



PLANNING COMMISSION
WEDNESDAY, OCTOBER 14, 2020

II. LEGISLATIVE HEARING

A. Town Center TSP Update (Le) (45 Minutes)

**PLANNING COMMISSION
RESOLUTION NO. LP20-0003**

**A WILSONVILLE PLANNING COMMISSION RESOLUTION
RECOMMENDING THE WILSONVILLE CITY COUNCIL ADOPT
TRANSPORTATION SYSTEM PLAN AMENDMENTS RELATED TO THE
TOWN CENTER PLAN.**

WHEREAS, the Planning Commission of the City of Wilsonville (“City”) has the authority to review and make recommendations to the City Council regarding legislative changes to, or adoption of new elements and sub-elements of, the Comprehensive Plan pursuant to Sections 2.322 and 4.032 of the Wilsonville Code (“WC”); and

WHEREAS, the Planning Director submitted a Staff Report and Findings, in accordance with the public hearing and notice procedures that are set forth in WC 4.008, 4.012, and 4.198; and

WHEREAS, the 2040 Growth Concept Map of Metro’s Regional Framework Plan shows the Wilsonville Town Center as a town center and defines a town center as a focal area for growth that provides services to tens of thousands within a two- to three-mile radius and typically includes one- to three-story buildings for employment and housing; and

WHEREAS, the City Council established starting the Town Center Plan as a 2015-2017 Council Priority Goal; and

WHEREAS, extensive community involvement shaped the Town Center Plan and over the course of the project, public input was gathered at over one-hundred public meetings and events; and

WHEREAS, in 2019 the City of Wilsonville approved Ordinance No. 835 adopting the Town Center Plan; and

WHEREAS, the Town Center Plan contains a list of transportation-related infrastructure investments, cost estimates, and cross sections intended to support future development in Town Center; and

WHEREAS, the Planning Commission, after public hearing notices were provided to 149 property owners, a list of interested agencies, published in the Wilsonville Spokesman, and posted in three locations throughout the City and on the

City's website, held a public hearing on October 14, 2020 to review the proposed Transportation System Plan Amendments, and to gather additional testimony and evidence regarding the proposed Amendments; and

WHEREAS, the Planning Commission has afforded all interested parties an opportunity to be heard on this subject and has entered all available evidence and testimony into the public record of their proceeding; and

WHEREAS, the Planning Commission has duly considered the subject, including the staff recommendations and all the exhibits and testimony introduced and offered by all interested parties.

NOW, THEREFORE, BE IT RESOLVED that the Wilsonville Planning Commission does hereby adopt the Planning Staff Report (attached hereto as Exhibit A) and Attachments, as presented at the October 14, 2020 public hearing, including the findings and recommendations contained therein and does hereby recommend that the Wilsonville City Council adopt the proposed amendments to the Wilsonville Transportation System Plan as approved on October 14, 2020 by the Planning Commission; and

BE IT RESOLVED that this Resolution shall be effective upon adoption.

ADOPTED by the Wilsonville Planning Commission at a regular meeting thereof this 14th day of October 2020, and filed with the Planning Administrative Assistant on October 15, 2020.

Wilsonville Planning Commission

ATTEST:

Shelley White, Administrative Assistant

SUMMARY OF VOTES:

Chair Kamran Mesbah _____
Vice-Chair Ron Heberlein _____
Commissioner Jerry Greenfield _____
Commissioner Phyllis Millan _____
Commissioner Breanne Tusinski _____
Commissioner Jennifer Willard _____
Commissioner Aaron Woods _____



