

**CITY OF WILSONVILLE
PLANNING COMMISSION**

**WEDNESDAY
FEBRUARY 13, 2013**

6:00 P.M.



**WILSONVILLE CITY HALL
29799 SW TOWN CENTER LOOP EAST
WILSONVILLE, OREGON**

PLANNING COMMISSION MEETING

WEDNESDAY, FEBRUARY 13, 2013

6:00 PM

AGENDA

- I. 6:00 PM CALL TO ORDER - ROLL CALL**
Ben Altman, Chair
Al Levit
Marta McGuire
Ray Phelps
Eric Postma – Vice Chair
Peter Hurley
Phyllis Millan
City Council Liaison Julie Fitzgerald
- II. 6:05 PM PLEDGE OF ALLEGIANCE**
- III. 6:10 PM: INTRODUCTION OF NEW PLANNING COMMISSIONER PHYLLIS MILLAN**
- IV. 6:15 PM CITIZEN'S INPUT** – This is an opportunity for visitors to address the Planning Commission on items **not** on the agenda.
- V. 6:20 PM CITY COUNCIL LIAISON REPORT**
A. Introduction of Councilor Julie Fitzgerald
B. City Council Update
- VI. 6:25 PM CONSIDERATION OF THE MINUTES**
A. Consideration of the January 9, 2012 Planning Commission minutes
- VII. 6:30 PM ELECTION OF 2013 PLANNING COMMISSION CHAIR AND VICE CHAIR**
- VIII. 6:40 PM WORK SESSIONS**
A. City of Wilsonville Ballot Measure 3-421 – Business Incentive Program for Investment and Job Creation by Manufacturers (Retherford)
B. Transportation System Plan Update Chapters 1-4 (Neamtzu/DKS)
- IX. 8:35 PM OTHER BUSINESS**
A. 2013 Planning Commission Work Program
B. Commissioners' Comments
- X. 8:45 PM INFORMATIONAL ITEMS**
A. CET Grant Letters of Support
- XI. 8:50 PM ADJOURNMENT**

Time frames for agenda items are not time certain.

Public Testimony

The Commission places great value on testimony from the public. People who want to testify are encouraged to:

- Provide written summaries of their testimony
- Recognize that substance, not length, determines the value of testimony
- Endorse rather than repeat testimony of others

Thank you for taking the time to present your views.

For further information on Agenda items, call Linda Straessle, Planning Administrative Assistant, at (503) 570-1571 or e-mail her at straessle@ci.wilsonville.or.us.

Meeting packets are available on the City's web site at: <http://www.ci.wilsonville.or.us/Index.aspx?page=312>.

Assistive Listening Devices (ALD) are available for persons with impaired hearing and can be scheduled for this meeting.

The City will also endeavor to provide the following services, without cost, if requested at least 48 hours prior to the meeting:

- *Qualified sign language interpreters for persons with speech or hearing impairments
- *Qualified bilingual interpreters.

To obtain services, please call the Planning Administrative Assistant at (503) 682-4960

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February 6, 2013

To: Planning Commission

From: Chris Neamtzu AICP, Planning Director

Subject: February 2013 Meeting

The first order of business at our upcoming meeting is to welcome new Commissioner Phyllis Millan and Council Liaison Julie Fitzgerald. Ms. Millan is not a newcomer to city planning. She spent four years on the Development Review Board (DRB) guiding new development projects and providing guidance on areas where code work would result in better decision making. She also served on the Advisory Committee on Master Planning, the citizen steering committee that guided the Bicycle and Pedestrian, Parks and Recreation and Transit Master Plans. Her migration to the Planning Commission follows a logical path that many before her have pursued. She is now retired and lives in the Park at Merryfield neighborhood. Councilor Fitzgerald will be our conduit for communication with the Council for the next year. Councilor Fitzgerald lives in Villebois and is employed as the director of philanthropy for the Nature Conservancy. Please join me in welcoming both of them. The second order of business will be to elect a chair person and vice-chairperson for 2013.

As we discussed at our meeting last month, city staff will be in attendance to present Ballot Measure 3-421 – a Business Incentive Program for Investment and Job Creation by Manufacturers. As you are aware, this measure will be on the ballot for a special election in March of this year. I have placed this agenda item at the front end to allow for a brief presentation in order to dedicate the remainder of the meeting to reviewing the first four chapters of the TSP.

Staff and consultants have been working very hard over the past few months to write, review, and edit the first draft of the TSP document. We are providing the Commission with the first four chapters to allow for a focused worksession. Staff will bring forward chapters 5-7 at our next meeting in March with public hearings to follow. The last three chapters are still under review. Please keep in mind, this is a first draft. Desired elements such as an executive summary and glossary of terms are still forthcoming.

Regarding the Goal 10 Housing Needs Analysis, the city has received three proposals from qualified firms to assist with this important work. Staff is in the process of reviewing the proposals and will be choosing a consultant team in the next two weeks. The Commission will begin work on Goal 10 starting in March/April.

We are headed into a very busy but exciting season with many high-profile projects on the agenda. Thank you for all you do and your hours of commitment to guide the policy of the city.

PLANNING COMMISSION MEETING

WEDNESDAY, FEBRUARY 13, 2013

VI. CONSIDERATION OF THE MINUTES

- A. Consideration of the January 9, 2012 Planning Commission minutes**

PLANNING COMMISSION

**WEDNESDAY, JANUARY 9, 2013
6:00 P.M.**

DRAFT

**Wilsonville City Hall
29799 SW Town Center Loop East
Wilsonville, Oregon**

Minutes

I. CALL TO ORDER - ROLL CALL

Chair Altman called the meeting to order at 6:02 p.m. Those present:

Planning Commission: Ben Altman, Ray Phelps, Peter Hurley, Marta McGuire, and Al Levit. Eric Postma was absent.

City Staff: Chris Neamtzu, Barbara Jacobson and Katie Mangle

II. PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was recited.

III. CITIZEN'S INPUT - This is an opportunity for visitors to address the Planning Commission on items not on the agenda. There was none.

IV. CITY COUNCIL REPORT

Chris Neamtzu, Planning Director, reported on the following City Council meetings:

- On December 17, 2012, City Council:
 - Heard Staff present the Banner Policy and proposed additional areas for the banners on the north end as a gateway in the vicinity of Elligsen Rd. Staff was asked to return to Council with a resolution.
 - Received an update from Patty Brescia, Senior Programs Manager, on the ACHIEVE Grant, a National Recreation & Parks Association grant awarded to Wilsonville intended to stimulate healthy thinking and activities in the community.
 - A citizen panel guided several specific initiatives, one of which involved working with restaurants, like Abella's, to put healthy items on the kids menus, and supermarkets, including Lamb's Thriftway, to get healthy food checkout aisles. Lamb's is now dedicating a healthy aisle where fruit and "good-for-you" items would replace candy and other temptations. The biggest initiative put forth was a tobacco-free policy in city parks and on city properties which the Council approved by a resolution without much testimony. Work on the initiatives would continue with other businesses, restaurants and supermarkets in the community.
 - Discussed appointments to the Development Review Board (DRB), Parks Board, Budget Committee and Planning Commission.
 - Said farewell to Councilor President Celia Nunez and thanked her for years of service to the community.
 - Approved a Supplemental Budget adjustment under New Business and the resolution for tobacco-free city facilities.
 - Approved on second reading the Fox Center Town Homes and a large subdivision on the east side of Villebois for Polygon Homes.

- On January 7, 2013, City Council:
 - Made board and commission appointments, including appointing Phyllis Millan, a former DRB member, as a new Planning Commissioner who would be joining the next Commission meeting. The Mayor and new Councilors were also sworn in.
 - Approved Addendum #4 to a development agreement related to Villebois.
 - Reviewed the resolution explaining the ballot measure regarding the business incentive program for investment and job creation by manufacturers. He agreed to schedule an update about the resolution for the Commission.
 - Putting Tax Increment Financing (TIF) to the vote was an urgent recommendation made at the Task Force meeting and the title, associated language and description would be on a March ballot. The Task Force had just started its work and had more on its work plan, but when the TIF came up, the Task Force focused on the TIF given the time sensitivity of the ballot cycle.

Commissioner Phelps explained there was a proposal from a company interested in expanding in Wilsonville which was looking for financial assistance. City Council asked the Economic Development Strategies Committee to abbreviate its process for the purpose of evaluating whether a process is needed and if so, what should that process be. He asked that copies of the resolution be given to the Commissioners. He believed the proposition was well thought through and yet accelerated that particular topical area. The Economic Development Commission would now step back and start the entire exercise, which he anticipated would take two or three meetings.

Chair Altman suggested a briefing be scheduled on the Commission's agenda as another way to get information out about the ballot measure. Mr. Neamtzu agreed to schedule it on the agenda for next month's meeting.

Commissioner Phelps also suggested doing something in March to help inform the electorate because the Planning Commission meeting would precede the March election date.

Mr. Neamtzu stated the Commission's new Council liaison was tentatively scheduled to be determined at the next Council meeting. Council was also working to schedule its goal-setting retreat. City Manager Bryan Cosgrove wanted to solicit specific, written input from all the boards, commissions, senior directors and staff about what priorities Council should consider at their retreat where they would establish the work program to be implemented by the Commission.

Chair Altman suggested that in addition to any individual Commissioner's input, the Commission work as a group to identify priority goals for Council at the February meeting and send Council recommendations based on the Commission's consensus.

Commissioner Phelps proposed inviting the public to the February meeting to get their input about the Council's goals as well.

V. CONSIDERATION OF THE MINUTES

The December 12, 2012 Planning Commission Minutes were approved as presented by a 4 to 0 to 1 vote with Commissioner McGuire abstaining.

VI. WORK SESSIONS

A. Transportation System Plan (TSP) Online Open House Outcomes

Katie Mangle, Manager, Long Range Planning, believed the Online Open House was a success, noting the Commissioners who participated significantly contributed to the information provided. She

presented the Staff Report, noting the key findings and statistics regarding the two-week long Online Open House, which replaced the traditional in-person open house for this TSP process.

- Of the roughly 300 people who “attended”, about 100 people spent some time on the site and looked more specifically into the information. At least 27 people spent a fair amount of time on the site and submitted valuable, thoughtful, and specific comments with more detail than comments submitted during in-person open houses.
- Contrary to expectations, people did not spend more time on the Open House site even though they could access the information from the comfort of home or at a more convenient time or location. People may have provided more detailed comments online than at a traditional open house because typing on a keyboard is typically how people communicate written comments today. Many of the same individuals who had attended previous brick and mortar open houses, also attended the Online Open House, but they submitted more comments from their computer.

Discussion regarding the Online Open House continued as follows with key comments and responses from Staff:

- Vote by mail in Oregon started to engage people more proactively in the comfort of their environment and where they were most apt to respond to an inquiry. Results proved this more successful than expected with voter turnout increasing from 10 percent to 70 percent in odd-voting years.
 - Similar to voting, the biggest deterrents to getting feedback involved: finding open house locations, people having to leave their homes to get to the location or having an emergency and missing the event, all of which impact information flow.
 - More avenues to provide input should be available, particularly with regard to planning items, in order to get better public input.
- Having computers at future traditional open house rather than notepads was suggested. This would also be a timesaver for Staff in that the input received would be entered directly and not have to be recaptured.
 - Video-taping has been used to gather testimony at previous City-sponsored open houses where people go into a booth and speak to a camera to communicate privately and candidly.
- Online open houses do not provide the same opportunities to engage in dialogue and conversation as traditional open houses. Staff can often direct attendees to specific areas of interest, help them navigate the process, and explain to best get information or provide feedback.
 - This hurdle made designing the online open house difficult because anticipating how someone would navigate through the website resulted in having in a lot of information. Next time, Staff would allow more time to have non staff people test the open house site to ensure it “flowed” well.
- As a follow-up to the virtual open house, Staff would be responding to the 100 or so who provided input and would inform them that the Planning Commission would be discussing the TSP at a regular meeting, so they could add to or reinforce their comments. Staff would report more about responding to the comments at the next meeting.
- While only 22 actual comments were received from the 79 or so that went to the visitors page, this capture rate was pretty normal compared to brick and mortar open houses. Surprisingly, a fair number of people spent time on the Policy page titled, “Big Ideas” that had no graphics or video suggesting people took time to read the policies, which was impressive.
- The results of the open house were shared with other City departments and the City Manager encouraged using virtual open houses as a tool, although other tools like brick and mortar open houses and public meetings would still be utilized.
- Using a cognitive organization, such as the Planning Commission, was suggested to bring forth more engagement, since the City had a ready-made mailing list.
 - Another consideration is that many people do not have computers.
- An executive summary and link to a quick survey, perhaps via SurveyMonkey, could be sent to the email list during the public hearing process so people could give quick feedback about proposals.

- The City should find a way for those watching on television to connect with Planning Commission topics without having to physically attend the meeting.
- Staff has been considering how to use the web more actively, such as with development review. There were many things the City could do; it was a new concept and they just have to think it through. The City was well positioned to take advantage of all the technology available.
 - A web link about the discussion topic could be provided during a live telecast or rebroadcast so the public could get additional information and provide feedback.
- Information communicated electronically should be simplified as much as possible, particularly the executive summaries. Details or legal information could be added later.
 - DKS is committed to simplifying information and utilizing graphics as much as possible. Graphics worked really well in the technical memo but challenges arose when converting the graphics to the website. Clackamas County's open house site for their TSP used an interactive map where people could embed comments right into the map, which was much more intuitive.
- It was encouraging to see that the written comments did not reveal anything that was not heard before or previously considered by the Commission.
 - Staff agreed and noted that the TSP priorities would not be changed.
 - A lot of confusion existed with how the City is characterizing the French Prairie Bridge, which was similar to what the Commission discussed at the last meeting. Staff would ensure that was clearer.
- People did comment about the safety issue on Canyon Creek Road near Xerox where no pedestrian crossing exists. This concern had been raised at a previous open house. The Engineering Division was looking into the matter.
- In addition to the comments page, a link to a SurveyMonkey survey was provided. The bar graphs and tables on pages 32 to 41 of the Staff Report reflected the responses provided to the questions shown at the top of the page. This point and click method provided another way for people to identify their specific priorities and provide information without having to write a narrative. The input would be helpful in developing the yearly Capitol Projects list.
 - For Question 5, on page 36 of 41, the public was asked to rank five higher-priority projects.
 - Row 1 indicated the number of times a project was selected as the top project. For example, the Barber Street Extension was chosen as the top project 7 times, which represented 32 percent of the votes.
 - The average ranking column was automatically generated from the software, and not considered to be a meaningful metric at this time. None of the five projects would be ranked over another in the TSP. These were already highly-ranked projects in the Financially Constrained Group.
 - This method provided additional information, inviting people's opinions about their preferred projects. The Engineering Division was interested in learning what projects were most important and what should happen in the next few years.
 - Further work was needed regarding Questions 3 and 4 where people were asked to list their priorities. It would be helpful to know how many times the Barber Street Extension was identified, instead of just having as part of a long list.
 - Responses to both communication mechanisms were successful in that 27 people filled out the narrative and 22 people filled out the survey.
- Engaging Wilsonville's top employers to obtain input from nonresident Wilsonville employees was suggested, especially with regard to the transportation network.
 - Staff forwarded information about the survey to the transportation coordinators of Wilsonville's large employers via email addresses available through the SMART Options Program.
 - Emailing the information to a person higher in the organization was suggested. The City should try to more actively engage those commuting in and out of town, such as putting terminals in the workplace so employees could complete the survey.
 - Commissioner Phelps stated that the Chamber of Commerce would help wherever possible.

The Commission commended Ms. Mangle for her work on the City's first online open house and its success.

B. Statewide Planning Goal 10-Housing, Overview and Discussion

Katie Mangle, Manager, Long Range Planning, presented the Staff Report via PowerPoint, describing policy framework for Goal 10 and the related State regulations. The Goal 10 Housing Needs Analysis would help with local planning needs for the next 20 years and finalize the periodic review of the Comprehensive Plan as required by the State.

Comments and discussion regarding Goal 10 and the upcoming Housing Needs Analysis included the following:

- Goal 10 focuses on numbers and the type, cost and placement of housing, including many different types of housing, not on livability goals per se. Highly redevelopable land, such as the Town Center area that allows for residential, would also be included in the study.
 - Livability issues and housing types to accommodate the needs of an aging population would be addressed in the planning steps following the analysis.
- Goal 10 Housing Analysis would determine the housing numbers Wilsonville needs to accommodate its share of the housing that is expected for the area over the next 20 years.
 - After determining the required housing units, the city's existing housing would be assessed as well as how the current housing types and densities relate to the distribution allowed by the Comprehensive Plan. The Comprehensive Plan must then accommodate the housing needs determined by the assessment.
 - Frog Pond has already been identified for future residential development so the City is not searching for some unknown territory for housing. However, policy questions may arise if, for example, 5,000 units are needed and land for 2,000 units is available within the existing city and land for 3,000 units is in Frog Pond.
- The minimum density tends to drive the layouts of residential developments, and smaller lot sizes result in multiple story units.
 - It would be interesting to hear what it would take, what the threshold would be, to get homebuilders to build single-story homes because typical densities and market incentives tend to drive two-story housing.
 - The City recently received permits from Lennar Homes for three, single-level, single-family homes on estate lots along the perimeter of Villebois. The homes had nice floor plans and were less per square foot than other homes by Lennar Homes. While not affordable housing, for Villebois the new homes were comparably priced per square foot.
 - Decision making is driven by buyers' requests. Developers may build a two story with a master on the main to get more value. Lots less than 5,000 lot square feet, limited housing options unless a cottage home is built.
- The 20-year housing needs forecast done at the time of the urban growth boundary (UGB) expansion, when Metro denied the Advance Road area, was projected for the region, which was Metro's responsibility. The City was responsible to forecast housing needs at the local level.
 - The region needed the Advance Road area, but Metro was able to satisfy the housing need elsewhere with the sites that were added in Beaverton and Hillsboro. The big challenge for Metro in the UGB number for housing is the Damascus distortion that accounts on paper for housing being provided, but is not deliverable.
 - Mr. Neamtzu agreed to review and return with more definitive figures regarding the work on the 20-Year Look the Planning Commission previously did where housing was determined to be needed, but the land was not made available.

- Advance Road was denied because Metro was not looking at a 20-year supply in their UGB update, instead was looking to meet their need for the next five-year period which could be met in various locations.
- One reason for the Goal 10 Housing Analysis project was to provide data and better information going into the next regional process, where the City would not only have concept planning for Frog Pond, but also a stronger argument for Advance Road if the need is demonstrated through this project.
- The timing of this project is critical and would help inform the Frog Pond concept planning which could include some of the Advance Road UGB area to set Wilsonville up for the urban growth reserves (UGR) decision.
- The Comprehensive Plan or zoning based on current existing conditions would be applied as the baseline when making assumptions to determine the actual land available for residential development in commercially-designated zones that allow for some residential development. Such assumptions would include the underlying density for commercial zones, which currently have none. This information would also help determine if zoning or Comprehensive Plan changes are needed.
- With all the cities doing the same exercise, the Commission asked to have the current data on other regional cities' population trends, housing analysis, etc. available at the end of the analysis to compare to Wilsonville, especially from cities in the south metro area.
 - Craig Dirksen, former Tigard mayor and now on the Metro Council and representative for Wilsonville's district, could come talk to the Planning Commission to share Metro's perspective and also understand and share Wilsonville's perspective with Metro.
 - Wilsonville provided data for the population employment forecast Metro Council just adopted for the region. While that data would also be used in the housing assessment, it was a static number about how many housing units or jobs are allowed by the current zoning; it did not address housing needs.
- Staff sought feedback about the public involvement process and proposed using the Planning Commission as both the Chief Advisory Committee to review and discuss all the deliverables presented by Staff and the consulting team, and as the Committee for Citizen Involvement (CCI) to host a larger public forum where the consultant would explain the deliverables and public comment and concerns could be addressed. The City website would also be used to share information.
- Mr. Neamtzu confirmed that the City and school district have an ongoing relationship. The City spends a lot of time coordinating on the district's planning efforts and the district is notified of the City's land use actions. The school district will be a stakeholder in the Goal 10 Analysis.
 - The school district has its own planning committee and comprehensive long-range planning document which is updated regularly. One priority is to address overcrowding. A middle school at the Advance Road site would get children out of the portable classrooms at Inza R Wood Middle School. The City is discussing the actions needed in the short and medium term to accommodate the new middle school and the district is discussing the bonds.
 - A meeting between the City and school board has been scheduled in February to discuss strategies, all of which will inform the work of the housing analysis.
- The housing analysis would provide an opportunity to reach out to people, including those with school-age children, to engage about the topic. The overcrowding of schools and discussion about a new middle school would get people's attention so the City could solicit additional input on larger housing issues in the city.
 - The school district would be interested as the process moved forward because they were preparing for a bond measure that would go on the ballot hopefully in March.
- The Goal 10 Housing Analysis was expected to take six to nine months. The buildable lands inventory is already underway as well as some policy evaluations. Consultants would be brought on board to begin their work in February/March. Deeper discussions about housing should commence by fall and hopefully something would be adopted by the year's end.

- Hearing specific input from home builders as well as the general public might help the outcomes, the distribution of the numbers and what the analysis' findings might mean to Code standards. Several Planning Staff members have strong relationships with many homebuilders, so Staff would liaise with specific builders as well as the school district. The market side is an important part of the equation.
- Most of the Goal 10 work appeared to be statistical information gathering and data assimilation. Seeking larger public input about how the community should look and deeper discussions about strategy to determine what to do with the housing analysis information would occur in the fall. At this point, no one was certain what issues might arise or whether any particular issue would need to be addressed.
 - Similar to the community survey, information could be shared with the community about the comparative data from other cities and what the analysis revealed about the community using easily understood graphics rather than all the statistics.
- The Commission might consider meeting more frequently to maintain the project's timeline.
- It would be helpful for the Commission to know when it was acting as the CCI to have a very clear record of the CCI's actions and ensure the bodies' functions do not overlap.
- Getting the study done quickly was important because the City continues to grow. In the last year, the population increased by more than 1,000 people. The word has gotten out that Wilsonville is a great community.

A memorandum written by Attorney Bill Kloos of Eugene, OR was distributed that described the policy background regarding the ORS and State housing policy, explaining where the policies came from and why the State is using them. Mr. Neamtzu obtained the material at a land use law training he attended a while ago.

Chair Altman said he was anxious to see how the numbers related to what was forecasted 30 years ago when the City formulated the Comprehensive Plan Strategy for the first 20 years. At a Planning Commission meeting, one question posed to a Citizens Involvement Group was how big a comfortable size city should be and what would it look like. The group responded almost unanimously that McMinnville was right size, which at that time was population 35,000.

VII. OTHER BUSINESS

A. 2013 Planning Commission Work Program

Chris Neamtzu, Planning Director, clarified the work program in the packet was not likely to play out as noted and the additional presentations mentioned during work session would make the schedule tighter.

- He emphasized the importance of focusing on the TSP project which would consume a lot of time so some work program items would be reprioritized. Staff would receive the draft TSP document January 18th.
- Concept planning for Basalt Creek would be starting with the City of Tualatin and the Goal 10 process would start immediately.
- The Commission would likely see a legislative amendment initiated by a private developer to amend the Villebois Master Plan for the Living Enrichment Center site. Resources must be preserved to ensure the matter was addressed in a timely and thoughtful manner.
- A few other items were also expected to come up during the first half of 2013, making it a very busy and important year.

Commissioner Phelps requested that adequate lead time be given if additional meetings were added to the Commission's schedule.

B. Commissioners' Comments

Commissioner Levit inquired about references in the “*Boones Ferry Messenger*” regarding City Council actions on December 3 regarding Resolution No. 2387 approving the development agreement between the City and Redus that would reimburse the City for road work and wetland stabilization.

Barbara Jacobson, Assistant City Attorney, explained that while not privy to all details, the resolution stemmed from the fact that Redus was the lender to one of the Villebois developers that went into bankruptcy. The development agreement was reworked to accommodate a new developer. One item that came up was how to pay for some of the improvements that would go through as the properties eventually developed. Since the developers who were supposed to do the improvements went into bankruptcy, the lands were left in a holding pattern. The City did work that was necessary for a school opening and the resolution addressed how future developers of that land would pay for the advantage received from the infrastructure improvements.

Mr. Neamtzu added the improvements involved an oversizing of sewer pipe and the construction of a segment of Coffee Lake Drive that would be a future street through Redus property that serves the Lowrie Primary School.

Commissioner Phelps asked about Craig Dirksen speaking to the Commission about his perspective about his experience as the former Tigard mayor and now as a Metro Councilor about the Goal 10 process as the City of Wilsonville transitions into Metro’s process. The City might need a strategy to get the best benefit going forward.

Mr. Neamtzu noted Climate Smart Communities was a topic Metro was working on and the timeframe of certain significant provisions could dovetail well with the City’s Goal 10 timing. Metro may be on a schedule to present some Climate Smart work that could become an opportunity to discuss both housing and Climate Smart issues. Staff would investigate the timelines to see if a dovetailed meeting that would make sense.

Chair Altman agreed maximizing Mr. Dirksen’s time with more than one topic was best.

Commissioner Phelps added Mr. Dirksen is aware of all three topics, Goal 10, the TSP, and Basalt Creek on the local government level but now also has Metro’s viewpoint.

VIII. INFORMATIONAL ITEMS

A. Basalt Creek Transportation Planning

IX. ADJOURNMENT

Chair Altman adjourned the Wilsonville Planning Commission meeting at 7:38 p.m.

Respectfully submitted,

By Paula Pinyerd of ABC Transcription Services, Inc. for
Linda Straessle, Planning Administrative Assistant

PLANNING COMMISSION MEETING

WEDNESDAY, FEBRUARY 13, 2013

VIII. WORK SESSIONS

- A. City of Wilsonville Ballot Measure 3-421 – Business Incentive Program for Investment and Job Creation by Manufacturers (Retherford)**

Proposed Tax Increment Financing Zones (TIF Zones)

Background

Based on a request from the Wilsonville City Council, the Economic Development Strategy Task Force considered and modified a staff-proposed economic-development incentive program that provides a financial incentive for renovating and re-purposing large, vacant or underutilized industrial buildings. These facilities are primarily older warehouses and the focus of the incentive program is to convert them into higher-value manufacturing facilities with a larger employment base at higher wage rates.

This proposal was considered at Task Force meetings held on November 28 and December 13, 2012. Modifications suggested at these meetings are noted below.

Summary

The proposed Tax Increment Financing Zones (TIF Zone) program would establish one or more single-property urban renewal (Tax Increment Financing Zone) districts to provide economic development incentives via property-tax rebates to emulate the benefits offered by state-sanctioned Enterprise Zones in neighboring communities. Enterprise Zones provide a 100% property-tax exemption on increases of assessed value for a two- to five-year period to qualified firms for capital investment. The City does not have an Enterprise Zone program, unlike metro-area cities of Beaverton, Gresham, Hillsboro, Milwaukie and Portland.

The intent of this public TIF Zone program is to incentivize the private-sector to convert lower-value, often vacant or under-utilized industrial buildings that are primarily warehouses into higher-value manufacturing sites that provide a larger employment base at a higher wage level. The program provides qualifying businesses—manufacturing operations—with a financial incentive to make significant capital investment provided they meet specific criteria. The program would place the City of Wilsonville in a more competitive position in the greater Portland region, State of Oregon and global economy to compete for a greater share of private-sector business investment.

The ultimate objective is to encourage existing or new traded-sector manufacturers to bring economic benefits to the community in terms of new family-wage jobs, increased tax revenues and increased economic vitality through indirect and induced wealth-generation.

Mechanics of TIF Zone Proposal

Each TIF Zone district could have a maximum 15-year term or lifespan at which point the district would be closed. Rebates would only be given for a maximum of 10 years. If no qualifying investment occurs within five years of creating the TIF Zone, the TIF Zone would terminate.

Each district would share at least 25% of increased tax increment with other taxing districts and rebate up to 75 percent of the balance of incrementally paid-taxes back to the company, less a small amount to cover program administration. That is, the company is rewarded for making the capital investment in Wilsonville by receiving back a portion of the increase in property taxes paid that result from the company's investment. The greater the investment, the greater the rebate reward. Thus, the rebate is based on the company's performance and will be proportional to the level of capital investment and job creation. Conversely, if the company does not perform, there is no rebate.

The proposed Urban Renewal TIF Zones would rebate up to 75% of increased property tax increment for three years for each minimum qualifying investment and job creation for companies that:

- Invest at least \$25 million in capital improvements and/or qualified equipment, and;
- Create 75 or more new, permanent, full-time jobs that pay a minimum of 125% of the average Clackamas County wage, which for 2012 is \$25.33/hour or \$52,693 annual wage rate.

Two additional years (five total) of property-tax rebate are available if the average wage of the 75 of more new jobs pay 150% of average wages paid in Clackamas County, which for 2012 equals \$30.40 per hour or \$63,230 annual wage.

The TIF Zone would terminate 10 years after the first qualifying rebate. Non-performance during the term of the TIF Zone would require repayment of rebates.

Additional three- and five-year rebate periods could begin with any additional round of new capital investment and job creation meeting the above minimum criteria, providing the potential for up to 10 years of rebates. Again, however, qualified investment needs to be made within five years of program adoption. This limits the potential life of the program and rebates to 15 years.

Thus, the proposed TIF Zone program differs from the Enterprise Zone program in at least three ways:

1. The Enterprise Zone program offers a 100% property-tax exemption for incremental increase in property tax generated by a company's capital investment; the TIF Zone program provides a lesser property-tax rebate equal up to 75% of the incremental increase in property tax.

The relatively lower amount of tax reduction (100% exemption versus 75% rebate) is designed to offer a private-sector business a closely competitive incentive while allowing the public-sector to share immediately in a portion of the investment.

2. The Enterprise Zone program offers a property-tax exemption for incremental increase in property tax generated by a company's capital investment for a period of two to five years; the TIF Zone offers a minimum rebate period of three years up to a maximum rebate period of 10 years, providing the company with a certain benefit and incentive to make further capital investments in the site.
3. The proposed TIF Zone has more stringent or stronger public benefits compared to the Enterprise Zone: higher minimum investment levels, higher wage levels, greater minimum employment target and larger size buildings.

To more closely replicate the benefits and certainty of an Enterprise Zone, it is recommended that all TIF Zones are established at the same time, rather than waiting for company interest. This would create the same degree of certainty provided by Enterprise Zones and expedite processes and investment when an interested company approaches the City.

Tax increment will be under-levied and fully returned to other taxing jurisdictions until a qualified company enters into an agreement with the property owner, the City and the Urban Renewal Agency. Rebates will not be paid to the company until after property taxes have been paid. The Urban Renewal agency may recoup from a portion of the property-tax rebate the administrative costs of administering the TIF Zone program. The Zone extinguishes 10 years after the first qualifying rebate is given.

Criteria

The proposed criteria for the TIF Zone program are similar to the qualifications of the Enterprise Zone program.

1. **Qualifying Buildings** must be:
 - a. Currently vacant or under-utilized or be proposed as a site for manufacturing;
 - b. Greater than 100,000 SF (the minimum size for attracting significant capital investment and jobs);
 - c. Preferred utilization by a single user. Multi-tenant buildings may not meet the needs of the program and would be difficult to administer.
2. **Qualifying Businesses must be manufacturing firms.**
3. **To Qualify for a three-year rebate**, businesses must:
 - a. Make a minimum \$25 million investment in qualifying capital investment in building improvements or equipment;
 - b. Create at least 75 new, permanent, full-time jobs that pay at least 125% of the average Clackamas County wage.
4. **To Qualify for the additional two-year rebate (five years total)**, businesses must also:
 - a. Pay at least 150% of the average Clackamas County wage.

Conditions

1. A “Qualifying Investment” is defined as the minimum criteria a business must meet in terms of capital investment in the property or equipment and number of jobs of
2. The minimum Qualifying Investment is \$25 million and 75 or more new, permanent, full-time jobs that pay a minimum of 125% of the average Clackamas County wage.
3. The minimum Qualifying Investment corresponds to a three-year rebate period. Each subsequent Qualifying Investments results in a new three-year rebate period, up to a maximum of 10 years of rebates.
4. Under no circumstances shall the duration of a TIF Zone extend beyond ten years from the date of the first rebate payment.
5. Applications for this program will be reviewed and scored according to a scoring matrix yet to be developed. Businesses that exceed the minimum Qualifying Investment may be entitled to a four- or five-year rebate period based on the number of points awarded during the application process.
6. Businesses receiving TIF Zone benefits will be monitored for compliance with qualifying criteria and no rebate shall be given if the business fails to meet any of the qualifications.
7. A claw-back provision shall be in place requiring businesses receiving rebates to continue business operations in the TIF Zone for two years beyond receipt of each rebate payment. Should a business stop operating within the TIF Zone within 12 months of receiving a rebate, the business shall be required to reimburse the Urban Renewal Agency 100% of the rebate payment. Should a business stop operations within 24 months of receiving a rebate, the business shall be required to reimburse the Urban Renewal Agency 50% of the rebate payment.

