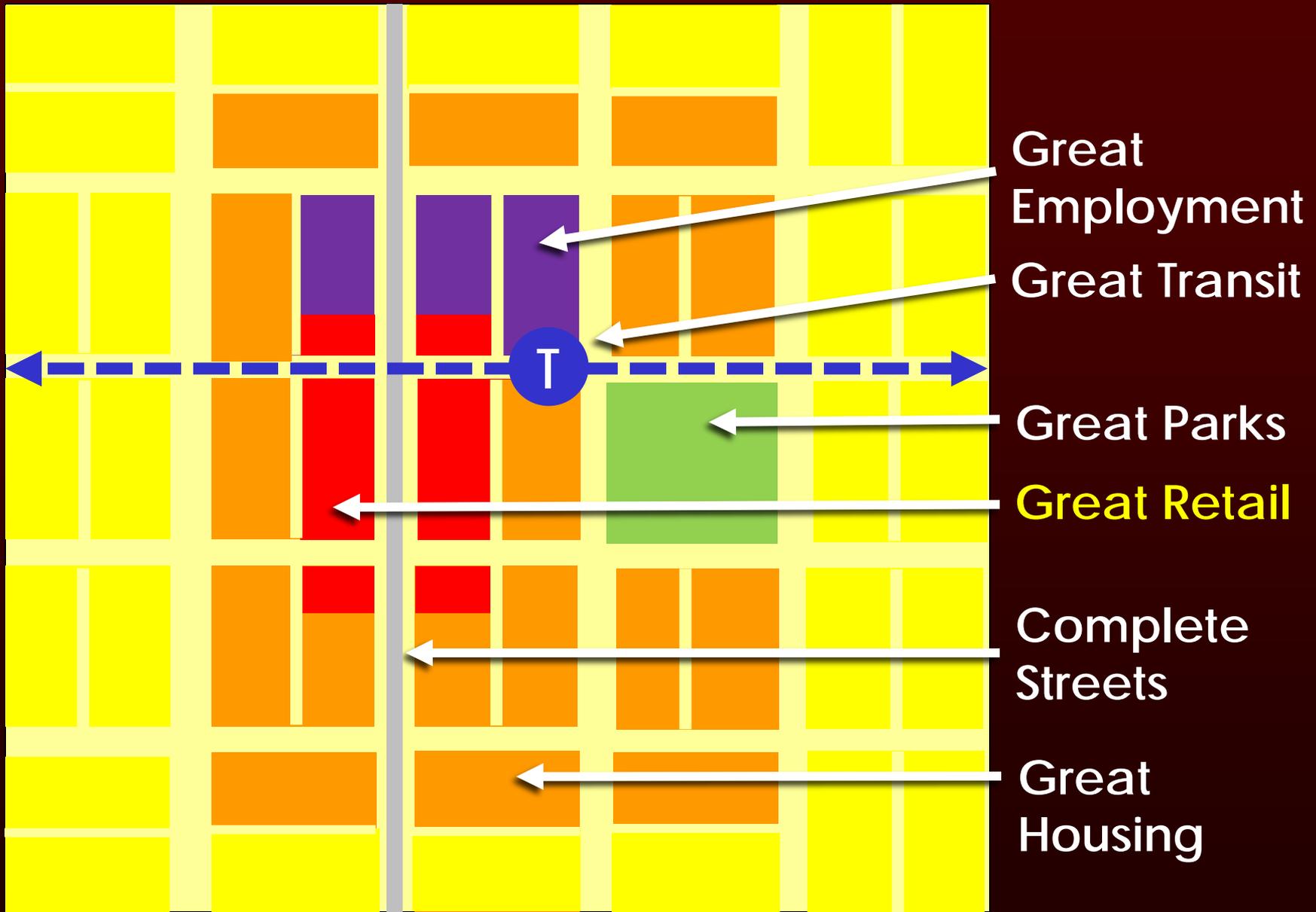
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- Build on existing commercial centers to create small 'villages'
- Some support for higher density housing near shopping areas
- Revitalize the Robinwood Shopping Center

# The Best Centers



# The Best Centers



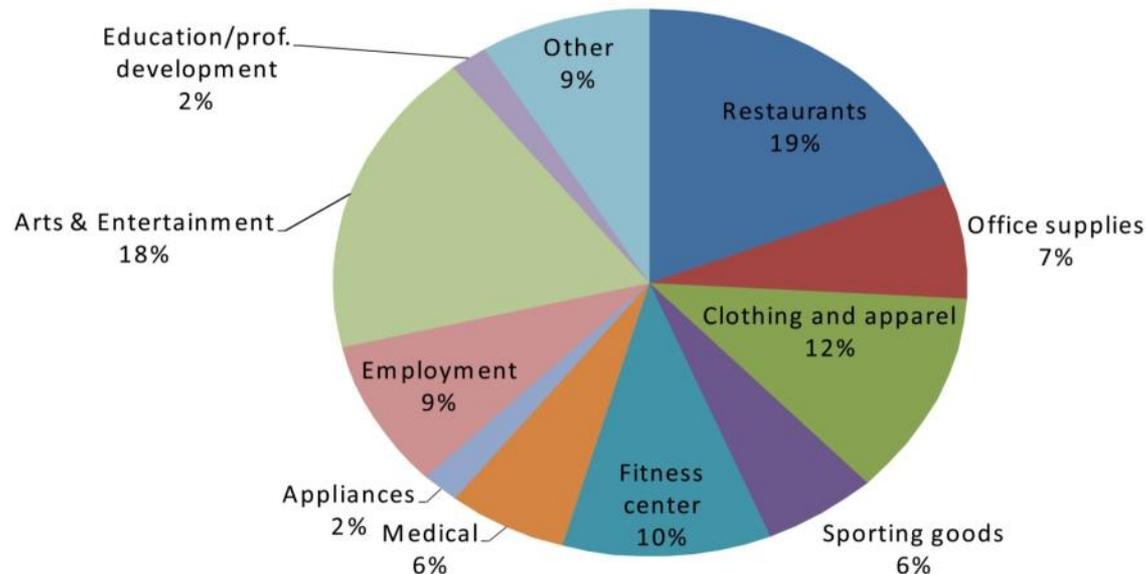
# Imagine West Linn - 2008

- Provide for convenience services within easy walking distance of each residence

# What We Have Heard So Far

- Create walkable business areas that contain restaurants, entertainment, clothing stores and other businesses

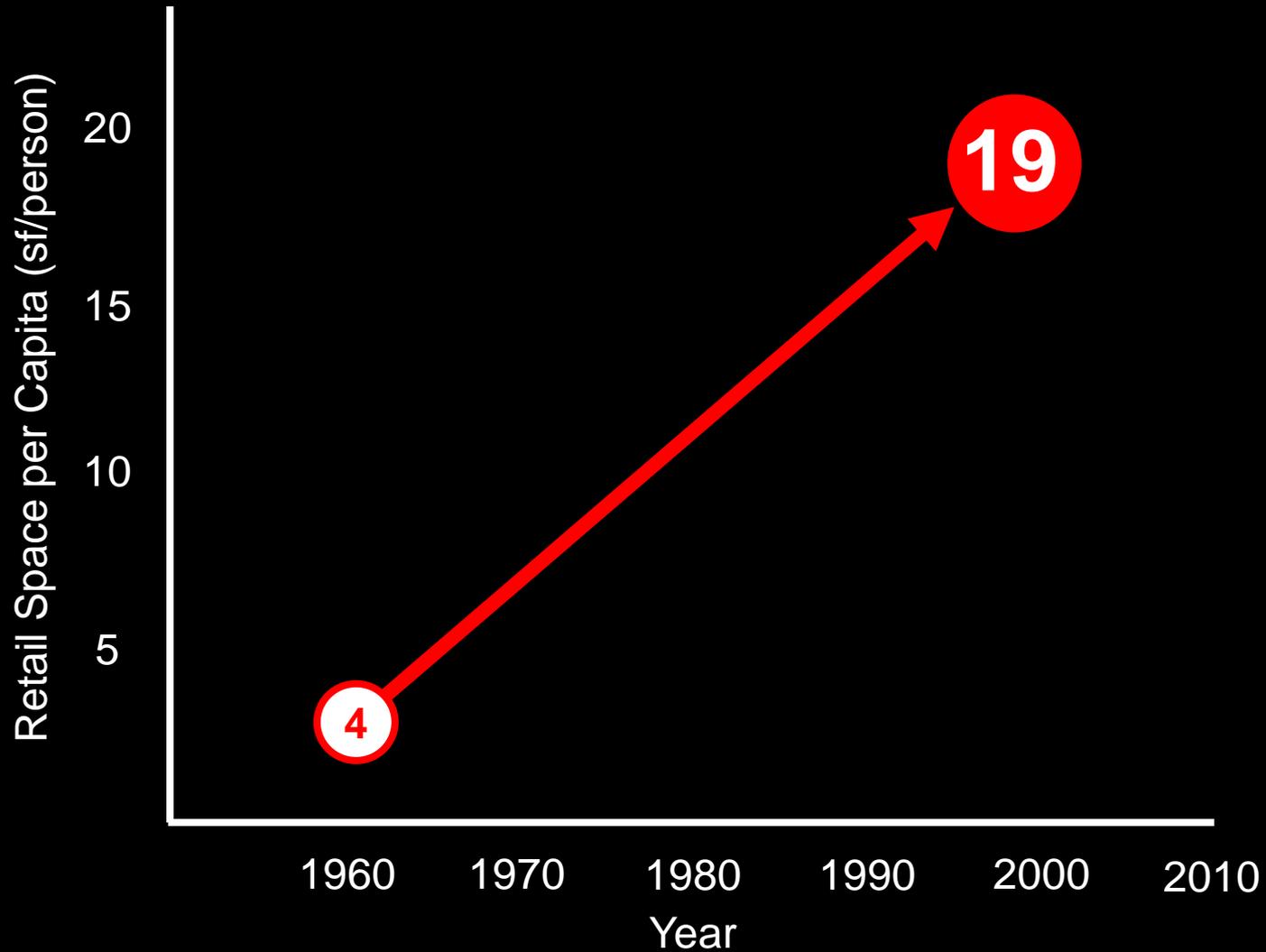
**(Q.7) What are the top goods/services you leave town for but would like to have locally available?**



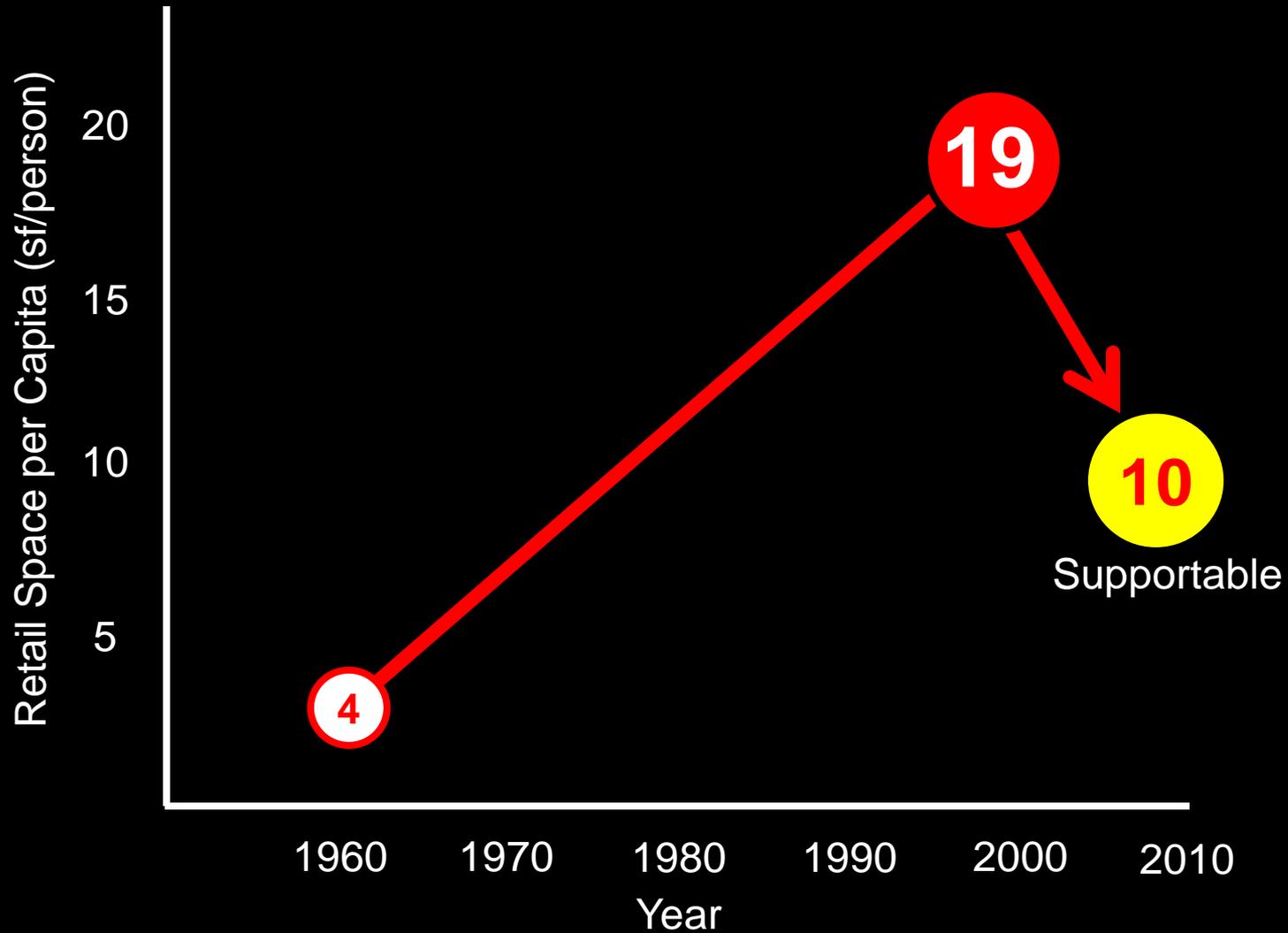
# Great Retail

Hardest land use to “get right”:

- Changing Retail Market
- Changing Demographics



**National Retail Space Growth**



**National Retail Space Growth**

EARNINGS | MAY 10, 2007, 2:29 P.M. ET

# Wal-Mart Sales Decline Is Worst in 28 Years

Article

Stock Quotes

Comments



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24



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0



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By KRIS HUDSON

DALLAS -- Wal-Mart Stores Inc. posted its worst monthly same-store sales results in at least 28 years, tallying a 3.5% decline in April due to this year's early Easter as well as generally challenging economic conditions for consumers.

Wal-Mart's 3.5% drop in the four-week period ending May 4 at U.S. stores fell below its earlier forecast of "flat" sales to a 2% decline. In a recorded phone message Thursday, Wal-Mart blamed bad weather last month in most U.S. regions and the early Easter on April 8, which pushed many Easter sales into March.

# 'Ghostboxes' haunt communities across U.S.

As big retailers go under, consolidate, blight is monument to lost jobs

Recommend

Tweet 0

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Below: Discuss Data Related

**Ap** Associated Press

updated 7/6/2009 5:48:32 PM ET

Print | Font: + -

BISMARCK, N.D. — Hundreds of anxious shoppers watched as city officials used power saws to cut 2-by-4s during Home Depot Inc.'s ribbon-cutting ceremony for its 102,700-square-foot building center in Bismarck. Less than three years later, the home improvement retailer shuttered the underperforming store, leaving a big orange empty eyesore on the outskirts of town.

The building, sitting derelict and silent on acres of asphalt, is now listed for sale at \$10.5 million. But there's been little interest in the near windowless warehouse-like building that occupies a lot the size of a dozen football fields.

For potential tenants "it's a hard pitch because for most uses it seems to be a bit of a tough fit," said Brian Ritter, business development director of the Bismarck-Mandan Development Association.

As the recession takes its toll on big-box retailers, more communities across the country are having to confront not just the eyesore of giant empty stores, but also the loss of jobs and tax revenue that follow.

Many are trying to find creative uses for those near windowless monoliths. In Minnesota, one became a Spam Museum. In Texas, an indoor go-cart track. In Illinois, a church moved into an empty Wal-Mart. The new tenants, however, often generate less revenue for local governments.



Carlos Osorio / AP

With the recent spate of bankruptcies and store closures, including Circuit City and Linens 'N Things, more abandoned buildings like this Sportsman's Warehouse in Allen Park, Mich., will be added to a struggling commercial real estate market.

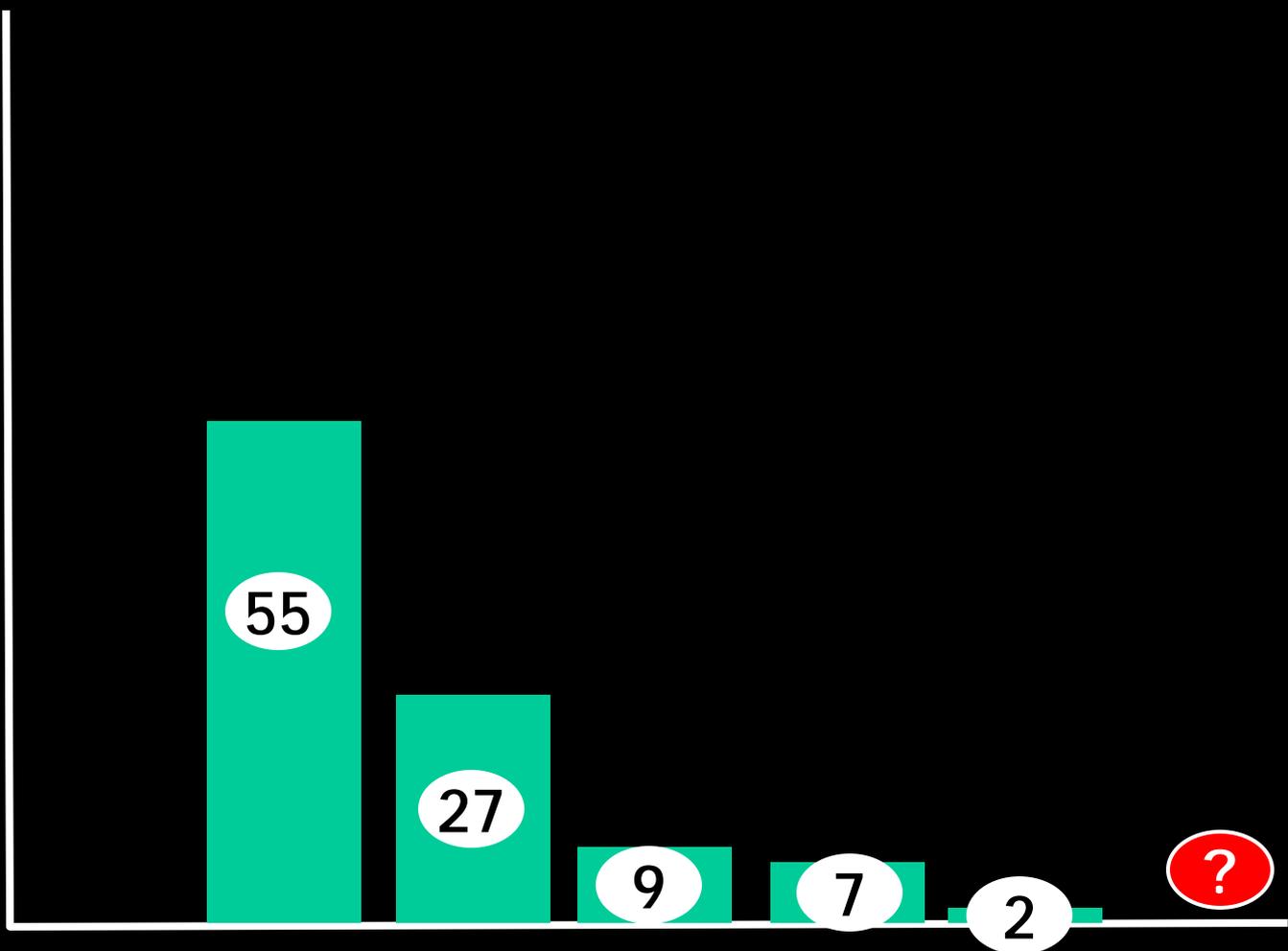
**Smaller Infill rather than  
Large 'Super-Stores'**



**'Evolving' Big Box Anchors- More Urban**

Percentage of Shopping Trips  
(Nationwide)