PLANNING COMMISSION STAFF REPORT

Meeting Date: October 14, 2020	Subject: Transportation System Plan (TSP) Update Staff Member: Khoi Le, PE, Development Engineering Manager; Kimberly Rybold, AICP, Senior Planner Department: Community Development	
Action Required	Advisory Board/Commission Recommendation	
<input checked="" type="checkbox"/> Motion <input checked="" type="checkbox"/> Public Hearing Date: 10/14/2020 <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input checked="" type="checkbox"/> Resolution <input type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda	<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable Comments: The Planning Commission action is in the form of a recommendation to the City Council.	
Staff Recommendation: Staff recommends the Planning Commission conduct the public hearing, and when complete, forward a recommendation of approval to the City Council.		
Recommended Language for Motion: I move the Planning Commission adopt LP20-0003 recommending approval of the Town Center Transportation System Plan Amendments.		
Project / Issue Relates To:		
<input checked="" type="checkbox"/> Council Goals/Priorities Town Center	<input checked="" type="checkbox"/> Adopted Master Plan(s) Transportation System Plan, Town Center Plan	<input type="checkbox"/> Not Applicable

ISSUE BEFORE COMMISSION:

Hold a public hearing and forward recommendation to City Council regarding the proposed amendments to the Wilsonville TSP, which will incorporate transportation-related infrastructure investments adopted in the Town Center Plan.

EXECUTIVE SUMMARY:

In 2019, the Wilsonville City Council adopted the Wilsonville Town Center Plan, establishing a vision for a vibrant, walkable community hub that inspires people to come together and socialize, shop, live, and work. The Plan envisions a mixed-use development pattern that will result in a walkable and vibrant Town Center, home to active parks, civic spaces, and amenities that provide year-round, compelling experiences.

The Town Center Plan contains several goals and implementation strategies to guide future development. Goal 4 of the Town Center Plan is Safe Access and Connectivity, which aims to provide transportation infrastructure designed to create a safe, accessible environment for all modes of travel in Town Center, creating enhanced connectivity throughout Town Center and to surrounding areas. In order to achieve this goal and the broader vision for Town Center, the implementation chapter of the plan calls for updating the City's TSP to incorporate the Plan's transportation-related infrastructure improvement projects into the Higher Priority Projects list.

The proposed TSP Amendments (Attachment 1) include the addition of the following infrastructure investment projects from the Town Center Plan to the Higher Priority Projects list:

- IN.1 - I-5 Pedestrian/Bicycle Bridge Gateway
- IN.2 - Park Place Redesign from Town Center Loop to the Northern Edge of Town Center Park
- IN.3 - Park Place Redesign from Town Center Park to Courtside Drive
- IN.4 - Park Place Extension from Courtside Drive to Wilsonville Road
- IN.5 - Courtside Drive Street Improvements from Park Place to Town Center Loop East
- IN.6 - Courtside Drive Extension from Park Place to Town Center Loop West
- IN.7 - Wilsonville Road Intersection Modifications
- IN.8 - Town Center Loop West Modifications
- IN.10 - Park Place Promenade from Town Center Loop West to Courtside Drive
- IN.11 - Cycle Tracks within Town Center
- IN.12 - West Promenade

Cost estimates as noted in the Town Center Plan are included with these projects, along with associated changes to maps within the TSP. Cross sections developed and adopted as part of the Town Center Plan are included in the TSP update.

After presenting the proposed TSP updates to Planning Commission at the July work session, the project team completed additional analysis requested by ODOT to ensure that the proposed TSP amendments would not result in vehicle queuing issues at the Interstate 5 interchange ramps. The analysis confirmed that vehicle queuing on Wilsonville Road is not expected to impact the interchange ramp terminals (Attachment 2). Based on this, staff determined that the Town Center infrastructure projects are consistent with the Wilsonville Interchange Area Management Plan (IAMP) and no amendments are needed. The project team made minor modifications to two of the Wilsonville Road TSP projects to include an additional lane at the Wilsonville Road/Town Center Loop West intersection, signal coordination, or other alternative measures as needed to address any potential queuing. A letter of support from ODOT was provided and is included within the project record (Attachment 3).

EXPECTED RESULTS:

Adoption of the Town Center TSP Updates will integrate the transportation-related infrastructure investments from the Town Center Plan into the TSP’s Higher Priority Projects list, setting the stage for the City to pursue financing strategies to construct these improvements.