8. If no qualifying investment has been made within a particular TIF Zone within five years of its creation, that TIF Zone will be dissolved.

Properties

The following six properties meet the minimum requirements for the creation of Tax Increment Finance Zones, listed in descending order of size:

- | | | | |
|----|-------------------------------------|------------|---------------------------------------|
| 1. | 27255 SW 95 th Ave. | 508,277 SF | Pacific Natural Foods; former Nike DC |
| 2. | 9805 SW Boeckman Rd. | 301,000 SF | 360 Enterprises; former GI Joes HQ/DC |
| 3. | 29899 SW Boones Ferry Rd. | 250,650 SF | Wilsonville DC |
| 4. | 25600 SW Parkway Ctr. Dr. | 177,288 SF | Former Hollywood Video DC |
| 5. | 26755 SW 95 th Ave. | 165,810 SF | Ikon DC / Former Martin DC |
| 6. | 9275 SW Peyton Ln. | 120,000 SF | Former Hollywood Video HQ |

Terminology note: “DC” = Distribution Center; “HQ” = Headquarters

Additional vetting and discussions with property owners will be necessary before a final property list is proposed.

Mechanism

The tables on the following pages outline scenarios for how the intended rebate mechanism works for different levels of capital investment and potential rebate percentages.

Three rebate “models” are shown:

- Model A.** Data based on Increase in City of Wilsonville’s General Tax Rate of \$2.5206 per Thousand Assessed Value (*City incremental tax-gain only rebate*)
- Model B.** Data based on 75% of the Estimated Combined Tax Rate for all Jurisdictions of Approximately \$14.30 per Thousand Assessed Value (*the proposed TIF Zone program*)
- Model C.** Data based on 100% of the Estimated Combined Tax Rate for all Jurisdictions of Approximately \$14.30 per Thousand Assessed Value (*similar to Enterprise Zone tax-abatement program*)

Two investment “scenarios” are used as illustrations:

- Scenario 1.** Investment of \$3 Million in Tenant Improvements and \$22 Million in Equipment
- Scenario 2.** Investment of \$5 Million in Tenant Improvements and \$45 Million in Equipment

These scenarios make a number of assumptions, including:

- Tenant improvements and equipment purchases were completed by December 31st of year 1.
- Tenant Improvements are assumed to increase in assessed value at the rate of 3% per year.
- Equipment value is based on the Oregon Department of Revenue's depreciation schedule for manufacturing equipment (beginning value at 88% of cost, 15-year life and 30% remaining value).

- Actual assessed values and depreciation will be based on the type of improvements or equipment and will vary from the examples shown.

Modifications Made to Original Proposal by Task Force

The Economic Development Strategy Task Force made a number of substantive modifications to the original proposal made by staff:

- **Wage Rates:** The Task Force recommended a target wage rate of an average of 125% of the average Clackamas County wage for the three-year rebate option. Additionally, the term “wage rates” is used to indicate that total compensation and other benefits are *not* included.
- Due to potential confusion, the Task Force recommended removing language about that businesses exporting; to varying degrees, all manufacturing operations export goods out of the region or out of the country.
- **First-Source, Local Hiring Preference:** The Task Force recommended removing the First-Source, Local Hiring Preference for several reasons, including:
 - Wilsonville is too small of a geographic area and too small of a population to act as a realistic, sole source of labor;
 - Most Wilsonville companies have to recruit their workforce from outside Wilsonville already, due in part to large number of jobs in Wilsonville compare to the size of the city’s population, varied skill-sets needed by employers, and limited housing options in the community to even accommodate all of those employed in the city;
 - A goal to make program administration less cumbersome to both qualified business utilizing the TIF Zone program and the City’s urban renewal agency.
 - Since there is a limited workforce in Wilsonville that works in Wilsonville, this requirement could lead to companies “poaching” employees from other Wilsonville employers, which would be unfavorable to existing Wilsonville companies.

City of Wilsonville Ballot Measure 3-421 for the Special Election on March 12, 2013



CAPTION

Business Incentive Program for Investment and Job Creation by Manufacturers

QUESTION

Shall urban renewal district zones be created to stimulate converting targeted warehouses to manufacturing by partially rebating property tax increment?

SUMMARY

Many cities offer financial incentive programs to attract business investment. Wilsonville proposes adopting an incentive program to target conversion of vacant or underutilized industrial buildings to manufacturing operations and create jobs.

Up to six buildings over 100,000 square feet in size would be established as Tax Increment Financing Zones. Each Zone would rebate to qualifying companies up to 75 percent of increased property tax increment for three years for investment of at least \$25 million in capital improvements and/or qualified equipment, and creation of 75 or more new full-time jobs paying at least 125 percent of the average Clackamas County wage. Two additional years of rebate available if the 75 new jobs pay at least 150 percent of average county wage.

Each Zone would terminate 10 years after first rebate; non-performance by company would require repayment. If no qualifying investment occurs within five years of creating Zone, it would terminate.

Other taxing districts including schools and fire district would receive 25 percent of increased property tax increment. (167 words)

EXPLANATORY STATEMENT

The proposed ballot measure seeks voter input on the creation of a Tax Increment Financing (TIF) Zone (TIF Zone) program that would establish one or more single-property urban renewal TIF Zones. The purpose of these Zones would be to provide targeted economic development incentives through limited property-tax rebates. The objective of the TIF Zone program is to place the City of Wilsonville in a more competitive position in the greater Portland region, the State of Oregon

and the global economy in order to gain a greater share of private-sector business investment.

The Zone program was designed to incentivize the private-sector to convert lower-value, vacant or underutilized industrial buildings into higher-value manufacturing sites that give the properties a higher assessed valuation and a larger employment base, at a higher wage level. Based on a company's investment, property valuation should increase and, as a result, property taxes also increase. The program would rebate a portion of any increased property tax payment back to the company, as described below. The program would provide manufacturing businesses with a financial incentive to make the capital investment needed to upgrade large industrial properties into higher-value manufacturing facilities, with the expectation that such investment would result in an increase to property value and an increased number of manufacturing-wage jobs. If the minimum investment is not made, if the property value does not increase, or if the required minimum number of new jobs is not created, as outlined below, then no rebate would be made.

If a company's investment meets the criteria below within the first five years of the life of a given Zone, the Zone could have up to a 10-year term, at which time the Zone would be closed. If the criteria are not met within the first five years, the Zone would automatically be closed. Each Zone would share at least 25% of the increased property tax increment with other taxing districts, such as schools and the fire district, and then rebate the balance of incrementally-paid taxes back to the company. A company would receive a rebate of up to 75% of the increase in property taxes paid as a result of the increased valuation due to the company's investment. Thus, the greater the investment, the greater the rebate.

For more information:

- On the March 12 Election, contact Sandra King, City Recorder, at 503-570-1506; king@ci.wilsonville.or.us
- About the ballot measure, contact Mark Ottenad, Public and Government Affairs Director, at 503-570-1505; ottenad@ci.wilsonville.or.us

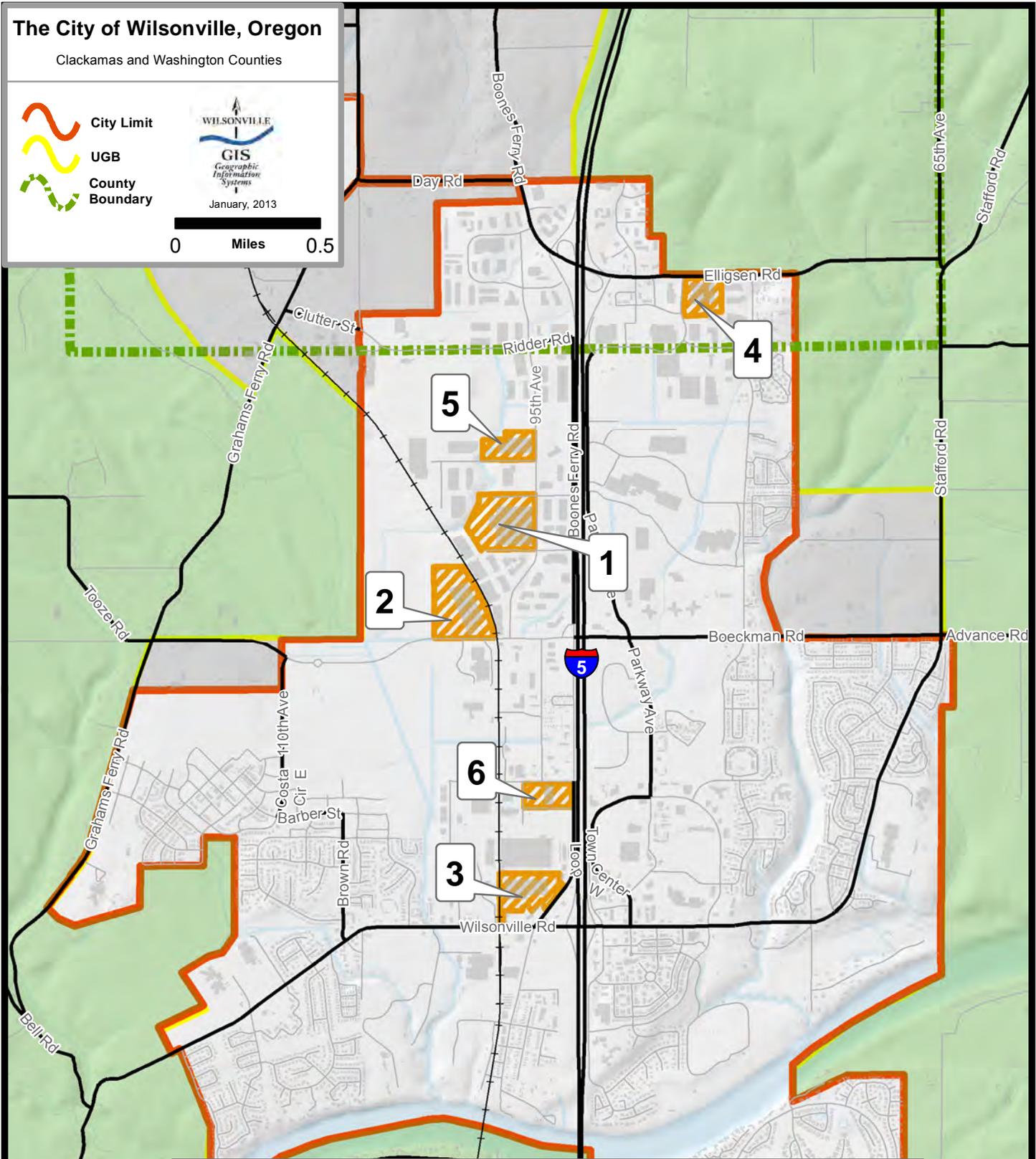
The City of Wilsonville, Oregon

Clackamas and Washington Counties

-  City Limit
-  UGB
-  County Boundary



0 Miles 0.5



No.	Building Address	Size	Current/Prior Occupant Use
1.	27255 SW 95th Ave.	508,277 SF	Pacific Natural Foods; former Nike DC
2.	9805 SW Boeckman Rd.	301,000 SF	360 Enterprises; former GI Joes HQ/DC
3.	29899 SW Boones Ferry Rd.	250,650 SF	Wilsonville DC
4.	25600 SW Parkway Ctr. Dr.	177,288 SF	Former Hollywood Video DC
5.	26755 SW 95th Ave.	165,810 SF	Ikon DC / Former Martin DC
6.	9275 SW Peyton Ln.	120,000 SF	Former Hollywood Video HQ

"DC" = Distribution Center; "HQ" = Headquarters

Planning Commission - Feb. 13, 2013

Ballot Measure 3-421: TIF Zones

PLANNING COMMISSION MEETING

WEDNESDAY, FEBRUARY 13, 2013

VIII. WORK SESSIONS

B. Transportation System Plan Update Chapters 1-4 (Neamtzu/DKS)

Wilsonville Transportation System Plan

- Draft Outline -

Executive Summary

Chapter 1: The Context

Chapter 2: The Vision

Chapter 3: The Needs

Chapter 4: The Projects

Chapters 1 to 4 are included at this time.

The remaining content will be provided later.

Chapter 5: The Standards

Chapter 6: The Programs

Chapter 7: The Performance

Appendix

Chapter 1

The Context



Wilsonville has a rich history as an important transportation connection between the north and south areas of the Willamette Valley. With ongoing planning and investment in its transportation system, the City can continue to serve its residents, businesses, and the region.

Prior to the arrival of non-indigenous settlers, the Willamette River served as a water route for Kalapuyan people. As settlers moved into the area in the early 1800's, the need arose for a way to cross the river. In 1847, Alphonso Boone, grandson of Daniel Boone, established Boones Ferry (located near the present day Boones Ferry Park) and an early settlement began providing needed support to the ferry.

Over time, steamboats, the railroad, and then Interstate-5 came to town—and Wilsonville continued to grow. In 1969, Wilsonville became a city. Shortly afterwards, the City began preparing planning documents to guide its development. As economic and social circumstances change and new state and regional planning policies are adopted, the City continues to improve and refine its planning efforts. In doing so, it takes a strategic approach to growth management.

By understanding the context surrounding its growth, the community can continue to build upon its rich history. The following pages provide a timeline of important events associated with Wilsonville's transportation planning history, current planning framework, and future growth. The City's future financial outlook is also provided to better frame the City's forecasted resources and challenges.

By understanding its . . .

- *Unique history,*
- *Current planning framework,*
- *Future growth areas, and*
- *Financial outlook,*

Wilsonville can continue to . . .

- *Manage growth,*
- *Serve its residents and business, and*
- *Be an important transportation connection for the region.*



TRANSPORTATION PLANNING HISTORY IN WILSONVILLE

Early 1800's

Wilsonville area (traditional territory of the Kalapuyan people) was settled by people other than the indigenous Native Americans.



Early 1900's

Steamboats were used as the primary mode of shipping.



Pre-1960's

Before the construction of Interstate-5 and the Boone Bridge, personal automobiles had to be ferried across the Willamette River.

Early 1800's

1900

1910

1920

1930

1940

1950



1847

Alphonso Boone, grandson of Daniel Boone, established Boone's Ferry across the Willamette River.

1908
Railroad comes to the area.



1950's
The Interstate-5 freeway system was built.





1975

The City adopted a new Comprehensive Plan Map, which included its first urban growth boundary. The 1982 Comprehensive Plan Map is shown at right.

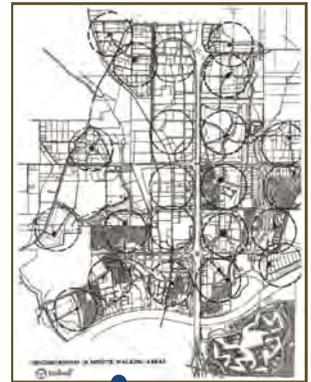


1980

The City's new Comprehensive Plan was adopted and included a Transportation chapter with reduced street widths (3-5 lane arterials and 2-3 lane collectors). The street system concept included a series of loops increasing in size as travelers move from neighborhoods to arterials. The plan also recognized connectivity barriers, including I-5, the Willamette River, the railroad, and topography. Population 2,920.

1990's

The City undertook various community planning efforts that addressed transportation issues, including connectivity, by identifying walkable neighborhoods using a ¼-mile radius.



1971

Wilsonville completed its first General Plan, which envisioned wide streets (5-7 lane arterials and 3-5 lane collectors). The plan did not address connectivity or alternative travel modes.

1989

Wilsonville withdrew from TriMet's service district and established its own transit service.

1960

1970

1980

1990

2000

January 1, 1969

Wilsonville became a city and was named after early postmaster Charles Wilson. Population approximately 1,000.

1990
Population 7,705.

1973

Oregon Senate Bill 100 creates new land use plan requirements

November 1992

Metro Charter approved by two-thirds of region's voters, establishes growth management as Metro's primary task and gives Metro's elected Council broad powers, affecting city and county planning programs throughout the region.

1999 and 2000

The State of Oregon adopts its 1999 Highway Plan and Metro adopts its first Regional Transportation Plan (RTP). Population 13,991.

Results of Senate Bill 100

Statewide

- Established the Land Conservation and Development Commission (LCDC)
- Empowered the Commission to adopt Statewide Planning Goals

Requirements for Wilsonville

- Adopt a Comprehensive Plan and implementing ordinances (dominant legal documents directing land use and development) in conformance with the Statewide Planning Goals
- Coordinate plans with affected units of government (now includes Washington County, Clackamas County, and Metro)

1994

WART (Wilsonville Area Rapid Transit) becomes SMART (South Metro Area Rapid Transit)

1994

Metro adopts the 2040 Growth Concept, its long-range plan to guide the region's growth and development for 50 years. With its adoption Wilsonville joined other cities and counties as active participant in regional planning efforts.

CURRENT TRANSPORTATION PLANNING FRAMEWORK



2003 Transportation Systems Plan (TSP)
 The City replaced the transportation chapter of its Comprehensive Plan to comply with state mandates, develop transportation standards, address problem areas, revise forecasts (2020 horizon year), and provide transportation planning guidelines for all travel modes.



2006 Bicycle and Pedestrian Master Plan
 The City replaced the bicycle and pedestrian chapters of the 2003 TSP with new prioritized project lists providing community and regional connectivity between parks, neighborhoods, schools, and commercial and industrial areas.



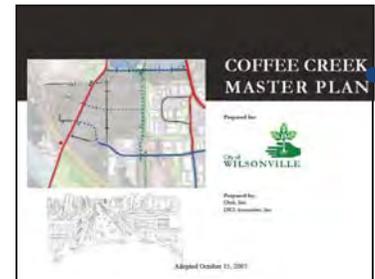
2001 Villebois Village Master Plan
 A Master Plan was prepared to guide the development of a 480-acre area on the west side of the city into an urban village based on the guiding principles of connectivity, diversity, and sustainability.

2006 Public Works Standards
 Standards were provided for constructing public facilities, including streets, trails, and related infrastructure.



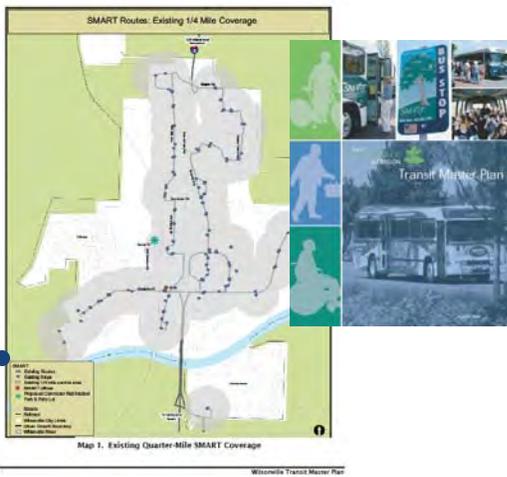
2007 Parks and Recreation Master Plan
 The City prepared a plan for achieving a comprehensive and interrelated system of parks, recreation, and natural areas that promote connectivity throughout the city and support the 2006 Bicycle and Pedestrian Master Plan.

2007 Coffee Creek Master Plan
 A Master Plan was prepared to guide development of 220-acre area on north side of city into industrial area.

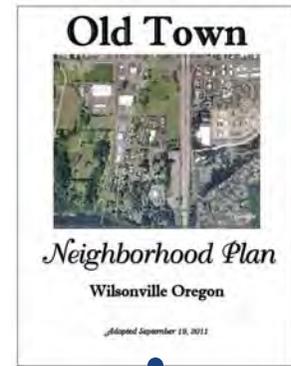


2008 Transit Master Plan

The City replaced the transit element of the 2003 TSP with new recommendations to increase and improve transit service and reduce the demand on roads and parking.



2011 Old Town Neighborhood Plan
A plan was prepared to ensure Old Town's unique character is maintained and enhanced.



2009 Wilsonville Road Interchange Area Management Plan (IAMP)

A plan was prepared to identify how the City and ODOT will collaborate to improve the I-5 exit (#283) to serve planned growth. Population 17,940.

2009
TriMet begins operating its Westside Express Service (WES) commuter rail line, which has its southern terminus at Wilsonville's transit center.

2008

2009

2010

2011

2012

2010 Regional Transportation Plan (RTP) and Regional Transportation Functional Plan (RTFP)

Plans were prepared to provide a long-range blueprint for all modes of transportation throughout Portland region and support Metro's 2040 Growth Concept. The plans identified improvements focused on mobility corridors (e.g., Tigard/Wilsonville) and required compliance by local jurisdictions.

2012 Stormwater Master Plan

The City prepares a stormwater program that supports quality of life and meets regulatory requirements. The plan also includes resources for improved street cross-sections.

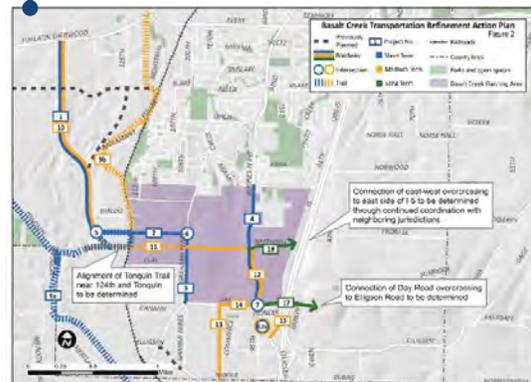
2012 Basalt Creek Transportation Refinement Plan

A plan was prepared to refine the major transportation improvements connecting I-5 to Tualatin-Sherwood Road through the unincorporated area to the north to support future development of the Basalt Creek area.

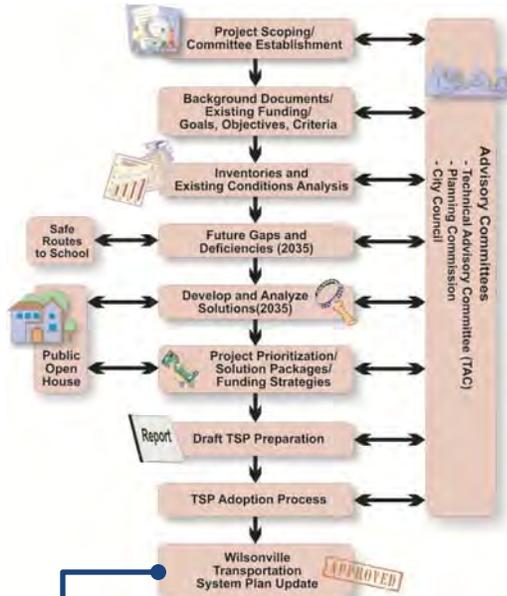


2012 Ice Age Tonquin Trail Master Plan

A plan was prepared to provide information needed to complete and connect 22 miles of trails within and between the cities of Wilsonville, Tualatin, and Sherwood. Approximately half of the 5 miles within Wilsonville City limits have already been completed.



FUTURE TRANSPORTATION GROWTH AND PLANNING NEEDS



2013 Transportation System Plan (TSP) Update

The updated TSP envisions transportation improvements needed through 2035 horizon year for all travel modes based on revised traffic forecasts and integration of prior transportation planning efforts. It updates the transportation improvement project list, standards, programs, and performance measures to support City efforts to accomplish its vision and goals and to comply with new Regional Transportation Plan requirements.

Next Transportation System Plan (TSP) Update (In Approximately 5-10 Years)

In the future, the City will update its TSP to respond to transportation, land use, environmental, population growth, economic, and social changes. Updates may also be triggered by regulatory changes at the state, regional, and local levels, including changes in Metro’s Regional Transportation Plan (RTP).



2012-2015 Climate Smart Communities Scenario Project
Wilsonville is participating with Metro and the surrounding jurisdictions in developing local strategies for reducing the region’s greenhouse gas emissions. The project will help Wilsonville define specific goals that it can work towards to reduce pollution, create a healthy and equitable community, and nurture the economy.

2035 Land Use Growth Assumptions
To ensure the City is prepared for local and regional growth, a 2035 horizon year was the basis of the 2012/2013 TSP update. The 2035 land use projections were based on the build-out of all vacant and underdeveloped lands within the Urban Growth Boundary (UGB) assuming Comprehensive Plan designations.

Table 1. Wilsonville Growth Forecasts

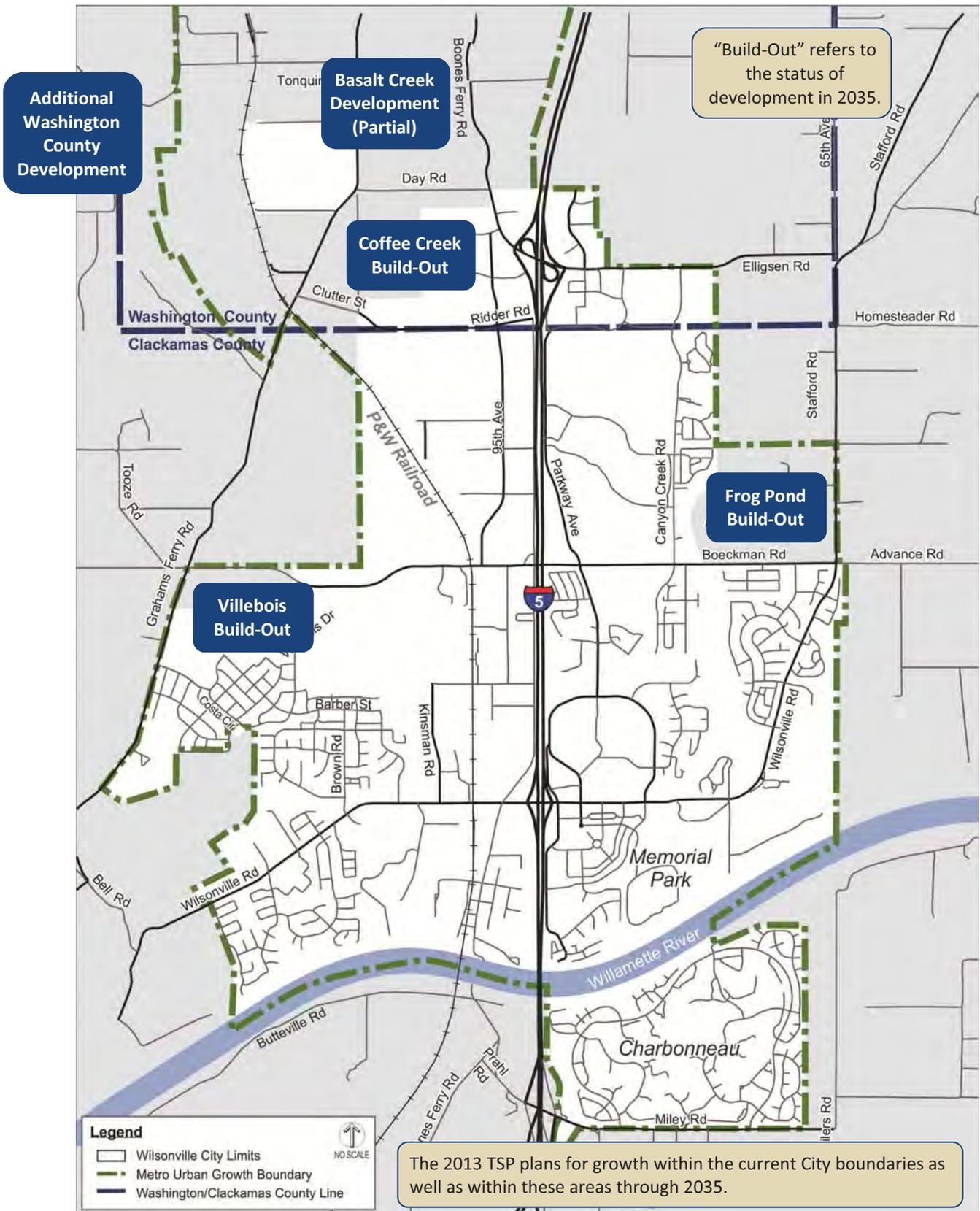
Land Use	Existing 2010 Land Use	Projected 2035 Land Use*
Total Households	8,250	12,750
<i>Employees</i>		
Retail Employees	2,500	3,600
Service Employees	4,900	9,200
Other Employees	11,000	19,050
Total Employees	18,400	31,850

Wilsonville Growth From 2010 to 2035

- 50% More Households
- 75% More Employees

*Note: 2035 land use estimates consistent with Metro forecasts

FIGURE 1. 2035 GROWTH AREAS



FUNDING OUTLOOK

The City of Wilsonville draws from multiple funding sources to pay for the construction, operation, and maintenance of its transportation infrastructure and services. Table 2 lists the sources, how they are used, and what estimated amounts would be available.

Approximately \$104 million is estimated to be available from City sources to fund transportation-related capital improvement projects through 2035. Additional contributions are expected to be available from regional, state, and federal sources to partially fund the City projects included in the Regional Trans-

portation Plan (RTP). Corresponding estimates are provided in Chapter 4 for specific projects. Detailed discussion of funding sources and the City’s funding outlook by transportation expenditure are provided in the *Existing Funding* memorandum included in the Appendix.

Because the available funds will be insufficient for the City to construct all of its transportation projects (expected to cost at least \$170 million), Wilsonville must choose how to invest its available funding to best meet its needs through the year 2035.

Table 2. Estimated City Funding Available through 2035 for Capital Improvements

City Funding Source	Use	Estimated Capital Improvement Funding through 2035 ^a
Street System Development Charges (SDCs)	Capital improvement projects that increase transportation system capacity	\$42 million
Developer Contributions	Exactions related to development impacts, on-site facilities, and half-street frontage improvements	\$30 million
West Side Plan – Urban Renewal District (URD)	Improvements made to reduce blight and attract development within the West Side Plan URD	\$27 million
Year 2000 Plan – Urban Renewal District (URD)	Improvements made to reduce blight and attract development within the Year 2000 Plan URD	\$5 million
Park System Development Charges (SDCs)	Bicycle and pedestrian projects between and through the City parks and the off-street trail system	Minimal (may fund smaller bike and pedestrian projects)
Road Maintenance Regulatory Fund ^b	Major street repairs and reconstruction (including slurry seals and overlays)	None (for maintenance only)
Road Operating Fund ^b	Roadway operations and minor repairs (including signal lights, striping, curbs, gutters, and potholes)	None (focused on operations)
Street Lighting Fund ^b	Ongoing street light maintenance, operations, and infill	None (for ongoing costs)
Transit Fund ^b	Transit operations and programs	None (for operations and maintenance)
Community Development Fund ^b	Planning, engineering, and other administration (e.g., City staff and supply costs)	None (for administration)
Total City Funds		\$104 million

^a Estimated funding amounts are planning-level approximations based on review of past ten years of City projects and budget estimates. They assume current fee structures remain in place through 2035 as all vacant land within the City’s urban growth boundary (UGB) is developed.

^b Because roadway operations and maintenance are expected to be covered by related funds, no contributions from these funds are assumed to be available for capital improvements.

Chapter 2 The Vision



As Wilsonville grows, it will be essential for the community to work collaboratively toward a shared vision. Understanding the goals, and specific steps to achieve them, is the best and most cost-effective way to create a beautiful, functional transportation system.

To guide Wilsonville's transportation planning and investment decisions, the community has developed a new vision statement, transportation goals, policies, and implementation measures.

WILSONVILLE'S TRANSPORTATION VISION

Wilsonville's coordinated multimodal transportation system is strategically designed and collaboratively built. Our system provides mode and route choices, delivering safe and convenient local accessibility to assure that Wilsonville retains its high levels of quality of life and economic health. Our local accessibility is further enhanced through arterial connectivity with our neighboring communities, thereby providing excellent intercity and interstate mobility serving our residential and business needs. The system is designed, built and maintained to be cost effective and to maximize the efficient utilization of public and private funding.

Wilsonville envisions a transportation system that is . . .

- *Strategically designed,*
- *Collaboratively built,*
- *Safe,*
- *Convenient, and*
- *Cost effective.*

The result will be . . .

- *Mode and route choices,*
- *Quality of life,*
- *Economic health,*
- *Neighborhood connectivity, and*
- *Mobility.*



TRANSPORTATION GOALS

The City of Wilsonville is responsible for managing a transportation system that efficiently and effectively transports people and goods within the city. This system should support the quality of life of residents and the economic vitality of businesses.

