

PEDESTRIAN AND BICYCLE STANDING COMMITTEE JOHN LAPLANTE AWARD CITY OF WEST LINN, OREGON



Congratulations to the City of West Linn, Oregon, for being selected to receive the 2022 Pedestrian and Bicycle Standing Committee John LaPlante Award for its Willamette Falls Drive Streetscape Improvements project. The John LaPlante Award recognizes an exemplary project that applies innovative solutions or techniques related to pedestrian and bicycle activities.

John LaPlante was a Fellow and Life Member of ITE and a generous contributor throughout his 58 years of service to the organization. A pioneer in Complete Streets and a well-known champion for pedestrian and bicycle safety, John is remembered by colleagues as working tirelessly on behalf of these causes before their importance was widely recognized. The John LaPlante Best Pedestrian and/or Bicycle Project

Award honors John’s memory and his countless contributions to the transportation industry.

The City of West Linn partnered with design consultant Harper Houf Peterson Righellis Inc. (HHP), to transform the Willamette Falls Drive business district by replacing the existing auto-centric improvements with a street section that provides a better balance for bicycle and pedestrians and create a more inviting storefront atmosphere for restaurant patrons and window shoppers. The project incorporated protected intersections, innovative parking treatments, cycle track and physical separation of restaurants and businesses from the roadway. The section was capped off with the integration of landscaping, street furniture and a state-of-the art holiday lighting and sound system that will enhance the out-of-car experience and promote businesses within the corridor. This approach to safely accommodating all modes on the corridor provides a truly Complete Street for the Willamette Falls Drive businesses and community.

Willamette Falls Drive has historically been an auto-centric corridor, where about 10% of the roadway cross section was dedicated to non-auto uses. The revitalized section reallocated 40% of the roadway cross section to bicycle and pedestrian facilities without reducing the number of vehicular travel lanes or parking spaces along the corridor. Additionally, the new section created additional physical separation between business entrances and outdoor dining areas, and the parking and roadway. The result is a corridor that accommodates the current transportation mode mix that is still generally auto centric but is poised to accommodate a more balanced mode split.

Congratulations to team members Lance Calvert, P.E., and Erich Lais, P.E., City of West Linn, and Benjamin Austin, P.E., HHP, for their contributions to this award-winning project. Read [more](#).