TIMELINE:

The Planning Commission is scheduled to hold the first public hearing on the Town Center TSP Amendments on October 14, 2020. A City Council public hearing date has been set for November 2, 2020.

CURRENT YEAR BUDGET IMPACTS:

The adopted budget for FY2020-21 includes \$185,000 for Town Center Implementation Activities in CIP project #3004. The TSP updates, including additional analysis needed per coordination with ODOT to determine impacts to the Interstate 5 interchange are estimated to cost \$34,000. Approximately \$18,000 of these funds will be spent in the FY2020-21 budget year.

FINANCIAL REVIEW / COMMENTS:

Reviewed by: Date:

LEGAL REVIEW / COMMENT:

Reviewed by: Date:

COMMUNITY INVOLVEMENT PROCESS:

The Town Center Plan included a robust and inclusive public outreach process where the multimodal transportation investments to be included in the TSP update were identified as transformational elements for becoming a more walkable and accessible district. Staff sent notice of the amendments to the property owners and affected agencies via U.S. postal mail.

POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY:

As a result of undertaking the Town Center Plan’s implementation activities, including the TSP Update, the City will begin to realize the community’s vision for a more commercially vibrant, walkable, mixed-use Town Center.

ALTERNATIVES:

The Planning Commission may provide recommendations and modifications to the TSP Amendments.

CITY MANAGER COMMENT:

ATTACHMENT:

1. Draft TSP Amendments and Memo
2. TSP Amendments Findings Report
3. Town Center TSP Amendments Planning Commission Record



ATTACHMENT 1

MEMORANDUM

DATE: October 6, 2020

TO: Khoi Le, P.E. | City of Wilsonville

FROM: Scott Mansur, P.E., PTOE | DKS Associates
Jenna Bogert, E.I.T. | DKS Associates

SUBJECT: Wilsonville Transportation System Plan (TSP) Amendment Summary P18197-007

INTRODUCTION

The Town Center Plan was formally adopted by the City of Wilsonville on May 6, 2019. An excerpt from the Town Center Plan listing the transportation infrastructure projects is attached to this memorandum for reference. This memorandum discusses necessary amendments to the City of Wilsonville’s Transportation System Plan (TSP) based on transportation requirements and projects identified in the Town Center Plan. The TSP changes include the addition of the following projects to the Higher Priority project list:

- Infrastructure Project #1 - Show I-5 Pedestrian/Bicycle Bridge Gateway Improvements project which will include landscaping and wayfinding signage and provides an established gateway to the Town Center.
- Infrastructure Project #2 - Show the addition of buffered bike lanes and wider sidewalks on Park Place from Town Center Loop to the north edge of Town Center Park.
- Infrastructure Project #3 - Show the Park Place Redesign from Town Center Park to Courtside Drive. This project includes construction this segment of roadway as a festival street. The cross section includes two travel lanes, on-street parking, and a protected two-way cycle track.
- Infrastructure Project #4 - Show the Park Place Extension (Courtside Drive to Wilsonville Road).
- Infrastructure Project #5 - Show the Courtside Drive street improvements (Park Place to Town Center Loop E). The improvements include a two-way cycle track and the addition of on-street parking on the south side.

- Infrastructure Project #6 - Show the roadway extension of Courtside Drive (Park Place East to Town Center Loop West).
- Infrastructure Project #7 – Wilsonville Road Intersection Modifications
 - Show the elimination of eastbound and westbound left turns on Wilsonville Road at the Town Center Loop West intersection. Additionally, a landscaped median and crosswalk will be added to the west leg to improve pedestrian and bicycle safety. This traffic signal will require modification.
 - Show the new signalized intersection on Wilsonville Road where the extension of Park Place would create a new four-leg intersection at Wilsonville Road, which includes eastbound and westbound left turns and the removal of existing median landscaping.
 - Show the replacement of the existing traffic signal at Rebekah Street with an enhanced pedestrian crossing (pedestrian activated flashing beacon) with medians. Minor street access at this intersection will be restricted to right-in/right-out only movements.
 - Show the addition of dual eastbound left turns with dual northbound receiving lanes at the Wilsonville Road/Town Center Loop East intersection. This traffic signal will require modification.
- Infrastructure Project #8 - Show the Town Center Loop West modifications, which include reducing the travel lanes from 5 lanes to 3 lanes and restriping the outside lanes as buffered bike lanes.
- Infrastructure Project #10 - Show the conversion of Park Place (Town Center Loop West to Courtside Drive) to a promenade for bicycle and pedestrian activity.
- Infrastructure Project #11 – Show the location of multiple proposed cycle tracks within the Town Center.
- Infrastructure Project #12 – Show the proposed West Promenade located just north of the existing Fry’s Electronics store.