The City can best fulfill its responsibilities by working collaboratively with local and regional partners in developing a transportation system that achieves its seven goals, listed in Table X.



Wilsonville Road’s landscaping and streetscape provides an attractive environment for all users.

Table X. Wilsonville’s Transportation Goals

Goals	Description
1 Safe	Follow current safety practices for design, operations, and maintenance of transportation facilities.
2 Connected and Accessible	Provide all users with access to integrated facilities and services that connect Wilsonville’s neighborhoods, parks, schools, employment centers, and retail areas to each other and to the surrounding region.
3 Functional and Reliable	Provide, manage, and maintain sufficient transportation infrastructure and services throughout Wilsonville to ensure functional and reliable multimodal and freight operations as development occurs.
4 Cost Effective	Utilize diverse and stable funding sources to implement transportation solutions that provide the greatest benefit to Wilsonville residents and businesses, while mitigating impacts to the city’s social, economic, and environmental resources.
5 Compatible	Develop and manage a transportation system that is consistent with the City’s Comprehensive Plan and coordinates with other local, regional, and state jurisdictions.
6 Robust	Encourage and support the availability of a variety of transportation choices for moving people and goods.
7 Promotes Livability	Design and construct transportation facilities in a manner that enhances the livability of Wilsonville and health of its residents.

POLICIES AND IMPLEMENTATION MEASURES

Wilsonville’s transportation policies serve as a blueprint for the City’s investment in its transportation system. These policies cover a variety of areas, including how the system is designed, constructed, operated, and maintained.

The following policies all support the seven Transportation Goals. Each of the policy statements are supported by implementation measures that will guide City actions related to the development code, capital project investment, and other investments.

System Design

Policy 1. Provide a safe, well-connected, and efficient system of streets and supporting infrastructure for all travel modes.

Implementation Measures:

1.a. Create a comprehensive signage and wayfinding system to assist all modes of transportation with navigating around the community.

Policy 2. Develop and maintain a transportation system that balances land use and transportation needs in a manner that enhances the livability and economic vitality of the city.

Implementation Measures:

2.a. Establish and maintain design standards for each arterial and collector street, in accordance with the Functional Street Classification System.

2.b. The conceptual location of proposed new major streets identified in the TSP will be refined based on detailed engineering specifications, design considerations, and consideration of local impacts.

2.c. Evaluate the alignment and design of local streets on a project-by-project basis in coordination with the overall purposes of the TSP.



Wilsonville City Hall, located on Town Center Loop East, houses staff offices and Council Chambers.

POLICY AREAS

- **System Design** (Policies 1-9)
- **Connectivity** (Policy 10)
- **Transportation System Management** (Policies 11-14)
- **Land Development Coordination** (Policies 15-16)
- **Agency Coordination** (Policies 17-21)
- **Goods Movement** (Policies 22-28)
- **Public Transit** (Policies 29-36)
- **Active Transportation: Pedestrians and Bicyclists** (Policies 37-42)
- **Interchange Management Areas** (Policy 43)
- **Transportation Funding** (Policies 44-46)

2.d. All arterial and collector streets shall be dedicated public streets.

Policy 3. Support the use of alternative fuels by providing, or encouraging the provision of, needed infrastructure.

Implementation Measures:

3.a. *Facilitate private sector exploration of alternative fuel technologies, including shared use of compressed natural gas fueling stations, electric vehicle charging stations.*

Policy 4. Construct a transportation system that allows all modes of transportation to be accessible to all members of the community.

Implementation Measures:

4.a. *Provide pedestrian and bicycle connections between residential neighborhoods and major commercial, industrial, and recreational activity centers throughout the city, as shown in the Bicycle and Pedestrian Master Plan. Coordinate the system of pathways planned by adjacent jurisdictions to allow for regional travel.*

4.b. *Fill gaps in the existing sidewalk and off-street pathway systems to create a continuous network of safe and accessible bicycle and pedestrian facilities.*

Policy 5. Design and manage the city street system to meet Level of Service (LOS) standard D. As may be approved by the City Council, possible exceptions to the LOS D standard are a change to LOS E on Boones Ferry Road and/or Elligsen Road, and on Wilsonville Road between and including the intersections with Boones Ferry Road and Town Center Loop West. Other capacity improvements intended to allow continued development without exceeding LOS E may also be approved by the City Council.

Policy 6. Evaluate and minimize the environmental impacts of all new transportation projects.

Policy 7. Design the transportation system to be multifunctional by integrating stormwater management into the design of transportation facilities, as described in the Stormwater Master Plan.

Policy 8. Consider the needs of traditionally underserved citizens when planning and designing the transportation system, and identify targets and improvements to meet the specific needs of these populations.

Policy 9. Enhance transportation connections in and between all parts of the city as a means for deferring capacity improvements.



The recent Fred Meyer near the I-5/Wilsonville Road Interchange provides two electric vehicle charging stations for patrons to use for free to charge their vehicles while shopping.

Connectivity

Policy 10. Add system connections for all modes throughout the city's transportation system to improve access, serve new development, and manage system performance.

Implementation Measures:

- 10.a. *Promote the concept of a "walkable neighborhood" when advising developers and other agencies to ensure that logical connections are made to activity centers (e.g., schools, retail, and parks), and that such destinations can be reached on foot or by bicycle.*
- 10.b. *Where street connections are not possible, provide bicycle and pedestrian linkages to connect neighborhoods with each other and with surrounding destinations, except if prevented by physical barriers.*
- 10.c. *Where streets lack pedestrian and bicycle facilities, explore opportunities to fill these gaps.*



A meandering sidewalk along Barber Street adjacent to the SMART Central at Wilsonville Station transit center supports connectivity by providing a safe and comfortable pedestrian environment with connections to transit.

Transportation System Management

Policy 11. Manage the transportation system to improve reliability and maximize efficient use of existing facilities.

Implementation Measures:

- 11.a. *Continue to implement Transportation Demand Management measures through South Metro Area Regional Transit's SMART Options Program.*
 - 11.b. *Manage access to improve safety and mobility in the city by applying access spacing standards, limiting access on arterials and at key identified intersections, and by preparing access management plans for interchanges.*
- Policy 12. Implement Intelligent Transportation System (ITS) improvements as identified in the Clackamas County ITS Plan.
- Policy 13. Coordinate with Clackamas County, Washington County, and the Oregon Department of Transportation to implement system management and operations strategies on arterials and highways.
- Policy 14. On- and off-street parking facilities are part of the transportation system, and will be managed and regulated to ensure sufficient parking is provided, maximize efficiency, minimize impacts to traffic in the right-of-way, and reduce environmental impacts. Over time as new development is planned in the Town Center area and the Westside Express Service (WES) commuter rail station area, the City will work with property owners to prepare parking management plans that manage supply and demand for parking areas.

Land Development Coordination

Policy 15. Review all land use/development proposals for consistency with the TSP.

Implementation Measures:

- 15.a. The City may approve local private streets through the Planned Development process, provided that adequate emergency access is available and that proper maintenance by private entities is ensured.
- 15.b. Any proposed change to the Comprehensive Plan or Zoning Maps that would result in additional trips above that allowed under the City's concurrency policies may be denied unless mitigation measures are identified and provided.
- 15.c. The City will consider only improvements listed in the Financially Constrained funding scenario of the Regional Transportation Plan, and/or in the City's Capital Improvement Plan (CIP), in determining the planned capacity, function and level of service of transportation facilities and services.
- 15.d. The Development Review Board or City Council may approve specific street design and alignment modifications through the planned development process. Such modifications shall be made in consideration of existing traffic volumes and the cumulative traffic generation potential of the land uses being developed.

Policy 16. Ensure that new development and redevelopment provide connections to transit streets and facilities, providing protected street crossings, and bus stop amenities, if needed.

Villebois Village is the region's largest residential development and provides a variety of housing choices in a dense setting with wide open spaces, parks, and trails. It is located just west of the SMART Central transit center and WES Commuter Rail station .



Old Town Square, located near the I-5/Wilsonville Road interchange, provides a well-connected network of sidewalks and crosswalks and accommodates SMART Transit Route 4, which loops through the site.

“Connectivity is something I think is important within our transportation system. Having our schools not only connected to our neighborhoods, but neighborhoods connected to neighborhoods, and neighborhoods connected to retail and employment centers.”

*Marta McGuire
Planning Commission*

Agency Coordination

Policy 17. The City shall work with the State, Metro, Clackamas and Washington Counties, and adjacent jurisdictions to develop and implement a Regional Transportation Plan that is complementary to and supportive of the City's Plan while addressing regional concerns. The City expects a reciprocal commitment from the other agencies. This policy recognizes that there is a need for a collective and cooperative commitment from all affected agencies to solve existing and future transportation problems. The City will do its part to minimize transportation conflicts, but it must also have the support of County, regional, State and Federal agencies to effectively implement this Plan.

Implementation Measures:

17.a. The City shall advocate for the State, Metro, and Counties to improve regional transportation facilities which, due to inadequate carrying capacities, limits implementation of the City's Transportation Plan.

Policy 18. The City will work with ODOT, Metro and neighboring communities to maintain the capacity of I-5 through a variety of techniques, including requirements for concurrency, continued development of a local street network within and connecting cities along I-5, access management, and completion of targeted improvements on I-5 such as auxiliary lanes, improvements at interchanges, etc.

Policy 19. Actively encourage the Federal Highway Administration, Federal Transit Administration, Oregon Department of Transportation, Clackamas and Washington Counties, and Metro to improve regional transportation facilities.

Implementation Measures:

19.a. Consistent with the City's policy that needed public facilities and services are provided in advance of or concurrently with development, proposed land use changes within the I-5/Wilsonville Road Interchange Management Area (IMA) shall be consistent with planned future transportation projects.

19.b. The City will seek support from regional partners to construct connections that improve bicycle, pedestrian, and emergency vehicle access across the Willamette River.

19.c. The City will collaborate with Metro and surrounding jurisdictions to plan, and advocate for completion of, trails that link Wilsonville with neighboring jurisdictions as identified on the Regional Trails System Plan Map.

Policy 20. Work with neighboring jurisdictions to plan, fund, and implement a phased transportation network that serves southwest employment area growth while reserving I-5 interchange capacity for access to and from Wilsonville destinations.

Policy 21. The City recognizes the Aurora State Airport as a component of the state's transportation system and an economic asset to Wilsonville. The City will advocate for any expansion of the airport to consider potential impacts to area roadways and I-5 interchanges, agricultural operations, the environment, and Wilsonville neighborhoods.

Goods Movement

- Policy 22. Provide an adequate motor vehicle system that serves commercial vehicle/truck traffic to and from land uses requiring the use of commercial vehicles/trucks.
- Policy 23. Consider the requirements for truck movement when designing all improvements in the public right of way on designated truck routes. Requirements include turn radii, sight distance, lane widths, turn pocket lengths, and pavement design.



Located along Interstate-5 just south of the Interstate-205 junction, Wilsonville is ideally situated as a freight hub in the region. The city is home to multiple distribution, manufacturing, and warehouse facilities.

- Policy 24. Ensure that the needs of other transportation users are considered in the design and construction of freight improvements. Improvements that reduce freight vehicle impacts to bicyclists and pedestrians (particularly along identified bikeways and walkways) will be considered, including buffered bike lanes, enhanced pedestrian crossings, and other safety improvements.
- Policy 25. Maintain access to the Willamette River so that the river may be used for transportation purposes in the future. Acquire or improve access to Willamette River for public docking purposes and consider the potential development of a new port or ports.
- Policy 26. Assist with efforts to improve the viability of the railroad for freight.
- Policy 27. Upgrade and/or complete the street network on the west side of I-5, including in the Coffee Creek and Basalt Creek areas, to serve the warehousing, distribution, and other industrial uses located there.
- Policy 28. Coordinate with adjacent jurisdictions and the freight community to ensure that regional freight traffic is directed only toward the city’s freight routes.

“A number of the companies that operate here in Wilsonville export outside the United States . . . that’s why it is so important that we get to market as effectively and efficiently as possible as we can, but at the same time, our goal is to make it so transparent that the local residents are aware of it, but don’t really have to deal with it.”

*Ray Phelps
Planning Commission*

Public Transit

Policy 29. Increase public awareness of transit and other transportation options, such as walking and bicycling, so that individuals can make informed decisions.

Policy 30. Provide transit service which is coordinated, convenient, comfortable, and safe.

Implementation Measures:

30.a. *Maintain transit service and expand as necessary to meet the demands of a growing population and employment base in Wilsonville.*

30.b. *Perform ongoing transit service updates, based on demand and available financial resources. Service updates will be considered following major roadway improvements, pedestrian and bicycle system completion, and master planned, or other major, development.*

30.c. *Construct transit stop amenities and implement technology improvements, as funding is available. Prioritize improvements in activity centers and when they can be constructed in coordination with land use development.*

Policy 31. Create a sense of community ownership of the transit system by encouraging citizen involvement in the planning and development of transit facilities and services.

Policy 32. Develop a process for responding to public feedback regarding transit services, including additional service requests, bus routing and transit stop amenity decisions.

Policy 33. Guided by a transit-specific public feedback process, provide transit routes throughout the city so that all residents and businesses who desire transit service are within one-quarter mile walking distance from a transit stop.

Policy 34. Establish a Transit Advisory Board comprised of interested stakeholders, including residents and employers, to guide future planning and decision-making regarding transit service.

Policy 35. Strive to improve air quality and traffic congestion by increasing transit efficiency, promoting transportation options, and implementing transportation system management.

Policy 36. Coordinate with other transit districts, including TriMet and Cherrriots, to strengthen the efficiency and performance of the Wilsonville transit network.

Implementation Measures:

36.a. *Advocate for TriMet to provide full day and Saturday service for its Westside Express Service (WES) commuter rail.*

36.b. *Advocate for the extension of WES to Salem.*



Wilsonville's transit center, SMART Central at Wilsonville Station, is located at the corner of Baber Street and Kinsman Road. It is SMART's main transportation hub and includes a 400-stall park-and-ride lot, twelve bus bays, an operator break room, public restrooms, shelters, and a clock tower with security cameras. It also shares the site with TriMet's Westside Express Service (WES) commuter rail station. Wilsonville is WES's southern terminus.

Active Transportation: Pedestrians and Bicyclists

Policy 37. The City shall provide facilities that allow people to reduce reliance on single-occupant automobile use, particularly during peak periods.

Implementation Measures:

- 37.a. Encourage a balance between housing, employment, and commercial activities within the city so more people are able to live and work within Wilsonville, thereby reducing cross-jurisdictional commuting.
- 37.b. Increase densities and intensities of development in or near the Town Center area and in other locations where a multi-modal transportation system can meet those needs.
- 37.c. Continue use of the Planned Development/ Master Plan process to encourage developments that make it more convenient for people to use transit, walk, bicycle, and to drive less to meet daily needs.



Pedestrians enjoy a casual stroll around the Villebois Sunday Market. The market uses Villebois Drive, which functions as a street when not being used for the market.



Bike lockers at the SMART Central at Wilsonville Station transit center provide secure storage for transit riders who use their bikes to complete a leg of their trip.

- 37.d. Provide more and better options for travel between both sides of the freeway, the railroad, and the Willamette River.
- 37.e. Assist with efforts to improve the viability of rail for passenger service.
- 37.f. Consider reducing parking requirements where it can be shown that transit and/or bicycle pedestrian access will reduce vehicular trips.
- 37.g. Require new development to include sufficient and convenient bicycle parking, and encourage improvements to bicycle parking facilities throughout the community. Allow a range of bicycle parking solutions to address the specific needs of different users.
- 37.h. Construct stand-alone improvements to fill key gaps in the pedestrian and bicycle network, including Safe Routes to School projects and connections to transit stops, prioritizing low-cost and safety-related projects.
- 37.i. Improve the quality of the pedestrian environment by ensuring new public and private development meets a pedestrian quality standard that encourages walking for short trips and is fitting for the specific location.



Bicyclists riding north on Brown Road approach the Barber Street roundabout as they enter Villebois Village.

- Policy 38. Improve and expand pedestrian and bicycle facilities throughout the community, with a focus on improved connectivity within the city and with the Regional bicycle and trails systems.
- Policy 39. Ensure that pedestrian and bicycle networks provide direct connections between major activity centers (e.g., civic, recreation, employment, and retail centers) and minimize conflicts with other modes of transportation.
- Policy 40. The planning, design, and construction of transportation projects should maintain or improve the accessibility and quality of existing and planned pedestrian and bicycle facilities.
- Policy 41. Provide more enhanced pedestrian crossings (which may include pedestrian flashers, a median refuge, or other treatments) as a way to improve safety and connectivity in Wilsonville's transportation system.
- Policy 42. Develop more transportation options within the city, increasing transportation demand management programming and improving walking, biking, and transit facilities.

Interchange Management Areas

Policy 43. Provide for an adequate system of local roads and streets for access and circulation within I-5 Interchange Management Areas (IMAs) that minimize local traffic through the interchanges and on the interchange cross roads.

Implementation Measures:

I-5/Wilsonville Road IMA, subject to Interchange Area Master Plan (IAMP):

- 43.a. *The City will require future development to plan for and develop local roadway connections consistent with the I-5/Wilsonville Road IAMP as part of the development permit approval process.*
- 43.b. *Bicycle and pedestrian connections within the IMA will be required for new development consistent with the City's Bicycle and Pedestrian Plan.*
- 43.c. *System operational improvements, including signal synchronization, transportation demand management measures and incident management shall be implemented within the vicinity of the interchange to maximize the efficiency of the local street network and minimize the impact of local traffic on the interchange.*



The Interstate-5/Wilsonville Road interchange serves as a key regional connection while also providing connectivity between east and west Wilsonville.

- 43.d. *The City will require future development to adhere to access management spacing standards for private and public approaches on statewide highways as adopted in the Wilsonville Road IAMP.*
 - 43.e. *The City will approve development proposals in the I-5/Wilsonville Road IMA only after it is demonstrated that proposed access and local circulation are consistent with the Access Management Plan in the I-5/Wilsonville Road IAMP.*
 - 43.f. *Ensure that future changes to the planned land use system are consistent with protecting the long-term function of the interchange and the surface street system.*
 - 43.g. *Any proposed change to the Comprehensive Plan Map or existing zoning that would result in additional trips above that allowed under the current zoning and assumed in the I-5/Wilsonville Road IAMP must include a review of transportation impacts consistent with OAR 660-12-0060.*
 - 43.h. *The City will provide notice to ODOT for any land use actions proposed within the I-5/Wilsonville Road IAMP Overlay Zone.*
 - 43.i. *Eliminate or consolidate accesses on Wilsonville Road within one-quarter mile of the I-5 interchange as opportunities arise. Specific access management deficiencies were identified as part of the I-5/Wilsonville Road Interchange Area Management Plan (IAMP).*
- I-5/Elligsen Road Interchange (no adopted IAMP):***
- 43.j. *The City will require future development to adhere to access management spacing standards for private and public approaches on statewide highways as required by the Oregon Highway Plan.*
 - 43.k. *Ensure that future changes to the planned land use system are consistent with protecting the long-term function of the interchange and the surface street system.*
 - 43.l. *Bicycle and pedestrian connections within the Interchange Area will be required for new development consistent with the City's Bicycle and Pedestrian Plan.*
 - 43.m. *System operational improvements, including signal synchronization, transportation demand management measures and incident management shall be implemented within the vicinity of the interchange to maximize the efficiency of the local street network and minimize the impact of local traffic on the interchange.*
 - 43.n. *Eliminate or consolidate accesses on Elligsen Road and Boones Ferry Road within one-quarter mile of the I-5 interchange as opportunities arise.*

“One of Wilsonville’s strengths is location with it’s easy access to I-5. Almost any point in town is within easy access to one of the interchanges. Preserving the capacity of two interchange will be important for the city’s future.”

*Katie Mangle
Long Range Planning Manager*

Transportation Funding

Policy 44. Require each individual development to provide all collector and local streets, unless the benefit to the entire community warrants public participation in funding those collector streets.

Policy 45. The City will plan, schedule, and coordinate implementation of all street improvements through the on-going five-year Capital Improvements Plan. A priority is given to eliminating existing deficiencies and in upgrading the structural quality of the existing arterial system.

Implementation Measures:

45.a. *The City shall coordinate routine and necessary maintenance with the appropriate State or County agencies.*

45.b. *The City shall pursue grants and other funding resources to assist the City with constructing infrastructure improvements, buying new transit buses, and making other transportation investments.*



SMART Transit's 21-passenger compressed natural gas (CNG) buses offer a clean burning fuel alternative to traditional diesel buses.

45.c. *To ensure development of an adequate street system, the City shall collect a System Development Charge as development occurs. Funds collected shall be allocated through the Capital Improvements Plan as needed to provide capacity service.*

Policy 46. Maintain a transportation financing program for the construction and implementation of transportation facilities, improvements and services necessary to support the TSP, the Transit Master Plan, and the Bicycle and Pedestrian Plan.



A family rides bikes together on Canyon Creek Road.



Looking southwest towards farmland and forests beyond Metro’s urban growth boundary as Interstate 5’s Boone Bridge and Portland and Western’s Oregon Electric line railroad bridge cross the Willamette River. Wilsonville is Metro’s southernmost city and provides an important connection to the rest of the Willamette Valley.

“Our City is great. We have done an excellent job in planning this community and being thoughtful, and maintaining that. But it is also important to look into the future and how we may grow and plan for that and find out what things continue to be a priority for our community.”

*Marta McGuire
Planning Commission*

Chapter 3 The Needs



As a growing community, Wilsonville faces the challenge of addressing new and ongoing transportation system needs. These needs are categorized as either gaps (missing connections or barriers in the transportation network) or deficiencies (shortcomings of the existing system). The City's transportation policies (see Chapter 2) and standards (see Chapter 5) serve as a framework for determining what gaps and deficiencies currently exist or are anticipated to arise through the 2035 horizon year as additional development occurs throughout the city and the region. The City's transportation improvement projects (see Chapter 4) and programs (see Chapter 6) address these needs and ensure Wilsonville's continued growth and prosperity.

GAPS AND DEFICIENCIES

- **System Gaps** are missing connections or barriers in the urban transportation system that functionally prohibit travel for a given mode. While a gap generally means a connection does not exist, it could also be the result of a physical barrier (such as I-5, the Willamette River, other natural feature, or existing development) or a social barrier (including lack of information, language, education, and/or limited resources).
- **System Deficiencies** are performance, design, or operational constraints that limit travel by a given mode. Examples may include unsafe designs, bicycle and pedestrian connections that contain obstacles, inadequate intersection or roadway capacity, insufficient bus frequency, and congestion.

Wilsonville's transportation needs include . . .

- *Gaps (missing connections or barriers)*
- *Deficiencies (shortcomings)*

These needs will be addressed by . . .

- *Improvement projects (Chapter 4)*
- *Programs (Chapter 6)*



Header Photo Source: OBEC

MULTI-MODAL CONNECTIVITY GAPS

Providing a well connected transportation system is one of the City’s goals. In order to insure this goal is achieved, the City has developed facility spacing standards to provide direct routes and travel options

for system users. Based on the street connectivity guidelines set forth in Chapter 5, there are system gaps in each of the city’s four quadrants. However, there are also constraints and barriers that may make some connections infeasible.

Northwest Quadrant Connectivity



Two connectivity gaps exist in this quadrant:

- A north-south gap exists between Day Road and Boeckman Road that increases congestion at the 95th Avenue/Elligsen Road intersection and the nearby I-5 interchange.
- An east-west gap exists between 95th Avenue and Grahams Ferry Road.

North/south Minor Arterial and east/west Collector would be needed as future development occurs to fill these gaps, provide additional travel options, and allow access to future development. However, these roads will be difficult to construct due to the P&W railroad track and Metro green space in this quadrant that are barriers. The new north/south roadway should be considered after 95th Avenue between Boeckman Road and Ridder Road no longer sufficiently serves this function.

Northeast Quadrant Connectivity



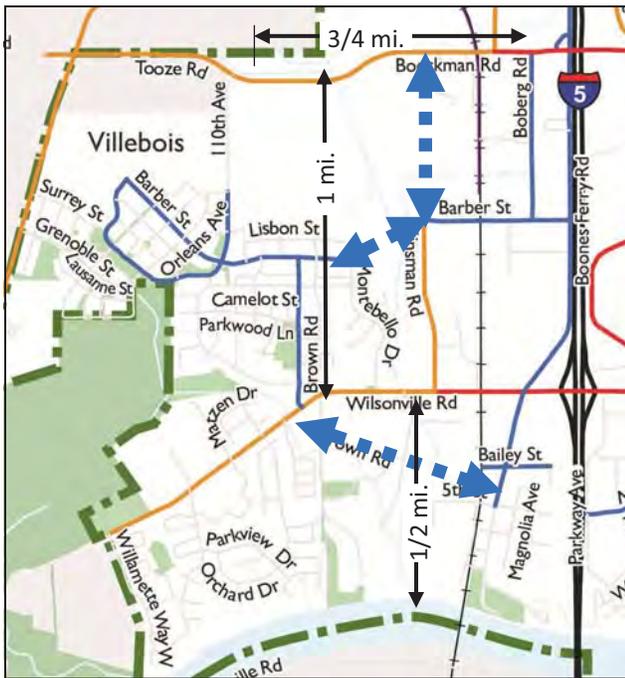
There is a gap in the east west connectivity between Elligsen Road and Boeckman Road.

An east/west Collector from Parkway Avenue to Stafford Road would be needed to fill this gap. The City currently owns partial right-of-way along the west end of Wiedemann Road, which is a single-lane gravel road that runs east/west for a short distance east of Parkway Avenue.

The following legend applies to each of the four quadrant images.

LEGEND	
Functional Classification	New Connection Needed
Major Arterial	Minor Arterial
Minor Arterial	Collector
Collector	
Local Street*	

Southwest Quadrant Connectivity



There are several gaps in east-west and north-south connectivity as follows:

- North/south and east-west gap exists between Wilsonville Road and Boeckman Road and between the Villebois development and the WES station.
- An east-west gap exists between the Willamette River and Wilsonville Road.

North/south Minor Arterial and east/west Collector (north of Wilsonville Road) streets are needed to fill these gaps. The Barber Street and Kinsman Road extensions are currently in the design phase that would satisfy these needs.

An east/west Collector (south of Wilsonville Road) would be needed as development occurs to provide the necessary connectivity. This roadway would also provide a secondary access option to and from Old Town (that is needed today), and the likely connection options are either 5th Street or Bailey Street.

Southeast Quadrant Connectivity



There are two existing gaps in this quadrant as follows:

- A north-south gap exists between Boeckman Road and Town Center Loop that leads to additional traffic on Parkway Avenue and Wilsonville Road.
- An east-west gap exists between Canyon Creek Road and Meadows Loop.

North/south Minor Arterial extension of Canyon Creek Road is needed as soon as funding is available and would provide the connection to Town Center Loop. A major portion of this connection has already been constructed by adjacent development.

An east/west Collector from Canyon Creek Road to Meadows Loop would provide the connectivity needed. However, there are topographical, environmental, and development constraints that make this connection difficult. An existing trail and bridge provide pedestrian and bicycle connectivity.

CROSS-SECTION DEFICIENCIES

To ensure Wilsonville’s roadways adequately serve all modes, the City has cross-section standards that guide roadway design based on the street’s functional classification with the acknowledgement that design elements shall be matched with the adjacent land use to provide safe transportation choices for users. The functional classifications and cross-section standards include number of motor vehicle travel lanes, sidewalks on both sides of the street, planter strips, and curbs (see Chapter 5: The Standards). In addition, the higher classification roadways also include bicycle facilities.

Building roads that provide facilities for all travel modes and meet applicable cross-section standards is critical to assure a safe and well connected transportation system. If bike lanes and sidewalks are

missing, the users of these facilities are likely using other portions of the roadway (motor vehicle travel lanes or shoulders) that may be unsafe.

Figure X shows which City roadways do not meet their applicable cross-section standards. In some instances, all that is needed are sidewalks for improved pedestrian connectivity. In other instances, roadways may need to be widened to include center turn lanes or bike lanes. Many of these roads are adjacent to rural areas and will be brought up to meet standards as adjacent parcels develop. Others will require standalone improvement projects. Depending on the situation, these roadway sections will require urban upgrades, sidewalk infill, or bike lane infill improvements.



Parkway Avenue near the Xerox campus is a Minor Arterial but does not include bike lanes. There is a sidewalk on the east side, but it ends at the boundary with the vacant parcel to the north.

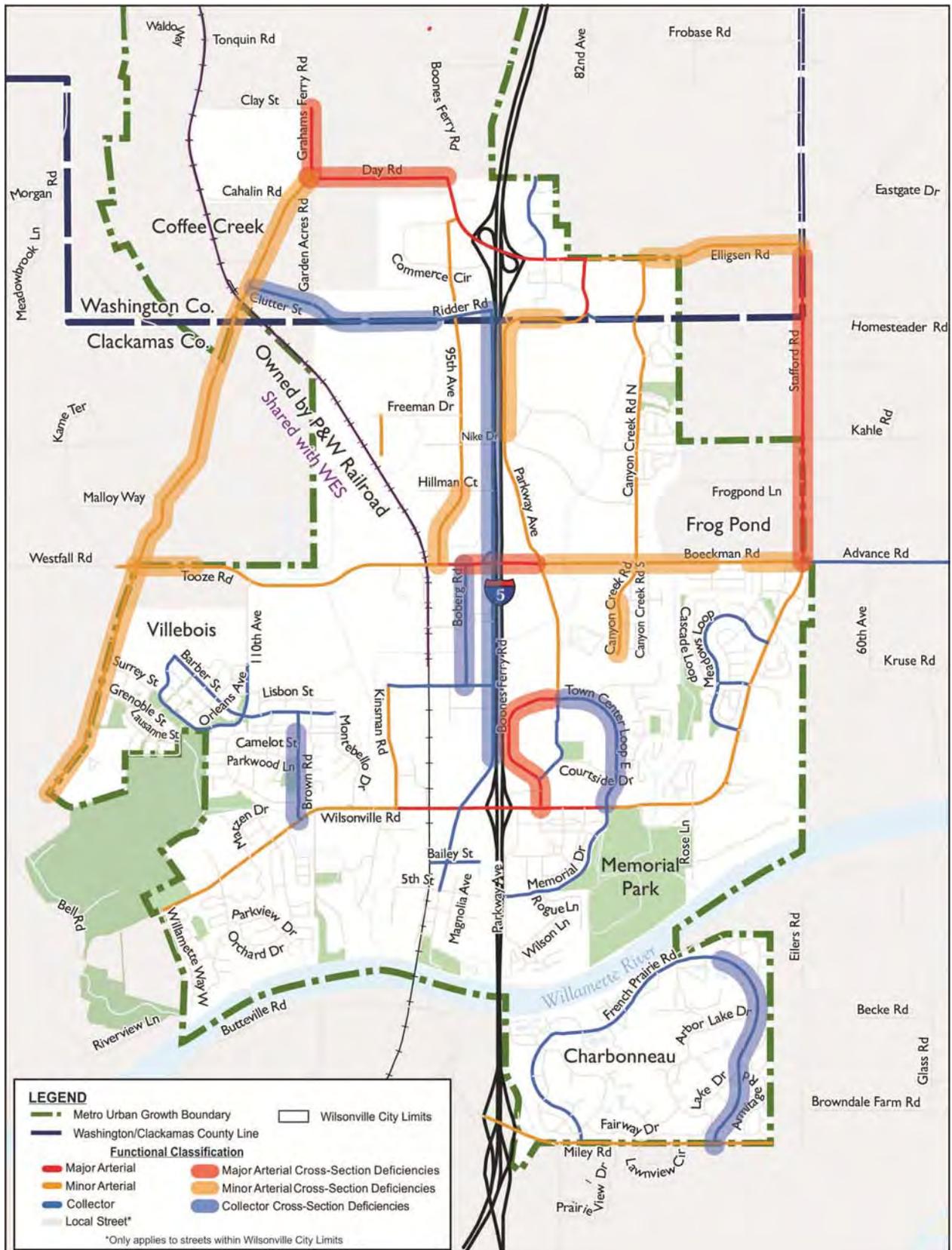


Freeman Drive between 95th Avenue and businesses lacks sidewalks on the south side.

“I-5 poses some challenges because it serves as a barrier in between the east and west sides of town. This puts a lot of pressure on the few existing connections that make it harder for people to walk between one place and another.”