80  
60  
40  
20



Big Box  
Centers

Malls

Internet

Lifestyle  
Centers

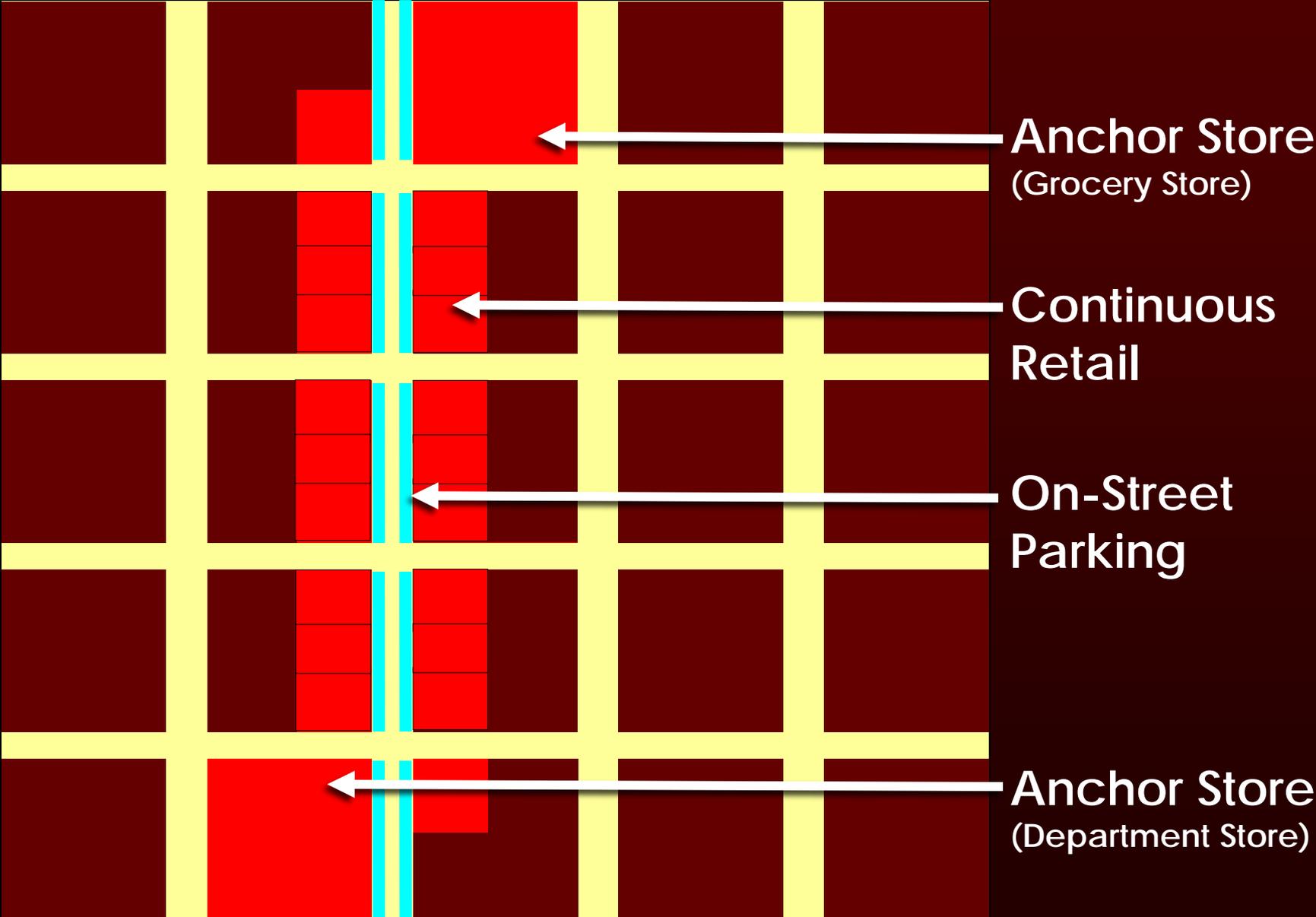
Downtowns

Centers

Where People Shop

# Traditional Retail Main Street

## Fundamental Characteristics





On-Street Parking

8,000 Average  
Daily Trips



Busy Two-Way Street

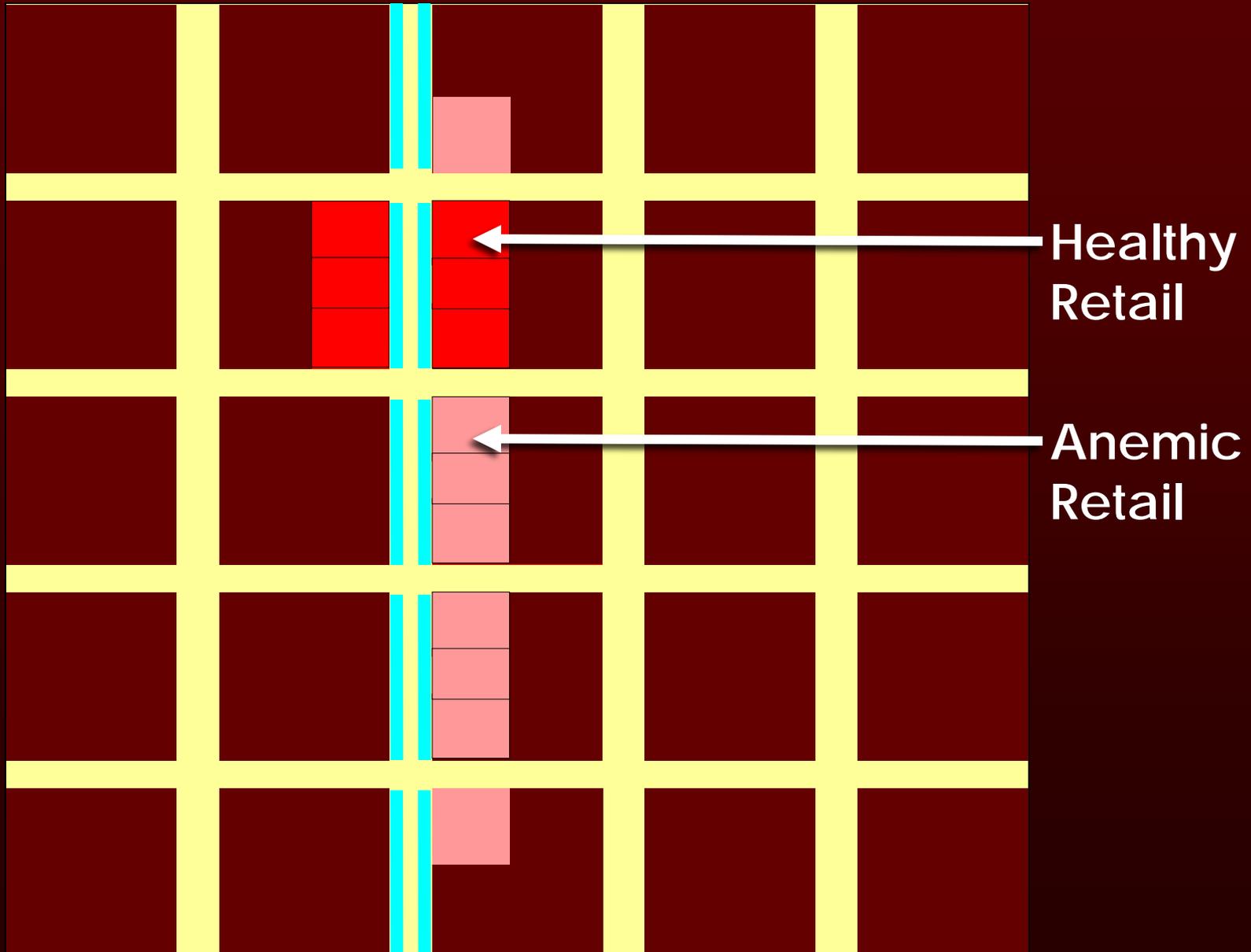
**20,000 Average  
Daily Trips**



**Busy Two-Way Street**

# One-Sided Retail

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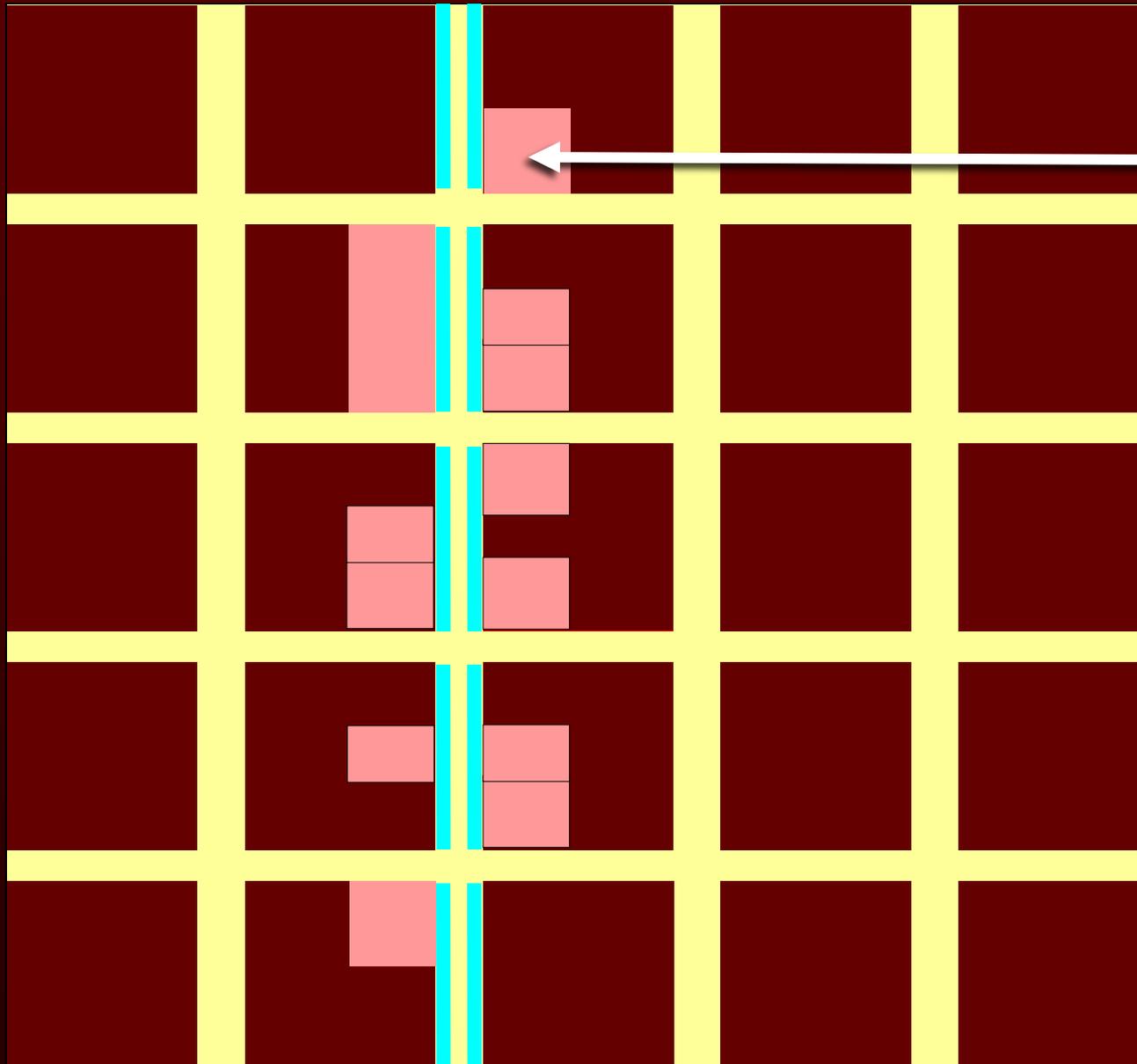
**Ground-Floor Retail on Both Sides of the Street**



**One Sided Retail—Bolton**

# Discontinuous Retail

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Anemic  
Retail



Discontinuous

Continous

Side by Side Retail



Major retail anchoring beginning & end of street



**Retail Anchor – Home Furnishings “Cluster”**



**Retail Anchor – Home Furnishings “Cluster”**



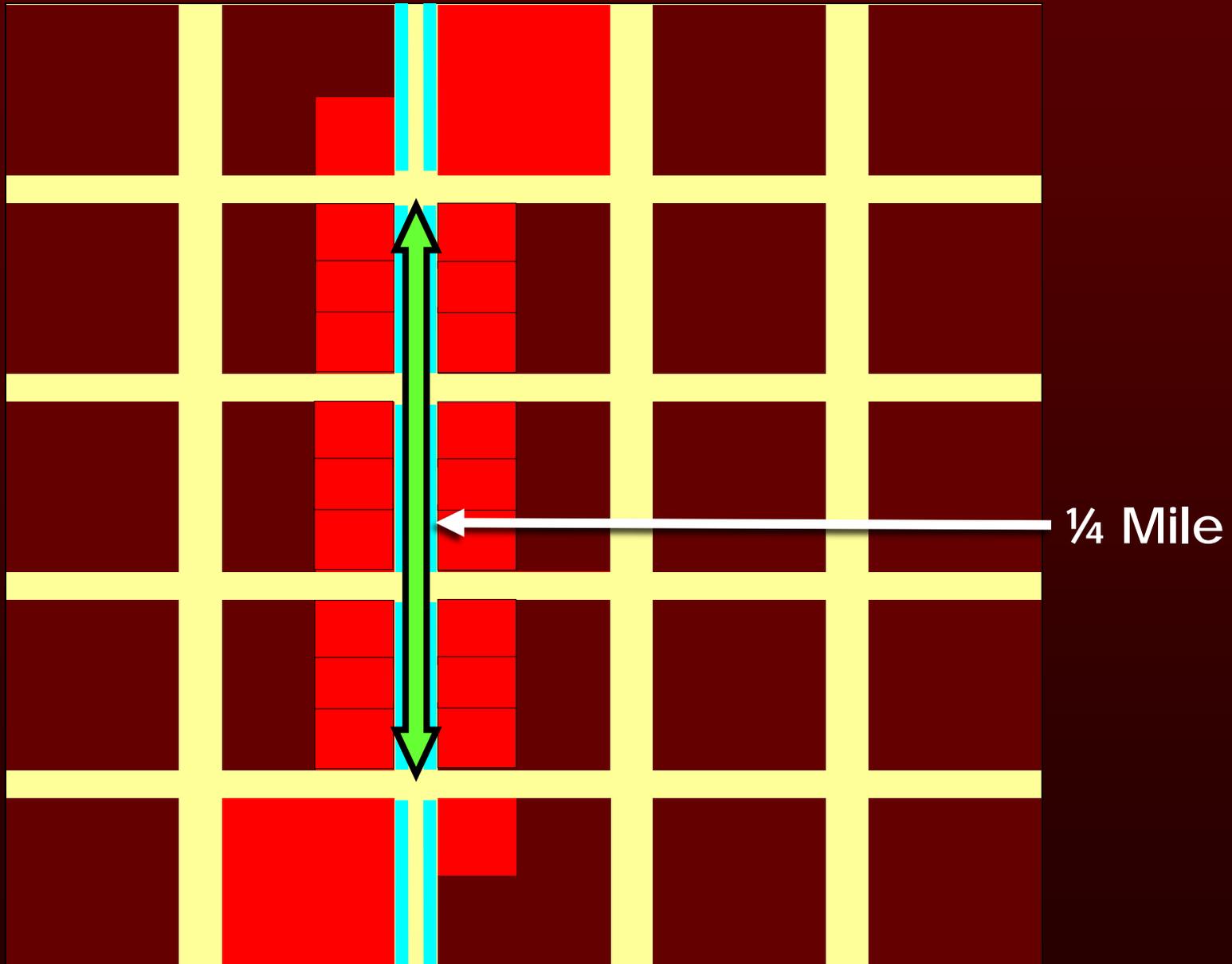
**Retail Anchor – Home Furnishings “Cluster”**



**Retail Anchor – Home Furnishings “Cluster”**

# Traditional Retail Main Street

## Fundamental Characteristics



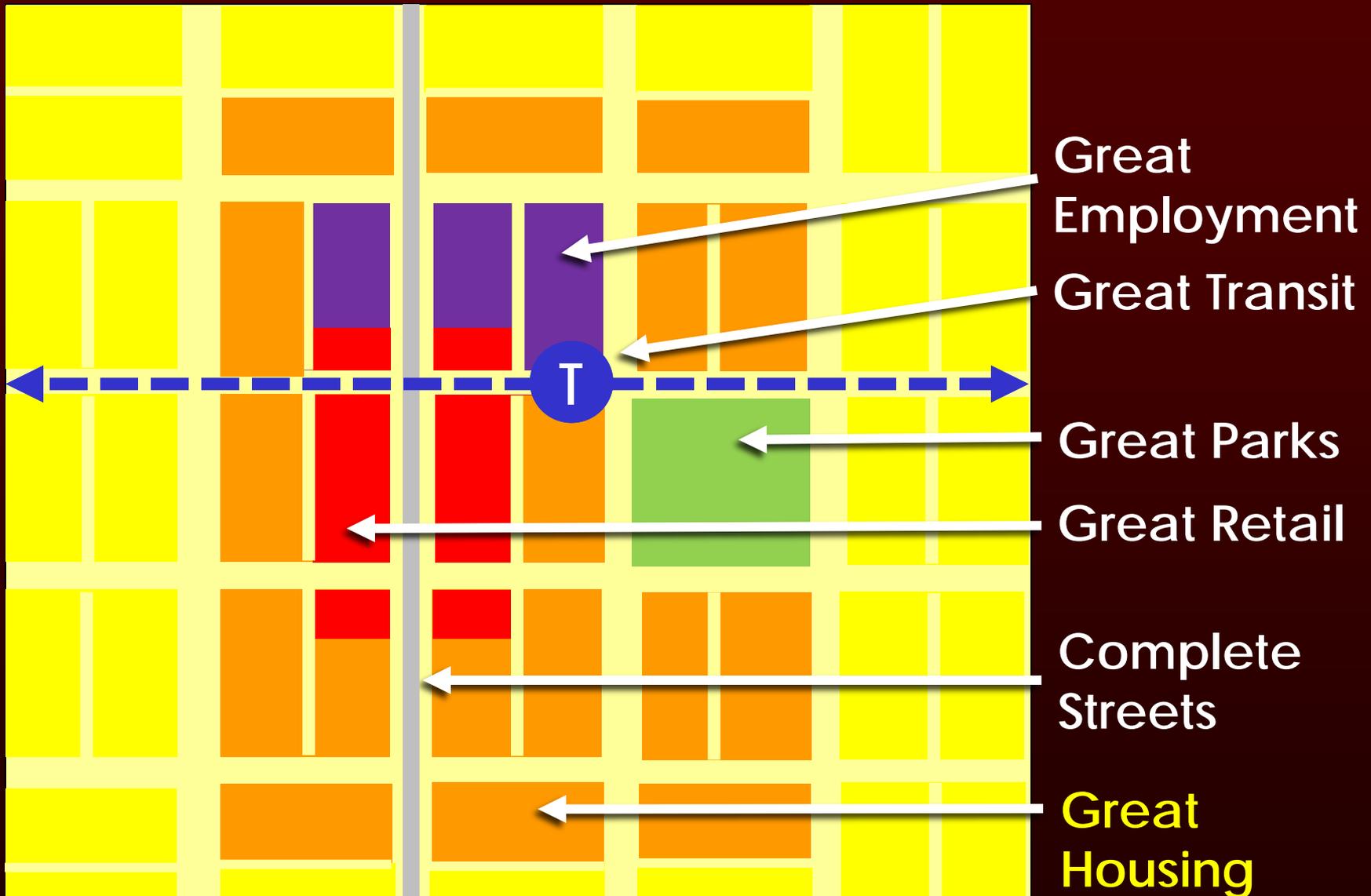


Comfortable Pedestrian Environment



**Comfortable Pedestrian Environment**

# The Best Centers



# Imagine West Linn - 2008

- Allow for flexibility in housing types to meet the needs of the elderly with alternative lifestyle needs
- Provide for affordable housing

# What We Have Heard So Far

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- Provide for higher density housing near shopping areas
- Provide for a variety of housing types to attract a broad array of residents



**Great Small-Lot Single-Family Houses**



Great Townhomes

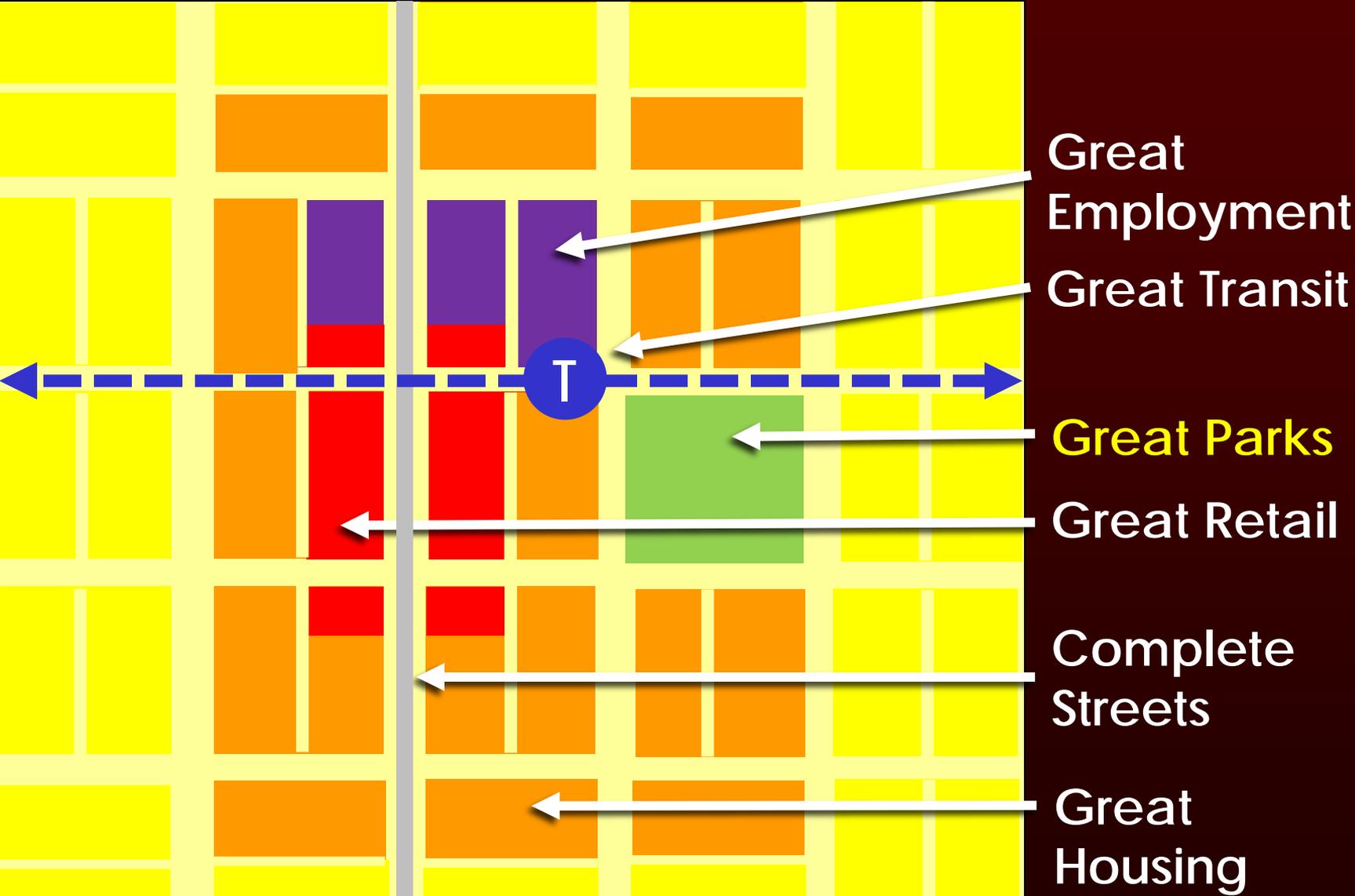


**Great Live-Work Rowhomes**



**Great Rental Apartments**

# The Best Centers



# What We Have Heard So Far

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- Create pedestrian plazas at centers
- Proximity to parks is a key factor in choice of where to live