PROPOSED AMENDMENTS FOR TSP COMPLIANCE

The discussion of recommended revisions is generally organized by reference to the applicable chapter(s) of the TSP. In all chapters, revisions to existing TSP language are presented with deletions shown in ~~strikethrough~~ and additions shown as underlined. The revised TSP figures and text are attached to this memorandum. The revisions identified in this memorandum will also be addressed in a final amended TSP document once the revisions are approved by the Planning Commission and City Council.

EXECUTIVE SUMMARY

The following changes are recommended to the Executive Summary of the City of Wilsonville’s TSP.

HIGHER PRIORITY PROJECTS FIGURE (PAGE IV)

See the recommended changes to this figure in Figure 5-2: Higher Priority Projects.

HIGHER PRIORITY PROJECTS TABLE (PAGE V)

Add or Remove the following projects to this table:

- RE – 15: Park Place Extension
- RE - 16: Courtside Drive Extension
- UU – 11: Park Place Redesign
- UU – 12: Park Place at Town Center Park Redesign
- UU – 13: Courtside Drive Upgrades
- ~~SI – 04: Wilsonville Rd/Town Center Loop West Intersection Improvements~~
- SI – 09: Wilsonville Road/Town Center Loop West Turn Lane Removal
- SI – 10: Wilsonville Road/Park Place New Traffic Signal
- SI – 11: Wilsonville Road/Town Center Loop East Dual Left Turn Lanes
- BW - 09a: I-5 Bike/Pedestrian Bridge
- BW – 09b: I-5 Bike/Pedestrian Bridge Gateway Treatments
- BW - 16: Town Center Loop West Bicycle Lanes
- BW – 17: Wilsonville Road/Rebekah Street Enhanced Pedestrian Crossing
- BW – 18: Park Place Promenade
- BW – 19a: Cycle Track: I-5 Ped/Bike Bridge to Town Center Park
- BW – 19b: Cycle Track: Town Center Loop E
- BW – 20: West Promenade

CHAPTER 3: THE STANDARDS

The following changes are recommended to Chapter 3 of the City of Wilsonville’s TSP.

FIGURE 3-4: FREIGHT ROUTES (PAGE 3-9)

Summary of changes:

- Show Wilsonville Road (from Town Center Loop West to Town Center Loop East) as a future truck route.
- Show Town Center Loop East (from Wilsonville Road to Parkway Avenue) as a future truck route.

FIGURE 3-5: BICYCLE ROUTES (PAGE 3-11)

Summary of changes:

- Relocate the I-5 Pedestrian/Bicycle Bridge north of Town Center Loop to the south so it aligns with the proposed location in the Town Center Plan.
- Add blue highlight to Town Center Loop West from Wilsonville Road to Parkway Avenue to indicate a future bike lane (BW-16).
- Add a dashed blue line to indicate future bike lanes on the Courtside Drive extension (RE-16).
- Add a red dashed line to indicate future cycle tracks along the segments listed in projects BW-19a, BW-19b, UU-12 and UU - 13.
- Add a red dashed line to the legend that represents future cycle tracks.
- Remove blue highlight, add solid blue line to Town Center Loop East from Parkway Avenue to Wilsonville Road.
- Remove blue highlight, add solid blue line to Boeckman Road from Parkway Avenue to Canyon Creek Road.
- Remove blue highlight, add solid blue line to Canyon Creek Road between Town Center Loop and Boeckman Road.