*Katie Mangle
Long Range Planning Manager*

FIGURE X. ROADWAY CROSS-SECTION DEFICIENCIES



CAPACITY DEFICIENCIES

Capacity deficiencies for motor vehicles were identified throughout Wilsonville by evaluating traffic operations for a 2035 future scenario. The traffic forecasts were performed using a travel demand model based on Metro regional land use with the transportation network refined specifically for Wilsonville.

Due to the high level of detail, the Wilsonville travel demand model was able to more accurately represent local routing choices while also forecasting traffic pattern changes resulting from varying levels of congestion and delay expected for 2035. The model also assumed the completion of seven key roadway extensions (listed in the call-out box at right), as well as land use growth based on regional population and employment forecasts for the 2035 horizon year.

Figure X shows the 20 study intersections and five roadway segments that would not meet adopted mobility standards under the 2035 baseline scenario. These roadway capacity improvements would primarily be needed when the vacant land in their vicinity is developed.

The majority of the intersection and roadway deficiencies were identified in prior planning efforts and already included associated improvement projects. Therefore, many of the City’s planned projects only required minor revisions, refinements, and prioritization adjustments. Along with minor changes to existing projects, a few new projects are also needed to meet the city’s long term capacity needs.

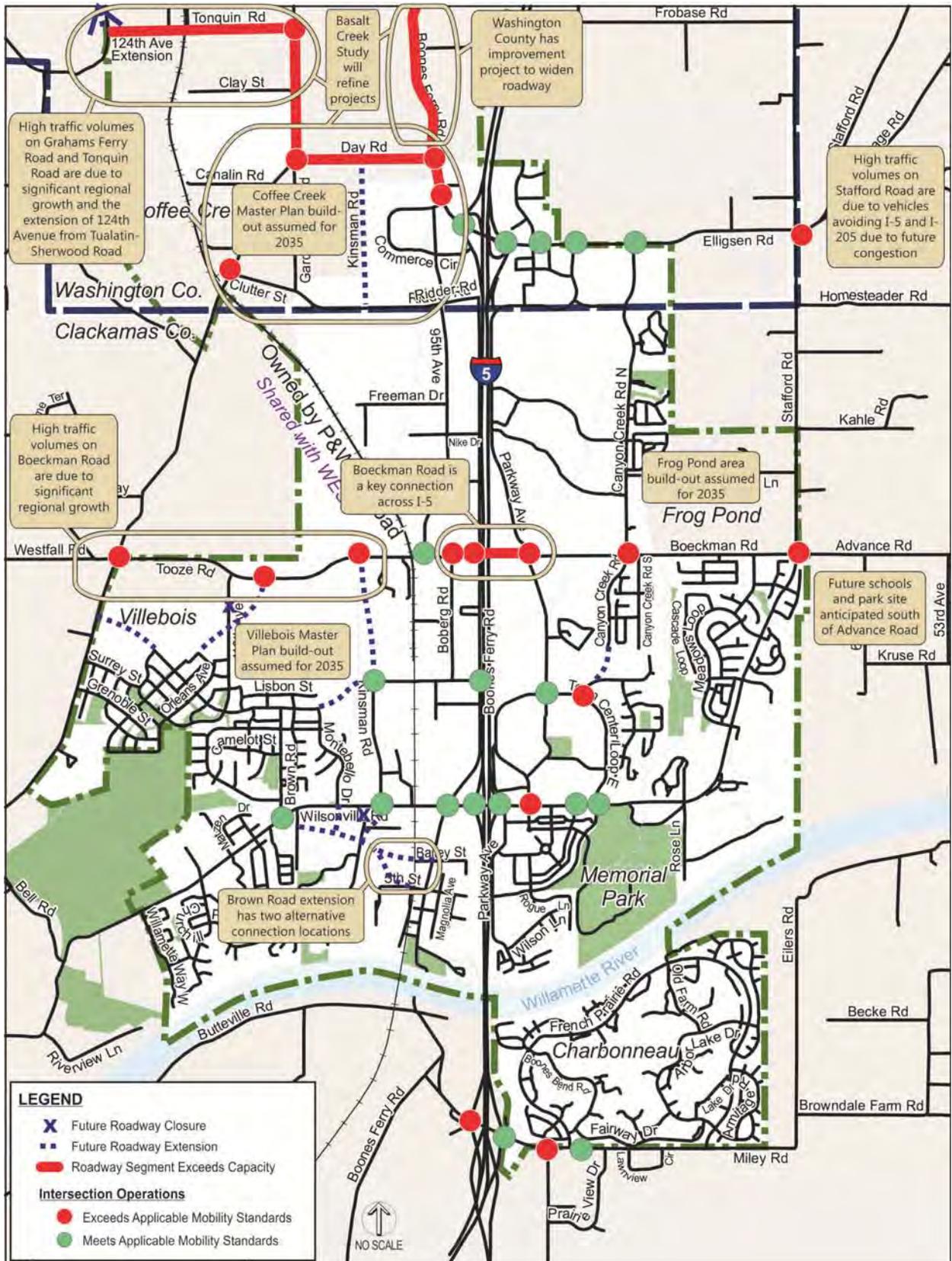
2035 BASELINE ROADWAY EXTENSION ASSUMPTIONS

Various roadway extensions throughout the city satisfy critical connectivity needs and would be constructed as development occurs. To account for the resulting traffic patterns, the 2035 baseline capacity analysis assumed the completion of these projects:

- **Barber Street Extension** from Kinsman Road to Montebello Drive, connecting the WES Station to Villebois (Regional Transportation Plan Project 10153, design plans are currently in process)
- **Barber Street Extension** to Grahams Ferry Road (Key roadway in Villebois Master Plan Area)
- **Villebois Drive Extension** to Boeckman Road (Key roadway in Villebois Master Plan Area to replace existing 110th connection)
- **Kinsman Road Extension** from Barber Street to Boeckman Road (Regional Transportation Plan Project 10130; design plans are currently in process)
- **Kinsman Road Extension** from Ridder Road to Day Road (Regional Transportation Plan Project 10853; key roadway in Coffee Creek Master Plan Area)
- **Brown Road Extension** (Currently has partial preliminary design plans for two alternatives)
- **Canyon Creek Road Extension** to Town Center Loop East (Small segment remains to finish connection; eligible as one of final projects using East Side Urban Renewal funding)

These roadway improvements are included in Figure X, which also shows with the 2035 capacity deficiencies.

FIGURE X. FUTURE 2035 CAPACITY DEFICIENCIES



FREIGHT ROUTES AND DEFICIENCIES

In the past, Wilsonville relied on county and Metro designated freight routes. As a major employment center and industry hub along Interstate-5 (I-5), the city and its freight community will benefit from adopting a local freight plan and freight routes. Wilsonville’s residential areas will also benefit from designating freight routes that avoid neighborhoods.

The plan is a result of outreach to identify the city roadways used by freight carriers, as well as the freight-related deficiencies and problem locations on these roadways. This outreach included distribution of surveys to the city’s major freight carriers, and a meeting with the Allied Waste commercial and

residential drivers, who service the entire city and have a particularly extensive understanding of the city’s freight needs.

Figure X identifies the key gaps and deficiencies that were identified based on the feedback received. It also identifies the streets where freight vehicles are present, though not all of these should become designated freight routes.

The following feedback, which is more general in nature, was also provided by the freight carriers:

- Flashing yellow left-turn arrows at traffic signals are preferable to the typical doghouse 5-section style green ball permissive phasing.
- Where possible, it is important to separate trucks from pedestrians and bicycles (especially on roadways and at tight intersection corners).
- There are inconsistent speeds on similar functioning roadways (for example, Boones Ferry Road versus Parkway Avenue).
- Trucks block traffic when they must wait off-site to access busy on-site loading docks.
- Improved loading areas and site access at retail establishments would aid delivery.
- There are limited direct routes for freight that exist between north and south Wilsonville.

FREIGHT CARRIER OUTREACH

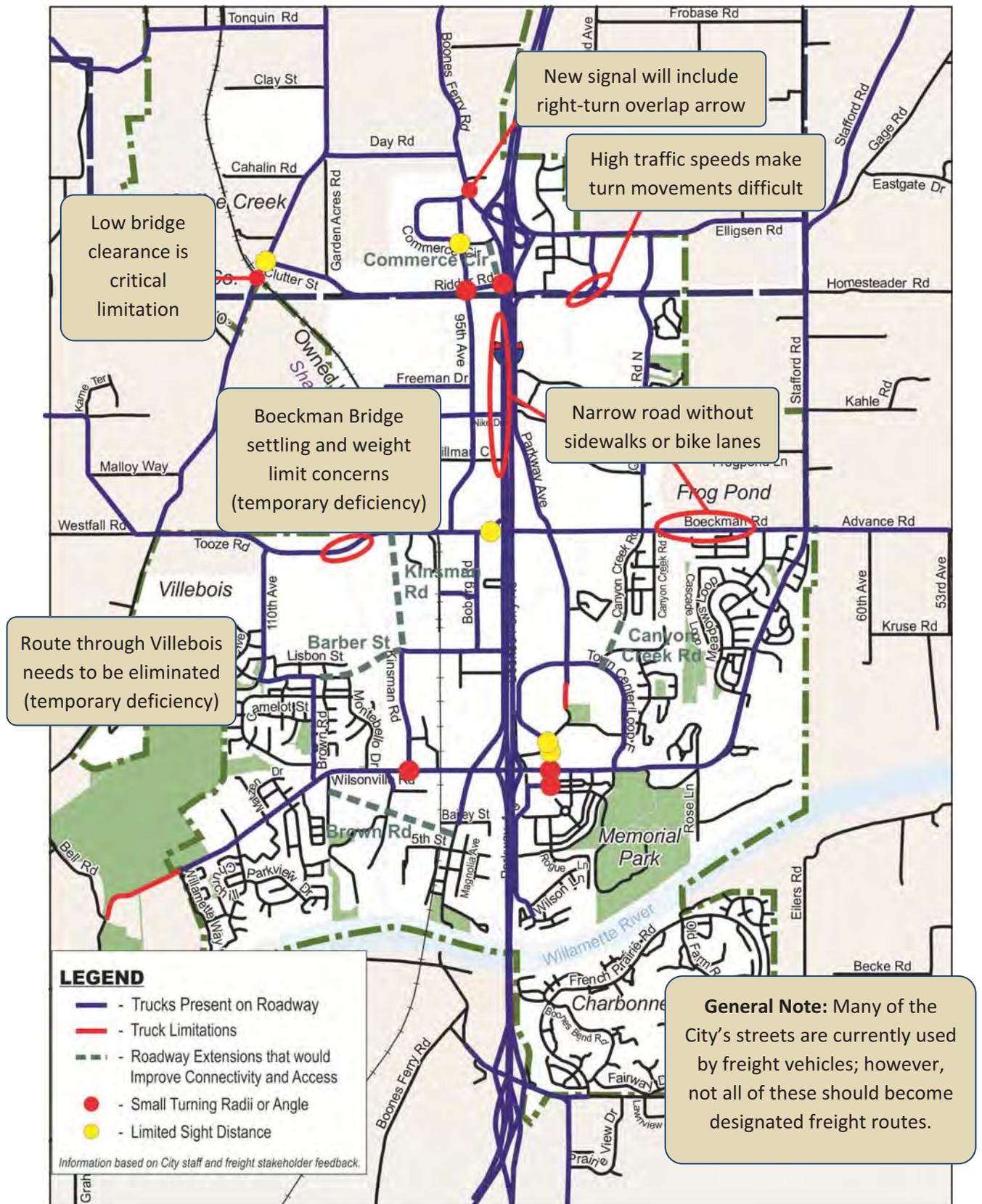
Multiple freight carriers provided feedback on freight routes and deficiencies:

- Allied Waste Services of Wilsonville
- Coca-Cola Bottling of Oregon
- Eaton Corporation
- FLIR Systems, Inc.
- Mentor Graphics Corp
- OrePac Building Products
- Owens & Minor Distribution Inc
- Parker Johnstone's Wilsonville Honda
- Rite Aid Distribution Center
- Rockwell Collins Head-Up Guidance Systems
- SYSCO Food Services of Portland
- Tyco Electronics Medical Products/Precision Interconnect Corp.
- US Crane & Hoist, Inc.
- Vision Plastics, Inc.
- Wilsonville Toyota
- Xerox Corporation



Roadway congestion and queuing on Elligsen Road leads to increased delay to freight movement.

FIGURE X. FREIGHT ROADWAYS AND DEFICIENCIES



BICYCLE/PEDESTRIAN NEEDS

Bicycle and pedestrian facilities support complete community connectivity and interrelated opportunities for work, play, shopping, and exercise. They also help reduce traffic congestion, vehicle-miles traveled, and green-house gas emissions, while increasing the vibrancy and connectedness of communities and improving the health of city residents.

Figure X shows the key bicycle and pedestrian gaps and deficiencies within Wilsonville. These needs are due to the various barriers in the system relating to natural areas, topography, and existing development.

There is also a need for improved street cleaning and related maintenance to remove debris from bike lanes of the I-5 interchange areas (Wilsonville Road and Elligsen Road), which are under ODOT jurisdiction. These facilities serve as primary



The lack of continuous bike lanes on Brown Road north of Wilsonville Road requires cyclists to use the travel lane.

SAFE ROUTES TO SCHOOL

Additional bicycle and pedestrian gaps and deficiencies were identified as part of the Safe Routes to School assessment that the City performed in collaboration with the West Linn-Wilsonville School District and each of the city’s primary and middle school. These needs are identified in Chapter 6: The Programs.

connections over the city’s two most significant barriers (i.e., Interstate-5 and the Willamette River).

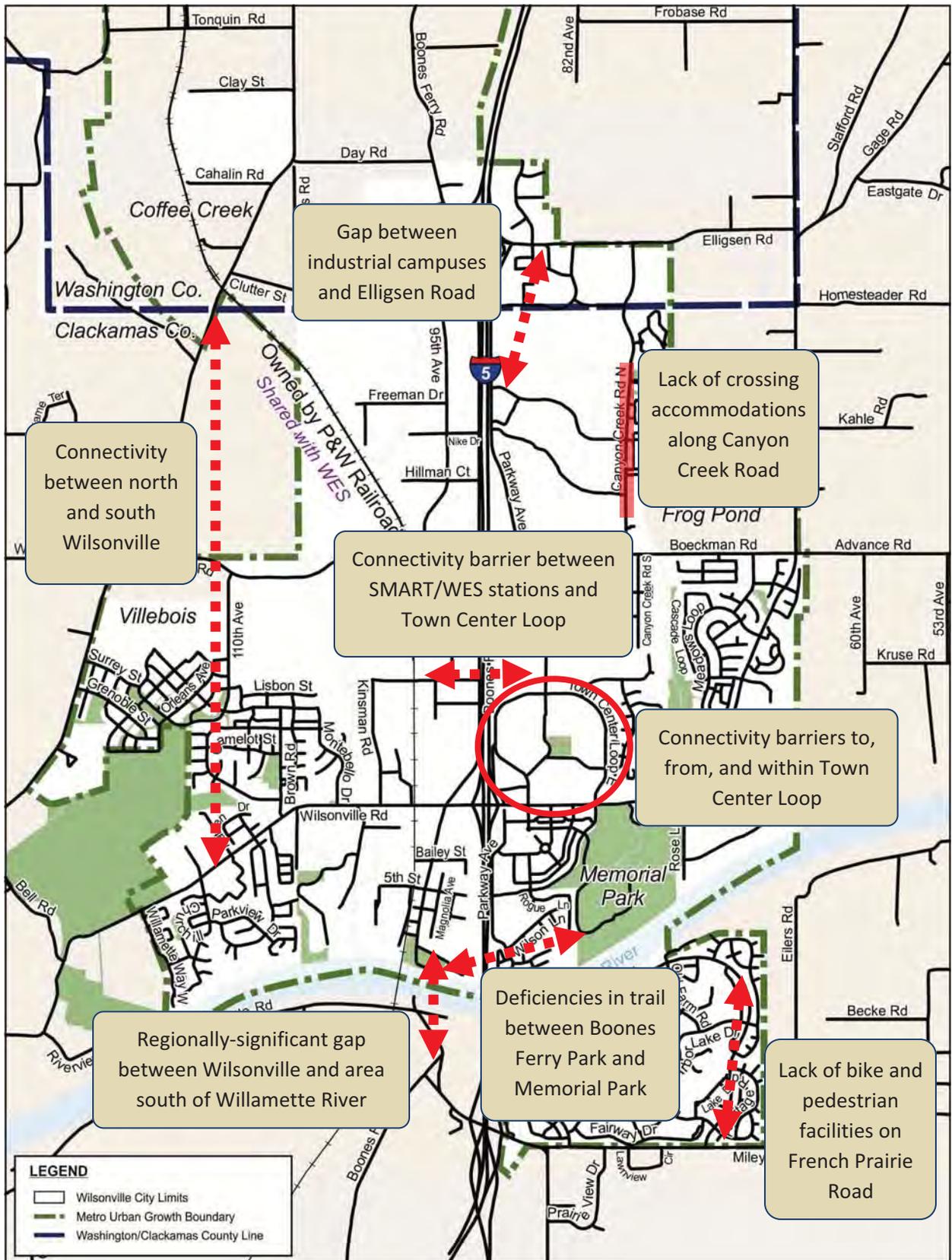
Another pedestrian and bicycle need that affects Wilsonville is regional access to the nearby communities. The Ice Age Tonquin Trail and Boones Ferry Road improvements north of Day Road are two examples of facilities that will provide regional connectivity. In addition, Clackamas County has identified the need to provide bicycle facilities on Stafford Road and 65th Avenue to the north and east of Wilsonville. A connection to the south over the Willamette River is also a critical need to link to Charbonneau and the Willamette River Heritage Area (including Champoeg State Park).

To further enhance regional connectivity, the City should continue to coordinate with Clackamas County and Washington County to ensure that bicycle and pedestrian improvements on county roadways are identified in their county transportation system plan (TSP) updates and that these facilities connect to the city’s bicycle and pedestrian systems.

“Right now there are many gaps where sidewalks end or cross into areas where there are no receiving facilities for them. So, the transportation system plan is looking at those gaps and will be trying to fill them.”

*Al Levit
Planning Commission*

FIGURE X. BICYCLE AND PEDESTRIAN NEEDS



TRANSIT NEEDS

Wilsonville is unique among the cities within the Portland Metro area because it has its own transit system. While the rest of Metro is served by TriMet, Wilsonville has been operating South Metro Area Regional Transit (SMART) since it withdrew from TriMet's service district in 1988.

A locally run transit system provides many benefits for Wilsonville's residents and employees. Because it is not dependent upon another agency, SMART is able to determine its own bus routes, frequencies, and fares. It currently provides fare-free service within Wilsonville and supports other programs unique to Wilsonville, such as the SMART Options

program. SMART is financially supported by payroll taxes from its strong employment base.

SMART also experiences various challenges, including six key transit needs:

- **Regional Transit Connections** are important for SMART due to Wilsonville's central location between two metropolitan areas (Portland Metro and Salem-Keizer) and its large employment base. While it has existing connections to TriMet (Portland Metro) and Cherriots (Salem-Keizer), these connections should be improved as opportunities arise. For example, expanded service hours and express service to downtown Portland would benefit a larger population of employees and residents of Wilsonville.
- **Service Coverage and Bus Frequency** require ongoing adjustments as demand and resources change. SMART should provide transit service within 1/4-mile of land uses throughout the city. Currently, there are only a few areas that do not fall within the 1/4-mile coverage radius, including Wilson Lane on the east, Willamette Way and Orchard Drive on the west, and the majority of Charbonneau. SMART will need to be responsive of neighborhood desires before providing or removing service from a given neighborhood. SMART will also need to expand its service as new development occurs in the areas of Coffee Creek, Villebois, and Frog Pond. To expand coverage and service, SMART may require additional buses.

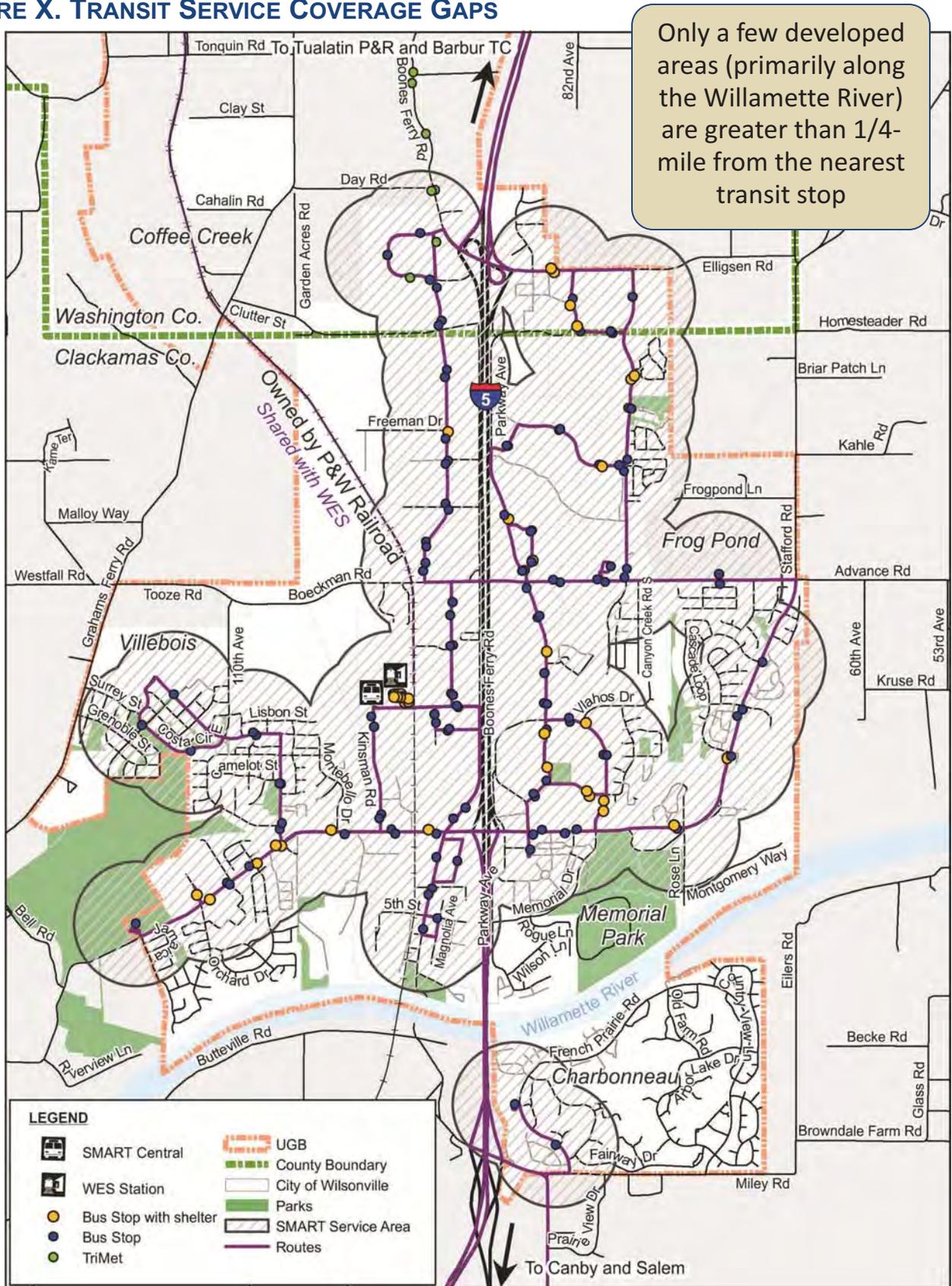
RECENT TRANSIT IMPROVEMENTS

Since the prior 2008 Transit Master Plan was adopted, three major transit system improvements have been implemented that provide a backbone to the city's transit service:

- **SMART Central at Wilsonville Station** was constructed to act as SMART's main transportation hub and includes a 400 space park and ride lot, twelve bus bays, a new facility with an operator break room and public restrooms, shelters, and a clock tower with security cameras.
- **TriMet's Westside Express Service (WES) Commuter Rail** service began operating out of its new station located adjacent to the SMART Central at Wilsonville Station transit center.
- **SMART Bus Routes** changed to coordinate with WES train departures and arrivals.
- **SMART Operations Center** was built to house fleet and operations facilities, including administration offices, maintenance bays, and a bus parking area.



FIGURE X. TRANSIT SERVICE COVERAGE GAPS



TRANSIT NEEDS (CONTINUED)

- Pedestrian and Bicycle Access to Transit** can help improve transit service by providing safe and convenient connections at either end of transit trips. Pedestrian and bicycle networks that provide access to transit stops and good connectivity to all destinations throughout the city are important. They encourage increased use of transit, walking, and bicycling, which are complementary travel modes and often used as part of the same trip. Some of the most important locations for access improvements include the Town Center Loop area and the Barber Street connection between Villebois Village and the SMART Central transit center. Other needs throughout the city should be addressed on an ongoing basis.



Transit riders wait for a bus at the SMART Central at Wilsonville Station transit center, located near the intersection of Barber Street and Kinsman Road.

- New Buses** are needed for SMART to maintain a quality transit fleet. Many of its buses are aging and require a greater amount of maintenance to keep them in operation. SMART can lower the amount of its budget that it spends on maintenance costs by replacing these buses. Additional buses will also be needed as growth occurs throughout the city. When possible, new buses should use alternative fuels, such as compressed natural gas. This will help SMART to reduce fuel costs and help meet regional and statewide goals for reducing greenhouse gas emissions.

- Development Review** should address transit needs to ensure that transit users are accommodated as new development occurs in the city. SMART should be involved in the development review process to ensure that existing transit stops are improved and new stops, amenities or routes are provided as needed. In addition, when a new employment or commercial development occurs near a major transit stop, it should locate its building close to the transit stop.
- Rider Education and Outreach** are ongoing needs that support and encourage transit ridership. One particular area where improvement is needed is adapting to new technology. This includes passenger access to 'real time' transit data and improved on-board amenities. Rider safety education is also an ongoing need.

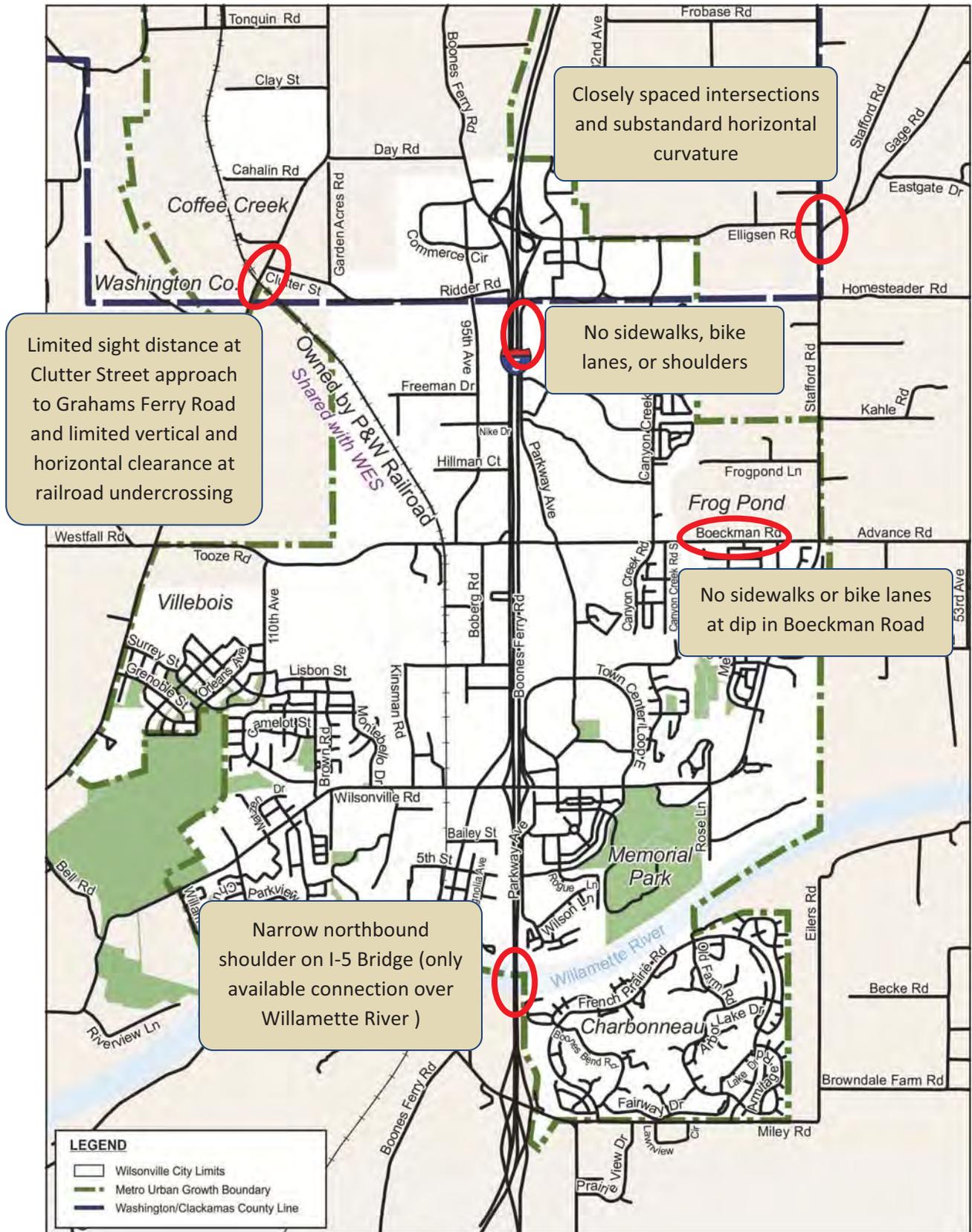
SAFETY NEEDS

While there are no high-collision locations within Wilsonville, various safety-related deficiencies exist. Figure X shows three primary locations where there are existing safety concerns. Topography, roadway curvature, and nearby barriers (including I-5 and the railroad track) are key contributors.



The railroad bridge over Grahams Ferry Road has limited horizontal and vertical clearance. This creates a safety hazard, particularly for bicyclists, pedestrians, and freight traffic.

FIGURE X. SAFETY DEFICIENCIES



RAIL NEEDS

The primary rail-related deficiency in Wilsonville is the limited vertical and horizontal clearance that the railroad bridge over Grahams Ferry Road causes for trucks. This is also a safety deficiency.

ODOT Rail has a policy of not granting new at-grade crossings. Crossings may be relocated (i.e., a new one is provided but only if an old one is removed). Therefore, railroad tracks can pose a significant barrier to the transportation system due to the high cost of grade separated crossings. The primary location in Wilsonville where the railroad contributes to a roadway system gap is the potential Kinsman Road extension in the northwest quadrant (see the prior Multi-Modal Connectivity Gaps discussion in this chapter).

Another future item that may affect Wilsonville is that ODOT Rail is studying the feasibility of improving intercity rail service between Eugene and Portland (with the potential for developing a high-speed rail line). Portland and Western's Oregon Electric rail line, which runs through Wilsonville, is one of the existing rail alignments being studied. Depending on the outcome of this study, there may be additional passenger rail trains traveling through Wilsonville that would increase gate down time and rail related congestion for all modes of travel.

AIR, WATER, AND PIPELINE SYSTEMS

No additional air, water, or pipeline transportation facility gaps or deficiencies have been identified for Wilsonville. However, a high-pressure natural gas mainline pipe exists in the vicinity of the Interstate-5 corridor. The location of this pipeline may impact a project's feasibility or limit available improvement options in its vicinity.



Portland and Western's Oregon Electric rail line runs north/south through Wilsonville and serves as an important freight and commuter rail corridor. However, it also creates a barrier to travel for other modes due to limited crossing locations.

"We are trying to complete missing links so that we have more alternative routes throughout the city and are not just relying on the Wilsonville Road as our primary travel way. That will help smooth out traffic at the interchange. We have a new beautiful interchange with much more capacity. But we don't want to use up the capacity just to get from one side of town to the other."

*Ben Altman, Chair
Planning Commission*

TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS NEEDS

Transportation System Management and Operations (TSMO) improvements include integrated operations solutions that incorporate advanced technologies. Due to the regional significance of TSMO improvements, Clackamas County and Metro have prepared their own plans. Some key needs include:

- **Arterial Corridor Management** for Boones Ferry Road, Elligsen Road, 65th Avenue, Wilsonville Road, and Stafford Road to improve reliability and traveler information along the corridors. Arterial Corridor Management would include installing fiber optic cable, which allows for communication with the ODOT/County Transportation Management and Operations Center as well as other intelligent transportation devices such as variable message signs, CCTV cameras, traveler information and adaptive traffic signal systems.
- **Transportation Demand Management (TDM)** by supporting the SMART Options Program, which works with Wilsonville area employers and residents to promote transit and other transportation options.