Great Parks



Great Parks

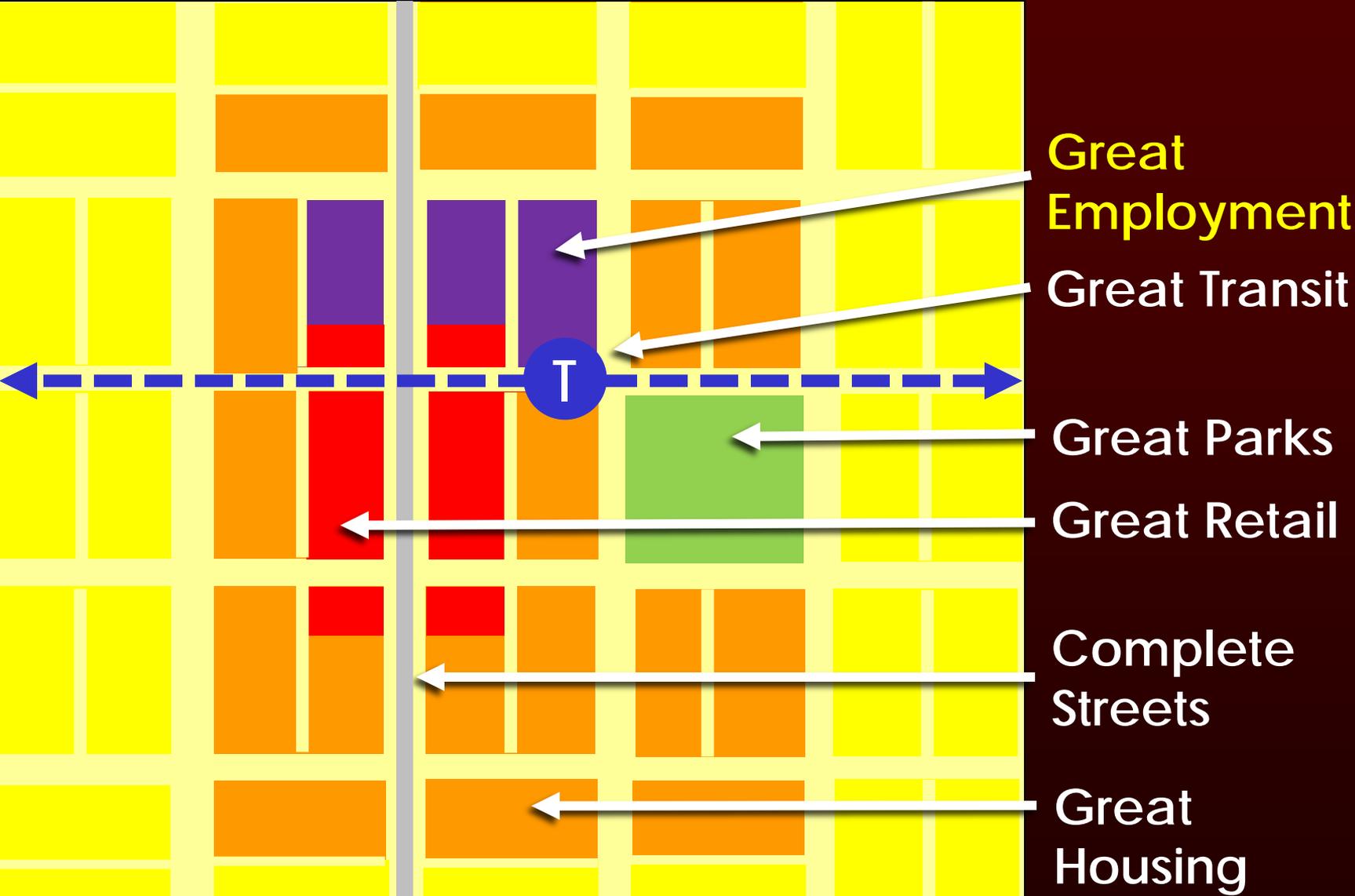


Great Parks



Great Parks

# The Best Centers



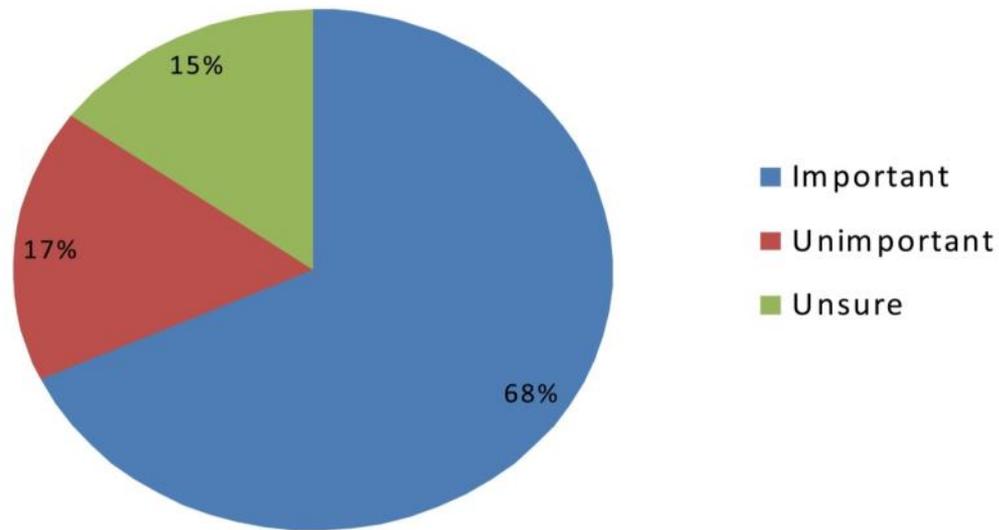
# Imagine West Linn - 2008

---

- Ensure an adequate supply of appropriately zoned land for employment uses

# What We Have Heard So Far

**(Q.13) How important is it to create more local job opportunities?**



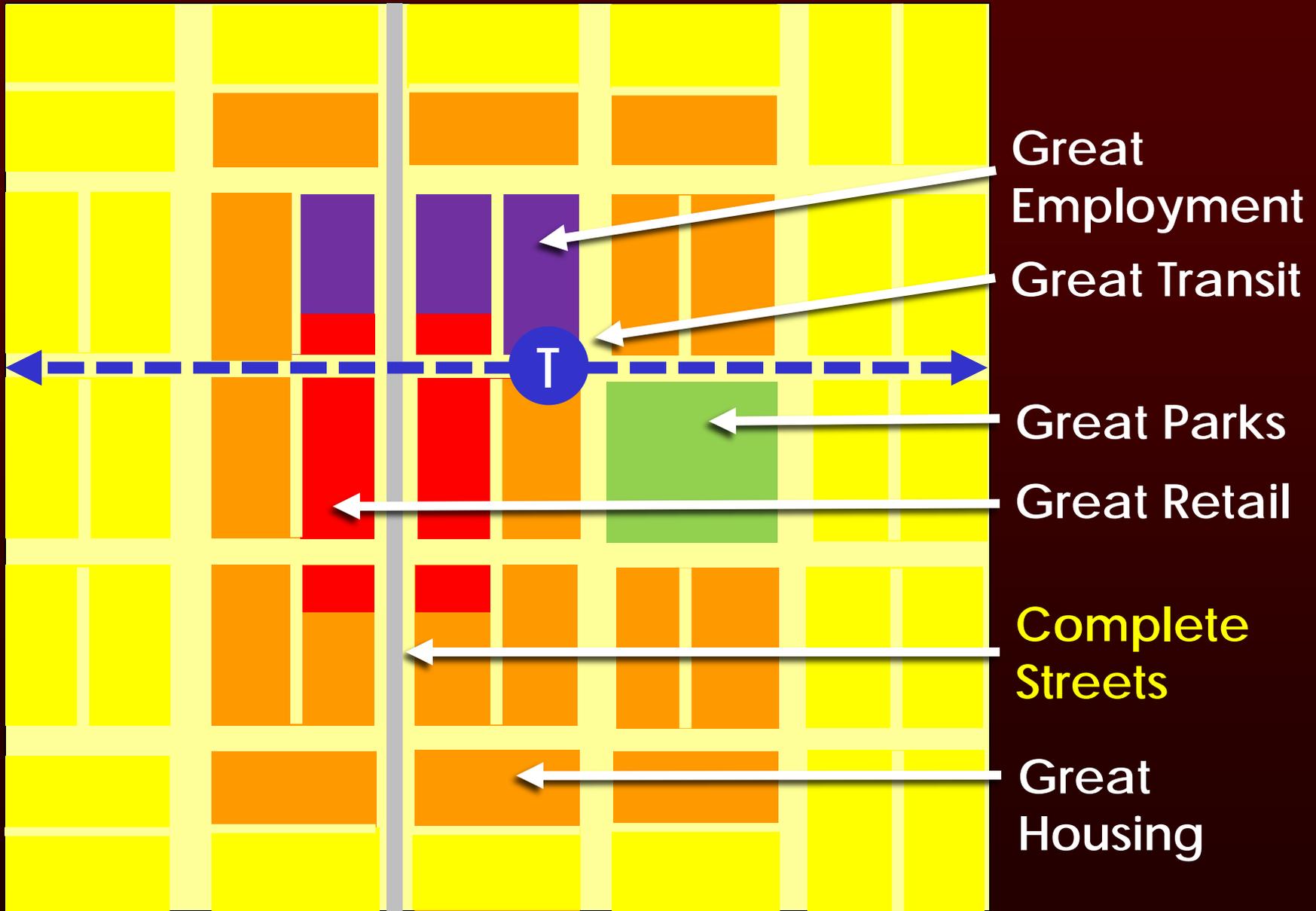


Employment



Employment

# The Best Centers

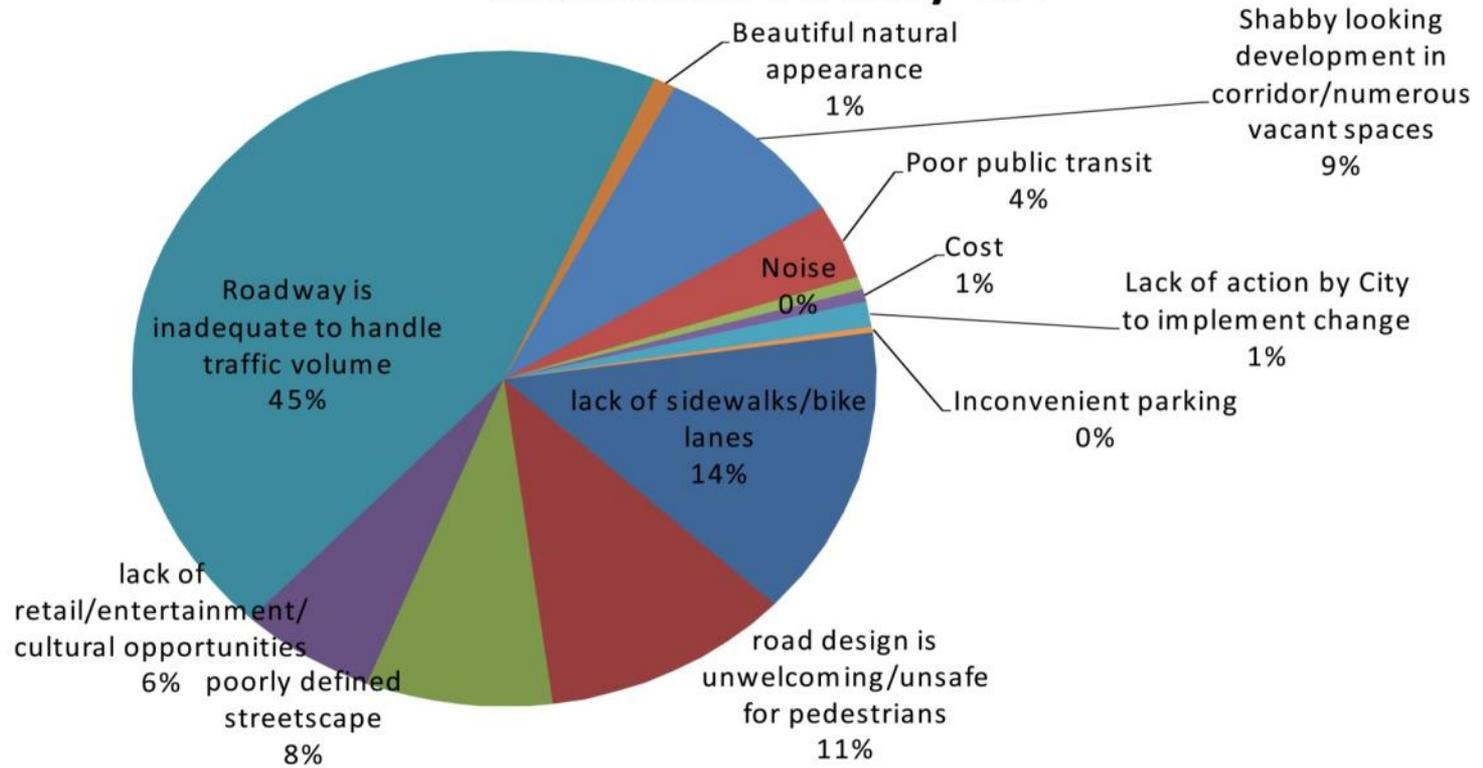


# Imagine West Linn - 2008

- Plan and design streets..to promote alternative modes of transportation and to reduce vehicle miles traveled

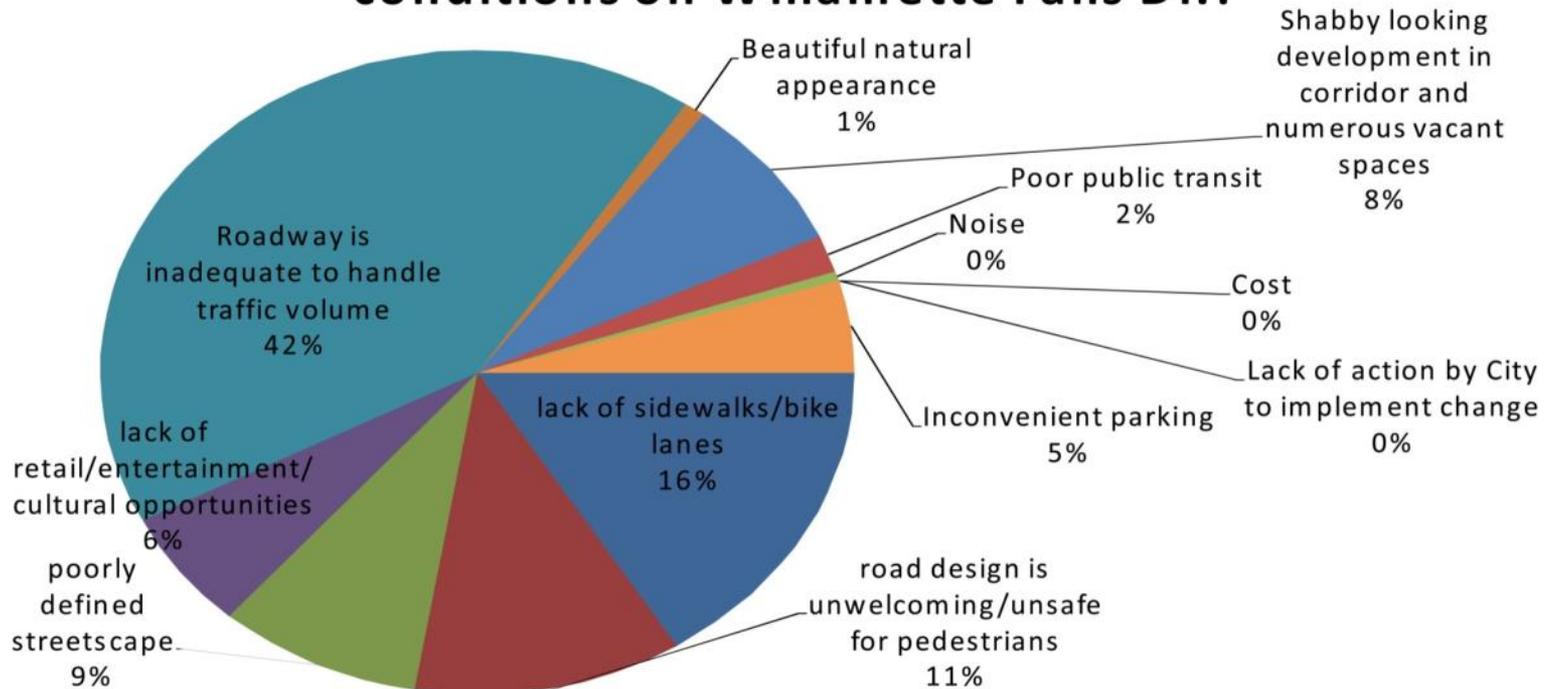
# What We Have Heard So Far

## (Q.2) What are your top issues with the current conditions on Hwy 43?



# What We Have Heard So Far

(Q.3) What are your top issues with the current conditions on Willamette Falls Dr.?



# Complete Streets = Complete Communities



# Incomplete Streets = Incomplete Communities



# What are Complete Streets?

Complete Streets are designed and operated so they work for all users



Pedestrians



Autos



Bicycles



Transit

# Street Design Priorities

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## Engineered Method

---

- 1) Cars & Trucks
- 2) Transit
- 3) Pedestrians
- 4) Bicycles



**Complete Streets—Accommodate Essential Functions**

# Street Design Priorities

---

## Engineered Method

---

- 1) Cars & Trucks
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- 3) Pedestrians
- 4) Bicycles

## Complete Street Method

---

- 1) Pedestrians
- 2) Bicycles
- 3) Transit
- 4) Cars & Trucks



Complete Streets—Designed for the most vulnerable



**Mobility Emphasis**



**Destination Emphasis**

**Complete Street Design Character May Vary**

**Pedestrian**



**Promenade**

**Bus/Streetcar**



**Dedicated Lane**

**Bike**



**Bikeway**

**Auto/Truck**



**Arterial**

**Mobility Emphasis Streets**

Pedestrian



Promenade

Bus/Streetcar



Dedicated Lane

Bike



Bikeway

Auto/Truck



Arterial

**Reduce "Friction":**  
**Maximize Capacity**  
**Minimize Conflicts**  
**Maximize Speed**

Mobility Emphasis Streets

Pedestrian



Café Seating

Bus/Streetcar



Shared Travel Lanes

Bike



Bike Sharing/Parking

Auto/Truck



Curbside Parking

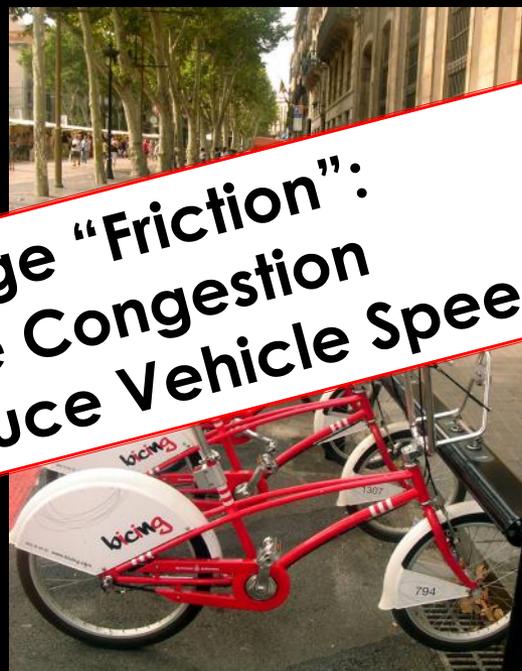
## Destination Emphasis Streets

Pedestrian

Bus/Streetcar

Bike

Auto/Truck



**Encourage "Friction":  
Tolerate Congestion  
Tolerate Reduce Vehicle Speed**

Café Seating

Shared Travel Lanes

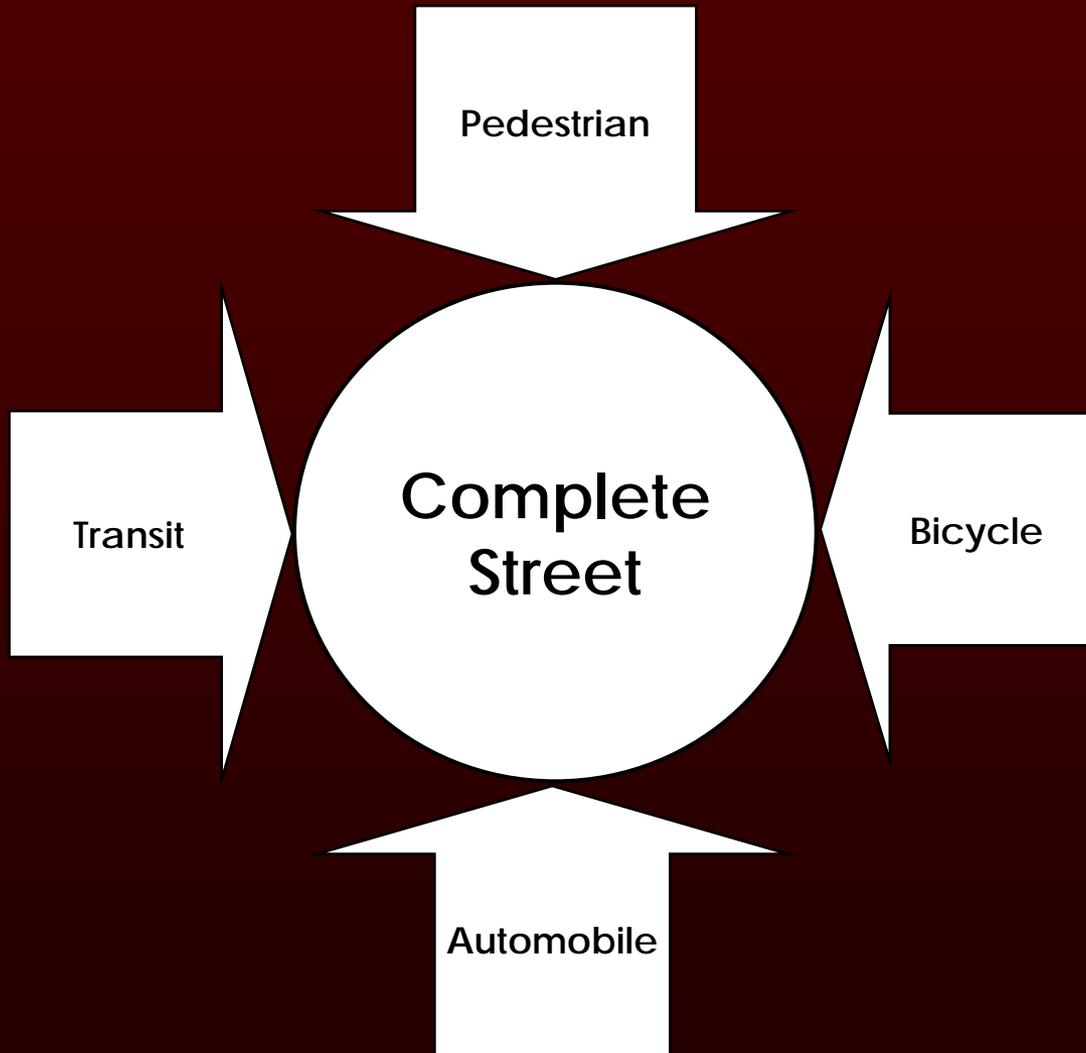
Bike Sharing/Parking

Curbside Parking

**Destination Emphasis Streets**

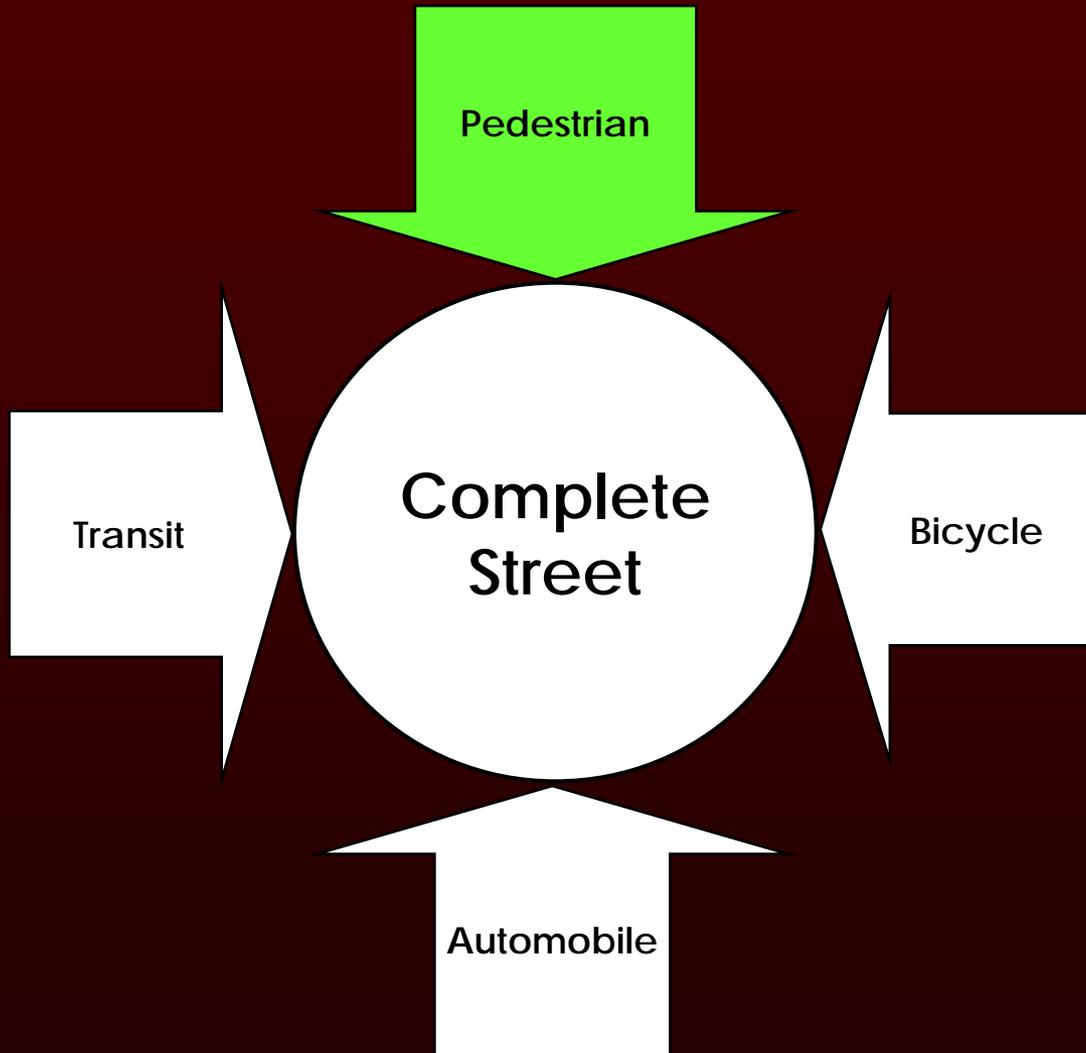
# Complete Street Elements

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# Complete Street Elements

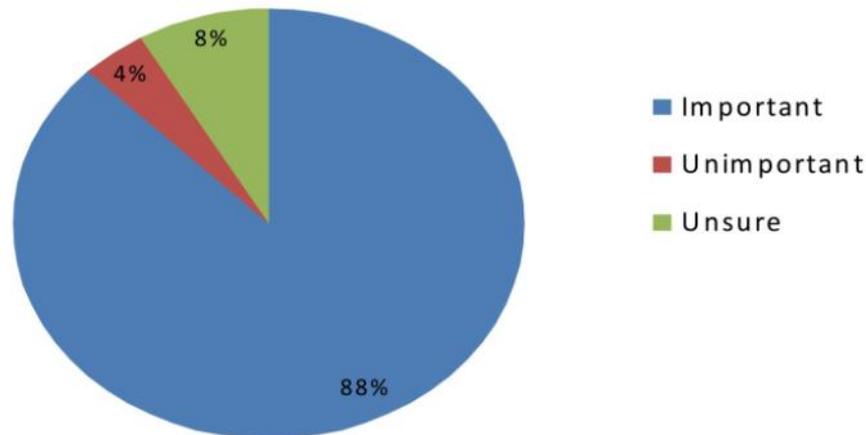
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# What We Have Heard So Far

- Create safe pedestrian access to commercial areas, schools, and parks
- Create safe pedestrian crossings
- Create continuous sidewalks along Highway 43 and Willamette Falls Drive

(Q.10) How important is it to create safe pedestrian access to destinations in the Corridor?