PAGE 3-12: FACILITY TYPES TEXTBOX

Town Center Area

FIGURE 3-11: SHARED USE PATHS AND TRAIL CROSS SECTIONS

Add in one new cross section from the Town Center Plan:

- Promenade

PAGE 3-13: TOWN CENTER AREA CROSS SECTIONS (INSERT NEW PAGES AFTER PAGE 3-19)

The Town Center Plan includes some unique cross section standards for some of the new roadway extensions and upgrades to existing roadways. These cross sections include wider sidewalks and bicycle facilities to accommodate safer and increased multimodal access and connectivity within the Town Center. For any development in the Town Center Area, please reference the Town Center Plan (2019) for additional cross sections.

- Park Place Extension Cross Section¹ (RE – 15)
- Courtside Drive Extension Cross Section (RE - 16)
- Park Place Redesign Cross Section (UU - 11)
- Park Place Redesign at Town Center Park Cross Section (UU – 12)
- Courtside Drive Upgrade Cross Section (UU - 13)

1. Install a 12-foot wide left turn pocket at major intersections (e.g. Wilsonville Road)

CHAPTER 5: THE PROJECTS

The following changes are recommended to Chapter 5 of the City of Wilsonville’s TSP.

FIGURE 5-2: HIGHER PRIORITY PROJECTS (PAGE 5-5)

Added the following projects to the figure:

- Add the Park Place Extension project (RE – 15) as a main street roadway extension between Courtside Drive and Wilsonville Road.
Add main street roadway extension to the legend as a purple line.
- Add the Courtside Drive Extension project (RE-16) as a main street roadway extension between Park Place and Town Center Loop East.
- Add the Park Place Redesign project (UU – 11) as a main street urban upgrade between Town Center Loop to just north of the Town Center Park.
Add main street urban upgrade to the legend as a purple highlight.
- Add the Park Place at Town Center Park Redesign project (UU – 12) as a main street urban upgrade between just north of Town Center Park to Courtside Drive.
- Add the Courtside Drive Upgrades project (UU – 13) as a Collector street urban upgrade from Park Place to Town Center Loop East.
- Add the Wilsonville Road/Town Center Loop West Turn Lane Removal project (SI - 09) to the figure.
- Add the Wilsonville Road/Park Place New Traffic Signal project (SI – 10) to the figure.

- Add the Wilsonville Road/Town Center Loop East Dual Turn Lanes (SI-11) to the figure.
- Renumber the I-5 Pedestrian/Bicycle Bridge project, BW-09, to BW-09a.
- Add the I-5 Pedestrian/Bicycle Bridge Gateway Improvements project (BW-09b) to the pedestrian bridge near Town Center Loop West.
- Add the Town Center Loop West Bicycle Lanes project (BW-16) from Parkway Avenue to Wilsonville Road to the figure.
- Add the Wilsonville Road/Rebekah Street Enhanced Pedestrian Crossing (BW-17) project to the figure.
- Add the Park Place Promenade project (BW-18) as a bikeway/walkway on Park Place between Courtside Drive and Town Center Loop West.
- Add the Cycle Track: From the I-5 Ped/Bike Bridge to Town Center Park project (BW-19a) as a bikeway to the figure.
- Add the Cycle Track: Town Center Loop E project (BW-19a) as a bikeway to the figure from Courtside Drive to Wilsonville Road.
- Add the West Promenade (BW-20) along the proposed cycle track that connects the I-5 Pedestrian/Bicycle Bridge to Park Place.
- Remove the Wilsonville Rd/Town Center Loop West Intersection Improvements (SI - 04) project from the map.