RECENT TSMO PROJECTS

Through a collaborative effort by Wilsonville, Clackamas County, and ODOT, the following TSMO projects have already been implemented:

- **Wilsonville Road Traffic Signal Communications** were improved as part of the Wilsonville Road Interchange Improvements to help manage traffic operations.
- **I-5 Interchange Area CCTV Cameras** were installed by ODOT and linked to the ODOT Trip Check website to provide real time information to drivers traveling within and through Wilsonville.

- **Regional Fiber Network Connections** between Wilsonville’s traffic signals and Clackamas County’s fiber network (Clackamas County currently maintains and operates the City’s traffic signals on its behalf).
- **Adaptive Signal Timing** and associated video monitoring cameras and vehicle detection equipment (to collect traffic counts and speeds) on Wilsonville Road from Brown Road to Town Center Loop East.
- **Closed Circuit Television Cameras** at the key locations along Wilsonville Road and I-5.
- **Video Monitoring Cameras and Vehicle Detection Equipment** (to collect traffic counts and speeds) on Elligsen Road from Day Road to Canyon Creek Road.
- **Railroad Crossing Alert System** at Portland and Western at-grade railroad crossings.



The CCTV camera mounted above the I-5/Wilsonville Road interchange provides a real-time video feed that allows ODOT to monitor and collect traffic information. The video feed is also available to all transportation users on ODOT’s Trip Check website.

ALTERNATIVE FUEL NEEDS

Within Wilsonville and throughout the Portland Metro area, there is an increasing need to provide infrastructure to support vehicles that use alternative fuels (i.e., electrical and compressed natural gas vehicles). These vehicles help to reduce greenhouse gas emissions and are becoming more popular and affordable. SMART already has a compressed natural gas fueling station that it will use for its bus fleet.

The City could consider identifying various electrical vehicle stations at strategic locations that serve both residential and business users. Level II charging stations (input voltage of 240 volts, which requires two to four hours for charging) already exist at City Hall (2 stations) and the Fred Meyer parking lot (2 stations). Additional locations that may be considered for Level II charging stations are the SMART Central transit center and Town Center Loop.

The City of Wilsonville could also take advantage of its location at the southern tip of the Portland Metropolitan area to install a Level III (480 volt) fast charging station, which require only 20 to 40 minutes to complete the charge. An ideal location would be near one of the I-5 interchanges.

Another option to be ready for the transition to electric transportation would be to include provisions in residential, commercial, and industrial building codes for supporting the required infrastructure. It would be less expensive to require new buildings and parking lots to have the required electrical wiring and outlets to support future electric vehicle charging stations than it would be to retrofit older buildings and parking lots. By taking this preliminary step in preparing its infrastructure, a smoother transition could be made to alternative fuels for vehicles.



Electric vehicle charging stations, such as those located at Fred Meyer (shown above) and Wilsonville City Hall (shown below), allow patrons, employees, and visitors to charge their vehicles while working, shopping, and visiting Wilsonville.



Chapter 4

The Projects



Wilsonville is responsible for managing an efficient and effective transportation system that supports the quality of life of its residents and the economic vitality of its businesses. This is no easy task, but the City can succeed by implementing programs and projects that provide three primary benefits:

- Reduce rush hour traffic
- Improve operations and safety
- Make strategic investments in new and expanded facilities to serve all modes.

Wilsonville should be engaged in these three activities simultaneously through a balanced effort of programs and projects to receive the greatest value from its infrastructure expenditures. This balanced approach can also guard against over-building roadway capacity.

The list of transportation projects that will repair or complete the transportation system through 2035 is based largely on past plans, but includes updated solutions. Constructing all of the identified transportation solutions would cost approximately \$218.2 million, which exceeds \$123.6 million, which is forecasted to be available through 2035 from both City and other funding sources. Therefore, Wilsonville must choose how to invest its limited resources to provide the greatest benefit to Wilsonville residents and businesses. The highest priority solutions to meet the most important transportation system needs are included in the “Higher Priority” project list, while all other projects are included in the “Planned” project list.

Wilsonville will . . .

- *Improve system efficiency,*
- *Reduce congestion, and*
- *Save money*

By implementing programs and projects that . . .

1. *Reduce rush hour traffic,*
2. *Improve operations and safety, and*
3. *Make strategic investments in new and expanded facilities to serve all modes*



SYSTEM IMPROVEMENT PRIORITIES

Most of the transportation system improvement projects needed to address gaps and deficiencies in the system were identified in prior City plans, including its 2003 Transportation Systems Plan, 2006 Bicycle and Pedestrian Master Plan, 2008 Transit Master Plan, and multiple development master plans (see Chapter 1: The Context). The City’s prior transportation projects were reconsidered, integrated, and revised to address updated information and prepare for the 2035 planning horizon.

Because transportation funding is limited, Wilsonville recognizes the importance of being fiscally responsible in managing and improving its transportation system. The diagram at right illustrates cost-effective steps and associated solution areas to resolving transportation needs by following a multi-modal, network-wide approach. These five steps were considered from top to bottom when evaluating Wilsonville’s transportation projects:

- **Manage** the performance of congested locations with strategies that reduce traffic conflicts, increase safety, and encourage more efficient usage of the transportation system. Intersection operational improvements are considered to fall under this category.
- **Reduce** the driving demand at congested locations by ensuring safe and available walking, biking, and transit options.
- **Revisit** land use decisions and congestion thresholds to support shorter driving trips or modified travel decisions.
- **Extend** streets to increase connectivity and create parallel routes that reduce the driving demand on congested facilities.
- **Expand** existing streets or intersections to increase the driving capacity of congested facilities.

COST-EFFECTIVE STEPS TO RESOLVING TRANSPORTATION NEEDS

Consider these steps from top to bottom until a viable solution is identified:

FIGURE X. IMPROVEMENT PRIORITIES



“We want to create a transportation system that has multiple choices . . . That way we are not heavily reliant on the car, which will still stay a key element to the system. But we want to make sure we are providing options for bicycles, pedestrians, and transit.”

*Ben Altman, Chair
Planning Commission*

PRIORITIZED SOLUTION AREAS

As illustrated in Figure X, the City can best manage its transportation system by having plans, programs, and/or projects that address each of the following solution areas:

1. **Transportation System Management and Operations (TSMO)** strategies that improve the safety and efficiency of the current system, including Transportation Demand Management (TDM)
2. **Bicycle, Pedestrian, and Transit** system improvements that target key system gaps and safely accommodate those users who choose to travel by one of these modes
3. **Land Use and Development Strategies** that (1) provide equal accessibility and connectivity to those users who choose to travel by transit, bicycle, and pedestrian modes and (2) utilize the City's functional classification hierarchy to reduce out-of-direction travel and manage congestion on arterials
4. **Connectivity** improvements that include motor vehicle, pedestrian, bicycle, and transit facilities to provide more direct routes for all transportation users between neighborhoods, schools, parks, and retail/industrial areas
5. **Motor Vehicle Capacity** improvements upon a demonstration that the other strategies are not appropriate or cannot adequately address identified transportation needs

General preference should be given to those listed first, but only to the degree to which they are more cost-effective at supporting the City's vision and goals (i.e., a transportation system that is safe, connected and accessible, functional and reliable, cost effective, compatible, robust, and promotes livability).

PROJECT EVALUATION PROCESS

Wilsonville's transportation improvement projects were also evaluated and prioritized to help select which projects to include in the Higher Priority project list. Many projects had been evaluated and prioritized in recently adopted mode-specific transportation plans. As a result, the TSP evaluation process varied for the different modes:

- **Motor Vehicle Projects:** The projects were ranked according to a point-based technical scoring methodology using evaluation criteria consistent with the City's transportation goals. This allowed for a consistent method to understand how well the projects would meet the City's transportation goals and policies. In addition, community input was considered when prioritizing the projects.
- **Bicycle, Pedestrian, and Transit Projects:** The project priorities in the 2006 Bicycle and Pedestrian Master Plan and 2008 Transit Master Plan were reviewed, and a few changes were made based on City staff and public input. The majority of the higher priority bicycle and pedestrian projects were included in the Higher Priority project list, even if it would require them to be constructed separately from associated motor vehicle projects.

Prioritizing the projects in this way allowed for them to be separated into two lists: the "Higher Priority" project list includes the highest priority solutions to meet the City's most important transportation system needs, while the "Additional Planned" project list includes all of the other projects.

HIGHER PRIORITY PROJECTS

The “Higher Priority” project list includes the recommended projects reasonably expected to be funded through 2035. These are the highest priority solutions to meet the City’s most important needs. These projects will inform the City’s yearly budget and 5-year Capital Improvement Plan (CIP).

As shown in Table X, the Higher Priority projects would cost a total of \$117.9 million, which is consistent with forecast available funding through 2035. Figures X through X show locations of the projects, and corresponding project details are included in Tables X through X. Some of the City’s Higher Priority projects are not associated with a specific location but instead will be applied citywide as needed. These projects are listed in Table X. Additional project details are included in the appendix (where they are sorted by project type).

Table X. Higher Priority Project Costs

Project Type	2011 Cost Estimate
Roadway Extensions	\$46,475,000
Roadway Widening	\$20,200,000
Urban Upgrades	\$30,650,000
Spot Improvements	\$4,860,000
Standalone Bicycle and Pedestrian Improvements	\$15,260,000
Transit Improvements	\$500,000
Total Higher Priority Project Costs	\$117,945,000

PROJECT TYPES

RE – Roadway Extensions (Multi-Modal Connectivity):

New transportation facilities in Wilsonville will connect neighborhoods to one another and to other important destinations. Many of the bicycle and pedestrian improvements related to roadway extensions will fill important system gaps so that neighborhoods have improved non-motorized connectivity, while roadway extension projects are the key motor vehicle improvements that provide increased connectivity in Wilsonville. The roadway extensions help the City to meet the one-mile arterial and half-mile collector spacing standards, consistent with City and regional policy.

RW – Roadway Widening (Capacity): The roadway widening projects increase roadway capacity.

UU – Urban Upgrades (Multi-Modal Connectivity and Safety): The urban upgrade projects complete existing roadways, and often improve connectivity by adding bike lanes, sidewalks, and turn lanes that accommodate access to adjacent neighborhoods.

These projects improve the roadways to meet the City’s cross-section standards.

SI – Spot Improvements (Transportation System Management and Operations): Spot improvements consist of isolated intersection improvements and safety improvements throughout the city.

BW, SR, LT, and RT – Standalone Bicycle and Pedestrian Improvements (Multi-Modal Connectivity and Safety): While many bicycle and pedestrian facilities will be constructed as elements of roadway extension and widening projects, there are a number of projects that the City should construct separately or as part of future development. These include the highest priority bikeways/walkways (**BW**), Safe Routes to School projects (**SR**), local trails (**LT**), and regional trails (**RT**).

TI – Transit Improvements: Transit projects are needed throughout the city to provide bus stop amenities and improve bicycle and pedestrian access to transit.

FIGURE X. HIGHER PRIORITY PROJECTS

This figure provides an overall perspective of the Higher Priority projects throughout the city. Additional details are provided on the pages that follow for each of the City's four quadrants (Northwest, Northeast, Southwest, Southeast), which use I-5 and Boeckman Road as dividing lines.

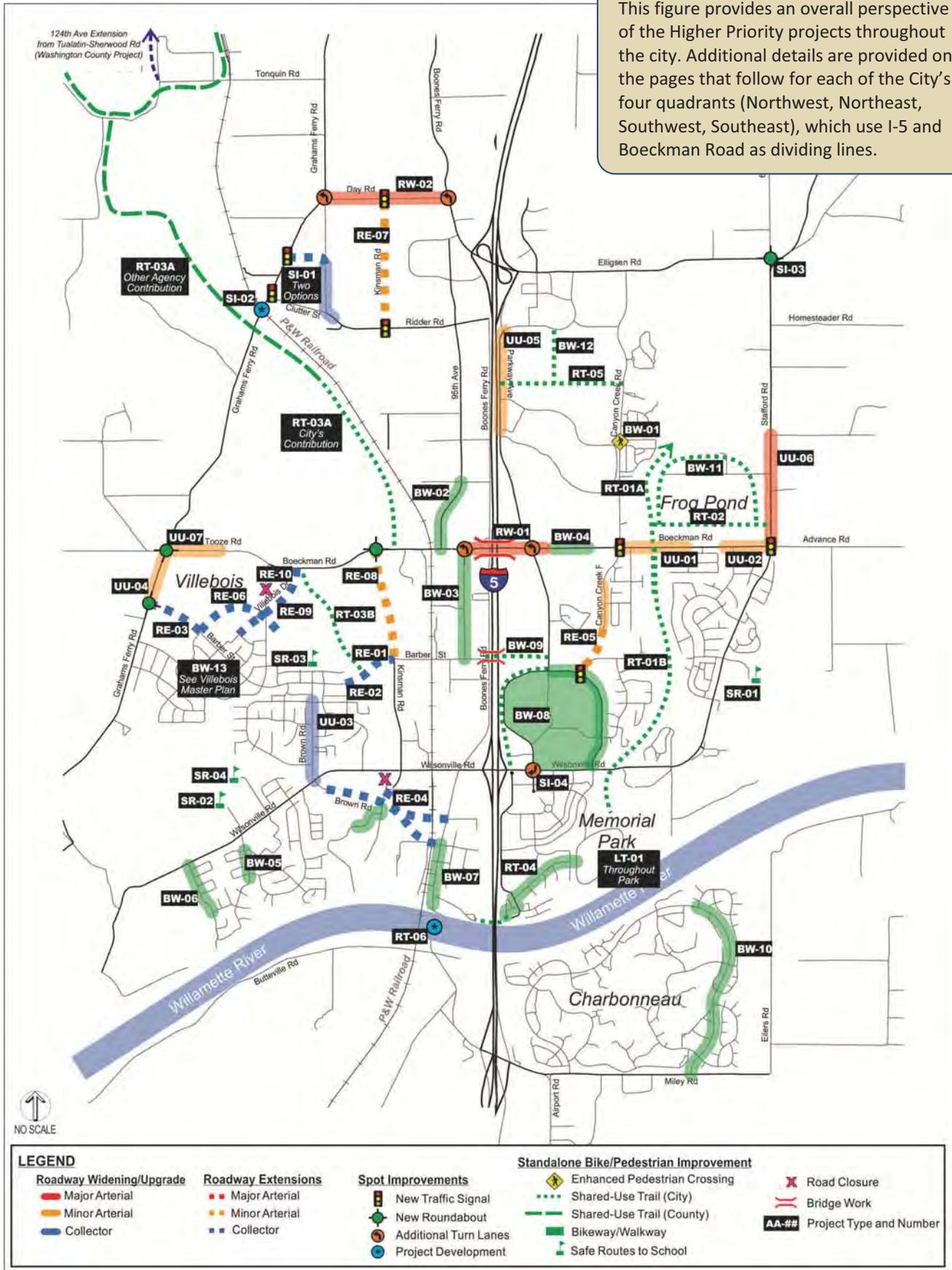


Table X. Higher Priority Projects (Northwest Quadrant)

Project		Description	Cost
Roadway Extensions			
RE-07	Kinsman Road Extension (North)	Construct 2-lane roadway with bike lanes, sidewalks, and transit stop improvements from Ridder Road to Day Road when the area redevelops; project also includes traffic signals at Kinsman Road/Day Road and Kinsman Road/Ridder Road intersections	\$6,500,000
Roadway Widening			
RW-02	Day Road Widening	Widen Day Road from Boones Ferry Road to Grahams Ferry Road to include additional travel lanes in both directions along with bike lanes and sidewalks; project includes improvements at the Day Road/Boones Ferry Road and Day Road/Grahams Ferry Road intersections	\$6,600,000
Spot Improvements			
SI-01	Clutter Road Intersection Improvements with Realignment or Grade Lowering	Install traffic signal and turn lanes along with either lowering grade of intersection by approximately 5 feet (Option A) or realigning Clutter Road approximately 500 feet to the north (Option B); these two options have approximately equal cost estimates and selection will depend on compatibility with future redevelopment	\$1,860,000
SI-02	Grahams Ferry Railroad Undercrossing Project Development	Perform preliminary analysis to determine needs, feasibility, etc.	\$500,000
Standalone Pedestrian and Bicycle Improvements (Bikeways and Walkways)			
BW-02	95th Avenue Sidewalk Infill	Fill in gaps in the sidewalk network on the east side of 95th Avenue from Boeckman Road to Hillman Court, and construct transit stop improvements	\$85,000
Standalone Pedestrian and Bicycle Improvements (Regional Trails)			
RT-03A	Ice Age Tonquin Trail (North)	Construct sections of the Ice Age Tonquin Trail north of Boeckman Road; City to construct portion within City limits (approximately \$750,000) and coordinate portion farther north with Washington County and neighboring cities	\$2,040,000

FIGURE X. HIGHER PRIORITY PROJECTS (NORTHWEST QUADRANT)

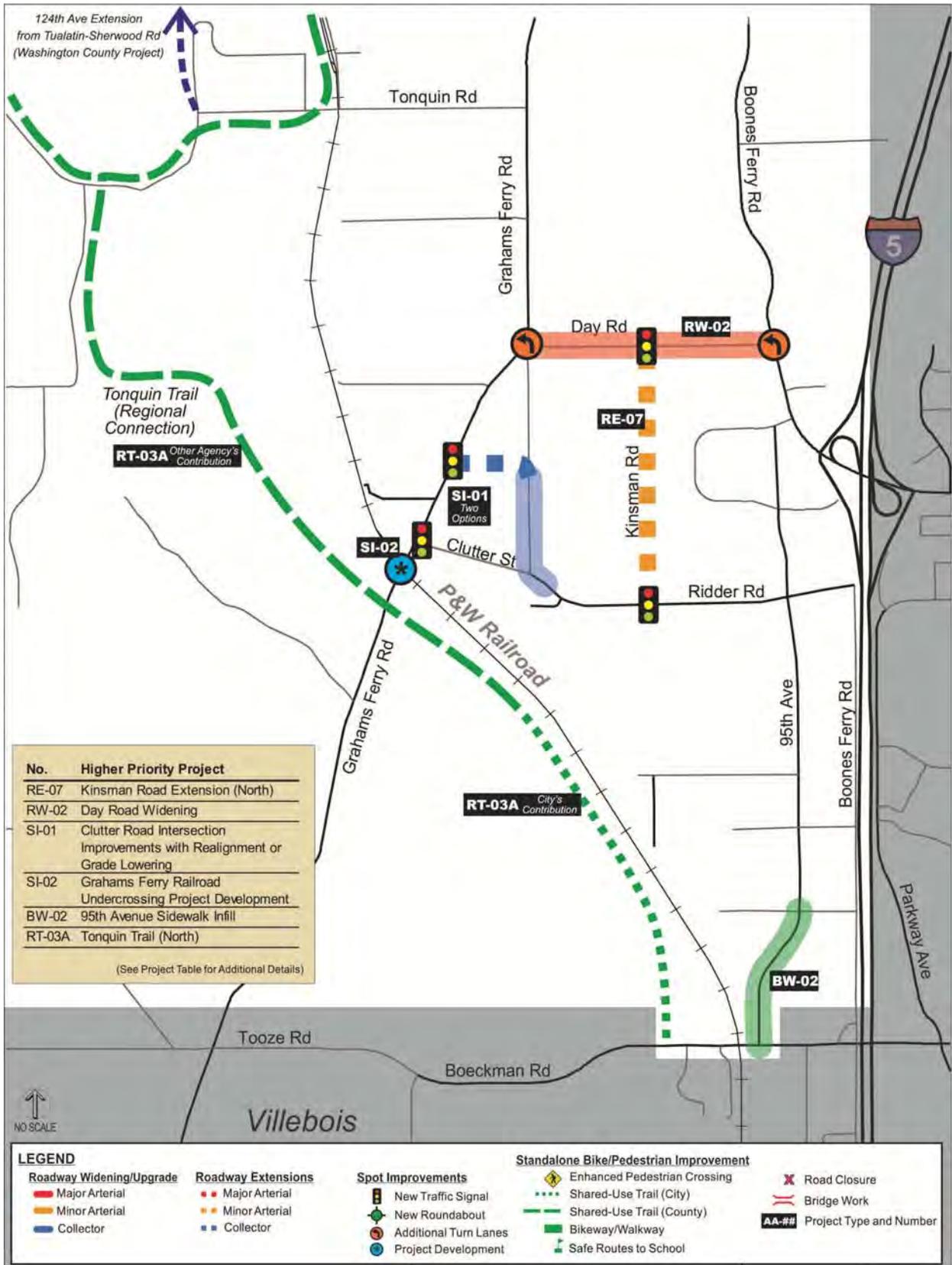


Table X. Higher Priority Projects (Northeast Quadrant)

Project	Description	Cost
Roadway Widening		
RW-01 Boeckman Road Bridge and Corridor Improvements	Widen Boeckman Road from Boberg Road to 500 feet east of Parkway Avenue to include additional travel lanes in both directions along with bike lanes and sidewalks; project includes reconstruction of the bridge over I-5 and improvements at Boeckman Road/Boberg Road and Boeckman Road/Parkway Avenue intersections and adjacent transit stops	\$13,600,000
Urban Upgrades		
UU-01 Boeckman Road Dip Improvements	Upgrade at vertical curve east of Canyon Creek Road to meet applicable cross-section standards (i.e., 3 lanes with bike lanes, sidewalks, and transit stop improvements); options should also be considered to make connections to the regional trail system and to remove the culvert and install a bridge	\$5,850,000
UU-02 Boeckman Road Urban Upgrade	Upgrade to meet applicable cross-section standards (i.e., 3 lanes with bike lanes, sidewalks, and transit stop improvements); project includes a traffic signal or roundabout at the Boeckman Road-Advance Road/Stafford Road-Wilsonville Road Intersection	\$2,100,000
UU-05 Parkway Avenue Urban Upgrade	Upgrade to meet applicable cross-section standards (i.e., 3 lanes with bike lanes, sidewalks, and transit stop improvements)	\$5,000,000
UU-06 Stafford Road Urban Upgrade	Upgrade to meet applicable cross-section standards (i.e., 3 lanes with bike lanes, sidewalks, and transit stop improvements)	\$3,900,000
Spot Improvements		
SI-03 Stafford Road/65th Avenue Intersection Improvements	Improve turn radii, sight distance and grade differential by combining intersections as either a roundabout or traffic signal	\$2,000,000
Standalone Pedestrian and Bicycle Improvements (Bikeways and Walkways)		
BW-01 Canyon Creek Road Enhanced Pedestrian Crossing	Install new pedestrian crossing of Canyon Creek Road that includes rectangular rapid flashing beacons (RRFBs), center pedestrian median island, signage, etc. (final location to be determined)	\$65,000
BW-04 Boeckman Road Bike Lanes and Sidewalk Infill	Construct bike lanes (both sides of street) and sidewalks (south side of street) from Parkway Avenue to Canyon Creek Road	\$515,000
BW-11 Frog Pond Trails	Construct trail as part of Frog Pond development; with connections to three proposed parks and the proposed regional Boeckman Creek Trail	\$290,000
BW-12 Parkway Center Trail Connector	Construct shared-use path as development occurs; with connection to proposed regional trail (Wiedeman Road Trail) on the south	\$120,000
Standalone Pedestrian and Bicycle Improvements (Regional Trails)		
RT-01A Boeckman Creek Trail (North)	Construct north-south trail through east Wilsonville following Boeckman Creek, with connections to neighborhoods, parks, and intersecting roads (may need a boardwalk for various sections and would require a comprehensive public process)	\$800,000
RT-02 Frog Pond Trail	Construct shared-use path through Frog Pond area (from Boeckman Creek Dip to Stafford Road) as part of development to provide an off-street alternative to Boeckman Road and link neighborhoods, schools, parks, and transit stops	\$290,000
RT-05 Wiedeman Road Trail	Construct east-west trail in north Wilsonville near the Xerox campus with City responsible for portion through developed land and future developer responsible for portion on future development site	\$340,000

FIGURE X. HIGHER PRIORITY PROJECTS (NORTHEAST QUADRANT)

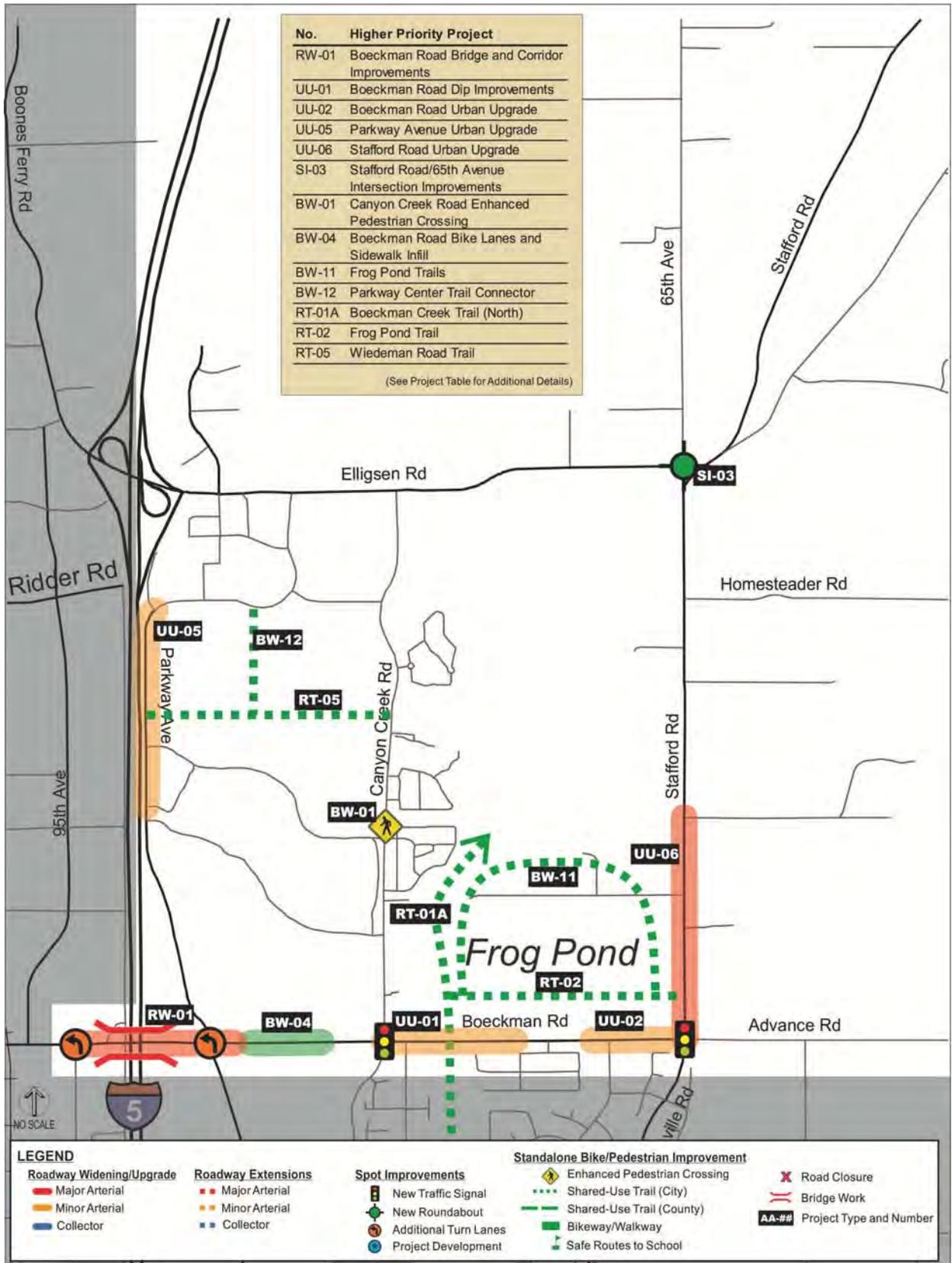


Table X. Higher Priority Projects (Southwest Quadrant)

Project	Description	Cost
Roadway Extensions		
RE-01 Barber Street Extension	Construct 2-lane roadway with bridge, bike lanes, sidewalks, and transit stop improvements from Kinsman Road to Coffee Lake Drive to facilitate access and circulation to WES Station and Villebois	\$8,315,000
RE-02 Barber Street Extension (Part 2)	Construct remaining 2-lane roadway with bike lanes, sidewalks, and transit stop improvements from Coffee Lake Drive to Montebello Drive to facilitate access and circulation to WES Station and Villebois	\$400,000
RE-03 Barber Street through Villebois	Construct remaining 2-lane roadway with bike lanes, sidewalks, and transit stop improvements from Monte Carlo Avenue to Grahams Ferry Road	\$520,000
RE-04 Brown Road Extension	Construct remaining 2-lane roadway with bike lanes, sidewalks, and transit stop improvements from Wilsonville Road to Boones Ferry Road (connect at either Bailey Street or 5th Street); includes roadway connection to Kinsman Road (with bike lanes and sidewalks), portion of Ice Age Tonquin Trail connecting to trial terminus on Arrowhead Creek Lane, and Brown Road/Kinsman Road intersection	\$15,200,000
RE-06 Costa Circle Loop Extension	Construct remaining 2-lane roadway with bike lanes, sidewalks, and transit stop improvements from Barber Street to Villebois Drive to Mont Blanc Street	\$3,000,000
RE-08 Kinsman Road Extension (South)	Construct 2-lane roadway with bike lanes, sidewalks, and transit stop improvements from Barber Street to Boeckman Road; project also includes a roundabout at Kinsman Road/Boeckman Road intersection	\$8,400,000
RE-09 Villebois Drive Extension	Construct 2-lane roadway with bike lanes, sidewalks, and transit stop improvements from Costa Circle to Coffee Lake Drive	\$390,000
RE-10 Villebois Drive Extension (Part 2)	Construct 2-lane roadway with bike lanes, sidewalks, and transit stop improvements from Coffee Lake Drive to Boeckman Road	\$250,000
Urban Upgrades		
UU-03 Brown Road Upgrades	Upgrade to meet cross-section standards (i.e., 3 lanes with bike lanes, sidewalks, and transit stops)	\$3,500,000
UU-04 Grahams Ferry Urban Upgrade	Upgrade to meet cross-section standards (i.e., 3 lanes with bike lanes, sidewalks, and transit stop improvements); includes roundabout at Grahams Ferry Road/Barber Street intersection	\$2,400,000
UU-07 Tooze Road Urban Upgrade	Upgrade to meet cross-section standards (i.e., 3 lanes with bike lanes, sidewalks, and transit stop improvements); includes roundabout at Grahams Ferry Road/Tooze Road intersection	\$7,900,000
Standalone Pedestrian and Bicycle Improvements (Bikeways and Walkways)		
BW-03 Boberg Road Sidewalk Infill	Fill in gaps in the sidewalk network on the east side of the roadway from Boeckman Road to Barber Street, and construct transit stop improvements	\$375,000
BW-05 Willamette Way East Sidewalk Infill	Fill in gaps in the sidewalk network on the west side of the roadway from Chantilly to south of Churchill	\$50,000
BW-06 Willamette Way West Sidewalk Infill	Construct a new sidewalk on west side of the roadway from Wilsonville Road to Paulina Drive	\$50,000
BW-07 Boones Ferry Road Sharrows	Stripe sharrows (shared travel lanes) from 5th Street to Boones Ferry Park; this will connect Ice Age Tonquin Trail (once the portion along the Brown Road Extension is completed) to Waterfront Trail	\$5,000
BW-13 Villebois Loop Trail	Construct shared-use path as part of Villebois development; include connections to Villebois Greenway, the Ice Age Tonquin Trail, and the Village Center	\$180,000
Standalone Pedestrian and Bicycle Improvements (Safe Routes to School)		
SR-02 Boones Ferry Primary Safe Routes to School Improvements	Construct shared-use path between Boones Ferry Primary and Wood Middle School, a bicycle parking shelter near the school, and a shared-use path connecting the bicycle shelter to the sidewalks along Wilsonville Road	\$200,000
SR-03 Lowrie Primary Safe Routes to School Improvements	Construct shared-use path from existing connection of Lowrie Primary School to Barber Street as part of Villebois development; include connections to new school, Ice Age Tonquin Trail, and Barber Street To future connections	\$150,000
SR-04 Wood Middle School Safe Routes to School Improvements	Construct a bicycle parking shelter near the school and a shared-use path connecting the bicycle shelter to the sidewalks along Wilsonville Road; also widen and stripe the Park at Merryfield Trail, which connects Wood Middle School to Camelot Street to the north	\$150,000
Standalone Pedestrian and Bicycle Improvements (Regional Trails)		
RT-03B Ice Age Tonquin Trail (South)	Construct the remaining sections of the Ice Age Tonquin Trail south of Boeckman Road in conjunction with development and adjacent roadway improvements	\$560,000
RT-06 Willamette River Bike/Pedestrian and Emergency Bridge Project Development	Perform feasibility study and project development for bike/pedestrian/emergency bridge over the Willamette River to provide a non-motorized alternative to the I-5 freeway deck	\$1,380,000