Curbside  
Parking

Active  
Building  
Edge

Unobstructed  
sidewalks

**Pedestrian Friendly Sidewalk Requirements**



**Pedestrian Friendly Intersections**



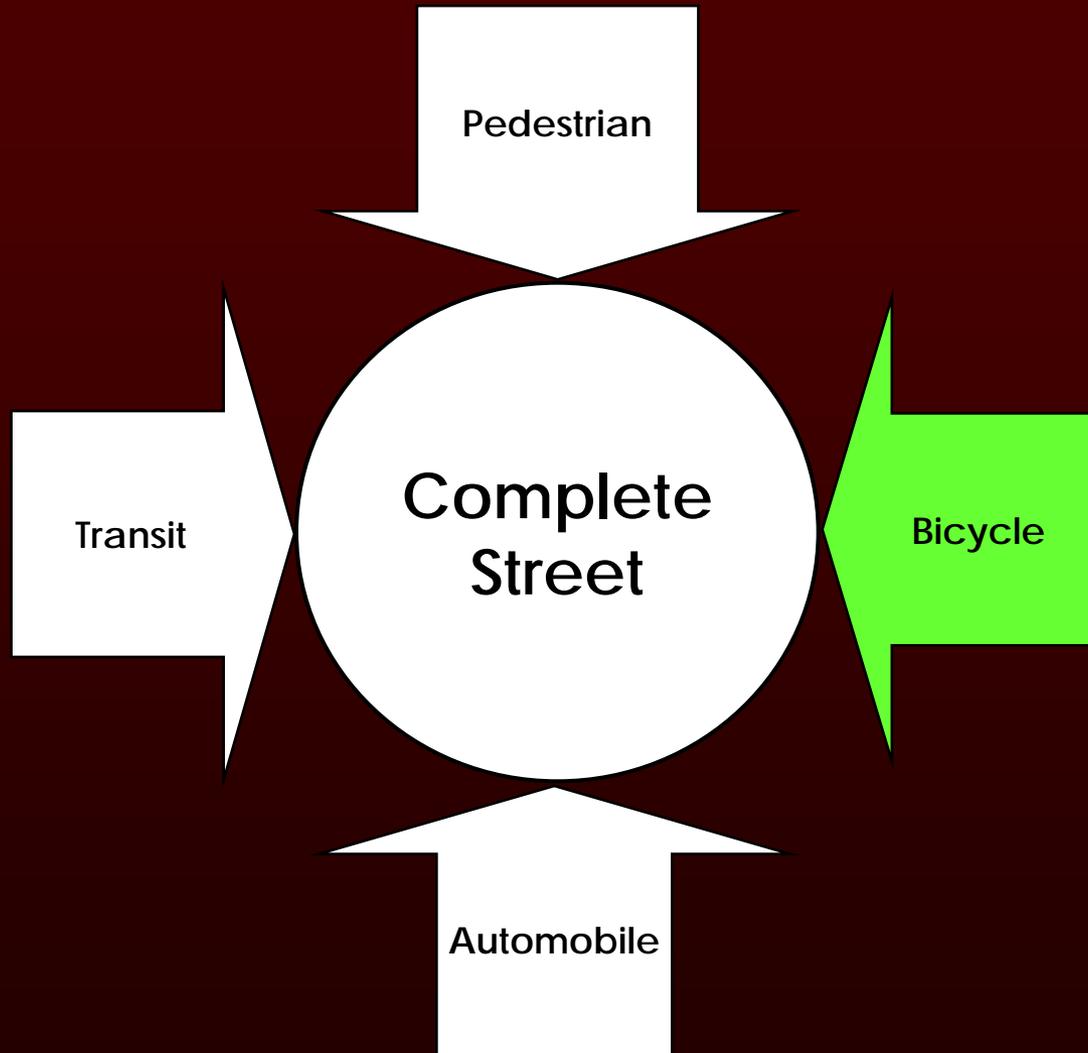
Complete Streets- An Outdoor Room



Pedestrian Friendly Edges

# Complete Street Elements

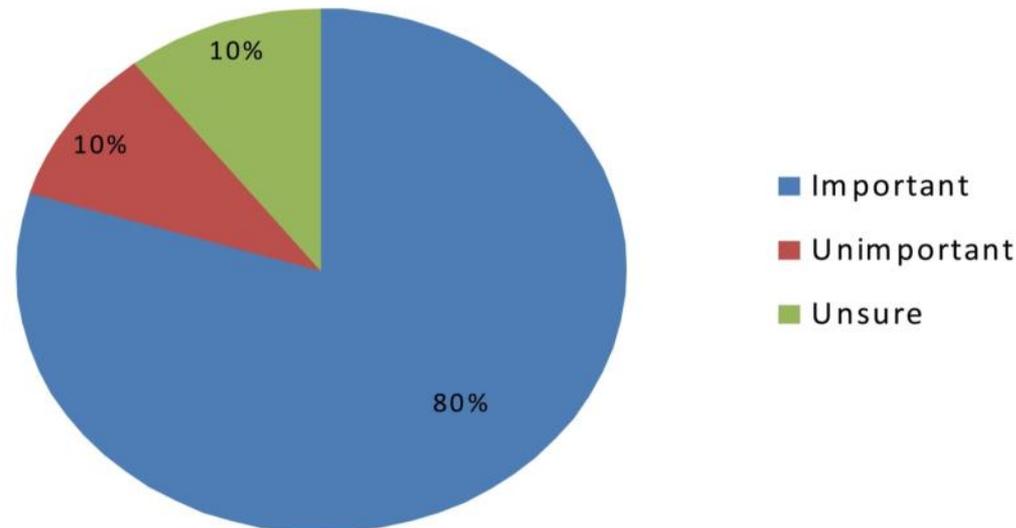
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# What We Have Heard So Far

- Create safe bicycle access to corridor destinations
- Create continuous bikepaths along Highway 43 and Willamette Falls Drive

(Q.12) How important is it to create safe bike access to destinations in the Corridor?



# Potential Bicycle Facilities



Protected Bikeways



Buffered Bike Lanes



Mixed Traffic Lanes

Ridership

# Complete Street Bicycle Facilities

---

	Center
1 Protected Bike Lanes	
2 Buffered Bike Lanes	
3 Mixed Traffic Lanes	



# Types of Cyclists



Strong, Fearless,  
Enthused &  
Confident



**Strong & Fearless Cyclists**



Bike Lanes- Portland, Oregon



Survey after survey and poll after poll has found again and again that ***the number one reason people do not ride bicycles is because they are afraid to be in the roadway on a bicycle.*** When they say they are “afraid” it is the fear of people driving automobiles.

*Four Types of Cyclists*

Roger Geller, Bicycle Coordinator

Portland Office of Transportation



LEWIS ROAD SW







**10% Solution**  
**Safety Concerns Limit Bike Ridership**



# Bicycle Use Comparison

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		Daily Trips		
		Bike	Walk	Transit/ Auto
United States	(Typical)	1%	3%	96%
Netherlands				
▪ Utrecht	(288,000)	31%	23%	46%
▪ Wageningen	(33,000)	41%	18%	41%



**Protected Bikeways ( Ridership, over 40% of all trips)**

# Types of Cyclists

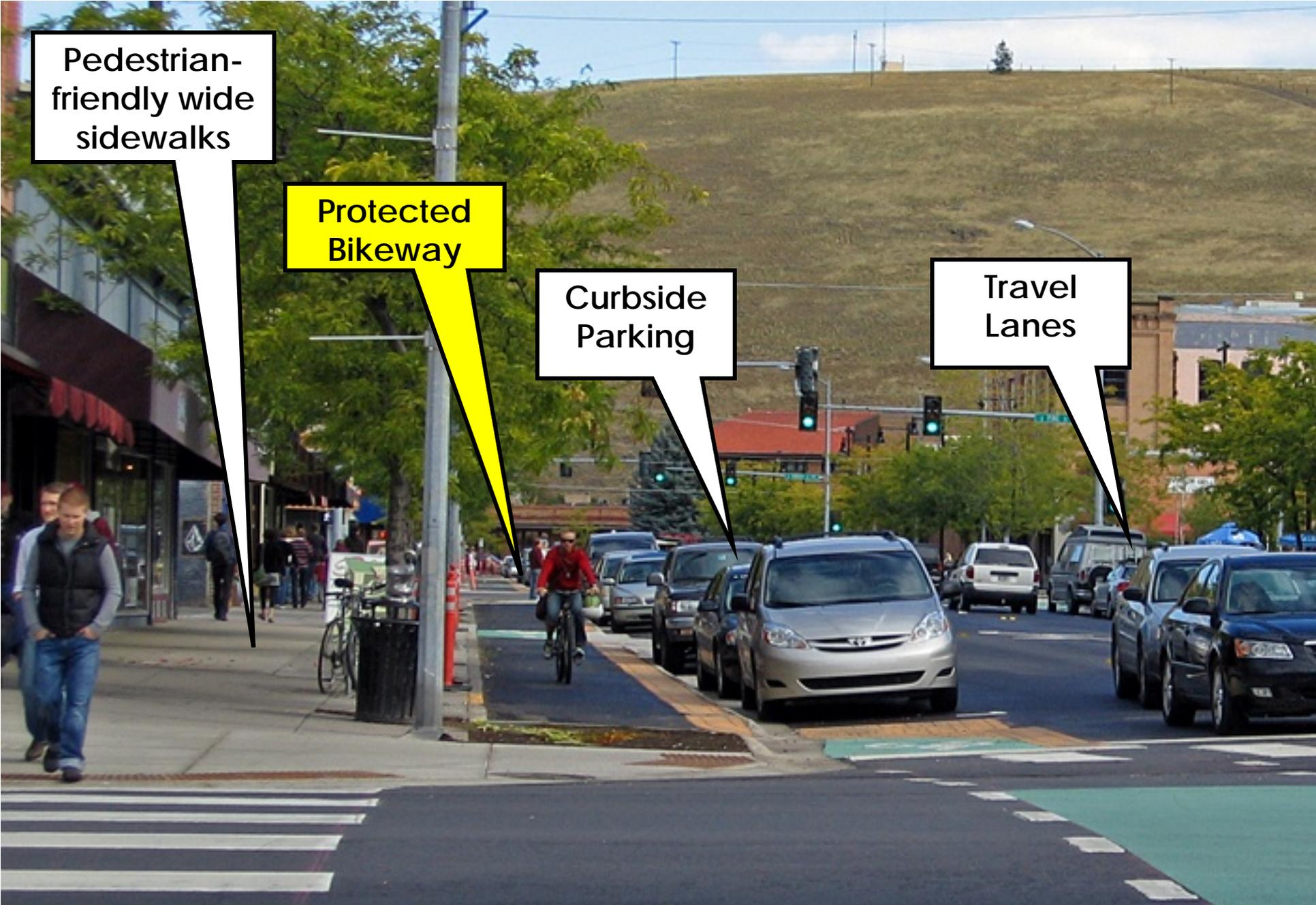
35-40% Target



Strong, Fearless,  
Enthused &  
Confident



Capable but Cautious Cyclists



Pedestrian-friendly wide sidewalks

Protected Bikeway

Curbside Parking

Travel Lanes

Complete Street Protected Bikeway—Missoula, Montana

1000

JCDecaux

NY  
MAGNUM  
TEAM



MAGNUM





# Imagine West Linn - 2008

- Require dedication of trail corridors in an aggressive fashion
- Trails along Willamette and Tualatin Rivers should be a priority



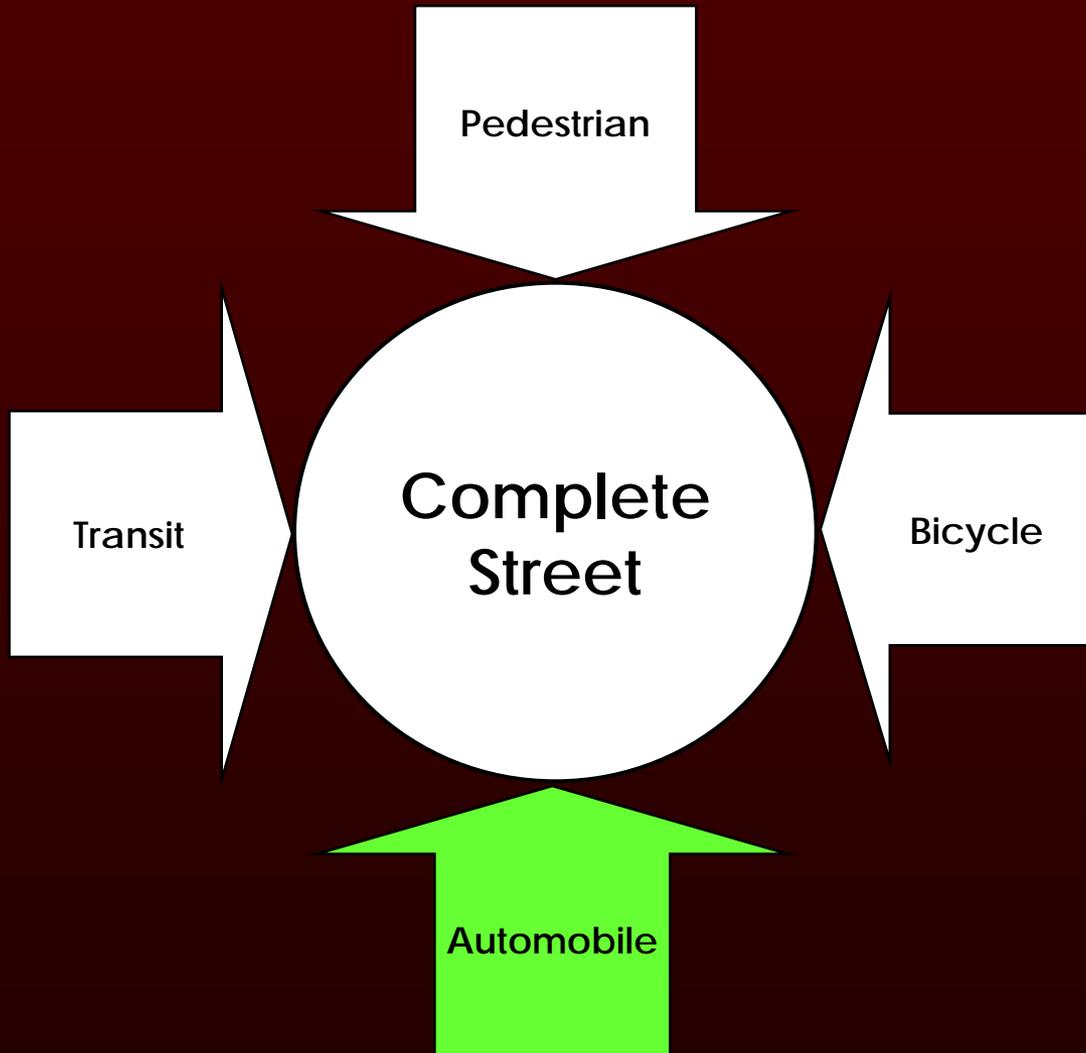
**Waterfront Esplanade**



**Waterfront Esplanade**

# Complete Street Elements

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# Complete Streets- Auto/Truck

## Design Criteria

## Corridor Emphasis

### Mobility

### Destination

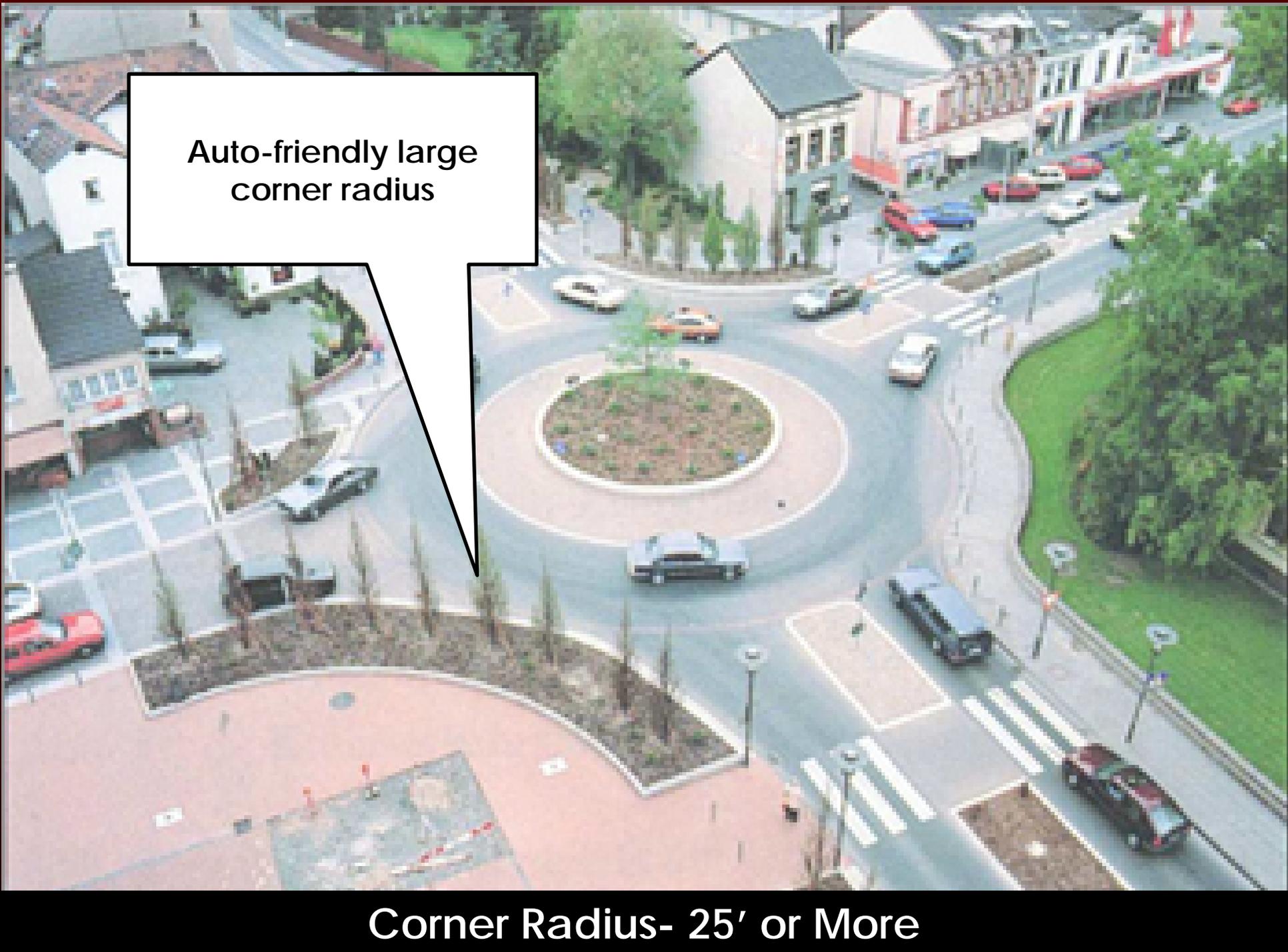
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▪ <b>Vehicle Turning Radii</b>	<b>Large</b>	<b>Small</b>
▪ Average Daily Trips	15,000+	5,000-15,000
▪ Travel Lanes	Many	Few
▪ Travel Lane Width	Wide	Narrow
▪ Parallel/ Angled Parking	Discouraged	Required

Pedestrian-friendly tight  
corner radius



Corner Radius- 25' or Less

An aerial photograph of a roundabout intersection. The roundabout has a central landscaped island with trees and a brick-paved outer ring. Several cars are visible driving around the roundabout. A white callout box with a black border and a pointer is positioned in the upper left quadrant, pointing towards the roundabout. The surrounding area includes buildings, parking lots, and green spaces.

Auto-friendly large  
corner radius

**Corner Radius- 25' or More**



**Complete Street Project—Lake Oswego (Before)**



**Complete Street Project—Lake Oswego (After)**



**Complete Street Project—Lake Oswego (After)**



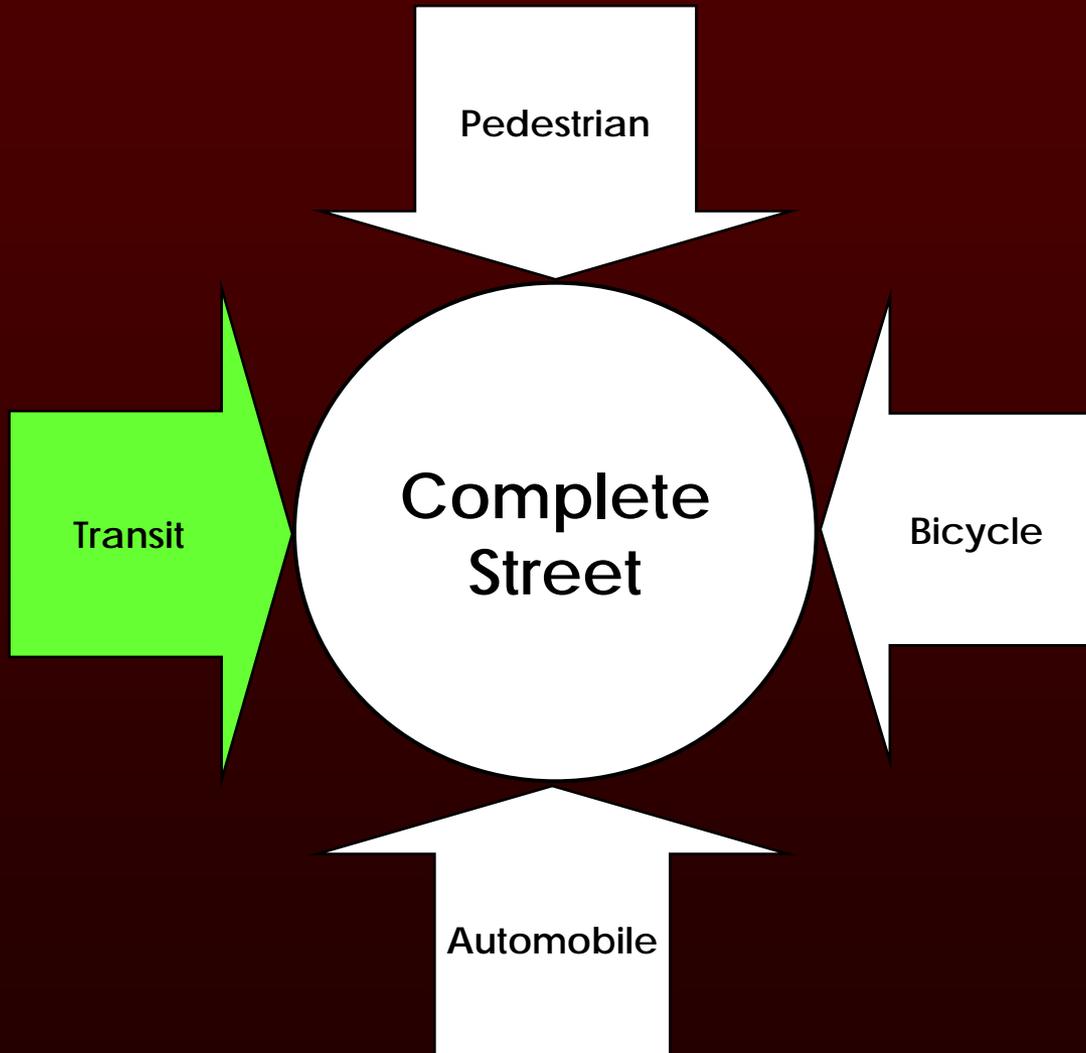
**Complete Street Project—Lake Oswego (After)**



Lake Oswego Stimulated Development

# Complete Street Elements

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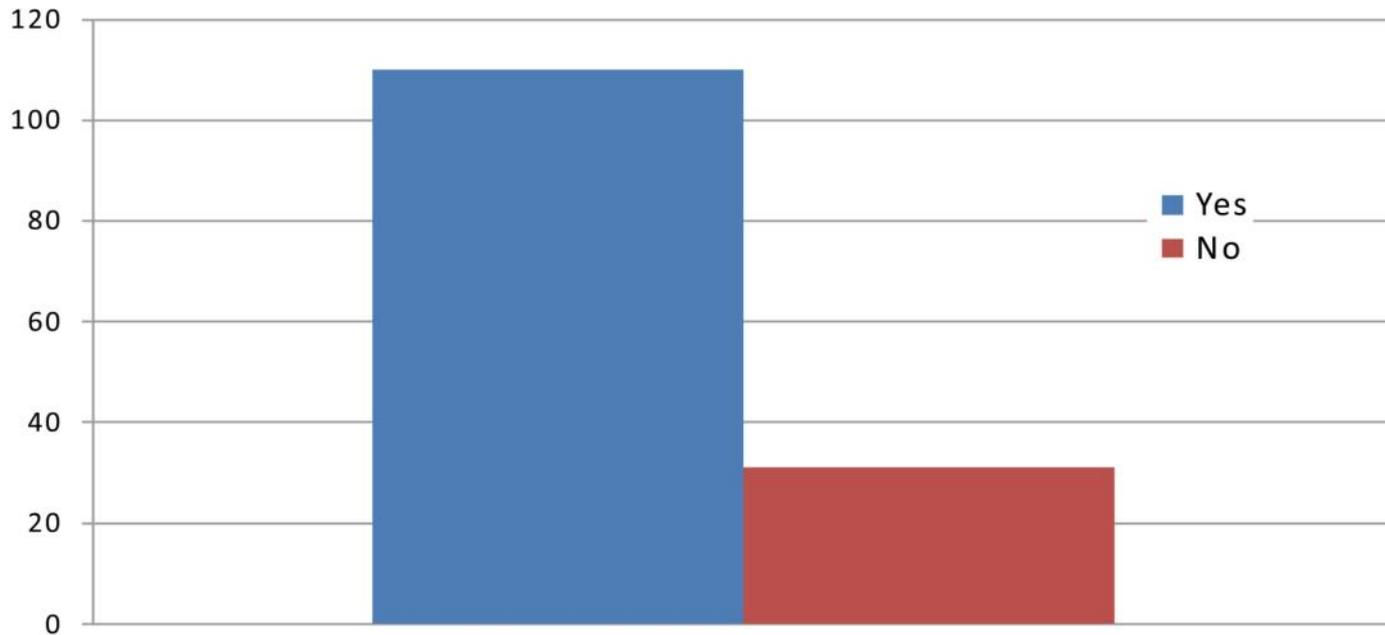


# Imagine West Linn - 2008

- Encourage the expansion of transit in the West Linn area
- Support a transit link with the proposed Willamette Valley high-speed rail line station in Oregon City

# What We Have Heard So Far

**(Q.9) Should frequent transit be a component of our Vision for the Corridor?**



Fundamental Characteristics

# Complete Street Transit Requirements

- Frequent service
- Dependable service
- Direct connections between destinations
- Well integrated

**Reduce Auto Dependency**



**Premium Transit**



Modern Streetcar



Bus Rapid Transit (BRT)

Great Interurban Transit



Eugene/Springfield Emerald Express Bus Rapid Transit (BRT)