TABLE 5-5: HIGHER PRIORITY PROJECTS (SOUTHEAST QUADRANT) (PAGE 5-12 AND INSERT NEW PAGE AFTER 5-12)

Add the following text to the table:

PROJECT	DESCRIPTION	COST
<u>RE - 15: Park Place Extension</u>	<u>Construct an extension of Park Place from Courtside Drive to Wilsonville Road as a new main street with two travel lanes, parking, and sidewalks on both sides. This extension will create a new signalized intersection at Wilsonville Road (see SI-10).</u>	<u>\$6,300,000</u>
<u>RE - 16: Courtside Drive Extension</u>	<u>Construct an extension of Courtside Drive from Park Place to Town Center Loop West as a new main street with two travel lanes, buffered bike lanes, and sidewalks.</u>	<u>\$6,600,000</u>

PROJECT	DESCRIPTION	COST
<u>UU – 11: Park Place Redesign</u>	<u>Upgrade Park Place between Town Center Loop and northern edge of Town Center Park to meet the cross-section standard shown in Figure 3-13, which includes two-travel lanes with buffered bike lanes and sidewalks.</u>	<u>\$4,400,000</u>
<u>UU – 12: Park Place at Town Center Park Redesign</u>	<u>Upgrade Park Place between the northern edge of Town Center Park to Courtside Drive to meet the cross-section standard shown in Figure 3-13, which includes the installation of a two-lane, curbless street with on street parking, a buffered two-way cycle track, and sidewalks.</u>	<u>\$3,700,000</u>
<u>UU – 13: Courtside Drive Upgrades</u>	<u>Upgrade Courtside Drive between Town Center Loop East and Park Place to meet the cross-section standard shown in Figure 3-13, which includes the addition of a buffered two-way cycle track and parking on the south side of Courtside Drive.</u>	<u>\$7,900,00</u>
<u>SI – 04: Wilsonville Rd/Town Center Loop West Intersection Improvements</u>	<u>Widen the north leg of the intersection and install a second southbound right turn lane (dual lanes)</u>	<u>\$500,000</u>
<u>SI – 09: Wilsonville Road/Town Center Loop West Turn Lane Removal</u>	<u>Modify the existing signal to eliminate eastbound and westbound left turns, add a landscaped median to the west leg, and add a crosswalk to the west side of the intersection with a median refuge island. This project should include a “trap lane” to mitigate queuing into the ramp terminal intersection unless at the time of construction a 20-year analysis demonstrates that it is not needed or if alternative mitigation is identified that that has similar or better results.</u>	<u>\$750,000</u>
<u>SI – 10: Wilsonville Road/Park Place New Traffic Signal</u>	<u>Modify the intersection to add left turn lanes on Wilsonville Road and install a traffic signal that allows all turning movements. To be installed in conjunction with SI-09 and RE-15. The project should include signal coordination with dump loop sensors unless at the time of construction a 20-year analysis demonstrates that the sensors and signal coordination in the corridor is not needed</u>	<u>\$1,500,000</u>

PROJECT	DESCRIPTION	COST
	<u>or if alternative mitigation is identified that that has similar or better results. Both projects SI-09 and SI-10 should be implemented simultaneously.</u>	
<u>SI - 11: Wilsonville Road/Town Center Loop East Dual Left Turn Lanes</u>	<u>Modify the existing traffic signal to include dual eastbound left turn lanes and modify the north leg to have dual receiving lanes. Remove eastbound and southbound dedicated right turn lanes to accommodate added lanes.</u>	<u>\$1,500,000</u>
<u>BW -09a: I-5 Pedestrian/Bicycle Bridge</u>	No change	No change
<u>BW - 09b: I-5 Pedestrian/Bicycle Bridge Gateway Treatments</u>	<u>Install architectural elements, seating, landscaping, and wayfinding/directional signage at the gateway of the I-5 Pedestrian/Bicycle Bridge.</u>	<u>\$1,500,000</u>
<u>BW - 16: Town Center Loop Bike Lanes</u>	<u>Reduce the number of travel lanes on Town Center Loop West between Parkway Avenue and Wilsonville Road to three lanes and restripe the outside lanes for bicycle lanes.</u>	<u>\$207,000</u>
<u>BW - 17: Wilsonville Road/Rebekah Street Enhanced Pedestrian Crossing</u>	<u>Modify the intersection by removing the existing traffic signal, extending the landscaped median, and restricting minor street turning movements to right-in, right-out only. Install activated flashers for pedestrian and bicycle crossings of Wilsonville Road.</u>	<u>\$500,000</u>
<u>BW - 18: Park Place Promenade</u>	<u>Convert the existing segment of Park Place between Courtyard Drive and Town Center Loop West from a motor vehicle route to pedestrian/bicycle facilities only. Construct a promenade that includes a cycle track and wide walkway for pedestrians.</u>	<u>\$2,400,000</u>
<u>BW - 19a: Cycle Track: I-5 Ped/Bike Bridge to Town Center Park</u>	<u>Install a two-way cycle track connecting the I-5 ped/bike bridgehead to Park Place near Town Center Park. This segment would likely require purchasing right-of-way or could be combined with future redevelopment of the Fry's site.</u>	<u>\$75,000</u>