FIGURE X. HIGHER PRIORITY PROJECTS (SOUTHWEST QUADRANT)

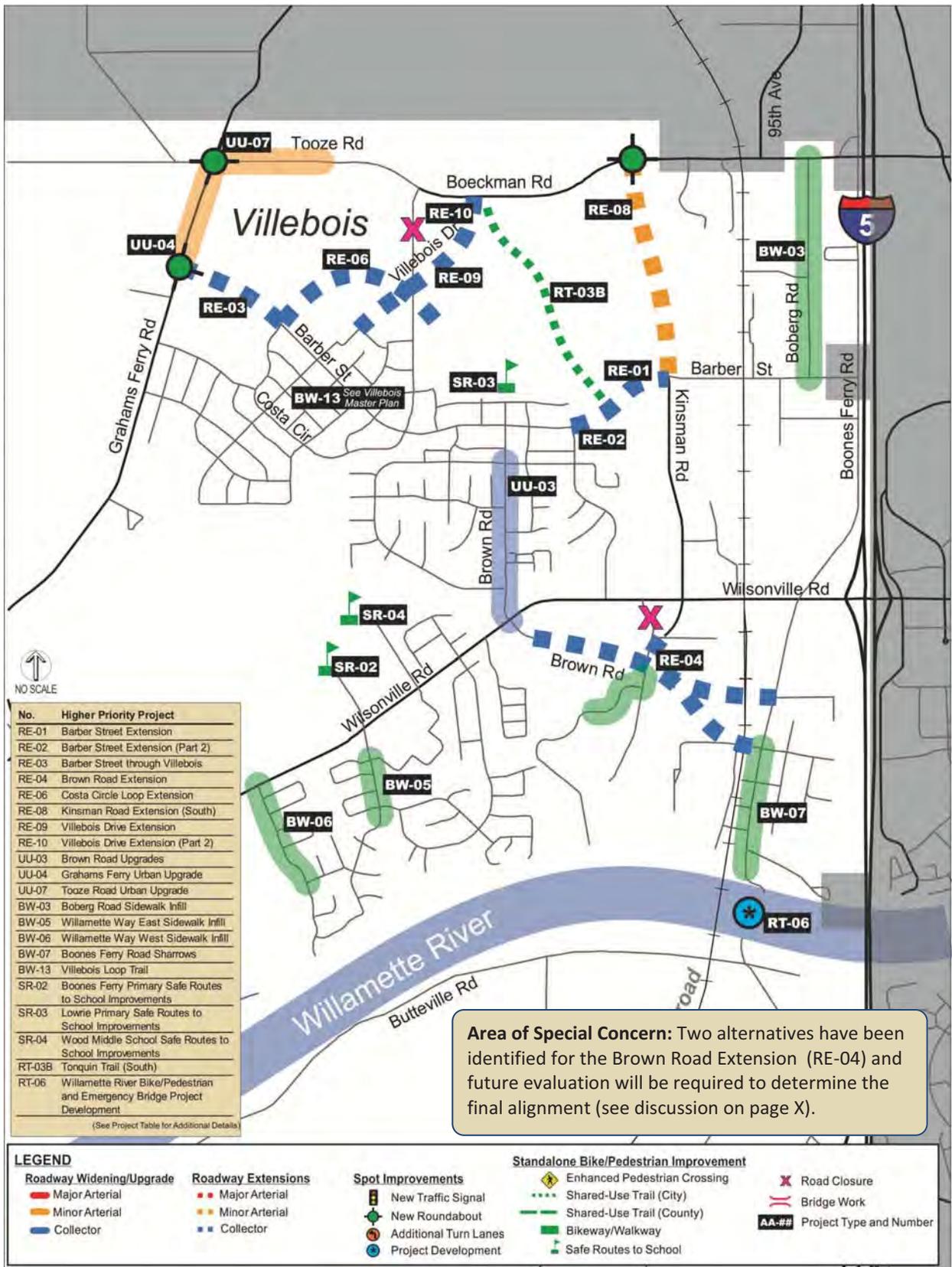


Table X. Higher Priority Projects (Southeast Quadrant)

Project	Description	Cost
Roadway Extensions		
RE-05 Canyon Creek Road Extension	Construct remaining 3-lane roadway with bike lanes, sidewalks, and transit stop improvements from existing terminus to Town Center Loop East; project also includes realigning a portion of Vlahos Drive (so it intersects Canyon Creek Road) and installing a traffic signal at the Town Center Loop East/Canyon Creek Road intersection	\$3,500,000
Spot Improvements		
SI-04 Wilsonville Road/Town Center Loop West Intersection Improvements	Widen the north leg of the intersection and install a second southbound right-turn lane (dual lanes)	\$500,000
Standalone Pedestrian and Bicycle Improvements (Bikeways and Walkways)		
BW-08 Town Center Loop Pedestrian, Bicycle, and Transit Improvements	Create more direct connections between destinations within Town Center area, improve accessibility to civic uses and transit stops, retrofit sidewalks with curb ramps, highlight crosswalks with colored pavement, and construct other similar treatments that support pedestrian, bicycle, and transit access and circulation; also construct shared-use path along Town Center Loop West from Wilsonville Road to Parkway Avenue and restripe Town Center Loop East from Wilsonville Road to Parkway Avenue to a three-lane cross-section with bike facilities	\$500,000
BW-09 Town Center Loop Bike/Pedestrian Bridge	Construct bike/pedestrian bridge over I-5 approximately aligned with Barber Street to improve connectivity of Town Center area with businesses and neighborhoods on west side of I-5	\$4,000,000
BW-10 French Prairie Drive Pathway	Construct five-foot wide shared-use path along French Prairie Drive from Country View Lane to Miley Road or reconfigure existing roadway to remove a travel lane in each direction and add bicycle and pedestrian facilities	\$1,140,000
Standalone Pedestrian and Bicycle Improvements (Safe Routes to School)		
SR-01 Boeckman Creek Primary Safe Routes to School Improvements	Construct a bicycle parking shelter near the school and a new 10 to 12-foot bike path on the south side of the existing sidewalk that meanders south of the tree line and connects to the existing marked crosswalk near the school parking lot	\$65,000
Standalone Pedestrian and Bicycle Improvements (Local Trails)		
LT-01 Memorial Park Trail Improvements	Construct trails throughout Memorial Park, including the Memorial Park Center Loop Trail, the River Trail, Kolbe Homestead Trail, and Klein Homestead Trail	\$595,000
Standalone Pedestrian and Bicycle Improvements (Regional Trails)		
RT-01B Boeckman Creek Trail (South)	Construct north-south trail through east Wilsonville following Boeckman Creek, with connections to neighborhoods, parks, and intersecting roads (may need a boardwalk for various sections and would require a comprehensive public process)	\$1,150,000
RT-04 Waterfront Trail Improvements	Improve the condition of the shared-use path as it passes underneath the I-5 Boone Bridge by removing the Jersey barriers, installing bollards, widening the trail, adding appropriate pedestrian features such as benches and lighting, and altering the grade of the path underneath the underpass to make it more easily accessible	\$100,000

FIGURE X. HIGHER PRIORITY PROJECTS (SOUTHEAST QUADRANT)

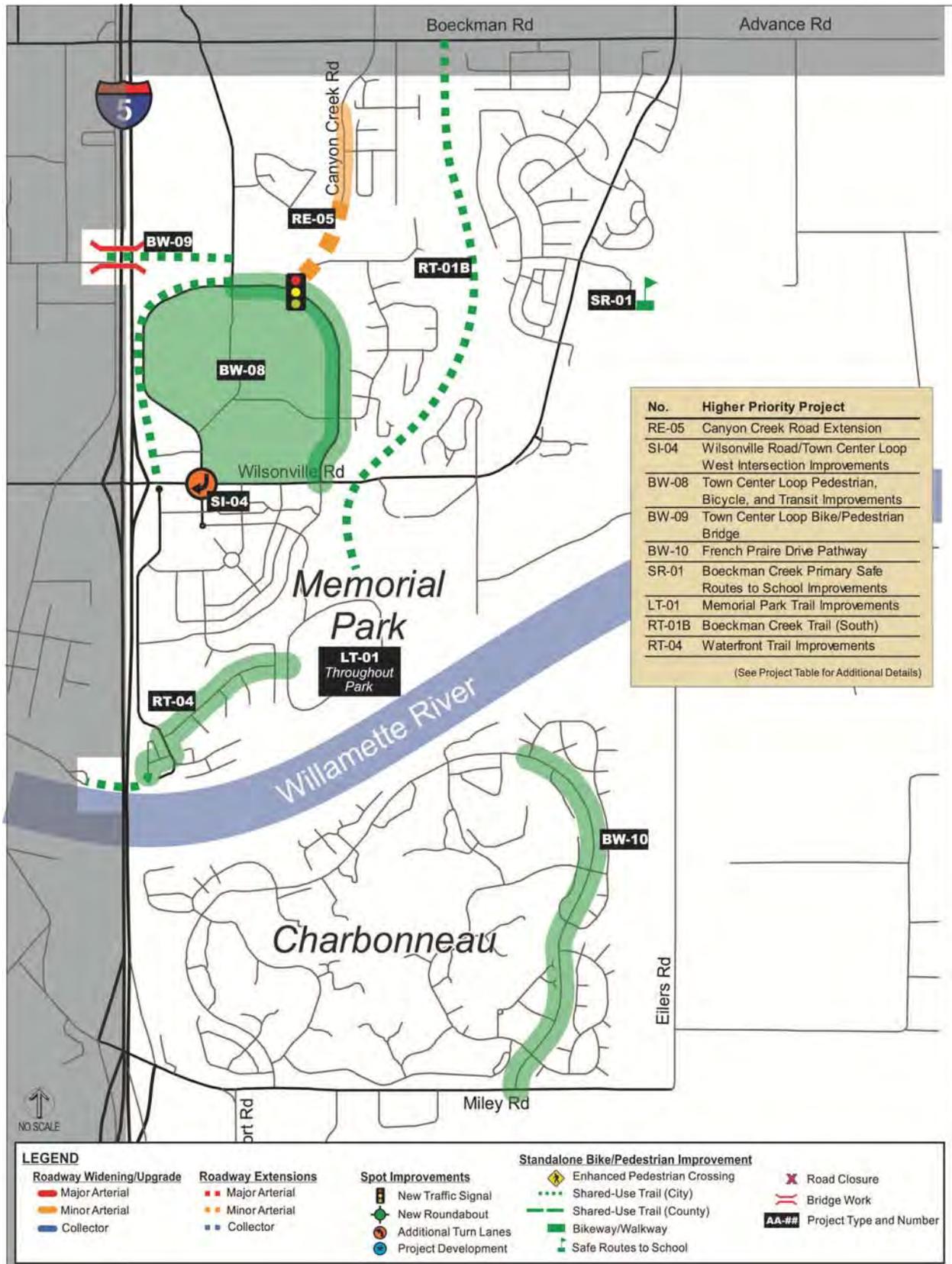


Table X. Higher Priority Projects (Citywide)

Project	Description	Cost
Standalone Pedestrian and Bicycle Improvements (Bikeways and Walkways)		
BW-14 Wayfinding Signage	Provide bicycle, pedestrian, and transit wayfinding signage directing users to/from the Ice Age Tonquin Trail, the SMART and WES transit center, and other points of interest throughout the city	\$65,000
Transit Improvements		
TI-01 Pedestrian Access to Transit	Construct sidewalk and curb ramp improvements at SMART stops throughout the city to meet ADA requirements, create safe street crossings, and connect new development with transit (includes retrofits at substandard stops)	\$200,000
TI-02 Transit Street Improvements	Widen roadways or construct sidewalk extensions on a case-by-case basis to improve transit on-time performance and passenger/pedestrian safety; may involve on-site bus turnarounds with property owner approval	\$300,000

Table X provides a side-by-side comparison of the estimated funding sources available and how much they would contribute to the Higher Priority projects. Additional cost information is provided in the

appendix. The planning level project costs are intended to cover a moderate level of unanticipated costs that may arise at the time the projects are constructed.

Table X. Higher Priority Project Costs

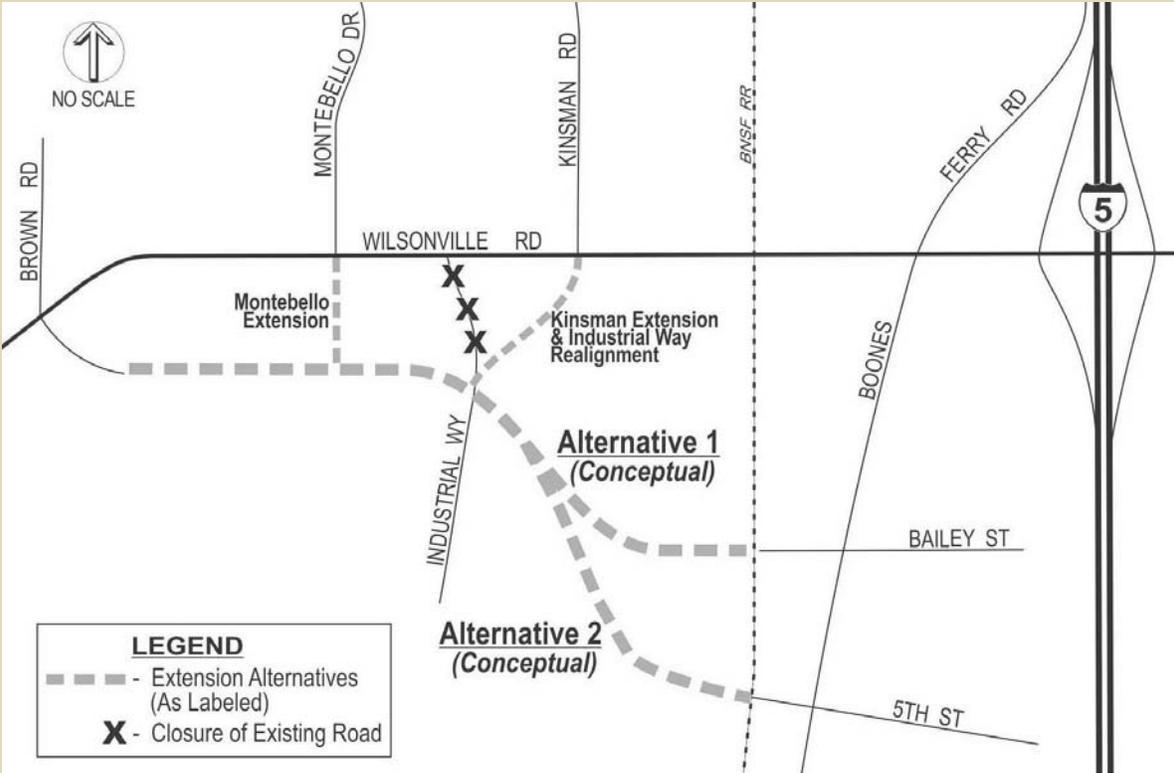
Project Type	Capital Improvement Funding Estimates through 2035	
	Approximate Funding Available	Contributions to Higher Priority Projects
Street System Development Charges (SDCs) and Developer Contributions	\$72 million	\$68.5 million
West Side Plan – Urban Renewal District	\$27 million	\$26.5 million
Year 2000 Plan – Urban Renewal District	\$5 million	\$3.5 million
Park System Development Charges (SDCs)	\$0.7 million ^a	\$0.7 million
Local/Regional Partnerships	\$2.9 million ^a	\$2.9 million
Grants	\$3.2 million ^a	\$3.2 million
State and Federal Funding	\$12.6 million ^a	\$12.6 million
Total	\$123.4 million^a	\$117.9 million

^a The approximate funding levels estimated for various sources were considered to be equal to the contributions due to the prior experience of how the City has been able to fund transportation projects. If the City is unable to obtain local/regional partnerships, grants, and/or state and federal funding, then the associated projects that assume these funding sources may have to be put on hold until other funding becomes available.

BROWN ROAD ALTERNATIVES

From a transportation planning standpoint, both Brown Road alternatives would provide comparable benefits to the transportation network. Therefore, future selection should

principally depend upon future development plans, coordination with the railroad, and public input. Additional details about these alternatives are provided in the Appendix.



ADDITIONAL PLANNED PROJECTS

The “Additional Planned” project list includes those projects that would contribute to the City’s desired transportation system through 2035 but that were not included as “Higher Priority” projects due to estimated funding. This list represents a coordinated transportation network and adequate facilities to serve the community through 2035.

The State stipulates that projects listed in the TSP form the legal basis for exacting developer-provided improvements. Together, the “Higher Priority” and “Additional Planned” project lists document all the City’s desired projects so that it is clear what improvements are needed to ensure that the City’s transportation network fully supports its continued growth.

Even though the City should primarily focus on the projects included in the Higher Priority Solutions

Package, it should look for opportunities to pursue these remaining projects as funding opportunities become available, including grant funding.

Table X. Additional Planned Project Costs

Project Type	2011 Cost Estimate
Roadway Extensions	\$27,200,00
Roadway Widening	\$7,000,000
Urban Upgrades	\$20,100,000
Spot Improvements	\$6,500,000
Standalone Bicycle and Pedestrian Improvements	\$24,860,000
Transit Improvements	\$14,450,000
Total Additional Planned Project Costs	\$100,110,000



Trees provide an aesthetically pleasing environment and shade along a street in Charbonneau, a private planned community in Wilsonville surrounding a 27-hole golf course. Because Charbonneau is on the southern bank of the Willamette River, it is separated from the remainder of the city and would benefit from an additional bicycle and pedestrian bridge.

FIGURE X. ADDITIONAL PLANNED PROJECTS

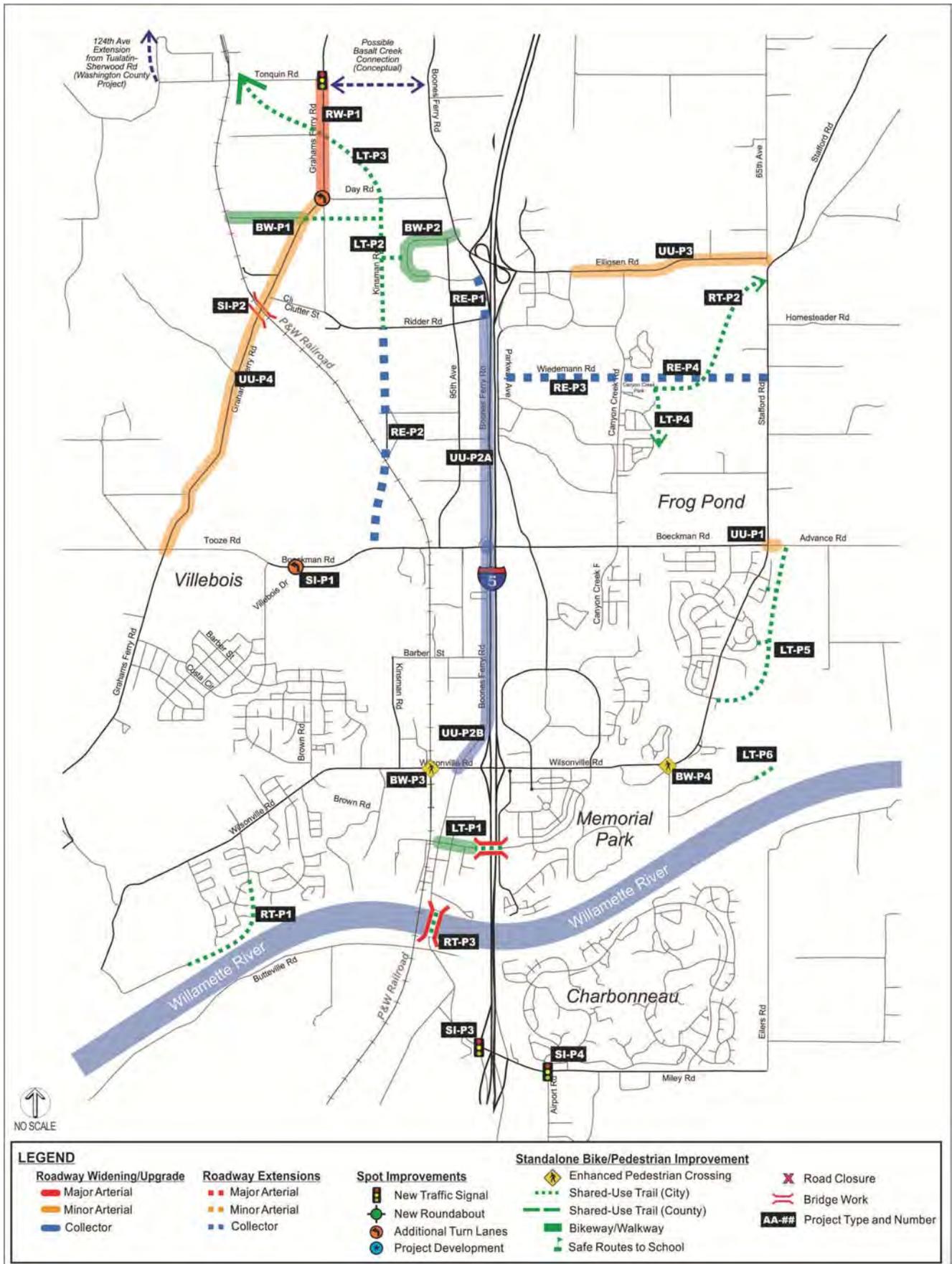


Table X. Additional Planned Projects (Northwest Quadrant)

Project	Description	Why Not Higher Priority?	Cost	
Roadway Extensions				
RE-P1	Boones Ferry Road Extension	Construct 2-lane roadway from Ridder Road to Commerce Circle with bike lanes, sidewalks, and transit improvements to facilitate access and circulation in the area surrounding Ridder Road and 95th Avenue	Identified as potentially helpful freight connection, but not a critical need at this time	\$2,100,000
RE-P2	Kinsman Road Extension (Central)	Construct 2/3-lane roadway from Boeckman Road to Ridder Road with bike lanes and sidewalks	High cost due to grade-separated RR crossing and construction across Metro lands; alternative route (95th Avenue) is available	\$12,000,000
Roadway Widening				
RW-P1	Grahams Ferry Road Widening	Widen Grahams Ferry Road from Tonquin Road to Day Road to four lanes with bike lanes, sidewalks, and transit improvements; acquire the full five-lane right-of-way width to accommodate future left-turn lanes; also provide additional left-turn lanes at Tonquin Road and Day Road intersections	Located within Washington County and is only needed under certain scenarios of the pending Basalt Creek Refinement Plan	\$7,000,000
Urban Upgrades				
UU-P2A	Boones Ferry Road Urban Upgrade	Upgrade Boones Ferry Road from Wilsonville Road to Ridder Road with bike lanes on both sides and sidewalks on west side only	High cost with limited connectivity benefit alternative parallel routes exist	\$5,900,000
UU-P4	Grahams Ferry Road Urban Upgrade	Upgrade Grahams Ferry Road from Day Road to Tooze Road to meet applicable cross-section standards (i.e., 3 lanes with bike lanes, sidewalks, and transit improvements)	Grahams Ferry Road is primarily a rural road and Ice Age Tonquin Trail is a preferred option for providing north-south connection through this part of Wilsonville	\$2,000,000
Spot Improvements				
SI-P2	Grahams Ferry Road Undercrossing Improvements at Railroad Bridge	Reconstruct existing railroad under-crossing to City of Wilsonville Minor Arterial standards; Higher Priority project list includes project development portion of this project (costs are separate)	Located within Washington County jurisdiction, and it is an important safety-related project with particular benefits for freight travel; however, it comes with high cost and freight traffic has alternate travel routes	\$4,500,000
Standalone Pedestrian and Bicycle Improvements (Bikeways and Walkways)				
BW-P1	Cahalin Road Bike Lanes and Sidewalks	Construct bike lanes and sidewalks from Kinsman Road extension to Ice Age Tonquin Trail	High cost due to railroad crossing barrier	\$700,000
BW-P2	Commerce Circle Loop Sidewalk Infill	Construct sidewalks from Kinsman Road extension to Ice Age Tonquin Trail	Industrial area with no connectivity to other facilities	\$100,000
Standalone Pedestrian and Bicycle Improvements (Local Trails)				
LT-P2	Area 42 Trail	Shared Use Path from Kinsman Road to Day Road	To be constructed as Coffee Lake Creek Master Plan Area Redevelops	\$220,000
LT-P3	BPA Power Line Trail	Shared Use Path from Day Road to Ice Age Tonquin Trail providing trail users to City's northern industrial area	Ice Age Tonquin Trail provides key connection to north. Will be more critical when Coffee Lake Creek	\$500,000

FIGURE X. ADDITIONAL PLANNED PROJECTS (NORTHWEST QUADRANT)

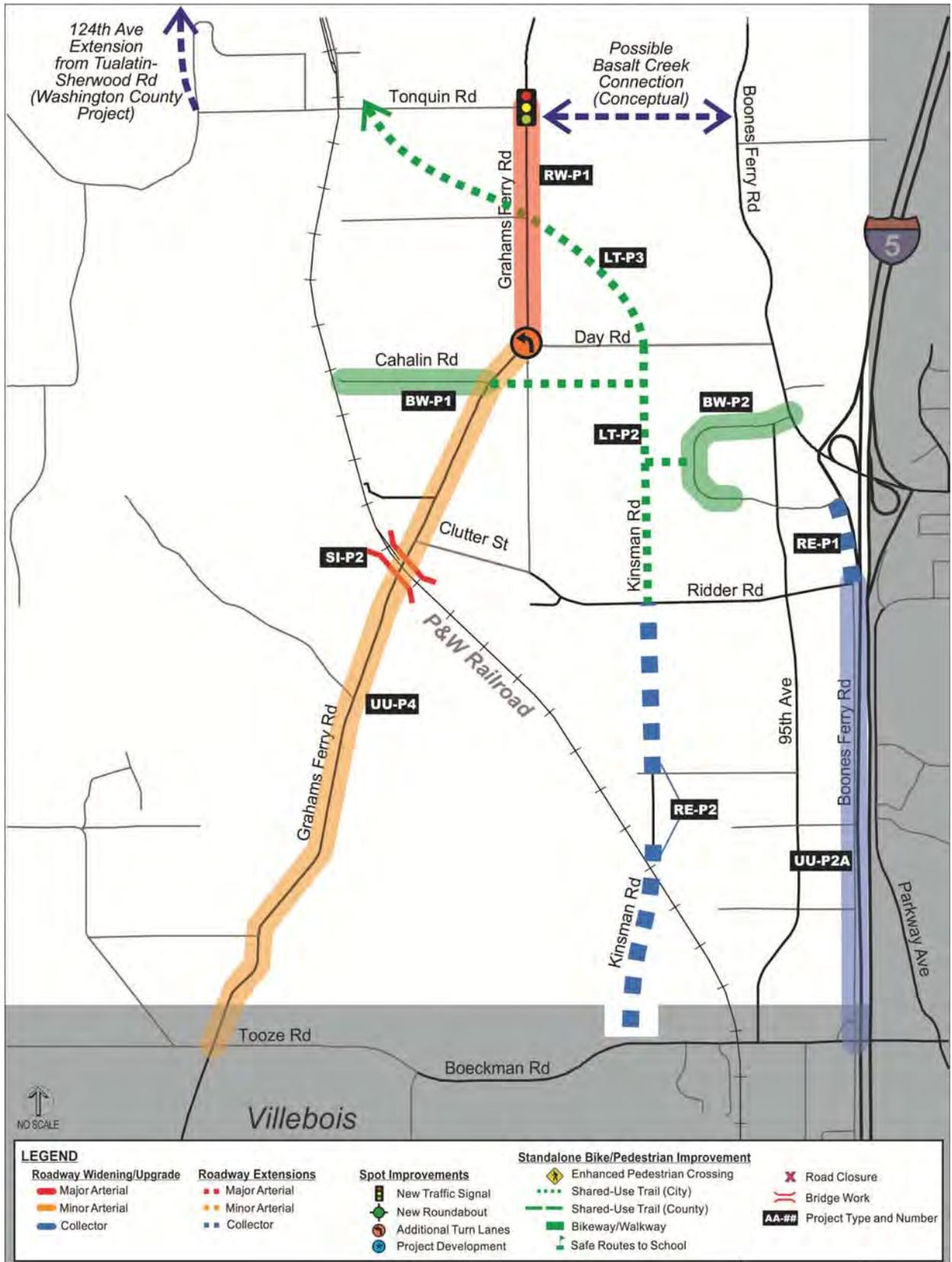


Table X. Additional Planned Projects (Northeast Quadrant)

Project		Description	Why Not Higher Priority?	Cost
Roadway Extensions				
RE-P3	Wiedeman Road Extension (West)	Construct 2/3-lane roadway from Parkway Avenue to Canyon Creek Road with bike lanes and sidewalks	Limited impact on system capacity; money better spent upgrading Boeckman Road and Elligsen Road	\$4,300,000
RE-P4	Wiedeman Road Extension (East)	Construct 2/3-lane roadway from Canyon Creek Road to Stafford Road with bike lanes and sidewalks; would require construction over Boeckman Creek	Only needed with future development on land east of Canyon Creek Road; costly (especially over wetlands) and has limited impact on system capacity; and money better spent upgrading Boeckman Road and Elligsen Road	\$8,800,000
Urban Upgrades				
UU-P1	Advance Road Urban Upgrade	Upgrade Advance Road east of Stafford Road (section within City limits) to meet applicable cross-section standards including bike lanes, sidewalks, and transit improvements	Upgrades will become more critical as growth occurs east of the city, particularly in conjunction with the anticipated school site	\$300,000
UU-P3	Elligsen Road Urban Upgrade	Upgrade Elligsen Road from Parkway Center to Stafford Road to meet applicable cross-section standards including bike lanes, sidewalks, and transit improvements	Much of the land is in Clackamas County; significant slopes from Parkway Center Drive to Canyon Creek Road would likely require retaining walls (higher costs) and large oak trees would be impacted	\$6,000,000
Standalone Pedestrian and Bicycle Improvements (Local Trails)				
LT-P4	Canyon Creek Trail	Shared Use Path from Canyon Creek Park to Boeckman Creek Trail providing connectivity to neighborhoods to the south	Low priority as it needed after the Boeckman Creek Trail is constructed	\$200,000
Standalone Pedestrian and Bicycle Improvements (Regional Trails)				
RT-P2	Stafford Spur Trail	Shared-Use Path from Canyon Creek Park to Stafford Road	High cost project that provides limited connectivity to land uses in Clackamas County	\$1,640,000

FIGURE X. ADDITIONAL PLANNED PROJECTS (NORTHEAST QUADRANT)