Portland Modern Streetcar

**Nationwide Currently:  
26 Streetcar Proposals**

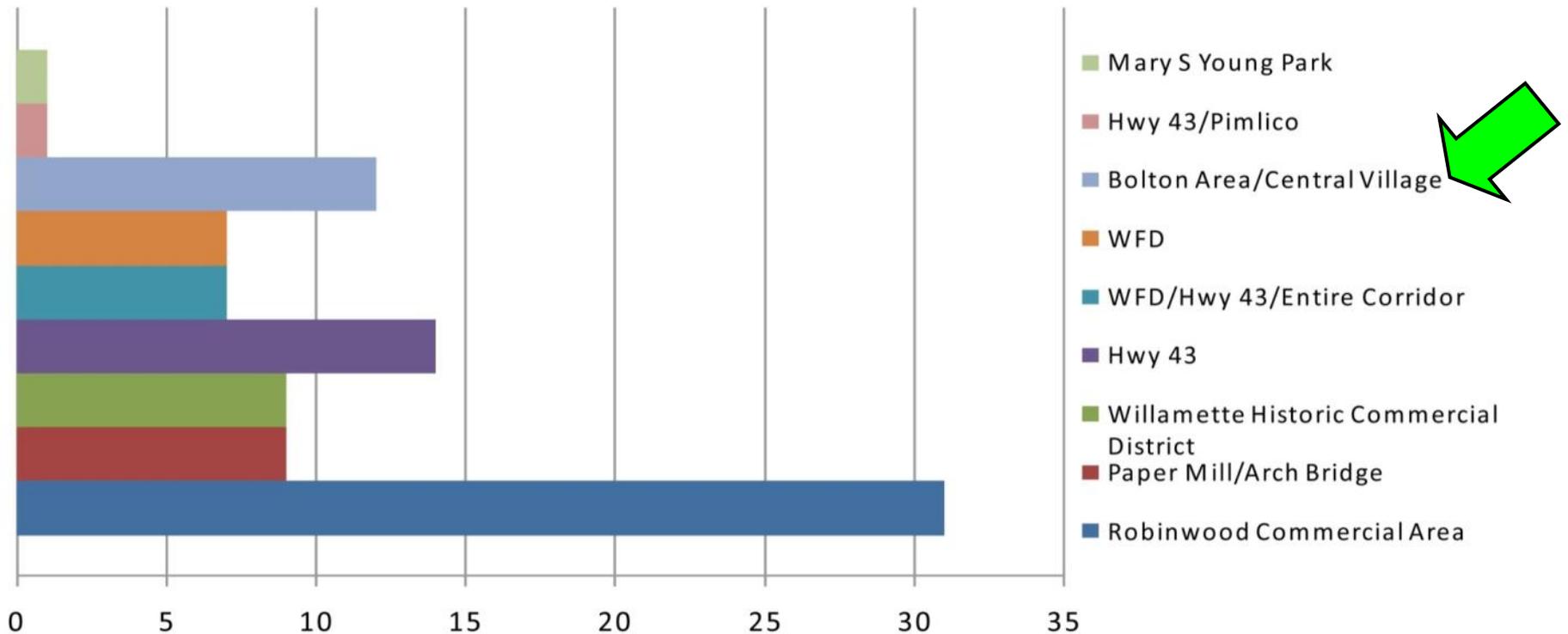


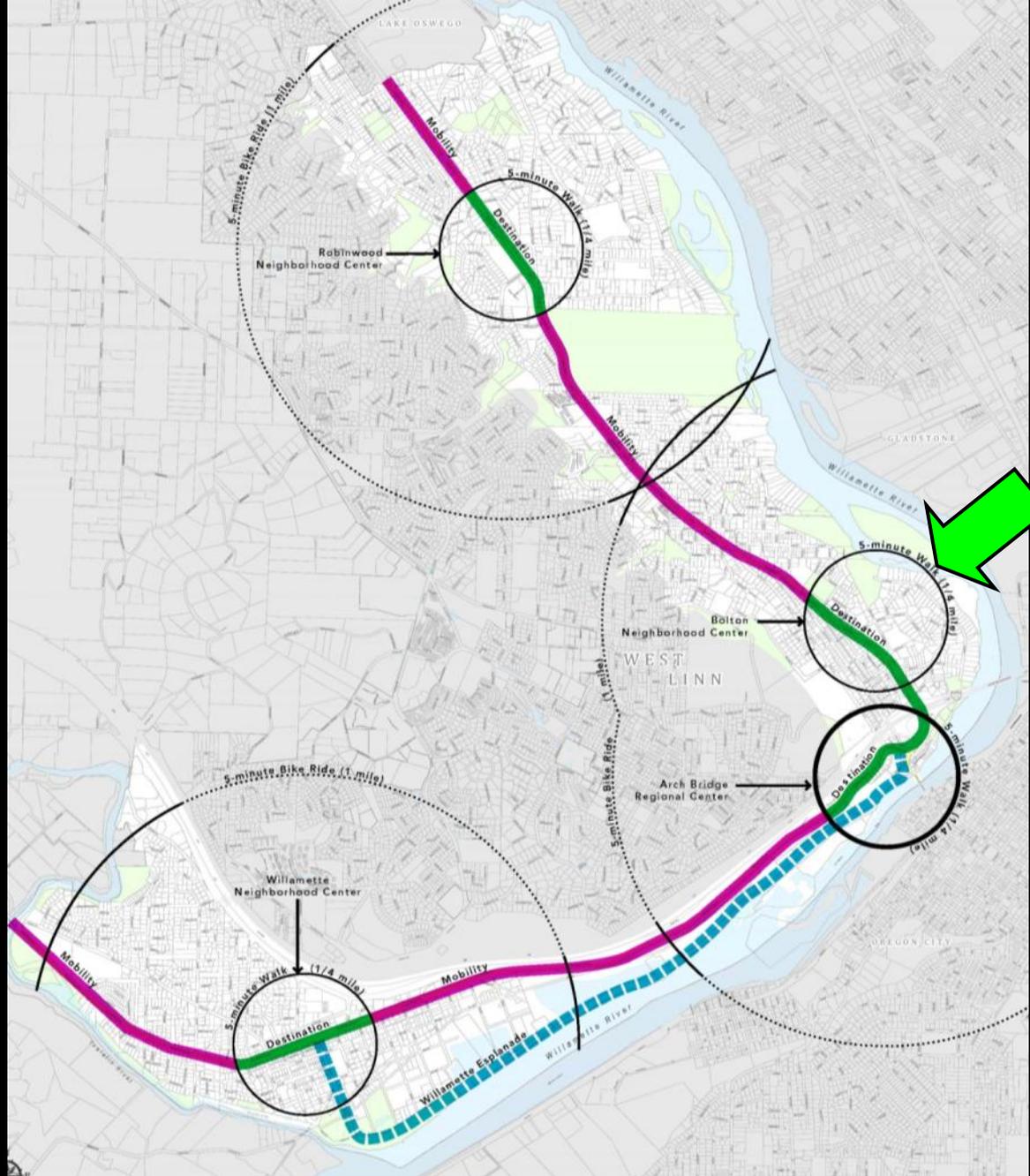
A dense forest of trees with vibrant yellow autumn foliage. The leaves are a rich, golden-yellow color, and the branches are dark and intricate. The overall scene is a lush, textured canopy of autumn leaves.

Concepts

# What We Have Heard So Far

(Q.14) Which areas of the Corridor provide the best opportunities for positive change?

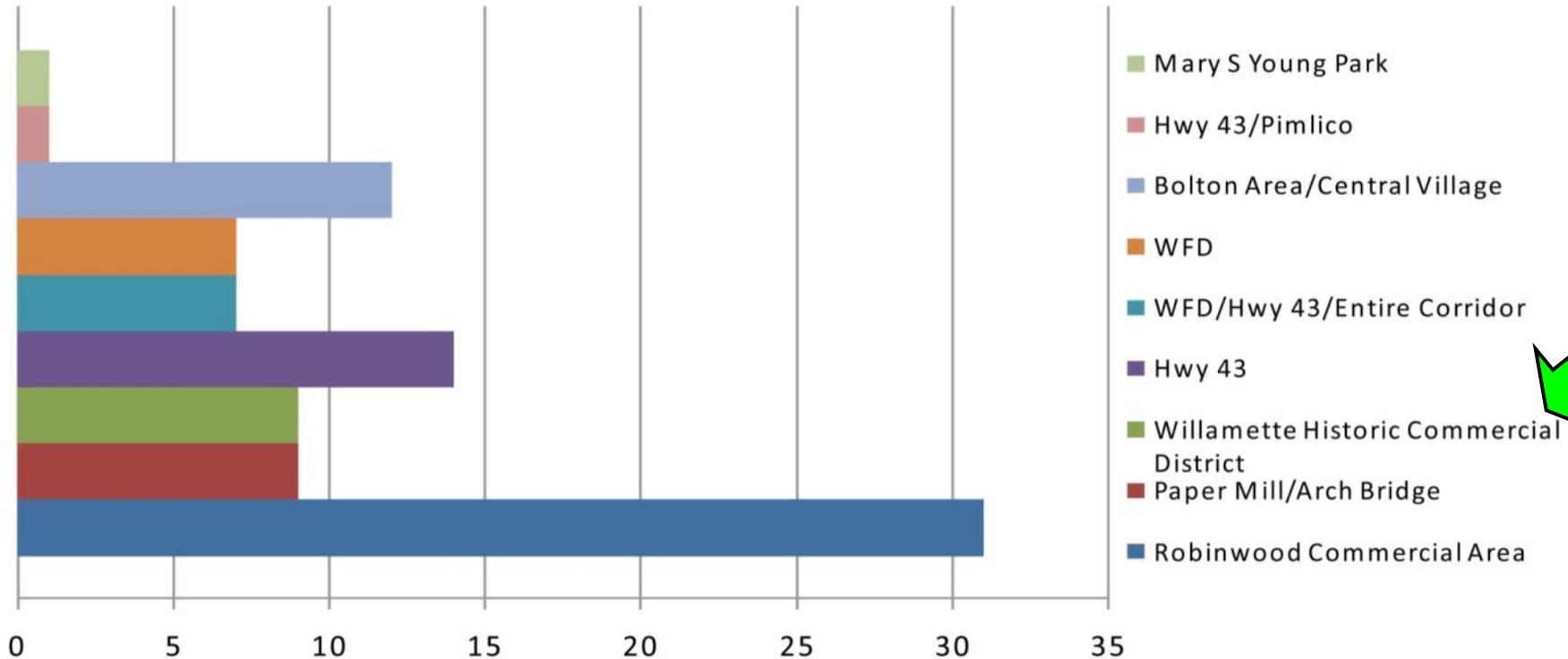


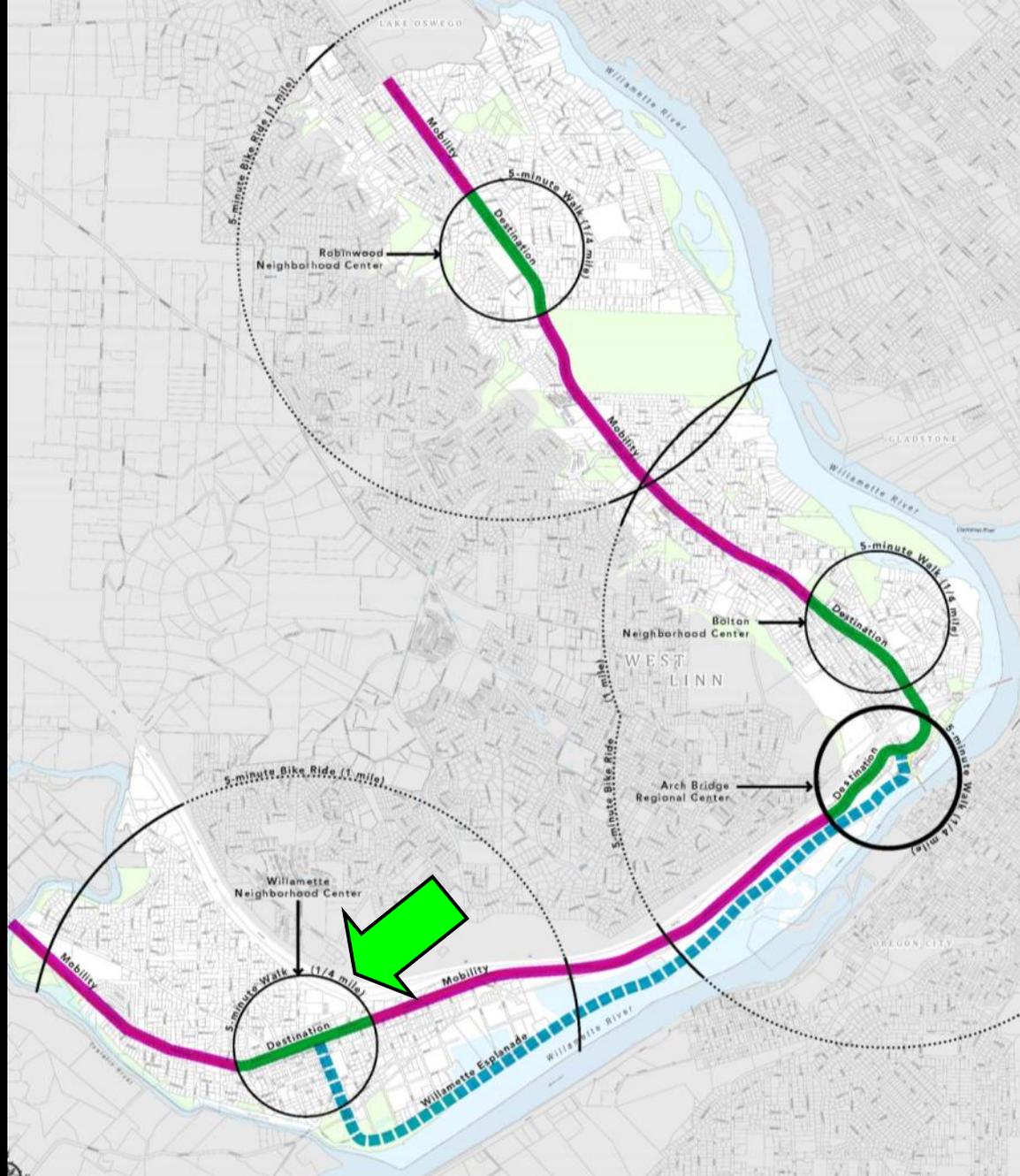


# Concepts—Centers

# What We Have Heard So Far

(Q.14) Which areas of the Corridor provide the best opportunities for positive change?

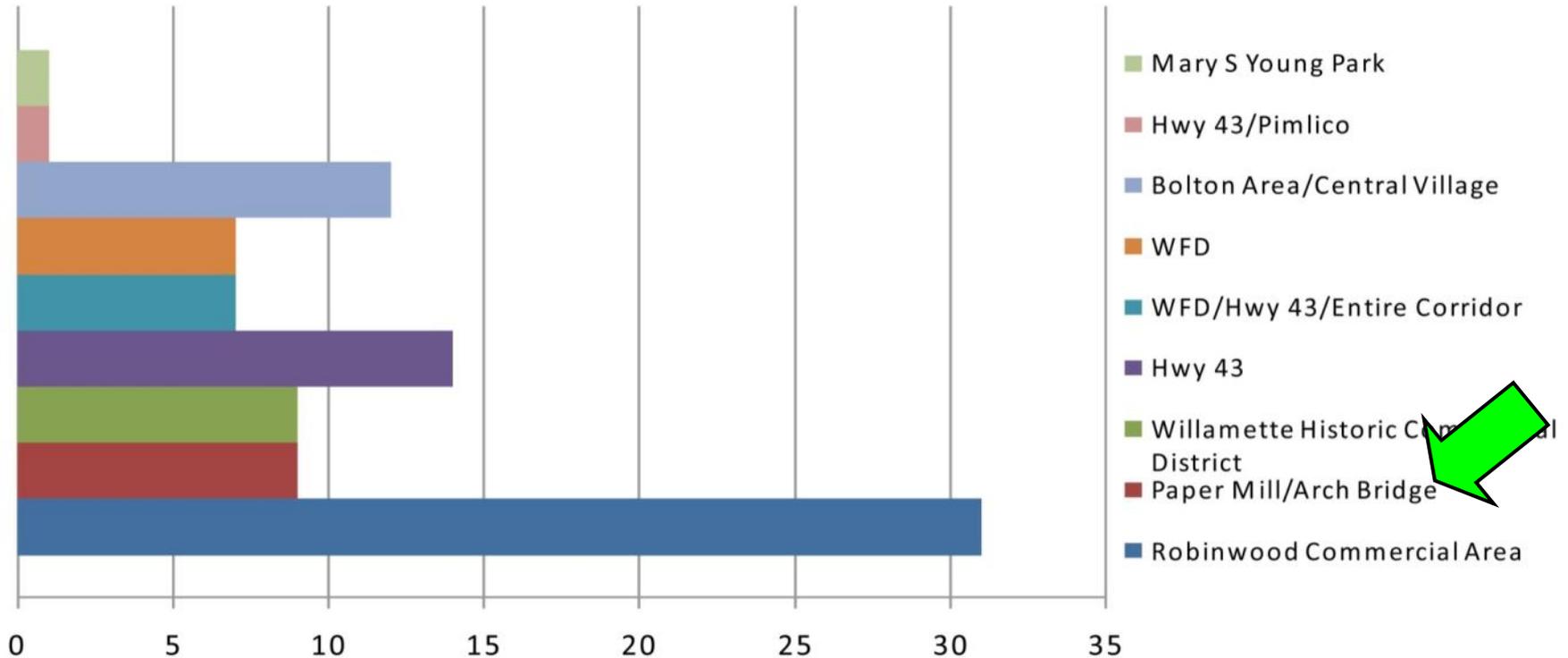


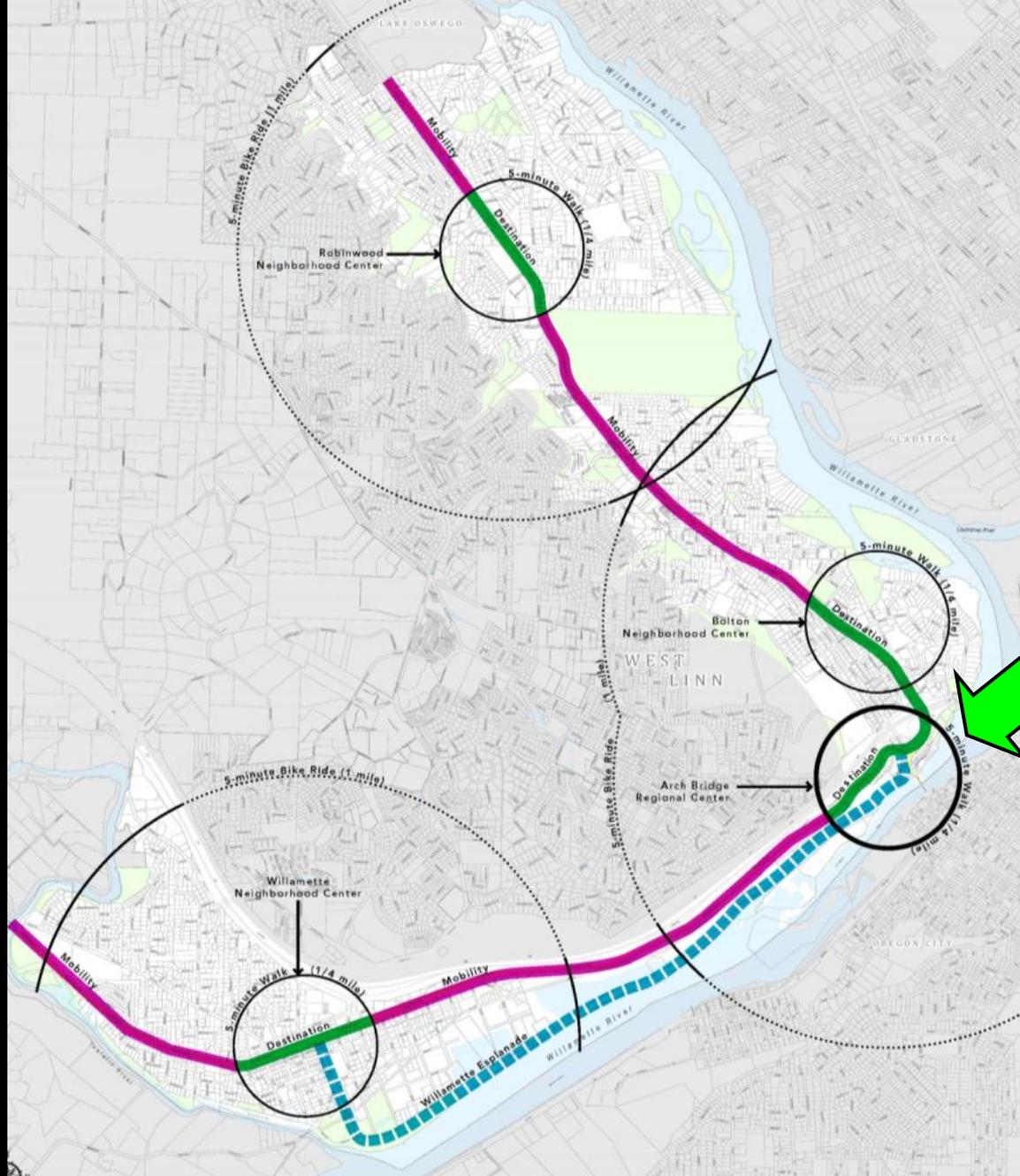


# Concepts—Centers

# What We Have Heard So Far

(Q.14) Which areas of the Corridor provide the best opportunities for positive change?

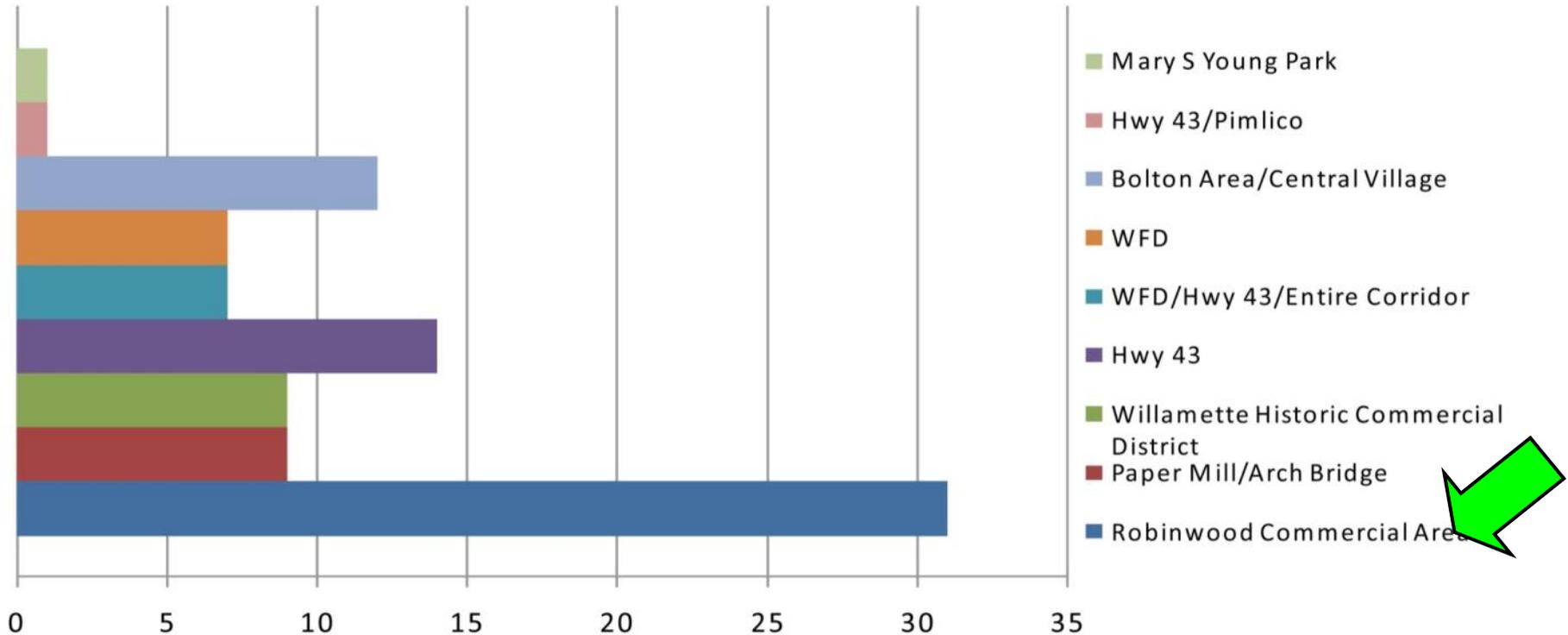


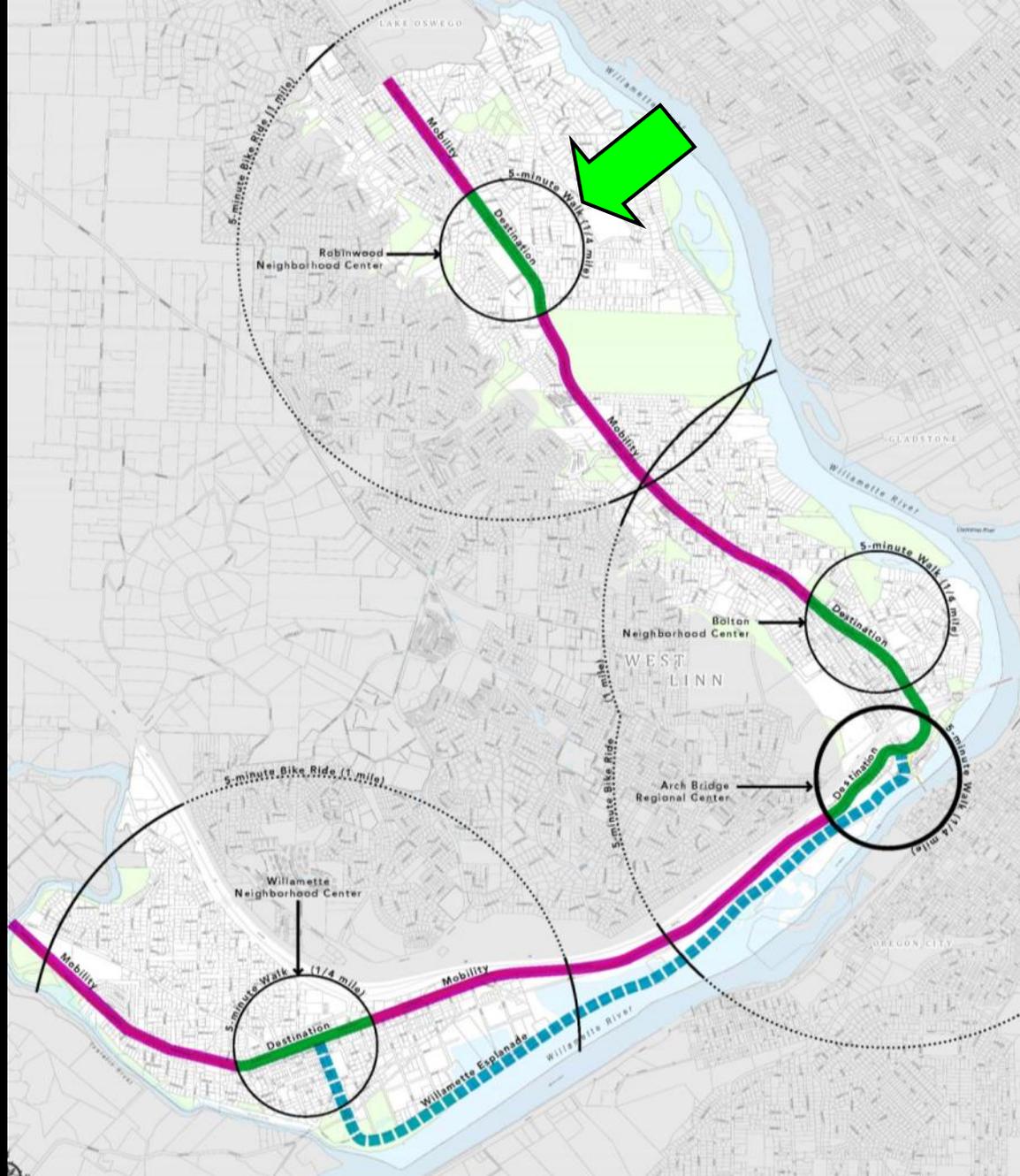


# Concepts—Centers

# What We Have Heard So Far

(Q.14) Which areas of the Corridor provide the best opportunities for positive change?