PROJECT	DESCRIPTION	COST
<u>BW - 19b: Cycle Track: Town Center Loop E</u>	<u>Install a two-way cycle track on the east side of Town Center Loop East from Courtside Drive to Wilsonville Road. This project would not likely be implemented until after SI-11 has been completed.</u>	<u>\$51,000</u>
<u>BW - 20: West Promenade</u>	<u>Install a promenade along the proposed cycle track that connects the I-5 Pedestrian/Bicycle Bridge to Park Place.</u>	<u>\$1,800,000</u>

FIGURE 5-6: HIGHER PRIORITY PROJECTS (SOUTHEAST QUADRANT) (PAGE 5-13)

Summary of changes:

Same changes as Figure 5-2: Higher Priority Projects (page 5-5)

Please contact Scott Mansur if you have any questions. Thank you!

ATTACHMENTS

- **TRANSPORTATION INFRASTRUCTURE PROJECTS EXCERPT FROM TOWN CENTER PLAN (MAY 6TH, 2019)**
- **REVISED TSP FIGURES AND TEXT**

Implementing the Town Center Plan

update the Parks and Recreation Master Plan to incorporate parks and trails recommendations. The City's capital improvement plan should be amended to incorporate the Plan's infrastructure investment projects. This update is assumed to occur when those plans are updated, if not sooner, following adoption of the Plan.

Estimated Costs (Items RA.1-RA.3):

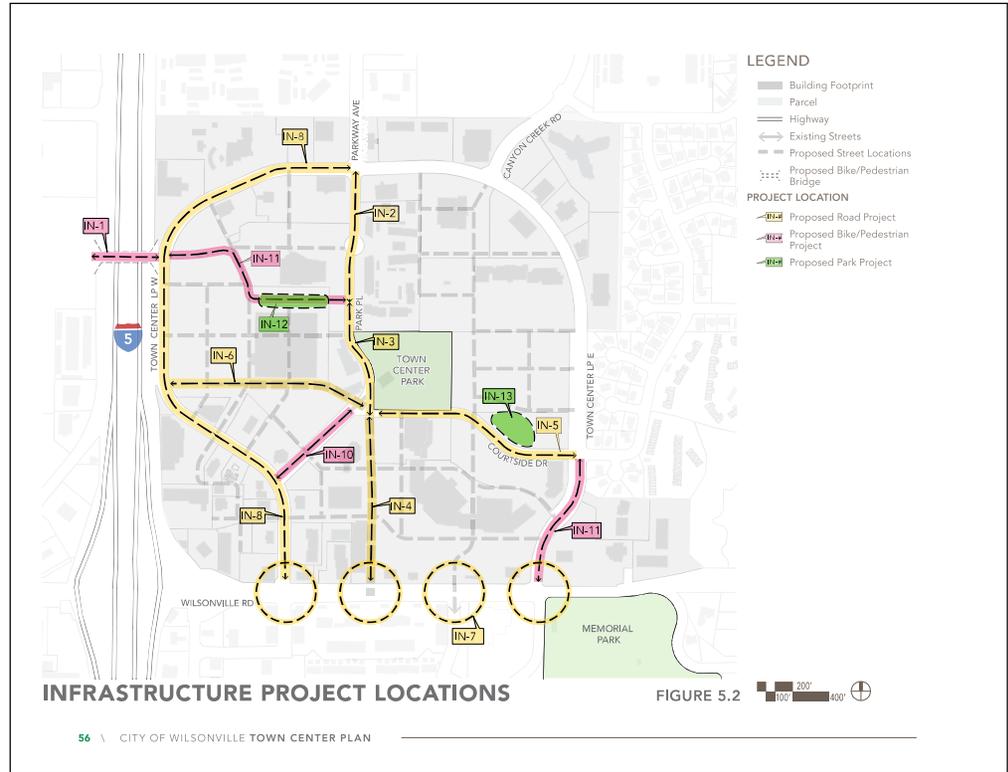
Item RA.1-RA.3 will be completed as part of the Town Center Plan adoption process. Costs associated with RA.4 will require temporary allocations of staff time at a fraction of FTE. Costs associated with implementing RA.5 are expected to be approximately \$15,000 to update the Transportation System Plan. Other plan updates will require temporary allocations of staff time at a fraction of FTE and completed during regular plan amendment processes.