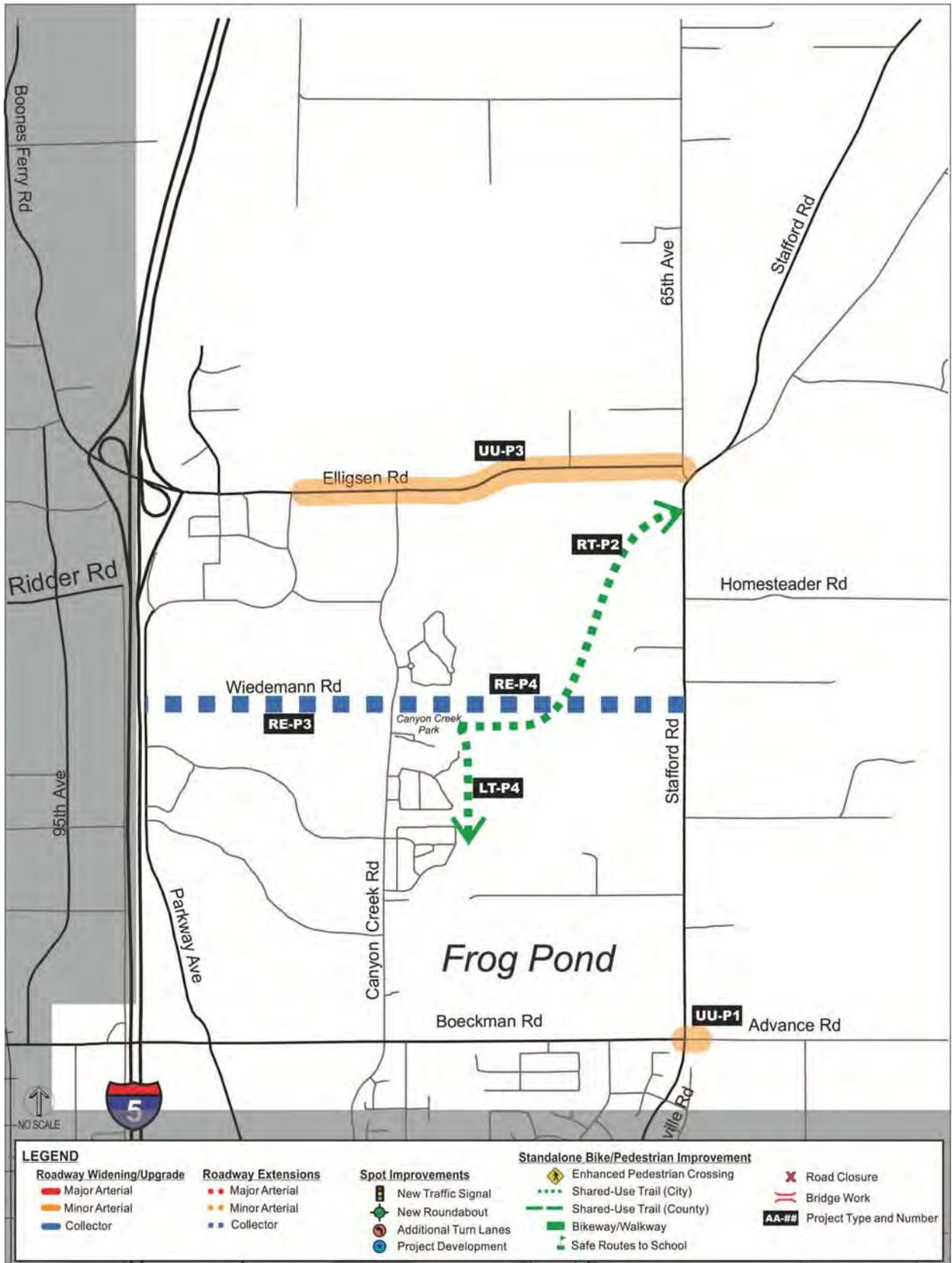


Table X. Additional Planned Projects (Southwest Quadrant)

Project	Description	Why Not Higher Priority?	Cost	
Urban Upgrades				
UU-P2B	Boones Ferry Road Urban Upgrade	Upgrade Boones Ferry Road from Wilsonville Road to Ridder Road with bike lanes on both sides and sidewalks on west side only	High cost with limited connectivity benefit alternative parallel routes exist	\$5,900,000
Spot Improvements				
SI-P1	Boeckman Road/Villebois Drive Roundabout Widening	Expand roundabout by adding a westbound slip lane to accommodate two westbound travel lanes on Boeckman Road	Potential improvement need expected to be triggered by future regional traffic traveling east-west through Wilsonville	\$500,000
Standalone Pedestrian and Bicycle Improvements (Bikeways and Walkways)				
BW-P3	Wilsonville Road Enhanced Pedestrian Crossing at Railroad Track	Install new pedestrian crossing adjacent to the railroad tracks that includes rectangular rapid flashing beacons (RRFBs), center pedestrian median island, signage, etc.	Not critical until land south of Wilsonville Road Develops	\$70,000
Standalone Pedestrian and Bicycle Improvements (Local Trails)				
LT-P1	5th Street Bike/Pedestrian Bridge and Connections	Construct bike/pedestrian bridge over I-5 approximately aligned with 5 th Street; also construct bike lanes and sidewalks on 5 th Street connecting the new bridge to Boones Ferry Road	High cost and recent improvements to Wilsonville Road Interchange have improved East/West pedestrian connectivity	\$6,400,000
Standalone Pedestrian and Bicycle Improvements (Regional Trails)				
RT-P1	Rivergreen Trail	Natural Trail from Ice Age Tonquin Trail/SW Willamette Way to Waterfront Trail	Low priority as it is needed after other critical trail and pathway connections are completed (i.e. Ice Age Tonquin Trail)	\$260,000
RT-P3	Willamette River Bike/Pedestrian and Emergency Bridge	Construct bridge over Willamette River for bike, pedestrian, and emergency access to provide an alternative to the I-5 freeway deck; Higher Priority project list includes project development portion of this project (costs are separate)	High cost; next step is to determine feasibility within planning horizon	\$14,000,000

FIGURE X. ADDITIONAL PLANNED PROJECTS (SOUTHWEST QUADRANT)

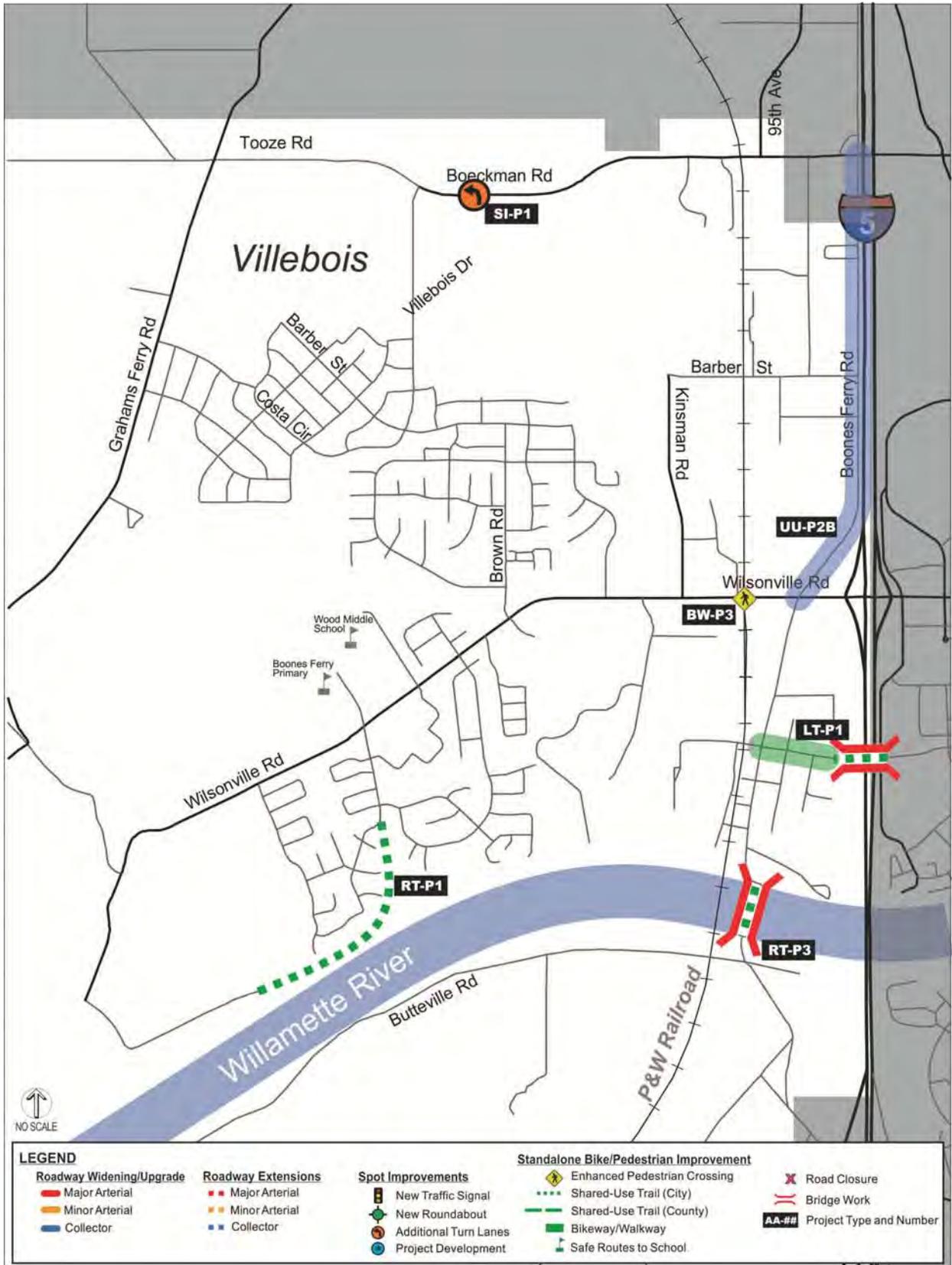


Table X. Additional Planned Projects (Southeast Quadrant)

Project	Description	Why Not Higher Priority?	Cost	
Spot Improvements				
SI-P3	Miley Road/I-5 Southbound Ramp Improvements	Install traffic signal and southbound left-turn lane	Outside City's jurisdiction (ODOT facility) and no future Wilsonville growth expected; improvement needs would be triggered primarily by regional traffic	\$750,000
SI-P4	Miley Road/Airport Road Intersection Improvements	Install traffic signal and northbound left-turn lane	Outside City's jurisdiction (Clackamas County facility) and no future Wilsonville growth expected; improvement needs would be triggered primarily by regional traffic	\$750,000
Standalone Pedestrian and Bicycle Improvements (Bikeways and Walkways)				
BW-P4	Wilsonville Road Enhanced Pedestrian Crossing at Rose Lane	Install new pedestrian crossing adjacent to Rose Lane that includes rectangular rapid flashing beacons (RRFBs), center pedestrian median island, signage, etc.	Pedestrian volumes are and crossing need are low at this time	\$50,000
Standalone Pedestrian and Bicycle Improvements (Local Trails)				
LT-P5	New School Site Trail	Shared Use Path from Boeckman Creek Elementary School to planned school and park site, with possible connections to adjacent neighborhoods	Medium priority due to existing connections; will become important when school and park are constructed	\$700,000
LT-P6	Park Access Trail	Low Volume Roadway accessed from Montgomery Way; would require extensive public process	Lower priority until after other critical trail and pathway connections are completed	\$20,000

FIGURE X. ADDITIONAL PLANNED PROJECTS (SOUTHEAST QUADRANT)

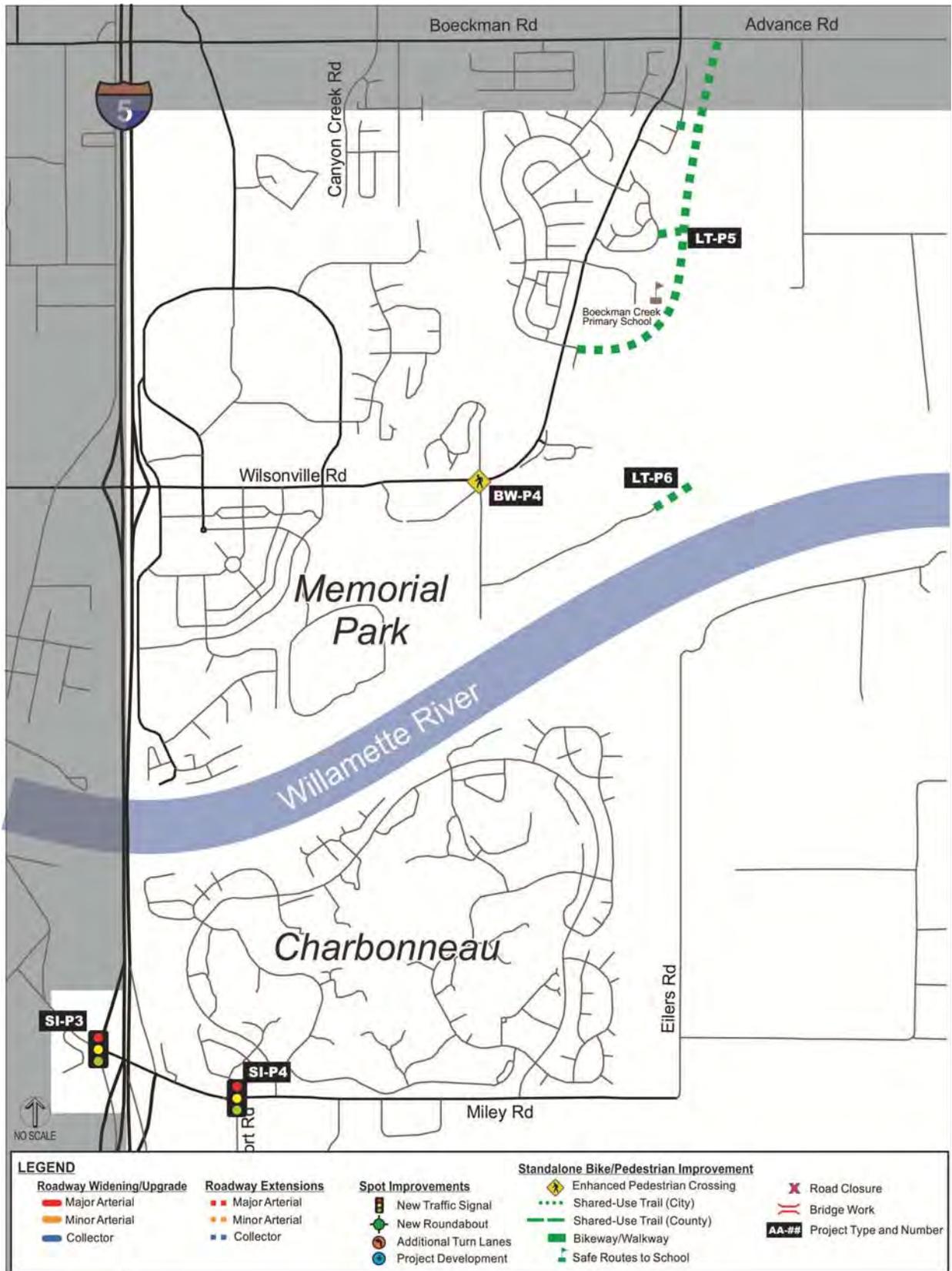


Table X. Additional Planned Projects (Citywide)

Project		Description	Why Not Higher Priority?	Cost
Spot Improvements				
TI-P1	Bus Stop Amenities	Install bus shelters, benches, and bus seat poles on a case-by-case basis as needs are identified and funds are available	Funding has not been identified	\$450,000
TI-P2	SMART Buses	Replace old buses; also outfit each bus with a tracking system and provide real-time display boards at the SMART Central station and other key routes	Funding has not been identified	\$14,000,000

“It is very important we prepare now so that we don’t have congestion in the future—or can at least manage the congestion. We can also prepare for connectivity so we can get places conveniently.”

*Nancy Kraushaar
Community Development Director*

Wilsonville Transportation Policies: Existing and Proposed

Updated: December 2012

The following table presents the draft Transportation policies in the context of existing adopted Wilsonville policy direction.

- “Existing Adopted Policies” = Verbatim existing adopted policy.
- “Source” = Source of the existing adopted policy, or source of new policy (i.e., outcome of 2012 TSP planning process, Metro requirement, etc.).
- “Proposed 2013 Policies” = Proposed updated policies. Underline / strikeout notations reflect editing to the existing policies in the first column.
- “Related Goals” = List of related proposed Transportation Goals that support the proposed policy.
- Text in **red** indicates a notable change from the draft policies staff presented to the Planning Commission December 12, 2012.
- All existing transportation policies that are not proposed to be included in the 2013 TSP are listed at the end.

	Existing Adopted Policies/ Impl. Msrs.	Source	Proposed 2013 Policies/ Impl. Msrs.
System Design			
Policy 1.	To provide for safe and efficient vehicular, transit, pedestrian and bicycle access and circulation.	<i>Policy 3.2.1, Comprehensive Plan Transportation Element (updated)</i>	To provide for provide a safe, well-connected, and efficient vehicular, transit, pedestrian and bicycle access and circulation system of streets and supporting infrastructure for all travel modes.
Measure 1.a.		<i>New; outcome of Planning Commission discussion</i>	Create a comprehensive signage and wayfinding system to assist all modes of transportation with navigating around the community.
Policy 2.	The Transportation Systems Plan (TSP) shall establish policies and implementation measures to fulfill the City’s transportation needs through the Year 2020, provides details to guide	<i>Policy 3.5.1, Comprehensive Plan Transportation Element (same concept, updated to eliminate unnecessary information)</i>	Develop and maintain a transportation system that balances land use and transportation needs in a manner that enhances the livability and economic

	Existing Adopted Policies/ Impl. Msrs.	Source	Proposed 2013 Policies/ Impl. Msrs.
	transportation investment for the future and determine how land use and transportation needs can be balanced to bring the most benefit to the city.		<u>vitality of the city.</u>
Measure 2.a	The Transportation Systems Plan shall be used to establish the design standards for each arterial and major collector street. The conceptual location of proposed new major streets will also be identified. However, actual alignments may vary from the conceptual alignments based on detailed engineering specifications, design considerations, and consideration of the impacts of the road alignments on neighborhoods and natural resources, provided that the intended function of the street is not altered.	<i>Implementation Measure 3.5.1.a.; policy updated.</i>	<u>Establish and maintain design standards for each arterial and major collector street, in accordance with the Functional Street Classification System.</u>
Measure 2.b	See above.	<i>Modified language from Implementation Measure 3.5.1.a.</i>	<u>The conceptual location of proposed new major streets identified in the TSP will be refined based on detailed engineering specifications, design considerations, and consideration of local impacts.</u>
Measure 2.c	While local residential streets are considered a part of the Transportation Systems Plan, they are not typically shown in detail in the Plan. The alignment of local streets shall be evaluated on a project-by-project basis, but must function in coordination with the overall purposes of the Transportation Systems Plan. Other streets not shown on the Plan may also be considered, if determined necessary for safe and convenient traffic circulation or increased connectivity.	<i>Implementation Measure 3.5.1.b.; updated</i>	<u>Evaluate the alignment and design of local streets on a project-by-project basis in coordination with the overall purposes of the TSP.</u>
Measure	All arterial and collector streets shall be	<i>Implementation Measure 3.5.1.e.;</i>	All arterial and collector streets shall be

	Existing Adopted Policies/ Impl. Msrs.	Source	Proposed 2013 Policies/ Impl. Msrs.
2.d	dedicated public streets. To insure adequate protection of potential future right-of-way needs, minimum setbacks shall be retained adjacent to arterial streets. In addition, to maintain efficient traffic flows, intersections with arterial streets shall be minimized, and property owners shall be encouraged and, where feasible, may be required to consolidate driveways.	<i>deleted text covered in System Management policies and/or has been implemented in code or public works standards.</i>	dedicated public streets. To insure adequate protection of potential future right-of-way needs, minimum setbacks shall be retained adjacent to arterial streets. In addition, to maintain efficient traffic flows, intersections with arterial streets shall be minimized, and property owners shall be encouraged and, where feasible, may be required to consolidate driveways.
3.		<i>New concept.</i>	<u>Support the use of alternative fuels by providing, or encouraging the provision of, needed infrastructure.</u>
Measure 3.a.		<i>New.</i>	<u>Facilitate private sector exploration of alternative fuel technologies, including shared use of compressed natural gas fueling stations and electric vehicle charging stations.</u>
4.	The City shall work to improve accessibility for all citizens to all modes of transportation.	<i>Policy 3.3.2, Comprehensive Plan Transportation Element (same concept, updated for clarity/ conciseness)</i>	<u>Construct a transportation system that allows all modes of transportation to be accessible to all members of the community.</u>
Measure 4.a	The City's Bicycle and Pedestrian Master Plan identifies the general alignment of primary routes for pedestrian and bicycle travel. It has been designed to provide connections between residential neighborhoods and major commercial, industrial and recreational activity centers throughout the City. The system has been coordinated with pathways planned in adjacent jurisdictions to allow for regional travel.	<i>Implementation Measure 3.3.2.a.; updated.</i>	<u>Provide pedestrian and bicycle connections between residential neighborhoods and major commercial, industrial, and recreational activity centers throughout the city, as shown in the Bicycle and Pedestrian Master Plan. Coordinate the system of pathways planned by adjacent jurisdictions to allow for regional travel.</u>
Measure	The City will prepare an implementation	<i>Implementation Measure 3.3.2.d.;</i>	<u>Fill gaps in the existing sidewalk and off-</u>

	Existing Adopted Policies/ Impl. Msrs.	Source	Proposed 2013 Policies/ Impl. Msrs.
4.b	schedule and continue to provide funding for infilling gaps in the sidewalk system.	<i>updated.</i>	<u>street pathway systems to create a continuous network of safe and accessible bicycle and pedestrian facilities.</u>
5.	Design the City street system per the street standards set forth in this TSP and to meet (LOS) D, which is the standard in the City. As may be approved by the City Council, possible exceptions to the LOS D standard are a change to LOS E on Boones Ferry Road and/or Elligsen Road, and on Wilsonville Road between and including the intersections with Boones Ferry Road and Town Center Loop West. Other capacity improvements intended to allow continued development without exceeding LOS E may also be approved by the City Council in permitted locations.	<i>Policy 4.1.1, 2003 TSP; policy updated for clarity</i>	Design and manage the City street system per the street standards set forth in this TSP and to meet Level of Service (LOS) standard D, which is the standard in the City. As may be approved by the City Council, possible exceptions to the LOS D standard are a change to LOS E on Boones Ferry Road and/or Elligsen Road, and on Wilsonville Road between and including the intersections with Boones Ferry Road and Town Center Loop West. Other capacity improvements intended to allow continued development without exceeding LOS E may also be approved by the City Council in <u>permitted locations.</u>
6.	Evaluate and minimize the environmental impacts of all new public road projects.	<i>Policy 4.3.1, 2003 TSP.</i>	Evaluate and minimize the environmental impacts of all new public road <u>transportation</u> projects.
7.	The City shall prioritize the implementation of Low Impact Development techniques and habitat-friendly development practices throughout the City for new development, redevelopment, and retrofitting existing development. The City shall incorporate Low Impact Development techniques into all new street and public works improvements as practicable.	<i>Policy LID-1, specifically measure LID-1c, 2012 Stormwater Master Plan.¹</i>	<u>Design the transportation system to be multifunctional by integrating stormwater management into the design of transportation facilities.</u>

¹ Complies with RTFP, Title 1, Street System Design Sec 3.08.110A, B, and E.

	Existing Adopted Policies/ Impl. Msrs.	Source	Proposed 2013 Policies/ Impl. Msrs.
8.		<i>New policy, needed to comply with RTFP, Title 2, Transportation Needs Sec 3.08.210.</i>	<u>Consider the needs of traditionally underserved citizens when planning and designing the transportation system, and identify targets and improvements to meet the specific needs of these populations.</u>
9.		<i>New policy, from Planning Commission discussion.</i>	<u>Enhance transportation connections in and between all parts of the city as a means for deferring capacity improvements.</u>
Connectivity			
10.	Connect the existing motor vehicle system within the City and across Interstate 5 (I-5) where appropriate. All connections shall be evaluated for their impacts to future operations of the City's road network.	<i>Policy 4.1.4, 2003 TSP, updated to address all modes. Similar to Comp Plan Implementation Measures 3.3.1.e and 3.3.2.a. ²</i>	<u>Add system connections for all modes throughout the city's transportation system to improve access, serve new development, and manage system performance.</u>
Measure 10.a		<i>New. Outcome of community involvement process.</i>	<u>Promote the concept of a "walkable neighborhood" when advising developers and other agencies to ensure that logical connections are made to activity centers (e.g., schools, retail, and parks), and that such destinations can be reached on foot or by bicycle.</u>
Measure 10.b		<i>New; Needed to meet RTFP, Title 1, Street System Design Sec 3.08.110E</i>	<u>Where street connections are not possible, provide bicycle and pedestrian linkages to connect neighborhoods with each other and with surrounding destinations, except if prevented by physical barriers.</u>

² Complies with Street System Design Sec 3.08.110C, D, E, F, and G; Title 1, Transit System Design Sec 3.08.120A; Title 1, Pedestrian System Design Sec 3.08.130A; Title 1, Bicycle System Design Sec 3.08.140; Title 1, Freight System Design Sec 3.08.150; Title 2, Sec 3.08.220 Transportation Solutions, RTFP, Title 1

	Existing Adopted Policies/ Impl. Msrs.	Source	Proposed 2013 Policies/ Impl. Msrs.
<i>Transportation System Management</i>			
11.	Design a transportation system that accounts for adjacent land uses, including accessibility and access management.	<i>Policy 3.2, 2003 TSP</i> ³	<u>Manage the transportation system to improve reliability and maximize efficient use of existing facilities.</u>
Measure 11.a		<i>New solution.</i> ⁴	<u>Continue to implement Transportation Demand Management measures through the SMART Options Program.</u>
Measure 11.b		<i>New.</i>	<u>Manage access to improve safety and mobility in the city by applying access spacing standards, limiting access on arterials and at key identified intersections, and by preparing access management plans for interchanges.</u>
12.	Develop a system of signal coordination and tie in with the I-5 ITS system providing a system of integrated parallel arterials and collectors.	<i>Policy 4.1.6, 2003 TSP, updated to reflect more current regional coordinating plan.</i> ⁵	<u>Implement Intelligent Transportation System (ITS) improvements as identified in the Clackamas County ITS Plan.</u>
13.		<i>New policy needed to address the regional nature of implementing transportation system management and operations (TSMO⁶) on arterials and highways.</i>	<u>Coordinate with Clackamas County, Washington County, and the Oregon Department of Transportation to implement system management and operations strategies on arterials and highways.</u>

³ Complies with RTFP, Title 1, Transportation System Management and Operations Sec 3.08.160; Title 2, Transportation Needs Sec 3.08.210; Title 2, Performance Targets and Standards Sec 3.08.230; Title 1, Transportation System Management and Operations Sec 3.08.160; Title 2, Sec 3.08.220 Transportation Solutions

⁴ RTFP, Title 2, Performance Targets and Standards Sec 3.08.230. Solutions Analysis and Proposed Funding Program Technical Memorandum, Transportation Demand Management (TDM) p. 9-10.)

⁵ RTFP, Title 1, Transportation System Management and Operations Sec 3.08.160.

⁶ For more background see Solutions Analysis and Proposed Funding Program Technical Memorandum, Improvement Priorities, p. 3

	Existing Adopted Policies/ Impl. Msrs.	Source	Proposed 2013 Policies/ Impl. Msrs.
14.		<i>New policy needed to comply with RTFP⁷</i>	<u>On- and off-street parking facilities are part of the transportation system, and will be managed and regulated to ensure sufficient parking is provided, maximize efficiency, and reduce environmental impacts. Over time as new development is planned in the Town Center and WES station areas, the City will work with property owners to prepare parking management plans that manage supply and demand for parking areas.</u>
Land Development Coordination			
15.	Review all land use/development proposals with regards to consistency with the TSP transportation impacts.	<i>Policy 3.5.2, Comprehensive Plan Transportation Element; updated.</i>	Review all land use/development proposals with regards to for consistency with the TSP transportation impacts.
Measure 15.a.	Through the Planned Development process, local streets may be approved as private streets, provided that adequate emergency access is available and that appropriate deed restrictions, homeowners' association requirements, etc. are established to insure proper maintenance.	<i>Implementation Measure 3.5.2.b.; updated.</i>	The City may approve local private streets through the Planned Development process, provided that adequate emergency access is available and that proper maintenance by private entities is ensured.
Measure 15.b.	Any proposed change to the Comprehensive Plan Map or existing zoning that would result in additional trips above that allowed under the city's concurrency policies may be denied unless mitigation measures are identified and provided.	<i>Implementation Measure 3.5.2.c.</i>	Any proposed change to the Comprehensive Plan or <u>Zoning Maps</u> or existing zoning that would result in additional trips above that allowed under the <u>City's</u> concurrency policies may be denied unless mitigation measures are identified and provided.

⁷ RTFP, Title 2, Performance Targets and Standards Sec 3.08.230; Title 4, Parking Management Sec 3.08.410. Solutions Analysis and Proposed Funding Program Technical Memorandum, Transportation Demand Management (TDM), p. 11.)

	Existing Adopted Policies/ Impl. Msrs.	Source	Proposed 2013 Policies/ Impl. Msrs.
Measure 15.c.		<i>New; complies with state OAR 660-12-0060 (the Transportation Planning Rule)</i>	<u>The City will consider only improvements listed in the Financially Constrained funding scenario of the Regional Transportation Plan, and/or in the City's Capital Improvement Plan (CIP), in determining the planned capacity, function and level of service of transportation facilities and services.</u>
Measure 15.d.	All streets shall be designed and developed in accordance with the Transportation Systems Plan and street standards, except that the Development Review Board or City Council may approve specific modifications through the planned development process. Such modifications shall be made in consideration of existing traffic volumes and the cumulative traffic generation potential of the land uses being developed. At a minimum, all streets must be developed with sufficient pavement width to provide two lanes of traffic, unless designated for one-way traffic flow. However, adequate emergency vehicle access and circulation must be provided.	<i>Implementation Measure 3.5.1.d.; updated.</i>	All streets shall be designed and developed in accordance with the Transportation Systems Plan and street standards, except that t <u>The Development Review Board or City Council may approve specific street design and alignment modifications through the planned development process. Such modifications shall be made in consideration of existing traffic volumes and the cumulative traffic generation potential of the land uses being developed. At a minimum, all streets must be developed with sufficient pavement width to provide two lanes of traffic, unless designated for one-way traffic flow. However, adequate emergency vehicle access and circulation must be provided.</u>
16.	Promote land use patterns and development standards that support alternatives to the single-occupant vehicle and reduce reliance on the automobile.	<i>2003 TSP Policy 8.1.1; related to Policy 3, 2008 Transit Master Plan.⁸</i>	<u>Ensure that new development and redevelopment provide connections to transit streets and facilities, providing protected street crossings and bus stop</u>

⁸ RTFP, Title 1, Transit System Design Sec 3.08.120A and B; Title 1, Pedestrian System Design Sec 3.08.130A and B; Note: define transit streets in TSP and code.