# Concepts—Centers

# What We Have Heard So Far

- Revitalize the Robinwood Shopping Center
- Robinwood provides the best area for positive change
- Entertainment businesses
- Neighborhood/Pedestrian oriented businesses



**Robinwood Neighborhood Center**



Robinwood



Robinwood



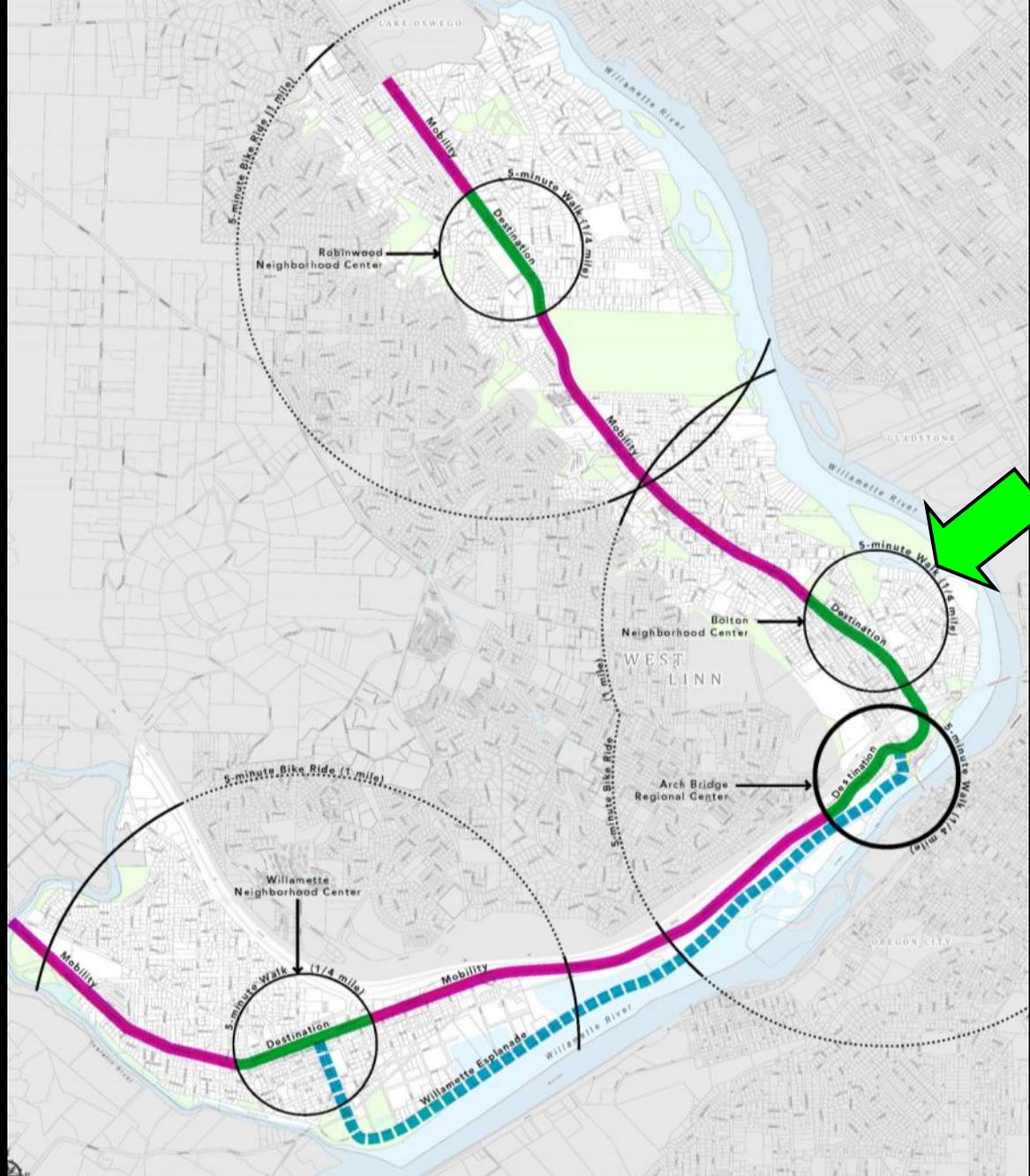
Robinwood

T LINN OLD TIME FAIR July 15-17  
Willamette Park

1ST CHOICE  
MARKET

FOR SALE  
RETAIL PAD  
Available 3,900 SQ. FT.  
with Drive-Thru  
Jeff Olson  
Alex MacLean  
274-0211  
COMMERCIAL  
REALTY  
AND MORE

Robinwood



Concepts—Bolton Neighborhood Center



**Bolton Neighborhood Center**



Bolton



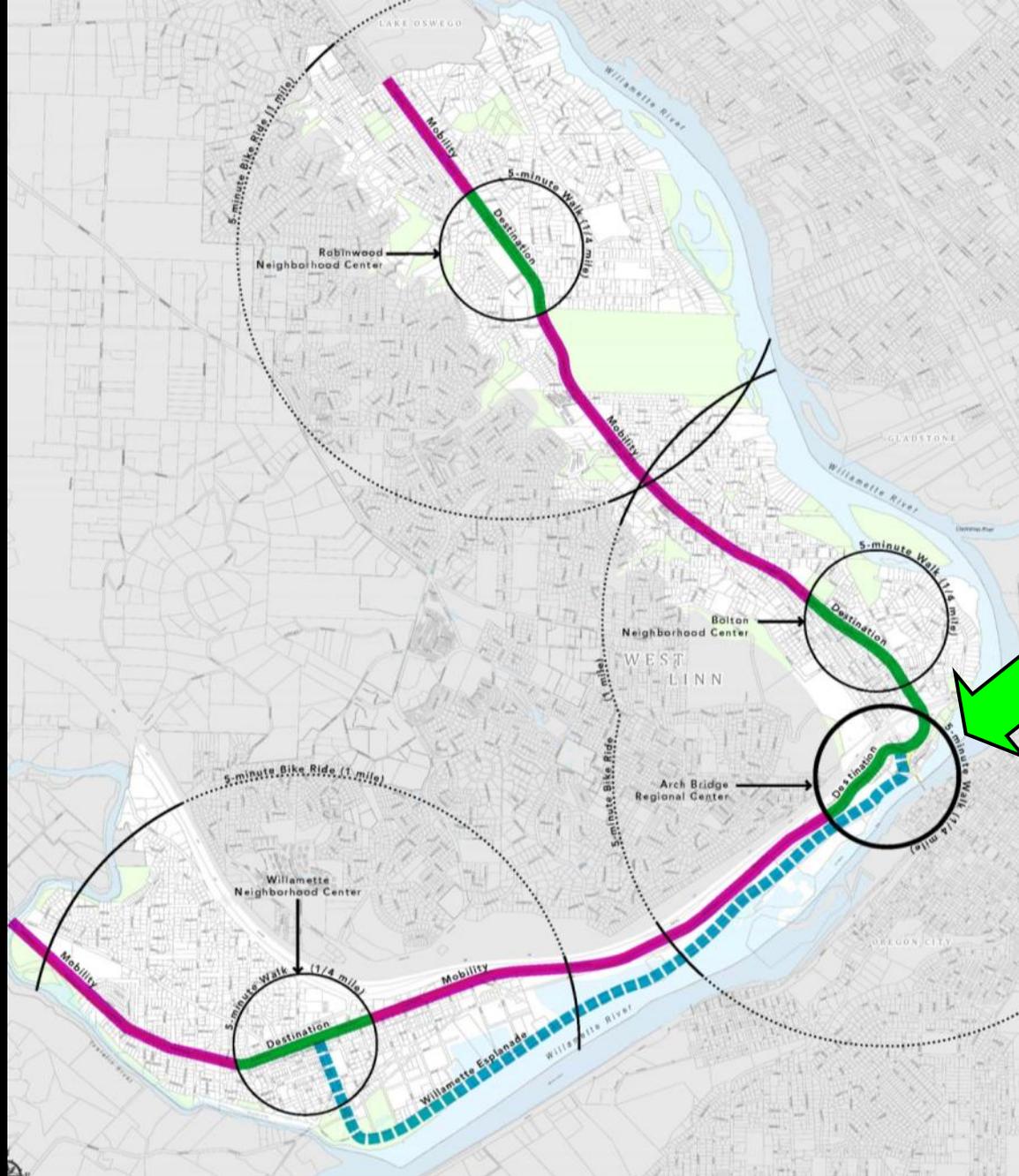
Bolton



Bolton



Bolton



Concepts—Arch Bridge Regional Center

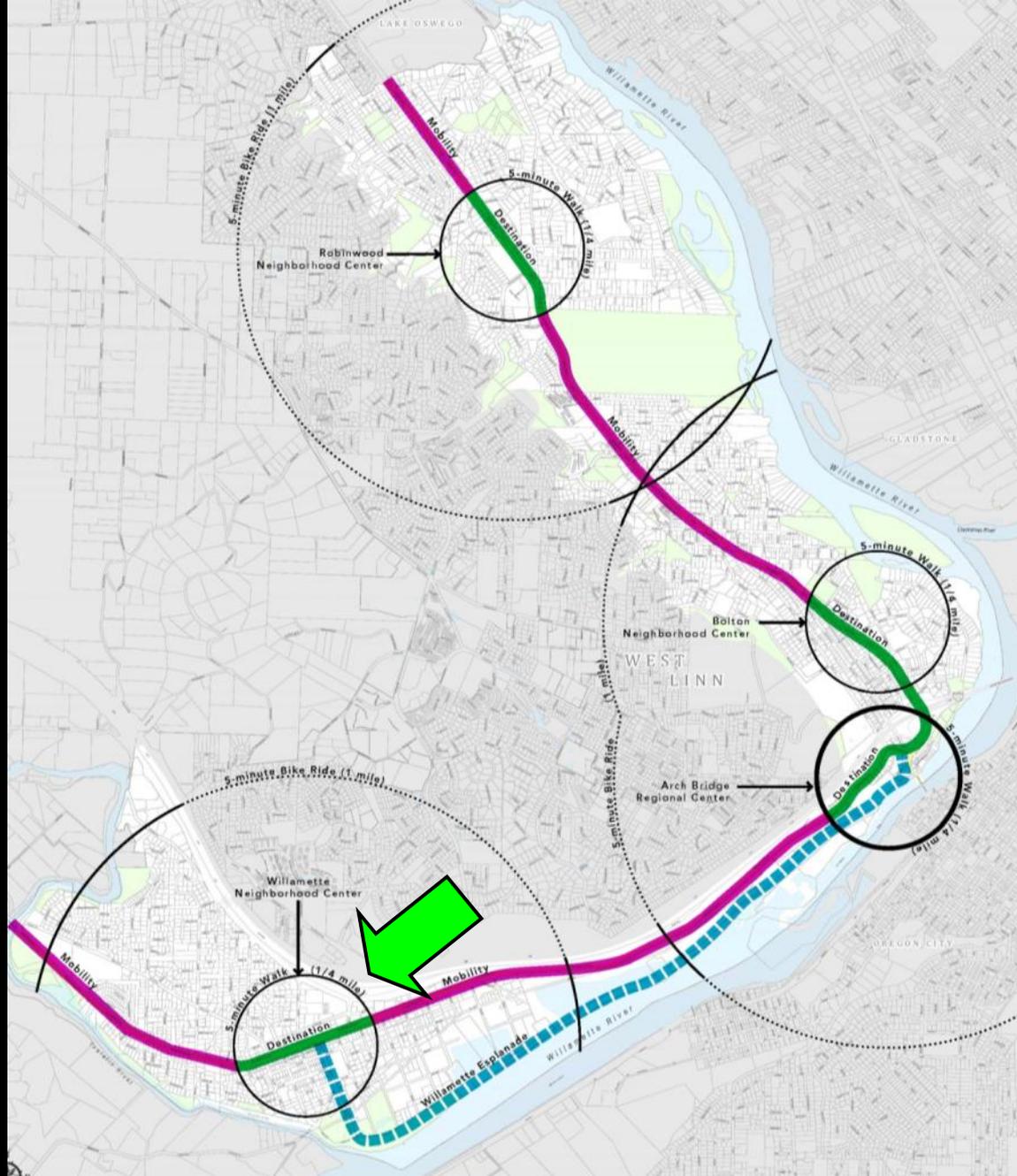
# What We Have Heard So Far

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- Redevelop the areas around the I-205 and Highway 43 interchange
- Gateway to West Linn
- More intensive development could include hotel, offices and higher density housing with views of the river
- Walkways and bike paths leading to viewpoints of the Willamette River Falls and extending to Willamette



**Arch Bridge Regional Center**



Concepts—Willamette Neighborhood Center

# Imagine West Linn - 2008

- Enforce the special historic standards that apply to the Willamette District

# What We Have Heard So Far

- Protect the historic Willamette area
- Bolster Willamette's role as a destination



Willamette Neighborhood Center



Willamette



Willamette



Willamette



Willamette

# What We Have Heard So Far

- Redevelop the Blue Heron site
- Ideas for potential uses included hotel, high density housing, river district with shops/mixed use, or a park

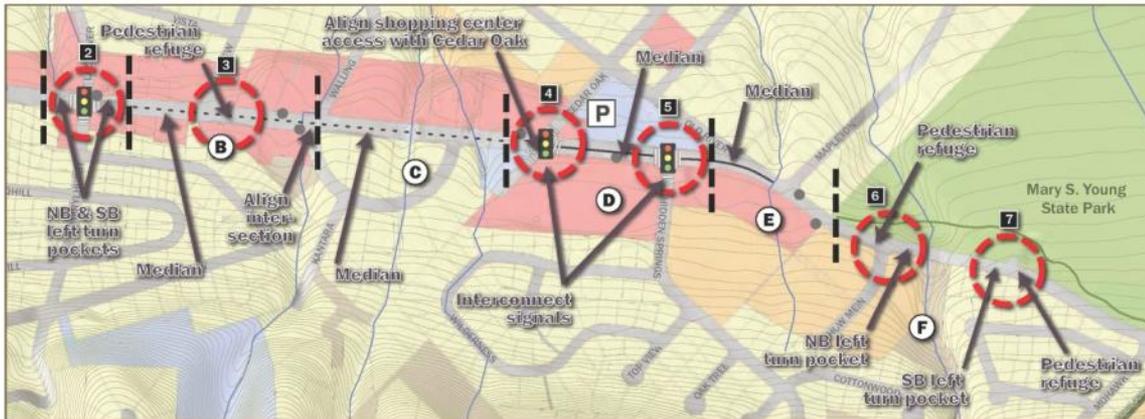


Blue Heron Site

A dense forest of trees with vibrant yellow autumn foliage. The leaves are a rich, golden-yellow color, and the branches are dark and intricate. The overall scene is a lush, colorful display of fall foliage.