	Existing Adopted Policies/ Impl. Msrs.	Source	Proposed 2013 Policies/ Impl. Msrs.
			<u>amenities, if needed.</u>
Agency Coordination			
17.	The City shall continue to work with the State, Metro, Clackamas and Washington Counties, and adjacent jurisdictions to develop and implement a Regional Transportation Plan that is complementary to and supportive of the City's Plan while addressing regional concerns. The City expects a reciprocal commitment from the other agencies. This policy recognizes that there is a need for a collective and cooperative commitment from all affected agencies to solve existing and future transportation problems. The City will do its part to minimize transportation conflicts, but it must also have the support of County, regional, State and Federal agencies to effectively implement this Plan.	<i>Policy 3.8.1, Comprehensive Plan Transportation Element.</i>	The City shall continue to work with the State, Metro, Clackamas and Washington Counties, and adjacent jurisdictions to develop and implement a Regional Transportation Plan that is complementary to and supportive of the City's Plan while addressing regional concerns. The City expects a reciprocal commitment from the other agencies. This policy recognizes that there is a need for a collective and cooperative commitment from all affected agencies to solve existing and future transportation problems. The City will do its part to minimize transportation conflicts, but it must also have the support of County, regional, State and Federal agencies to effectively implement this Plan.
Measure 17.a.	The City shall actively encourage the State to provide improvements to regional transportation facilities which, due to inadequate carrying capacities, frustrate implementation of the City's Transportation Plan.	<i>Implementation Measure 3.8.1.a.; updated.</i>	The City shall advocate for the State, Metro, and Counties to improve regional transportation facilities which, due to inadequate carrying capacities, limits frustrate implementation of the City's Transportation Plan.
18.	The City will work with ODOT, Metro and neighboring communities to maintain the capacity of I-5 through a variety of techniques, including requirements for concurrency, continued development of a local street network within and connecting cities along I-5, access	<i>Policy 3.4.2, Comprehensive Plan Transportation Element.</i>	The City will work with ODOT, Metro and neighboring communities to maintain the capacity of I-5 through a variety of techniques, including requirements for concurrency, continued development of a local street network within and connecting

	Existing Adopted Policies/ Impl. Msrs.	Source	Proposed 2013 Policies/ Impl. Msrs.
	management, and completion of targeted improvements on I-5 such as auxiliary lanes, improvements at interchanges, etc.		cities along I-5, access management, and completion of targeted improvements on I-5 such as auxiliary lanes, improvements at interchanges, etc.
19.	Actively encourage the Federal Highway Administration, Federal Transit Administration, Oregon Department of Transportation, and Metro to provide improvements to regional transportation facilities.	<i>Policy 7.1.1, 2003 TSP.</i>	Actively encourage the Federal Highway Administration, Federal Transit Administration, Oregon Department of Transportation, <u>Clackamas and Washington Counties</u> , and Metro to provide improvements to regional transportation facilities.
Measure 19.a	Consistent with the city's policy that needed public facilities and services are provided in advance of, or concurrently with, development, proposed land use changes within the I-5/Wilsonville Road IMA shall be consistent with planned future transportation projects.	<i>Implementation Measure 3.4.2.a.</i>	Consistent with the city's policy that needed public facilities and services are provided in advance of or concurrently with development, proposed land use changes within the I-5/Wilsonville Road IMA shall be consistent with planned future transportation projects.
Measure 19.b		<i>New; outcome of Planning Commission discussion.</i>	<u>The City will seek support from regional partners to construct connections that improve bicycle, pedestrian, and emergency vehicle access across the Willamette River.</u>
Measure 19.c		<i>New; outcome of Planning Commission discussion.</i>	<u>The City will collaborate with Metro and surrounding jurisdictions to plan, and advocate for completion of, trails that link Wilsonville with neighboring jurisdictions as identified on the Regional Trails System Plan Map.</u>
20.		<i>New. Related to Basalt Creek Transportation Refinement Plan.</i>	<u>Work with neighboring jurisdictions to plan, fund, and implement a phased transportation network that serves</u>

	Existing Adopted Policies/ Impl. Msrs.	Source	Proposed 2013 Policies/ Impl. Msrs.
			<u>southwest employment area growth while reserving I-5 interchange capacity for access to and from Wilsonville destinations.</u>
21.		<i>New</i>	<u>The City recognizes the Aurora State Airport as a component of the state's transportation system and an economic asset to the Wilsonville. The City will advocate for any expansion of the airport to consider potential impacts to area roadways and I-5 interchanges, agricultural operations, the environment, and Wilsonville neighborhoods.</u>
Goods Movement			
22.	Provide an adequate motor vehicle system that serves commercial vehicle/truck traffic to and from land uses requiring the use of commercial vehicles/trucks.	<i>Existing Policy 4.2.2, 2003 TSP⁹</i>	Provide an adequate motor vehicle system that serves commercial vehicle/truck traffic to and from land uses requiring the use of commercial vehicles/trucks.
23.		<i>New.</i>	<u>Consider the requirements for truck movement when designing all improvements in the public right of way on designated truck routes. Requirements include turn radii, sight distance, lane widths, turn pocket lengths, and pavement design.</u>
24.		<i>New.</i>	<u>Ensure that the needs of other transportation users are considered in the design and construction of freight improvements. Improvements that reduce freight vehicle impacts to bicyclists and pedestrians (particularly along identified bikeways and walkways)</u>

⁹ Complies with Title 1, Freight System Design Sec 3.08.150

	Existing Adopted Policies/ Impl. Msrs.	Source	Proposed 2013 Policies/ Impl. Msrs.
			<u>will be considered, including buffered bike lanes, enhanced pedestrian crossings, and other safety improvements.</u>
25.	Maintain access to the Willamette River so that the river may be used for transportation purposes in the future. Acquire or improve access to Willamette River for public docking.	<i>Policy 7.2.1, 2003 TSP¹⁰</i>	Maintain access to the Willamette River so that the river may be used for transportation purposes in the future. Acquire or improve access to Willamette River for public docking purposes <u>and consider the potential development of a new port or ports.</u>
26.	Assist in efforts to improve the viability of the railroad, not only for freight, but for passenger service as well.	<i>Policy 7.2.2, 2003 TSP¹¹</i>	Assist in <u>with</u> efforts to improve the viability of the railroad, not only for freight, <u>but for passenger service as well.</u>
27.	The City will continue to upgrade and/or complete the street network on the west side of I-5, including the Coffee Creek area, to serve the warehousing, distribution, and other industrial uses located there.	<i>Policy 3.4.1, Comprehensive Plan Transportation Element</i>	The City will continue to U <u>upgrade and/or complete the street network on the west side of I-5, including in the Coffee Creek and Basalt Creek areas,</u> to serve the warehousing, distribution, and other industrial uses located there.
28.		<i>New policy needed to reinforce the newly-designated freight routes within Wilsonville.¹²</i>	<u>Coordinate with adjacent jurisdictions and the freight community to ensure that regional freight traffic is directed only toward the City's freight routes.</u>
Public Transit			
29.	Increase public awareness of transit and other transportation options, so that customers can	<i>Policy 1, 2008 Transit Master Plan; updated.</i>	Increase public awareness of transit and other transportation options, <u>such as walking and bicycling,</u> so

¹⁰ For more background see Solutions Analysis and Proposed Funding Program Technical Memorandum, Freight Routes and Improvements, p. 40

¹¹ Passenger rail/service moved to implementation measures under "Active Transportation."

¹² For more background see Solutions Analysis and Proposed Funding Program Technical Memorandum, Freight Routes and Improvements, p. 40.

	Existing Adopted Policies/ Impl. Msrs.	Source	Proposed 2013 Policies/ Impl. Msrs.
	make informed decisions.		that customers <u>individuals</u> can make informed decisions.
30.	Provide service which is coordinated, convenient, comfortable, and safe.	<i>Policy 2, 2008 Transit Master Plan; modified for clarity.</i>	Provide <u>transit</u> service which is coordinated, convenient, comfortable, and safe.
Measure 30.a.	Expand service to meet the demands of a growing population and employment base in Wilsonville.	<i>Policy 4, 2008 Transit Master Plan.</i>	<u>Maintain transit service and expand as necessary</u> to meet the demands of a growing population and employment base in Wilsonville.
Measure 30.b.		<i>New.</i>	<u>Perform ongoing transit service updates, based on demand and available financial resources. Service updates will be considered following major roadway improvements, pedestrian and bicycle system completion, and master planned, or other major, development.</u>
Measure 30.c.		<i>New.</i>	<u>Construct transit stop amenities and implement technology improvements, as funding is available. Prioritize improvements in activity centers and when they can be constructed in coordination with land use development.</u>
31.	Create a sense of community ownership of the transit system by encouraging citizen.	<i>Policy 6, 2008 Transit Master Plan; policy updated.</i>	Create a sense of community ownership of the transit system by encouraging citizen involvement <u>in the planning and development of transit facilities and services.</u>
32.		<i>New.</i>	Develop a process for responding to public feedback regarding transit services, including additional service requests, bus

	Existing Adopted Policies/ Impl. Msrs.	Source	Proposed 2013 Policies/ Impl. Msrs.
			routing and transit stop amenity decisions.
33.		<i>New.</i>	Guided by a transit-specific public feedback process, provide transit routes throughout the City so that all residents and businesses who desire transit service are within one-quarter mile walking distance from a transit stop.
34.		<i>New.</i>	Establish a Transit Advisory Board comprised of interested stakeholders, including residents and employers, to guide future planning and decision-making regarding transit service.
35.	Strive to improve air quality and traffic congestion by increasing transit efficiency, promoting transportation options, and implementing transportation systems management.	<i>Policy 5, 2008 Transit Master Plan; policy updated.</i>	Strive to improve air quality and traffic congestion by increasing transit efficiency, promoting transportation options, and implementing transportation system <u>system</u> management.
36.		<i>New.</i>	<u>Coordinate with other transit districts, including TriMet and Cheriote, to strengthen the efficiency and performance of the Wilsonville transit network.</u>
36.a.	Strongly encourage full day and Saturday service for WES.	<i>Implementation Measure 3.3.1.f.; updated.</i>	Strongly encourage <u>Advocate for TriMet to provide</u> full day and Saturday service for WES.
Measure 36.b.	Continue to support the extension of WES to Salem.	<i>Implementation Measure 3.3.1.g.; updated.</i>	Continue to support <u>Advocate for</u> the extension of WES to Salem.
Active Transportation: Pedestrians and Bicyclists			
37.	The City shall adopt standards for reducing reliance on single occupant automobile use,	<i>Policy 3.3.1, Comprehensive Plan Transportation Element, updated</i>	The City shall adopt standards for <u>provide facilities that allow people to reduce</u> ing

	Existing Adopted Policies/ Impl. Msrs.	Source	Proposed 2013 Policies/ Impl. Msrs.
	particularly during peak periods.		reliance on single occupant automobile use, particularly during peak periods.
Measure 37.a.	Improve the balance between housing, employment, and commercial activities within the City in order to reduce commuting.	<i>Implementation Measure 3.3.1.a.; updated.</i>	Improve the <u>Encourage a</u> balance between housing, employment, and commercial activities within the City <u>so more people are able to live and work within Wilsonville, thereby reducing cross-jurisdictional commuting.</u>
Measure 37.b.	Increase densities and intensities of development in or near the Town Center area and in other locations where transportation systems can meet those needs.	<i>Implementation Measure 3.3.1.b.</i>	Increase densities and intensities of development in or near the Town Center area and in other locations where a multi-modal transportation system can meet those needs.
Measure 37.c.	Continue use of the Planned Development process to encourage developments that make it more convenient for people to use transit, to walk, to bicycle, and to drive less to meet daily needs.	<i>Implementation Measure 3.3.1.d.; updated.</i>	Continue use of the Planned Development/ <u>Master Plan</u> process to encourage developments that make it more convenient for people to use transit, to walk, to bicycle, and to drive less to meet daily needs.
Measure 37.d.	Take steps to improve connectivity between existing neighborhoods and between residential areas and traffic generator locations. Work to provide more and better options for travel from one side of the freeway, the railroad, and major drainage courses to the other.	<i>Implementation Measure 3.3.1.e.; updated.</i>	Take steps to improve connectivity between existing neighborhoods and between residential areas and traffic generator locations. Work to provide more and better options for travel from one side of the freeway, the railroad, and <u>the Willamette River</u> major drainage courses to the other.
Measure 37.e.	Assist in efforts to improve the viability of the railroad, not only for freight, but for passenger service as well.	<i>Policy 7.2.2, 2003 TSP; updated.</i>	Assist in <u>with</u> efforts to improve the viability of rail for passenger service.
Measure	Continue to comply with Metro parking	<i>Implementation Measure 3.3.1.h.;</i>	Continue to comply with Metro parking

	Existing Adopted Policies/ Impl. Msrs.	Source	Proposed 2013 Policies/ Impl. Msrs.
37.f.	standards. Consider reducing parking requirements where it can be shown that transit and/or bicycle pedestrian access will reduce vehicular trips.	<i>updated.</i>	standards. Consider reducing parking requirements where it can be shown that transit and/or bicycle pedestrian access will reduce vehicular trips.
Measure 37.g.		<i>New.</i> ¹³	<u>Require new development to include sufficient and convenient bicycle parking, and encourage improvements to bicycle parking facilities throughout the community. Allow a range of bicycle parking solutions to address the specific needs of different users.</u>
Measure 37.h.		<i>New</i>	<u>Construct stand-alone improvements to fill key gaps in the pedestrian and bicycle network, including Safe Routes to School projects and connections to transit stops, prioritizing low-cost and safety-related projects.</u>
Measure 37.i.		<i>New; outcome of Planning Commission discussion</i>	<u>Improve the quality of the pedestrian environment by ensuring new public and private development meets a pedestrian quality standard that encourages walking for short trips and is fitting for the specific location.</u>
38.	Continue to improve and expand pedestrian and bicycle facilities, as needed throughout the community, with a focus on improved connectivity both within the City and with the Metro Regional Bicycle System.	<i>Policy 1, 2006 Bicycle and Pedestrian Master Plan; policy updated.</i>	Continue to improve and expand pedestrian and bicycle facilities, as needed throughout the community, with a focus on improved connectivity both within the City and with the Metro Regional Bicycle and <u>trails systems.</u>
39.	Ensure that pedestrian and bicycle networks	<i>Policy 2, 2006 Bicycle and</i>	Ensure that pedestrian and bicycle

¹³ RTFP, Title 1, Bicycle System Design Sec 3.08.140; Title 2, Performance Targets and Standards Sec 3.08.230; Title 4, Parking Management Sec 3.08.410.

	Existing Adopted Policies/ Impl. Msrs.	Source	Proposed 2013 Policies/ Impl. Msrs.
	provide direct connections between major activity centers (e.g., civic, employment, and retail centers) and minimize conflicts with other modes of transportation.	<i>Pedestrian Master Plan.</i>	networks provide direct connections between major activity centers (e.g., civic, <u>recreation</u> , employment, and retail centers) and minimize conflicts with other modes of transportation.
40.	Improve pedestrian and bicycle connectivity and amenities to ensure they are viable commuting options.	<i>2003 TSP Policy 8.1.2. Replaced, resulting from Commission discussion.</i>	<u>The planning, design, and construction of transportation projects should maintain or improve the accessibility and quality of existing and planned pedestrian and bicycle facilities.</u>
41.		<i>New¹⁴</i>	<u>Provide more enhanced pedestrian crossings as a way to improve safety and connectivity in Wilsonville's transportation system.</u>
42.	Participate in local and regional trip reduction strategies.	<i>2003 TSP Policy 8.1.3. Also relates to Policy 1 and Policy 5, 2008 Transit Master Plan</i>	<u>Develop more transportation options within the city, increasing transportation demand management programming and improving walking, biking, and transit facilities.</u>
Interchange Management Areas			
43.	Provide for an adequate system of local roads and streets for access and circulation within I-5 Interchange Management Areas that minimize local traffic through the interchanges and on the interchange cross roads.	<i>Policy 3.5.3, Comprehensive Plan Transportation Element.</i>	Provide for an adequate system of local roads and streets for access and circulation within I-5 Interchange Management Areas that minimize local traffic through the interchanges and on the interchange cross roads.
	<i>I-5/Wilsonville Road IMA, subject to Interchange Access Master Plan (IAMP)</i>		

¹⁴ Complies with RTFP, Title 1, Street System Design Sec 3.08.110G; Title 1, Pedestrian System Design Sec 3.08.130A and B; Title 1, Transit System Design Sec 3.08.120B.

	Existing Adopted Policies/ Impl. Msrs.	Source	Proposed 2013 Policies/ Impl. Msrs.
Measure 43.a	The City will require future development to plan for and develop local roadway connections consistent with the I-5/Wilsonville Road IAMP as part of the development permit approval process.	<i>Implementation Measure 3.5.3.a, Comprehensive Plan.</i>	The City will require future development to plan for and develop local roadway connections consistent with the I-5/Wilsonville Road IAMP as part of the development permit approval process.
Measure 43.b	Bicycle and pedestrian connections within the IMA will be required for new development consistent with the City's Bicycle and Pedestrian Plan.	<i>Implementation Measure 3.5.3.b, Comprehensive Plan.</i>	Bicycle and pedestrian connections within the IMA will be required for new development consistent with the City's Bicycle and Pedestrian Plan.
Measure 43.c	System operational improvements, including signal synchronization, transportation demand management measures and incident management shall be implemented within the vicinity of the interchange to maximize the efficiency of the local street network and minimize the impact of local traffic on the interchange.	<i>Implementation Measure 3.5.3.c, Comprehensive Plan.</i>	System operational improvements, including signal synchronization, transportation demand management measures and incident management shall be implemented within the vicinity of the interchange to maximize the efficiency of the local street network and minimize the impact of local traffic on the interchange.
Measure 43.d	The City will require future development to adhere to access management spacing standards for private and public approaches on statewide highways as adopted in the Wilsonville Road IAMP.	<i>Implementation Measure 3.5.3.d, Comprehensive Plan.</i>	The City will require future development to adhere to access management spacing standards for private and public approaches on statewide highways as adopted in the Wilsonville Road IAMP.
Measure 43.e	The City will approve development proposals in the I-5/Wilsonville Road Interchange Management Area (IMA) only after it is demonstrated that proposed access and local circulation are consistent with the Access Management Plan in the I-5/Wilsonville Road IAMP.	<i>Implementation Measure 3.5.3.e, Comprehensive Plan.</i>	The City will approve development proposals in the I-5/Wilsonville Road Interchange Management Area (IMA) only after it is demonstrated that proposed access and local circulation are consistent with the Access Management Plan in the I-5/Wilsonville Road IAMP.
Measure 43.f	Ensure that future changes to the planned land use system are consistent with protecting the long-term function of the interchange and the	<i>Implementation Measure 3.5.3.f, Comprehensive Plan.</i>	Ensure that future changes to the planned land use system are consistent with protecting the long-term function of the

	Existing Adopted Policies/ Impl. Msrs.	Source	Proposed 2013 Policies/ Impl. Msrs.
	surface street system.		interchange and the surface street system.
Measure 43.g	Any proposed change to the Comprehensive Plan Map or existing zoning that would result in additional trips above that allowed under the current zoning and assumed in the I-5/Wilsonville Road IAMP must include a review of transportation impacts consistent with OAR 660-12-0060.	<i>Implementation Measure 3.5.3.g, Comprehensive Plan.</i>	Any proposed change to the Comprehensive Plan Map or existing zoning that would result in additional trips above that allowed under the current zoning and assumed in the I-5/Wilsonville Road IAMP must include a review of transportation impacts consistent with OAR 660-12-0060.
Measure 43.h	The City will provide notice to ODOT for any land use actions proposed within the I-5/Wilsonville Road IAMP Overlay Zone.	<i>Implementation Measure 3.5.3.h, Comprehensive Plan.</i>	The City will provide notice to ODOT for any land use actions proposed within the I-5/Wilsonville Road IAMP Overlay Zone.
Measure 43.i		<i>New.</i>	Eliminate or consolidate accesses on Wilsonville Road within one-quarter mile of the I-5 interchange as opportunities arise. Specific access management deficiencies were identified as part of the I-5/Wilsonville Road Interchange Area Management Plan (IAMP).
	<i>I-5/Elligsen Road Interchange (no adopted IAMP):</i>		
Measure 43.j	The City will require future development to adhere to access management spacing standards for private and public approaches on statewide highways as required by the Oregon Highway Plan.	<i>Implementation Measure 3.5.3.i, Comprehensive Plan.</i>	The City will require future development to adhere to access management spacing standards for private and public approaches on statewide highways as required by the Oregon Highway Plan.
Measure 43.k	Ensure that future changes to the planned land use system are consistent with protecting the long-term function of the interchange and the surface street system.	<i>Implementation Measure 3.5.3.j, Comprehensive Plan.</i>	Ensure that future changes to the planned land use system are consistent with protecting the long-term function of the interchange and the surface street system.
Measure	Bicycle and pedestrian connections within the	<i>Implementation Measure 3.5.3.k,</i>	Bicycle and pedestrian connections within

	Existing Adopted Policies/ Impl. Msrs.	Source	Proposed 2013 Policies/ Impl. Msrs.
43.l	Interchange Area will be required for new development consistent with the City's Bicycle and Pedestrian Plan.	<i>Comprehensive Plan.</i>	the Interchange Area will be required for new development consistent with the City's Bicycle and Pedestrian Plan.
Measure 43.m	System operational improvements, including signal synchronization, transportation demand management measures and incident management shall be implemented within the vicinity of the interchange to maximize the efficiency of the local street network and minimize the impact of local traffic on the interchange.	<i>Implementation Measure 3.5.3.1, Comprehensive Plan.</i>	System operational improvements, including signal synchronization, transportation demand management measures and incident management shall be implemented within the vicinity of the interchange to maximize the efficiency of the local street network and minimize the impact of local traffic on the interchange.
Measure 43.n		<i>New.</i>	Eliminate or consolidate accesses on Elligsen Road and Boones Ferry Road within one-quarter mile of the I-5 interchange as opportunities arise.
<i>Transportation Funding</i>			
44.	Individual developments shall be responsible for providing all collector and local streets. However, there may be cases where collector streets are found to benefit the entire community to a degree that warrants public participation in funding those collector streets.	<i>Policy 3.6.2, Comprehensive Plan Transportation Element.</i>	Require each Individual developments shall be responsible for to providing all collector and local streets. However, there may be cases where collector streets are found to <u>unless the benefit to</u> the entire community to a degree that warrants public participation in funding those collector streets.
45.	The City is responsible for planning, scheduling, and coordinating all street improvements through the on-going Capital Improvements Plan. A priority is given to eliminating existing deficiencies and in upgrading the structural quality of the existing arterial system.	<i>Policy 3.6.1, Comprehensive Plan Transportation Element; policy updated.</i>	The City is responsible for <u>will</u> planning, scheduling, and coordinating <u>implementation of</u> all street improvements through the on-going <u>five-year</u> Capital Improvements Plan. A priority is given to eliminating existing deficiencies and in upgrading the structural quality of the existing arterial system.

	Existing Adopted Policies/ Impl. Msrs.	Source	Proposed 2013 Policies/ Impl. Msrs.
Measure 45.a.		<i>Implementation Measure 3.6.1.b.; updated.</i>	The City shall coordinate routine and necessary maintenance with the appropriate State or County agencies.
Measure 45.b.		<i>New.</i>	The City shall pursue grants and other funding resources to assist the City with constructing infrastructure improvements, buying new transit buses, and making other transportation investments.
Measure 45.c.	To insure development of an adequate street system, the City shall collect a Systems Development Charge as development occurs. Funds collected shall be allocated through the Capital Improvements Plan as needed to provide extra capacity service.	<i>Policy 3.7.2, Comprehensive Plan Transportation Element; updated.</i>	To insure development of an adequate street system, the City shall collect a System Development Charge as development occurs. Funds collected shall be allocated through the Capital Improvements Plan as needed to provide capacity service.
46.	Maintain a transportation financing program for the construction and implementation of transportation facilities, improvements and services necessary to support the TSP, the Transit Master Plan, and the Bicycle and Pedestrian Plan.	<i>Goal 3.7, Comprehensive Plan Transportation Element</i>	<u>Maintain a transportation financing program for the construction and implementation of transportation facilities, improvements and services necessary to support the TSP, the Transit Master Plan, and the Bicycle and Pedestrian Plan.</u>

Existing policies <u>not</u> to be included in 2013 TSP				
	To provide for a mix of planned transportation facilities and services that are sufficient to ensure economic, sustainable and environmentally sound mobility and accessibility for all residents and employees in the city.	<i>Policy 3.2.2, Comprehensive Plan Transportation Element; similar to proposed Policy 2 above.</i>		
	If adequate regional transportation services, including I-5 interchange modification or additions, and high capacity public transportation, cannot be provided, then the City shall reevaluate and reduce the level of development and/or timing of development anticipated by other elements of this Plan. Such reductions shall be consistent with the capacity of the transportation system at the time of re-evaluation.	<i>Policy 3.2.3, Comprehensive Plan Transportation Element; policy captured in Agency Coordination and Interchange Management Areas sections.</i>		
	Continue to plan, schedule, and coordinate all public street improvements through a Capital Improvements Program.	<i>Policy 4.2.1, 2003 TSP; reflected in Comprehensive Plan Policy 3.6.1.</i>		
	Minimize conflicts and facilitate connections between modes of transportation.	<i>Policy 7.3.1, 2003 TSP; reflected in Goals and emphasized in more detail in other policies.</i>		
	Require developers to provide transportation improvements as may be required or conditioned by a land use decision, expedited land division, or limited land use decision, on a roughly proportional bases of the developer's	<i>2003 TSP policy 4.1.2. broad policy intent already included elsewhere</i>		

	impacts to the benefits received.			
	Require bicycle and pedestrian linkages for all cul-de-sacs and encourage similar linkages between neighborhoods that would otherwise be separated.	Policy 4.1.3, 2003 TSP; addressed under related to connectivity.		
	Promote other existing routes and/or provide connections to other regional roadways that provide alternative routes into and out of the City to reduce the reliance on I-5 and its interchanges within the City.	Policy 4.1.5, 2003 TSP; reflected in Comprehensive Plan Policy 3.5.3. Similar to IAMP policy.		
	Work with ODOT to improve the general community awareness of its access permitting authority.	Policy 4.4.1, 2003 TSP; reflected in proposed Transportation Goals		
	Require that the TSP be reviewed no more than five years after the date of adoption.	Policy 4.4.2, 2003 TSP; policy not necessary		
	Continue to work in concert with the State, Metro, Clackamas and Washington Counties, and adjacent jurisdictions to develop and implement a regional transportation plan that is complementary to and supportive of the City's Plan while addressing regional concerns. The City expects a reciprocal commitment from other agencies.	Policy 7.1.2, 2003 TSP		

	Increase the bicycle share mode throughout the City and improve bicycle access to the City's transportation system.	<i>Policy 4, 2006 Bicycle and Pedestrian Master Plan; this will incorporated in to the TSP as a performance measures.</i>		
	Implementation Measures to be Deleted			
	Plan and implement a well-connected network of streets and supporting improvements for all applicable travel modes.	Comp Plan Implementation Measure 3.2.1.a.		
	Provide safe and efficient multi-modal travel between the connecting roadways (and the surface street network, if applicable).	Comp Plan Implementation Measure 3.2.1.b. Redundant.		
	The Transportation Systems Plan shall be used to establish the Functional Street Classification System and the physical design characteristics (right-of way and pavement width, curbs, sidewalks, etc.) of the various street classifications.	Comp Plan (Implementation Measure 3.5.1.c.; Functional Classification System found in the TSP.		
	Consider revising the existing land use plan and implementing changes that respond to the capacity constraints of the future transportation system.	Policy 3.1, 2003 TSP; action has been carried out as part of the TSP update.		
	Require that the TSP be reviewed no more than five years after the date of adoption.	Policy 4.4.2, 2003 TSP; policy not necessary		
	City street standards require concrete sidewalks on both sides of all streets. This standard can be waived only in cases where alternative provisions are found to	Comp Plan Implementation Measure 3.3.2.b; too detailed and not necessary to include.		

	adequately address pedestrian needs.		
	Implementation Measure 3.3.2.c. Transportation facilities shall be ADA-compliant.	Comp Plan Implementation Measure 3.3.2.c; too detailed and not necessary to include.	
	Develop a program to implement Intelligent Transportation Systems and tie in with the ODOT I-5 ITS system. ITS projects will be prioritized and included in the Capital Improvement Program.	Policy 4.1.6, 2003 TSP; updated with proposed Implementation Measure 11.a.	
	All development proposals shall be required to provide for a transportation impact analysis by payment to the City for completion of such study by the city's traffic consultant unless specifically waived by the City's Community Development Director because the scale of the proposed development will have very limited impacts.	Implementation Measure 3.5.2.a; already codified.	
	Where the City Council officially designates truck routes, these streets shall be developed to arterial street construction standards and be posted as truck routes.	Implementation Measure 3.4.1.a; updated TSP will include a system of freight routes.	
	Plan for increased access to alternative modes of transportation, such as bicycling, transit and walking.	Implementation Measure 3.3.1.c.; policy intent captured in other implementation measures.	
		Implementation Measure 3.6.1.a.; not necessary.	
		Policy 3, 2008 Transit Master Plan; duplicative.	

PLANNING COMMISSION MEETING

WEDNESDAY, FEBRUARY 13, 2013

IX. OTHER BUSINESS

- A. 2013 Planning Commission Work Program**
- B. Commissioners' Comments**

2013 Annual Planning Commission Work Program

DATE	AGENDA ITEMS		
	Informational	Work Sessions	Public Hearings
February 13	Elect Chair and Vice Chair	Ballot Measure 3-421: Business Incentive Program TSP Chapters 1-4	
March 13		TSP Chapters 5-7 Goal 10 Housing	
April 9		Goal 10 Housing Density project Villebois Master Plan Amendments	TSP Update
May 8		Goal 10 Housing Basalt Creek Concept Planning Old Town Plan Code Amendments	TSP Update Villebois Master Plan Amendments
June 12			

2013

- 1 5-year Infrastructure Plan
- 2 Asset Management Plan
- 3 Basalt Creek Concept Planning
- 4 Basalt Creek Transportation Planning
- 5 Climate Smart Communities (Metro)
- 6 Development Code amendments related to density
- 7 Advance Road/Frog Pond Concept Planning
- 8 Goal 10 Housing Plan
- 9 Old Town Code Amendments
- 10 Parks & Rec MP Update - Rec Center/Memorial Park Planning
- 11 Villebois Master Plan Amendments for former LEC site
- 12 French Prairie Bike/Ped Bridge
- 13 Community Investment Initiative

PLANNING COMMISSION MEETING

WEDNESDAY, FEBRUARY 13, 2013

X. INFORMATIONAL ITEMS

A. CET Grant Letters of Support



29799 SW Town Center Loop East
Wilsonville, OR 97070
Phone 503-682-0411
Fax 503-682-1015
TDD 503-682-0843
Web www.ci.wilsonville.or.us

February 4, 2013

Ms. Martha Bennett, Chief Operating Officer
Metro
600 NE Grand Ave.
Portland, OR 97232

RE: Frog Pond / Advance Road Concept Planning CET grant application

Dear Ms. Bennett,

The City of Wilsonville City Council supports the project to prepare a concept plan for development of the Frog Pond and Advance Road areas. At its joint worksession with the Planning Commission in November 2012, the Wilsonville City Council discussed planning for these growth areas as a 2013 work plan priority. Additionally, the City Council advocated for adding the Advance Road Urban Reserve into the UGB in 2010.

This project would further several City priorities at once, including:

- Fulfilling the City's Title 11 responsibilities for Frog Pond;
- Setting the stage for the next phase of Wilsonville's residential growth to complement continued job growth;
- Planning for efficient public services delivery.

These two areas will likely develop in phases, therefore each could be planned separately. However, the two areas together compose a 497-acre area that should be concept planned together, thereby providing economies of scale for both planning and infrastructure development. The opportunity to plan in an integrated, holistic manner for both Frog Pond and Advance Road urban reserve areas represents a comprehensive way to plan for whole community needs rather than one subdivision development at a time. Planning the two areas together is the most promising approach to continuing Wilsonville's success with creating complete, communities.

Sincerely,

A handwritten signature in blue ink that reads "Tim Knapp".

Tim Knapp
Mayor



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Wilsonville, OR 97070
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February 4, 2013

Ms. Martha Bennett, Chief Operating Officer
Metro
600 NE Grand Ave.
Portland, OR 97232

RE: Letter of Intent to Support Application of Washington County Large-Lot Industrial Site Assessments for Metro 2013 Community Planning and Development Grant Program

Dear Ms. Bennett:

The City of Wilsonville is pleased to partner with Washington County on a Metro Planning and Development Grant application to complete detailed site assessments for 21 large-lot industrial sites within Washington County. Establishing a supply of development-ready large sites is a critical component of a strategy to attract and retain large industrial firms and generate traded-sector jobs that pay higher wages for our residents and create tax base for public services. Because the Portland region must compete with other metropolitan areas for such traded-sector industries, it must be able to provide a reasonable inventory of development ready sites. Currently, the region has only nine Tier 1 development ready sites out of 56 large-lot industrial sites in the Portland metropolitan urban growth boundary and selected urban reserves.

Completion of these site assessments will help define the development challenges, costs, timeline for moving these sites from Tier 2 and 3 to development ready status, and the economic benefits (jobs, property tax, and personal income tax) of successful development of these sites. The information in the Phase 2 Site Assessments can be used by regional and local governments to prioritize infrastructure investments, understand implications of policy decisions on the critically constrained supply of market ready sites, identify what is needed to achieve on the ground or development outcomes, obtain Decision Ready designation from Business Oregon – a step toward Industrial Site certification, develop public funding applications and secure private investment in the sites.

The City of Wilsonville has five industrial sites that will be included as part of this project. To support this effort, the City will provide in-kind staff support to assist with completion of this project. Staff support will include providing information on transportation system, water, sewer, storm, utilities, environmental analysis, permit activity, zoning, capital facilities plans, and assistance with property owners.

The proposed Phase 2 Site Assessment provides a more detailed review of development constraints, detailed actions required of public and private sector investors, requirements for the approval of the intended use, and identification of costs and market gap addressing the barriers to development readiness. The analysis also reveals market opportunities and economic benefits for development of such sites allowing better and more efficient use of limited public and private resources.

The Wilsonville City Council supports this joint grant application with Washington County. We urge Metro's support of this grant application. Thank you for your time and consideration.

Sincerely,

A handwritten signature in blue ink that reads "Tim Knapp". The signature is written in a cursive style with a large, sweeping "T" and "K".

Tim Knapp, Mayor