Highway 43 & Willamette Falls Drive

# West Linn OR 43 Conceptual Design Plan

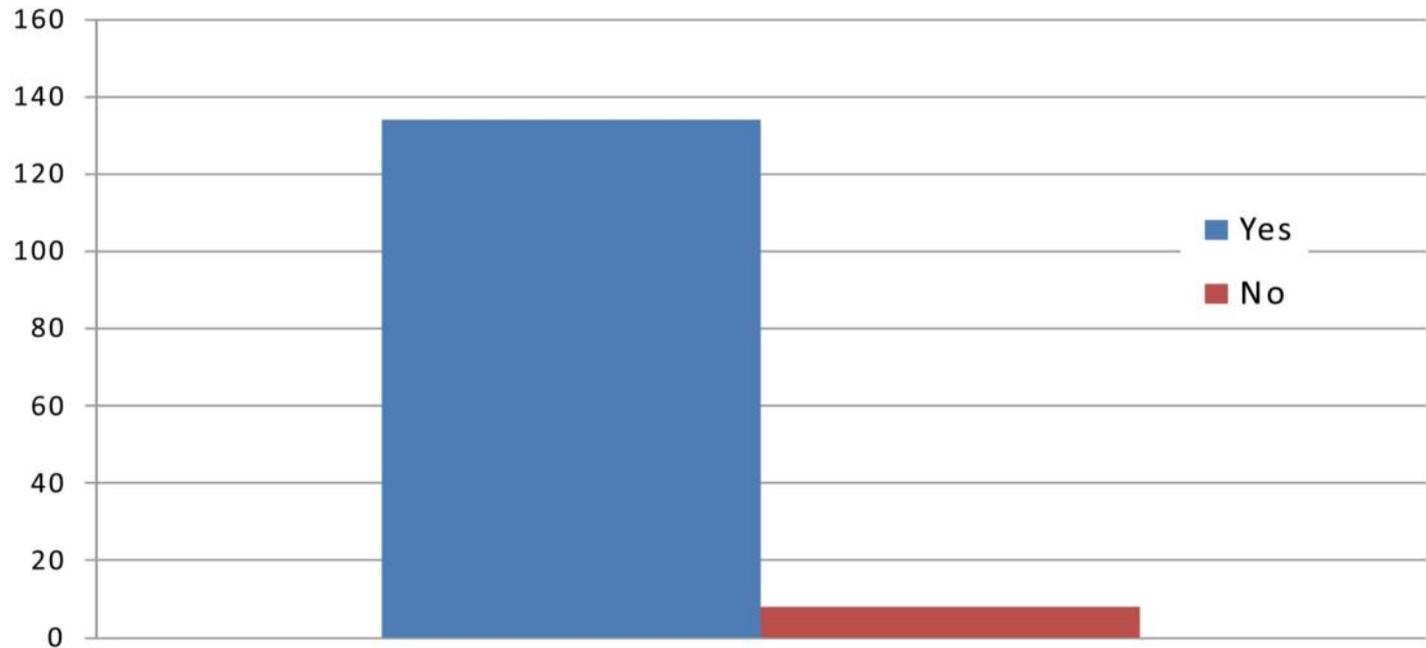


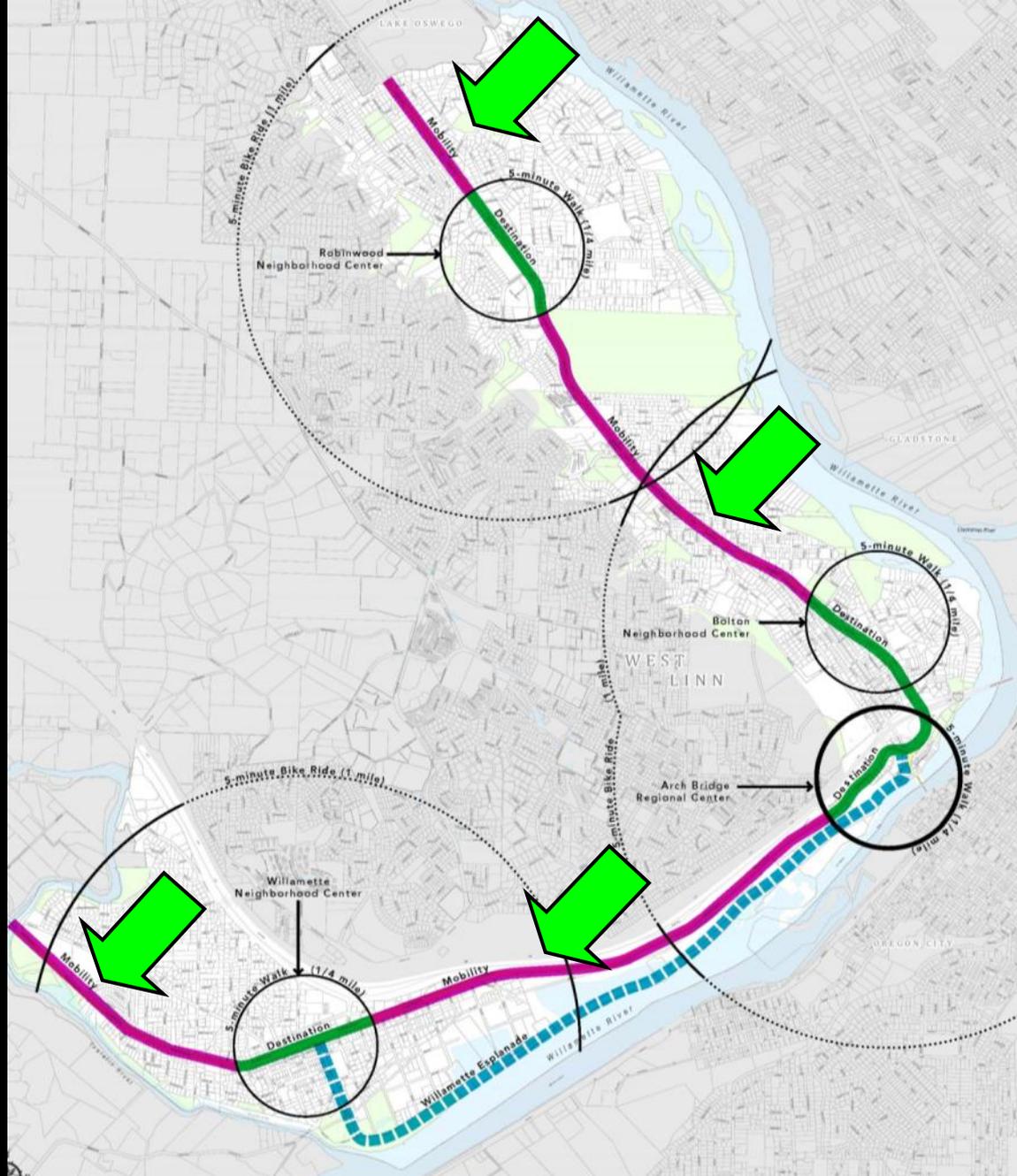
Final Report

January 4, 2008

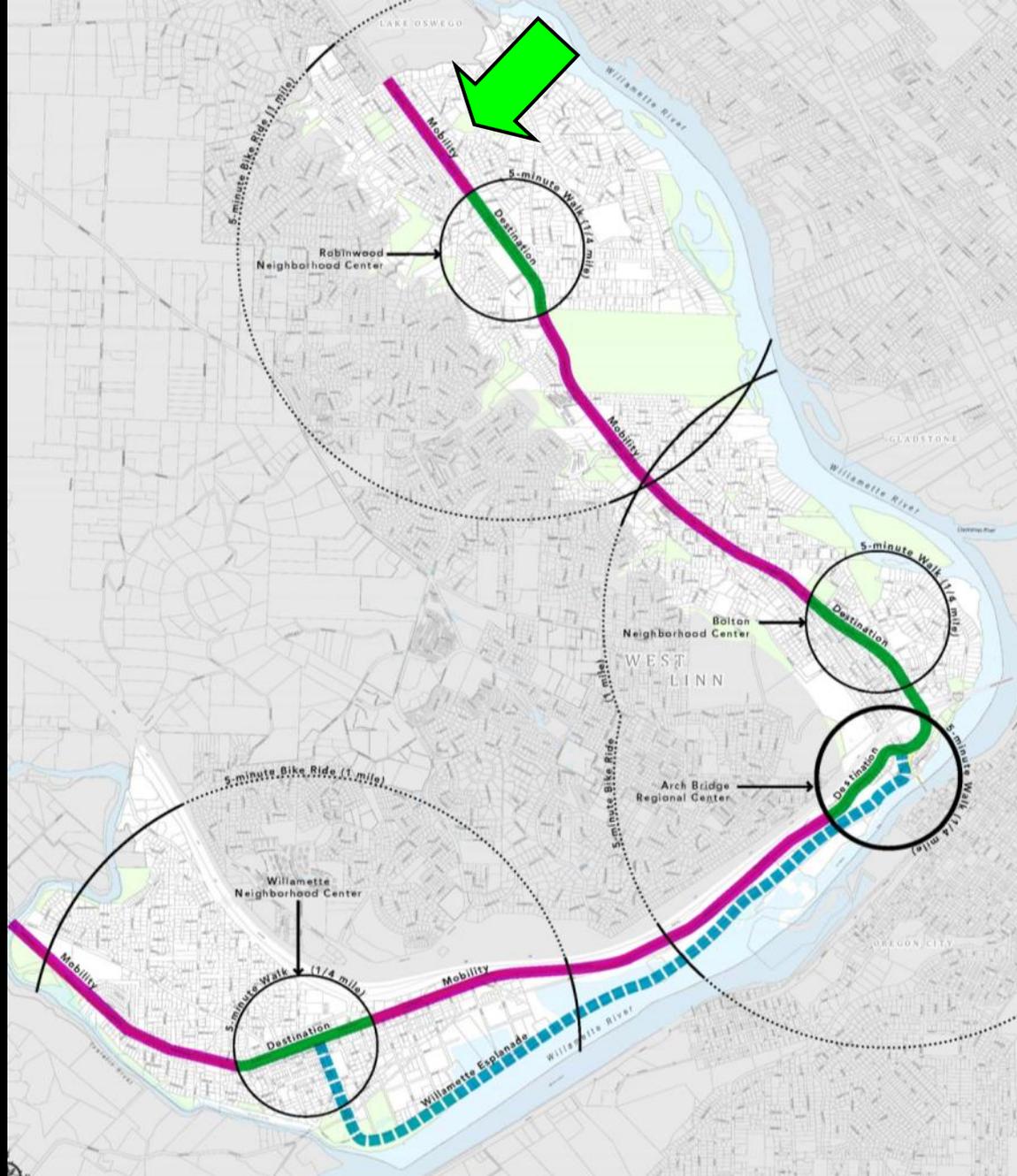
# What We Have Heard So Far

**(Q.1) Do you think the Hwy 43/WFD Corridor should be improved?**

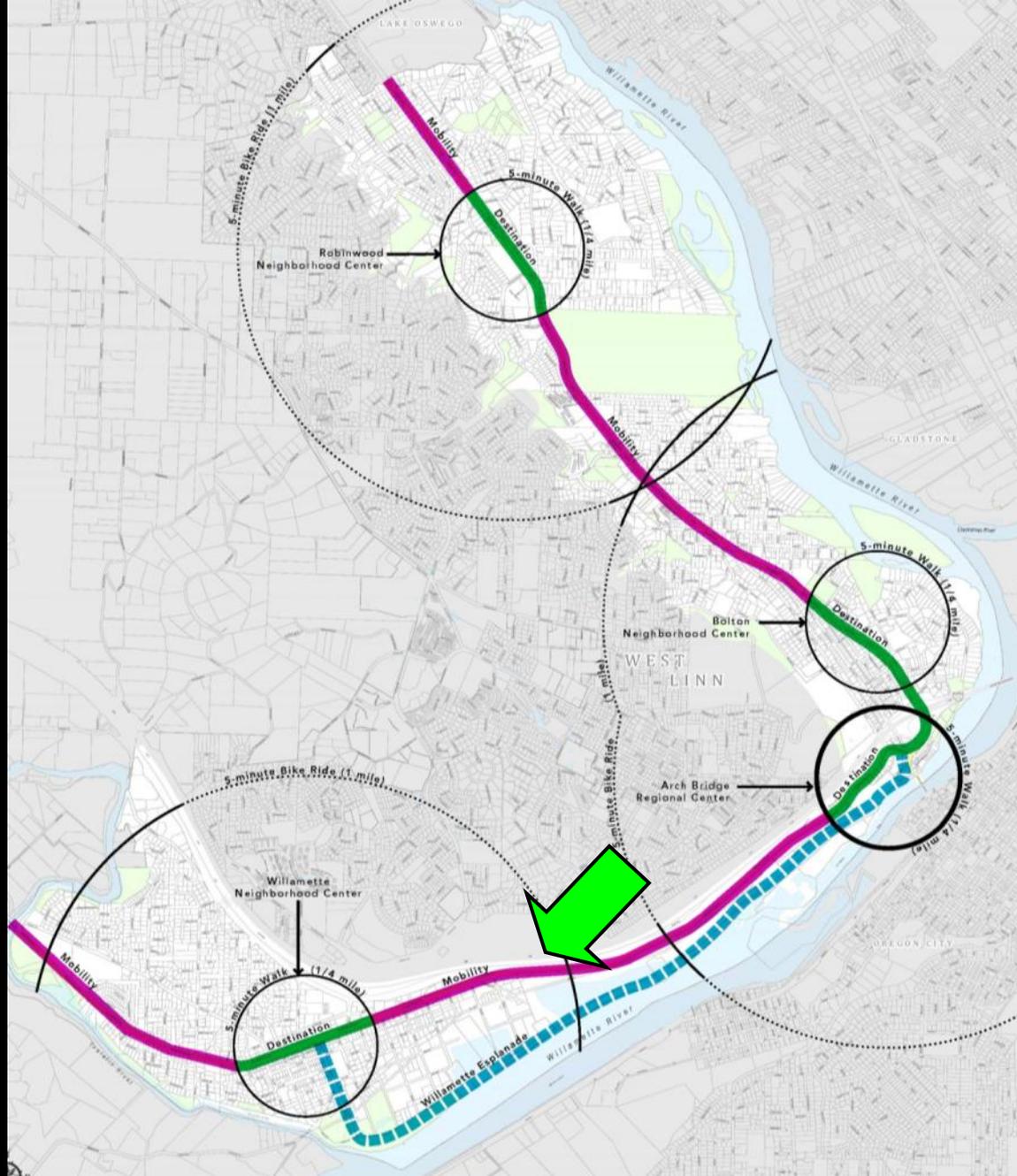




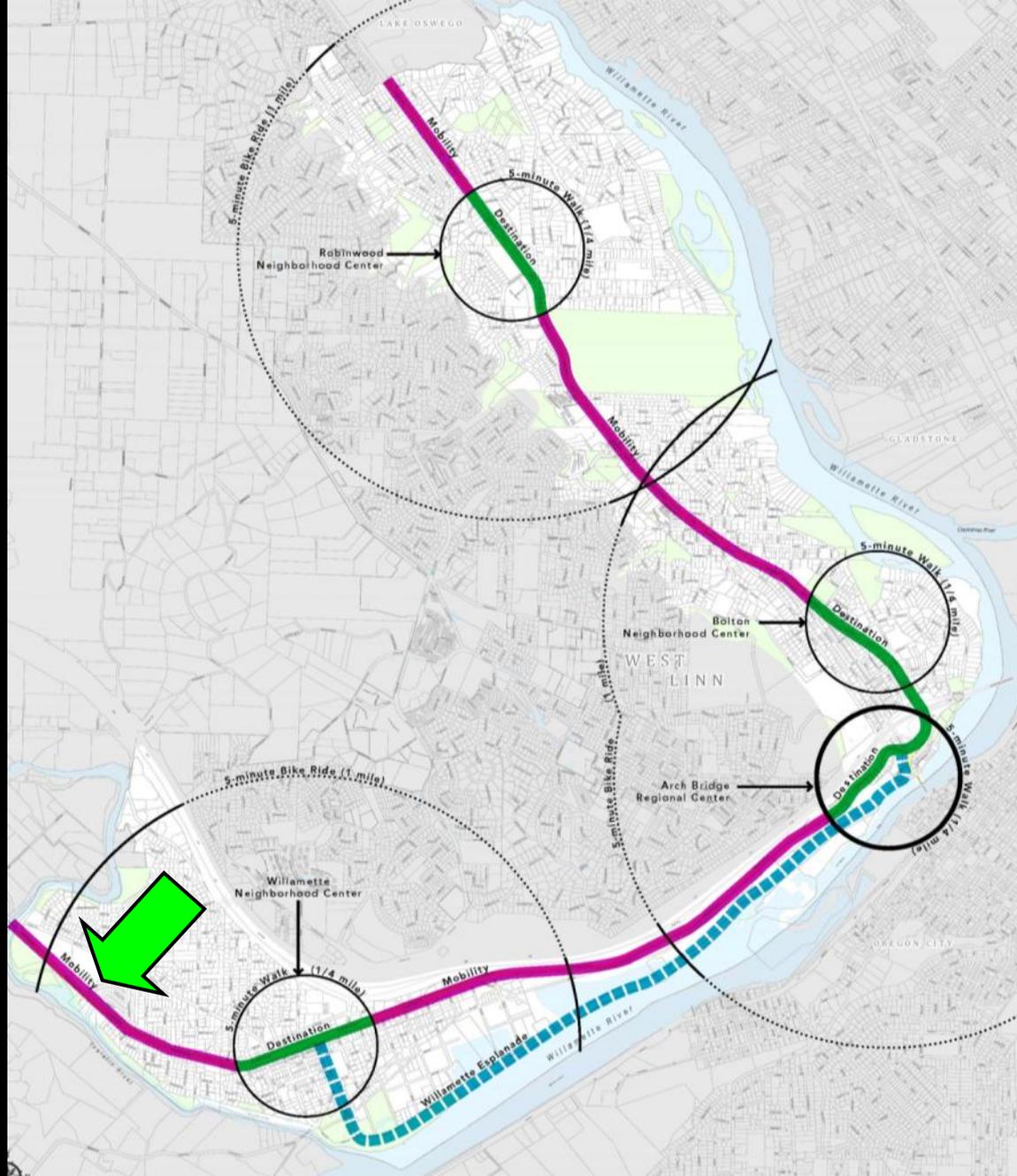
Concepts—Mobility Segments



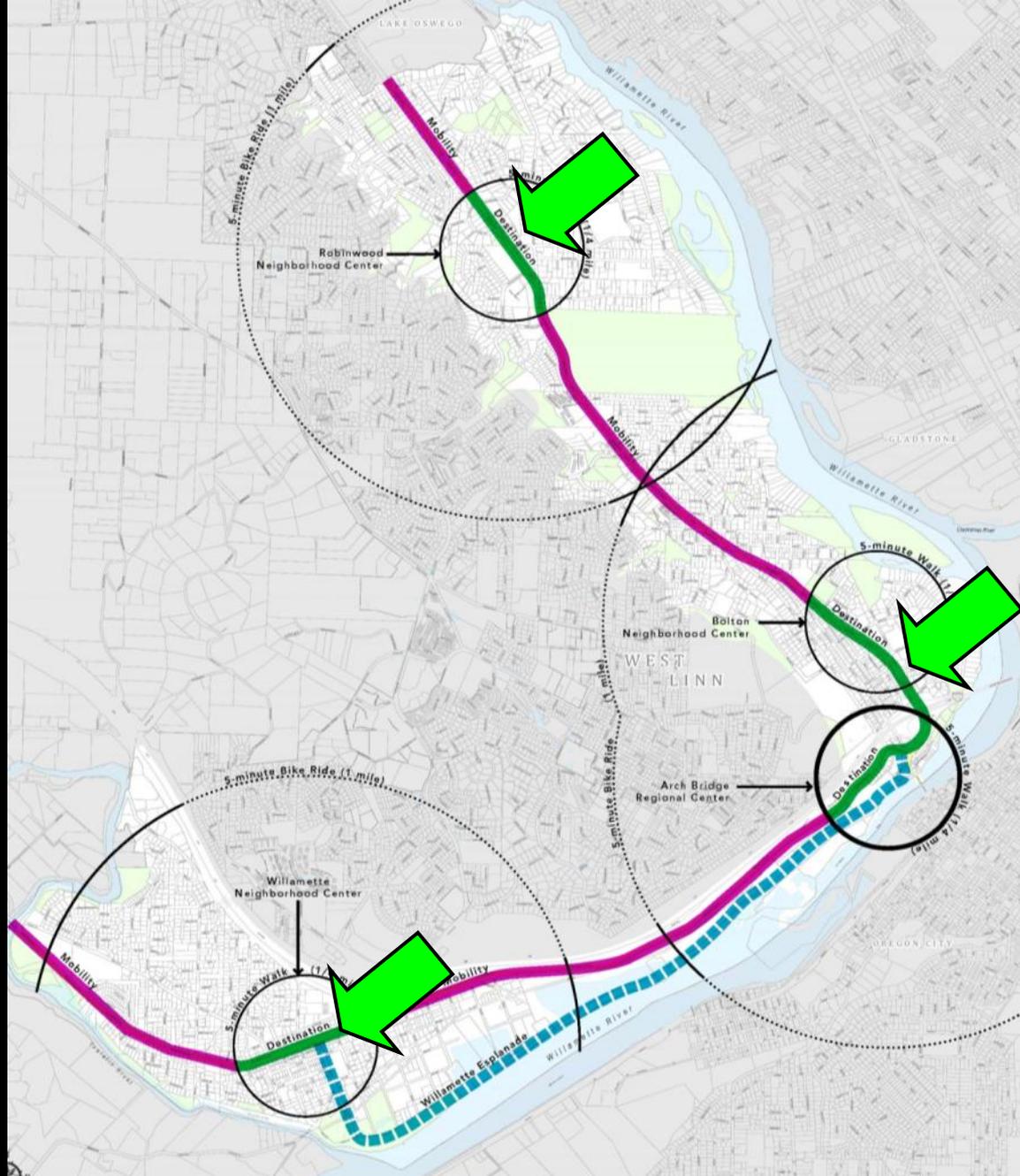
Concepts—Mobility Segments



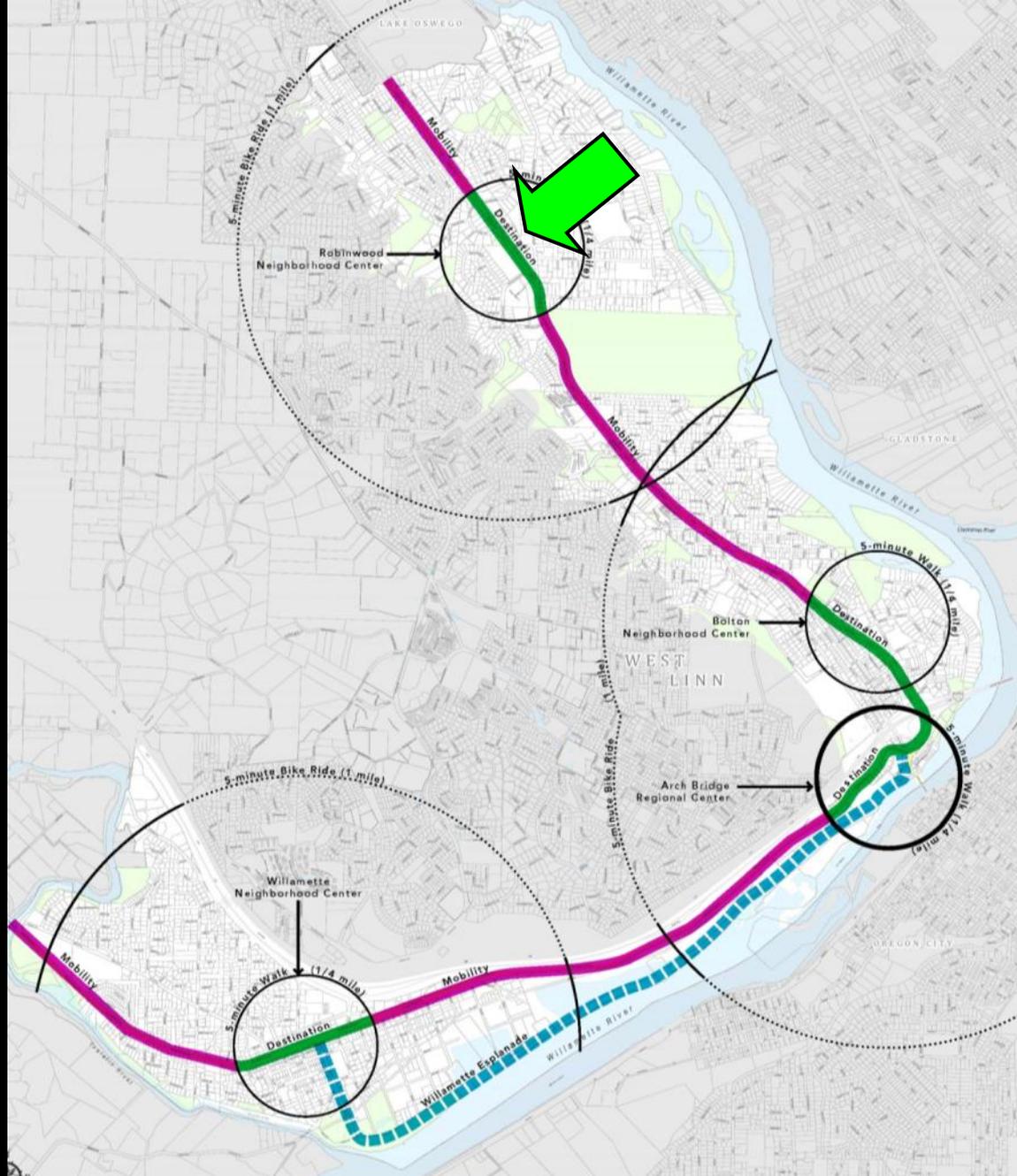
Concepts—Mobility Segments



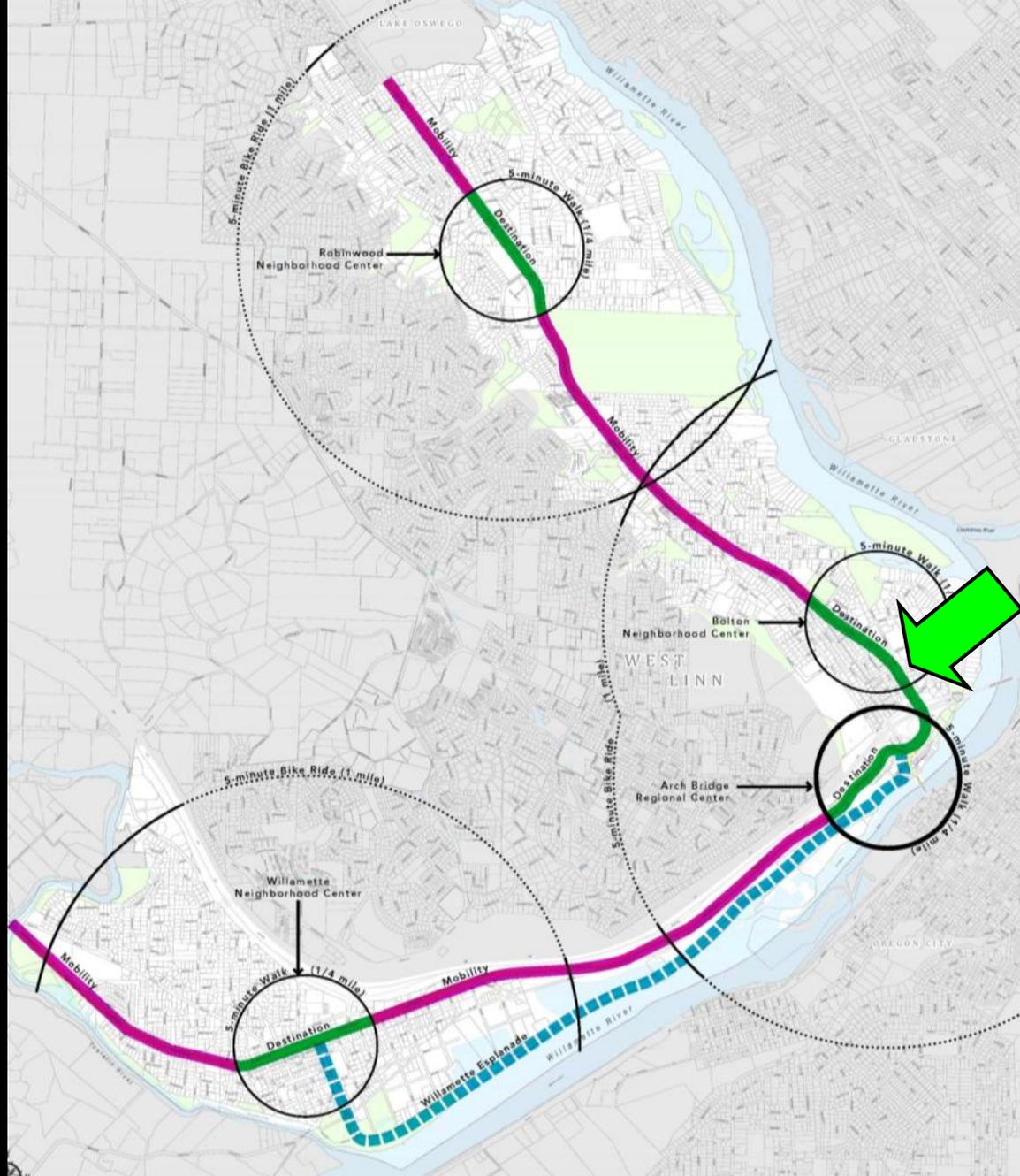
Concepts—Mobility Segments



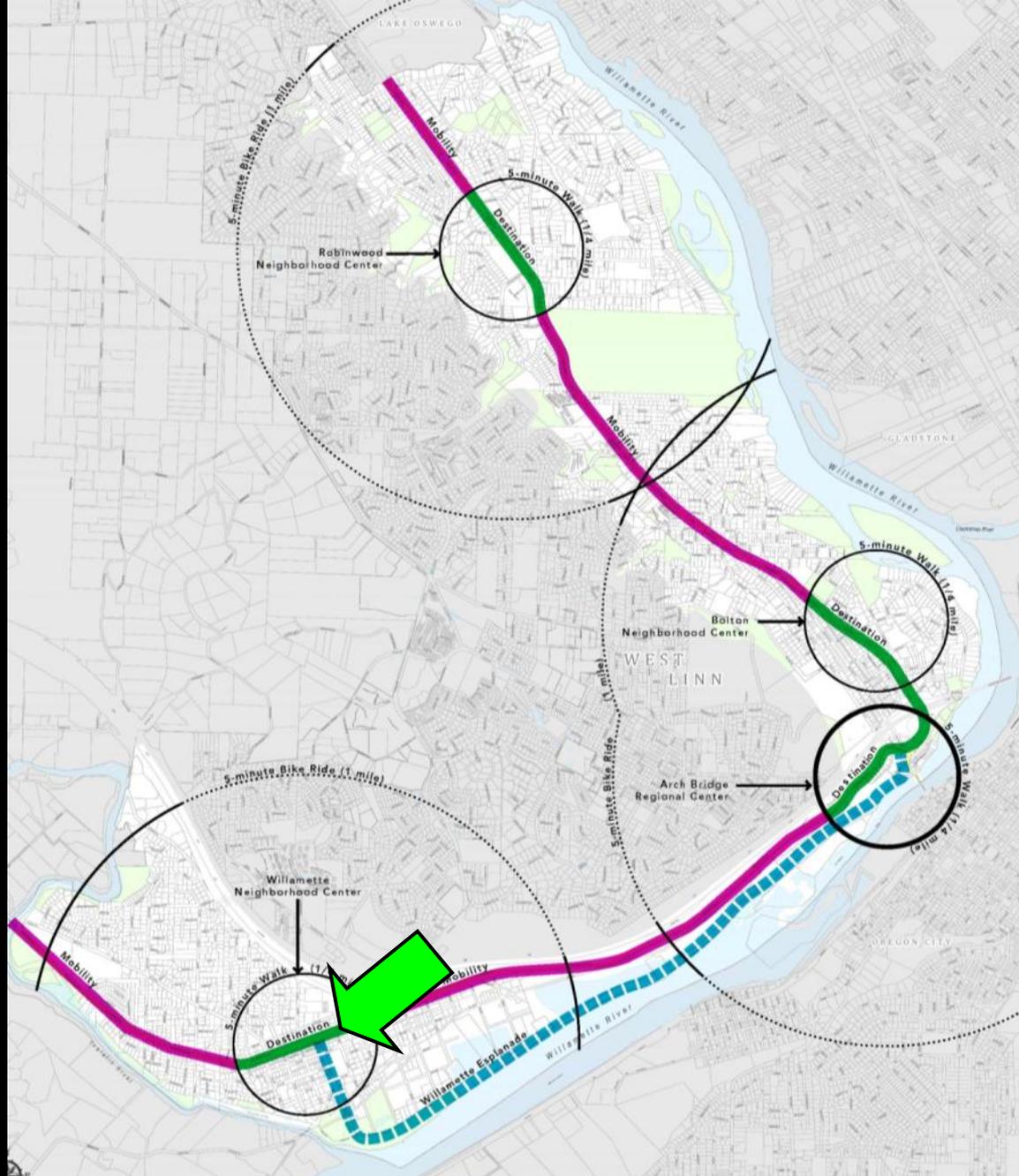
Concepts—Destination Segments



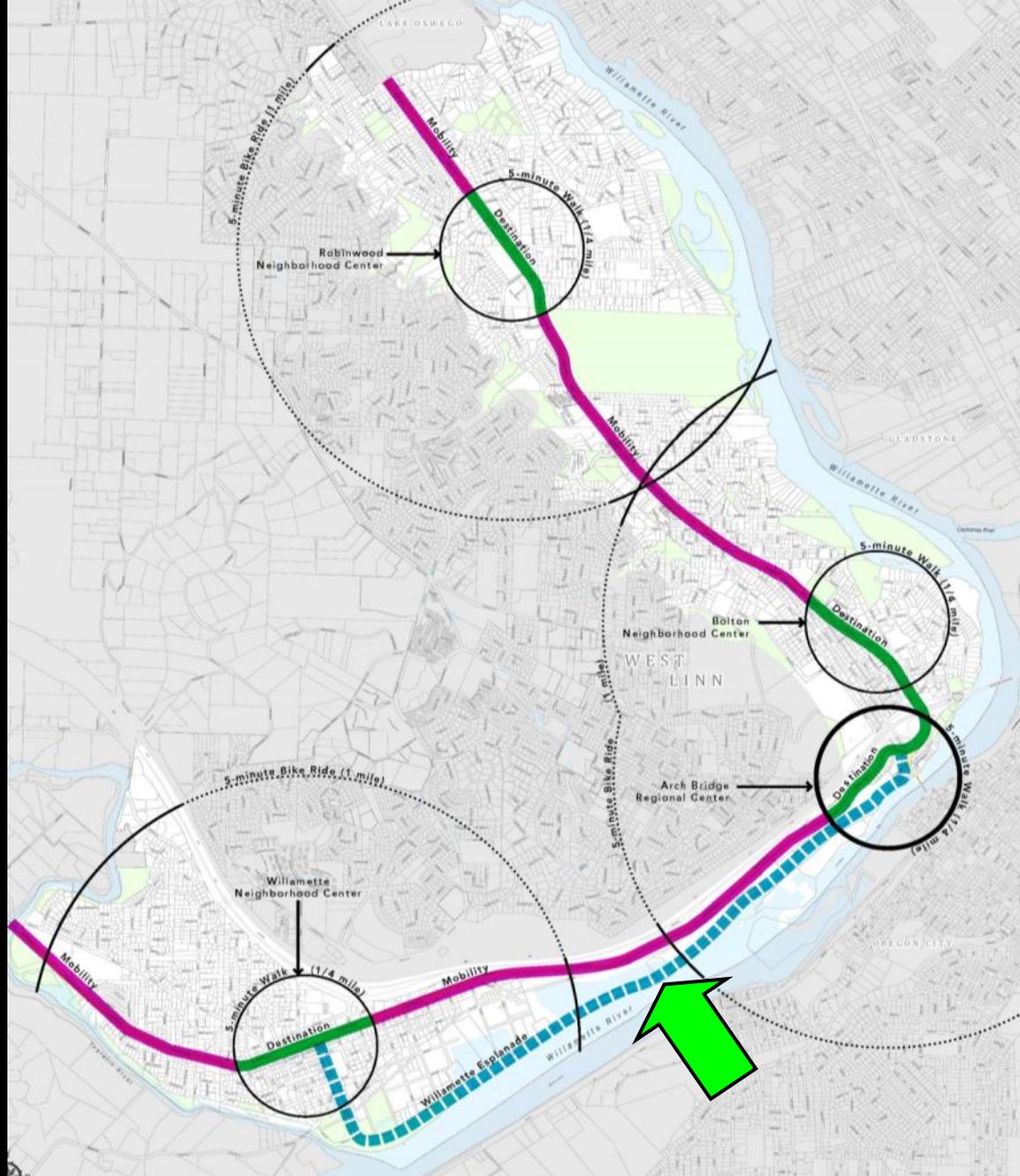
Concepts—Destination Segments



Concepts—Destination Segments



Concepts Map—Destination Segments



Concepts—Willamette Esplanade



Willamette Esplanade

A dense forest of trees with vibrant yellow autumn foliage. The leaves are a rich, golden-yellow color, and the branches are dark and intricate. The overall scene is a lush, colorful display of fall foliage.

**Workshop**

# Agenda

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Mayor's Introduction

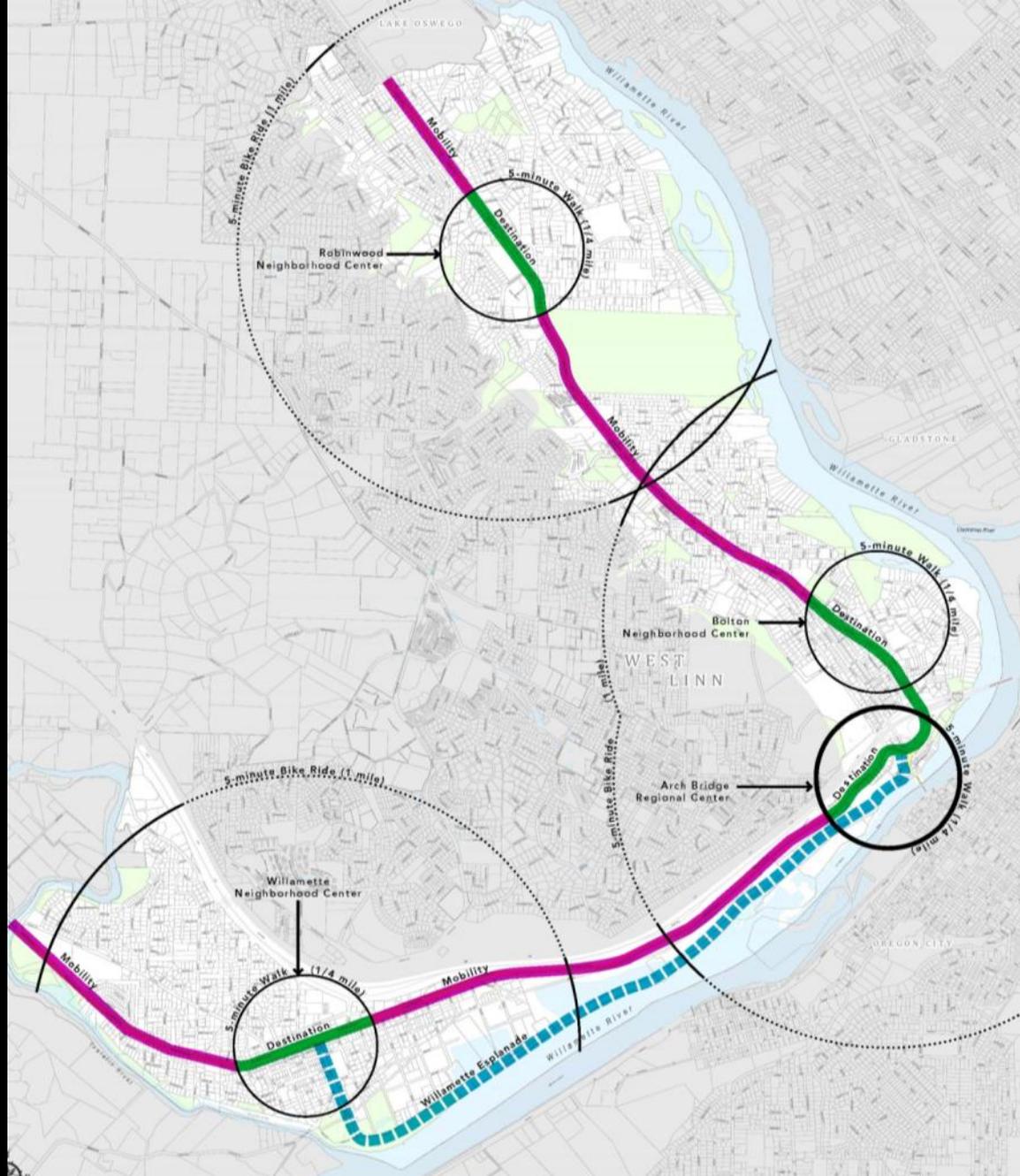
Project Overview

Presentation

- 1) Background
- 2) Possibilities

## Workshop

- 1) Table Discussions
- 2) Fill out Response Sheets
- 3) Table Reports
- 4) Next Steps



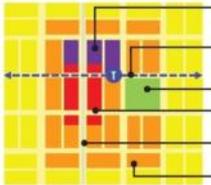
Concepts Map

# Highway 43/Willamette Falls Drive Vision, Phase 1

The first phase of the Highway 43/Willamette Falls Drive Corridor Vision and Plan project will identify the community's preferences for corridor evolution over the next 20-30 years.

## CENTERS—Centers create desirable, walkable neighborhoods by capitalizing on undeveloped lands

Centers are characterized by:



- Great Employment: Medium to large parcels with good front door address
- Great Transit: Frequent and dependable service linking destinations
- Great Parks: Spaces designed for range of ages and uses
- Great Retail: Continuous, ground-floor retail fronting on-street parking
- Complete Streets: Outdoor rooms for public enjoyment
- Great Housing: Variety of housing types

Do you support Centers in the following areas?

- Robinwood Neighborhood Center  Y  N
- Bolton Neighborhood Center  Y  N
- Arch Bridge Regional Center  Y  N
- Willamette Neighborhood Center  Y  N

## COMPLETE STREETS—Complete Streets are designed and operated so they work for all users and modes



### Complete Streets as a Destination

Support Center destinations by prioritizing pedestrian and bicycle circulation and auto access to businesses. Destination Streets:

- Tolerate congestion
- Reduce auto and transit speeds



### Complete Streets for Mobility

Support through-vehicle movement while providing safe and comfortable pedestrian and bicycle circulation. Mobility Streets:

- Maximize auto and transit speed and capacity
- Minimize user conflicts



### Protected Bikeways

Support increased bike ridership and reduced auto use and congestion. Protected bikeways physically separate bicyclists from auto traffic, allowing people of all ages and fitness levels to feel safe and comfortable riding bikes.

Do you support Destination Street segments on Highway 43/Willamette Falls Drive in the following areas?

- Robinwood Neighborhood Center  Y  N
- Bolton Neighborhood Center  Y  N
- Arch Bridge Regional Center  Y  N
- Willamette Neighborhood Center  Y  N

Do you support Mobility Street segments on Highway 43/Willamette Falls Drive in the following areas?

- City Limits to Robinwood  Y  N
- Robinwood to Bolton  Y  N
- Arch Bridge to Willamette  Y  N
- Willamette to City Limits  Y  N

Do you support the goal of creating a continuous protected bikeway connecting destinations?

- Highway 43  Y  N
- Willamette Falls Drive  Y  N

## OTHER CONCEPTS

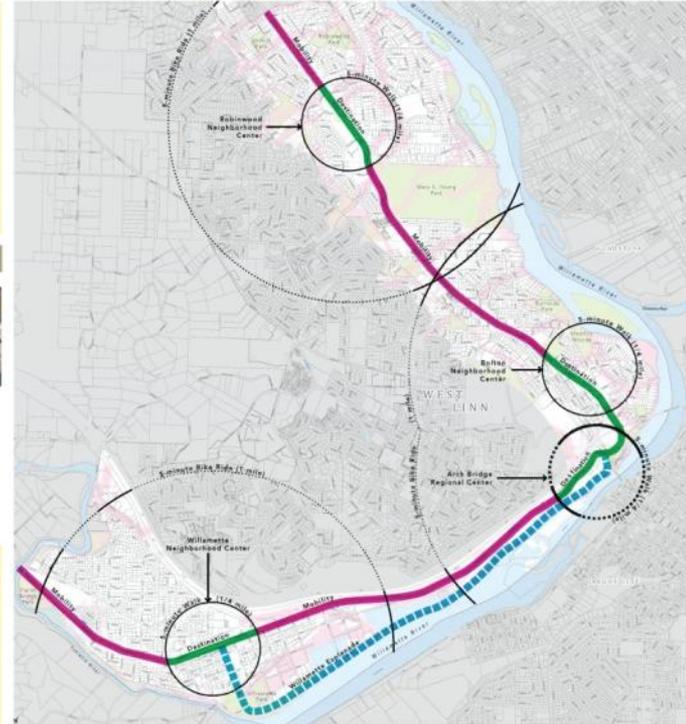
Do you support the goal of creating a Waterfront Esplanade?  Y  N

Which of the following uses do you support for redevelopment of the Blue Heron Site? (Please check all that apply)

- Industrial
- Hotel
- Park
- Natural Area
- Higher Density Housing
- Other \_\_\_\_\_

# Public Workshop—September 29, 2011

## CONCEPTS



## ADDITIONAL SUGGESTIONS AND COMMENTS

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Name (optional): \_\_\_\_\_

If you need additional time to respond, please return your comments to: Sara Javoronok, Associate Planner, City of West Linn, 22500 Salamo Road, West Linn, 97068 sjavoronok@westlinnoregon.gov, fax to 503.656.4106

# Highway 43/Willamette Falls Drive Vision, Phase 1

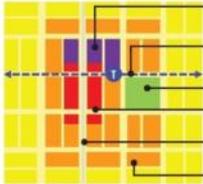
Public Workshop—September 29, 2011

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### Complete Streets as a Destination

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### Complete Streets for Mobility

Support through-vehicle mobility by prioritizing safe and comfortable circulation. Mobility Streets:

- Maximize capacity for auto traffic, transit, and fitness levels to support riding bikes.

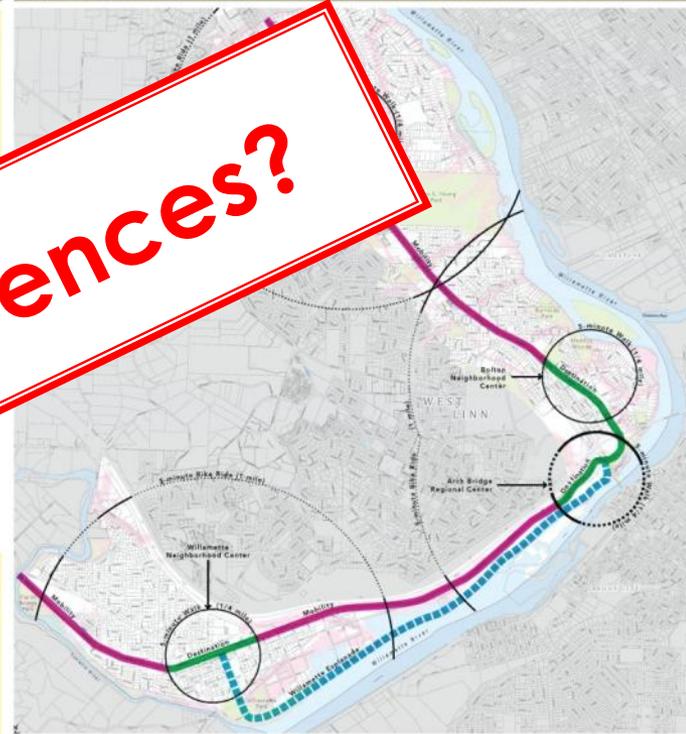
Do you support Destination Street segments on Highway 43/Willamette Falls Drive in the following areas?

- Robinwood Neighborhood Center  Y  N
- Bolton Neighborhood Center  Y  N
- Arch Bridge Regional Center  Y  N
- Willamette Neighborhood Center  Y  N
- Willamette Falls Drive to City Limits  Y  N

Do you support the goal of creating a continuous protected bikeway connecting destinations?

- Highway 43  Y  N
- Willamette Falls Drive  Y  N

## CONCEPTS



Your Ideas and Preferences?

## ADDITIONAL SUGGESTIONS AND COMMENTS

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Name (optional): \_\_\_\_\_

## OTHER CONCEPTS

Do you support the goal of creating a Waterfront Esplanade?  Y  N

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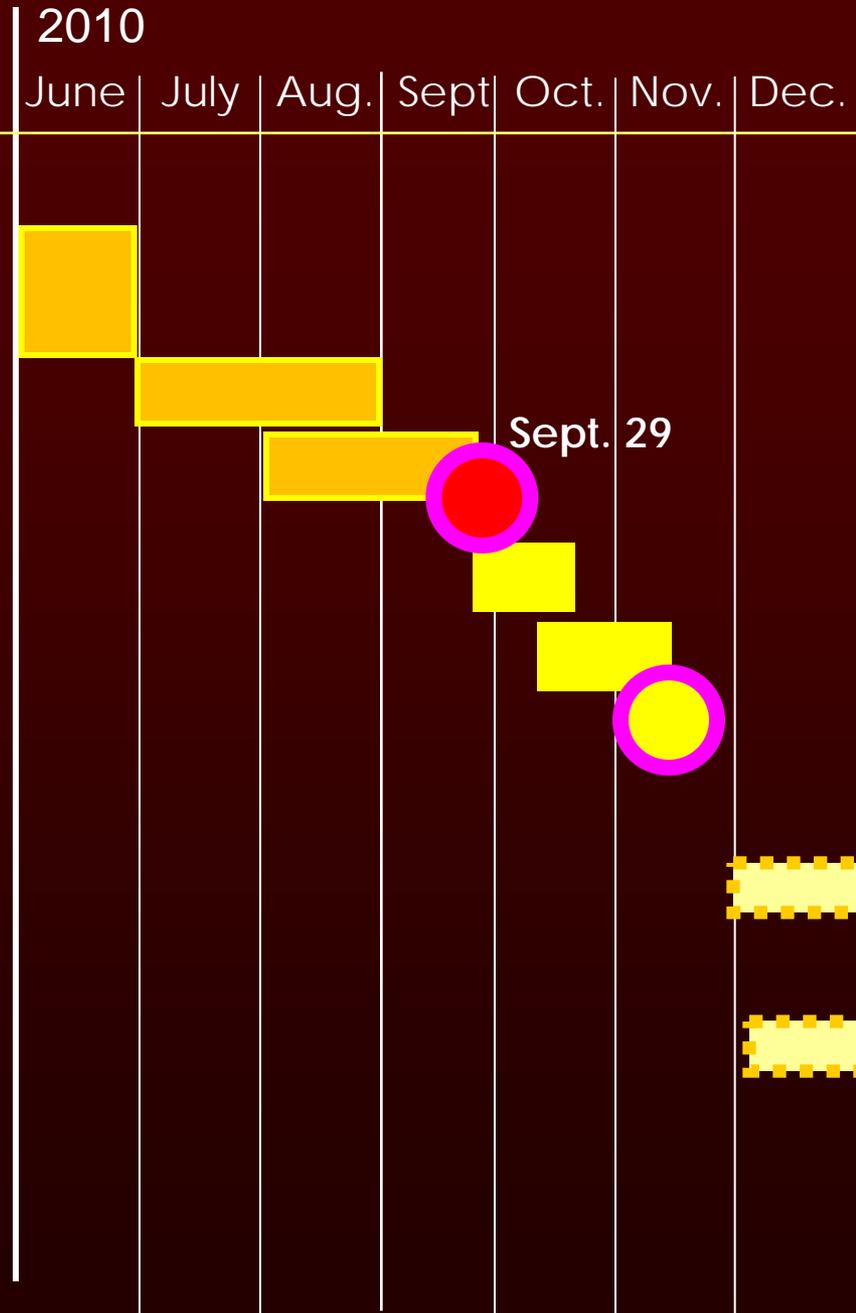
# Project Phases

## 1 Define Conceptual Vision

- 1) Collect & Review Background Information
- 2) Prepare Opportunities & Constraints Analysis
- 3) City Public Outreach
- 4) Prepare Initial Vision Concepts
- 5) Public Workshop
- 6) Public Review of Base Line Vision Concepts
- 7) Prepare Preferred Concept Vision & General Feasibility Assessment
- 8) Present to City Council

## 2 Refine Conceptual Vision

## 3 Implement the Vision



# Next Steps

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- 1) Public review of workshop results
- 2) A slide show and video will be posted on the project website

<http://westlinnoregon.gov/vision>

# Highway 43/Willamette Falls Drive Vision, Phase 1

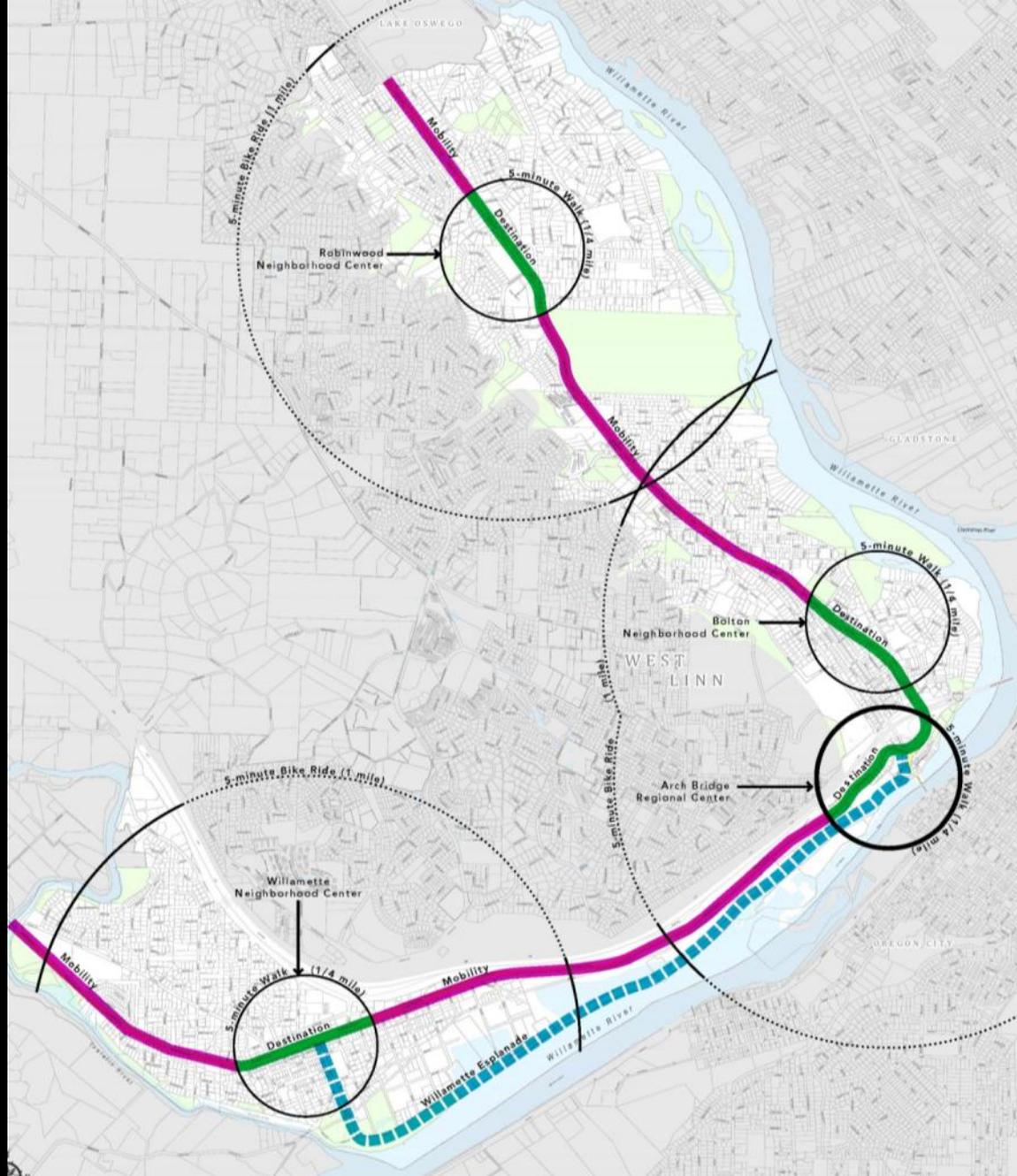
West Linn, Oregon

Help Shape West Linn's Future Sept. 29  
Community Workshop - Rosemont Ridge Middle School 6:30 pm  
westlinnoregon.gov/vision

## Public Workshop

September 29, 2011





Concepts Map—Centers