INFRASTRUCTURE INVESTMENTS

Public infrastructure, including roads, sewer, water, stormwater, fiber/conduit infrastructure, and parks, provide the foundation for a complete community. Infrastructure provides essential services and in Town Center provides the transformational

elements for becoming a more walkable and accessible district. While some infrastructure projects will likely be completed as part of private development, there are several projects that could be partially or wholly publicly funded to catalyze development. "Framework projects" are projects that establish a foundational element of the Plan. Framework projects are projects that were identified by the project Task Force, Planning Commission and City Council as being the most important projects to complete (pending funding) to implement the Plan's vision. These are high priority projects that will receive public funding to cover a portion of the costs. Local businesses and landowners will be integral parts of the design and construction process to identify ways to minimize impacts when construction does occur in the future.

"Estimated costs" are total project costs and provided for the infrastructure investments that are likely to have a public funding component. Streetscape projects do not include sewer, water, or stormwater costs, which are broken out separately (see IN.14), but assumed to be built concurrently. Depending on the timing of adjacent development, the City or a private developer may construct the improvements. Table 5.1 on page 99 identifies the proposed phasing for each major infrastructure project, and the Plan recommends the creation of an Infrastructure Finance Study to



outline more specific timing and a funding strategy for these infrastructure investments (see ED9 on page 91). Phasing for major projects considers the interdependence of specific elements of each project. For example, modifications to Wilsonville Road would not occur until the Park Place extension is constructed. The Park Place extension project would require implementing the signal changes/ timing at the other Wilsonville Road intersections, triggering the Wilsonville Road modifications.

Infrastructure projects, unless otherwise stated, assume full construction or reconstruction of a particular segment. Some projects would only modify existing facilities, which may reduce total project costs. Some street projects would also include sewer, water and stormwater infrastructure, which are provided as separate cost estimates (see IN.14) to reflect the relocation of these facilities to the public right-of-way. All road construction projects assume that the facility will include stormwater management and green street amenities, such as stormwater swales and landscaping treatments (as described in Chapter 4) to reduce environmental impacts of construction and use of the facility. Infrastructure projects should also include fiber/conduit facilities to the extent possible. Locations of infrastructure projects are identified on Figure 5.2.

IN.1 I-5 Bike/Pedestrian Bridge Gateway (Framework Project)

The City is in the process of designing a bike/pedestrian bridge over I-5 that will connect the northwest corner of Town Center to the existing transit center and development on the west side of I-5. While the exact location of the bridgehead is still to be determined, the eastside bridgehead in Town Center will provide an opportunity to establish a highly visible gateway to Town Center. A well-designed bridge and bridge landing can include architectural elements that reflect Town Center as well as seating, landscaping and wayfinding/directional signage, providing direct connections for people to destinations in Town Center, such as Town Center Park using a two-way cycle track, and to the local and regional bicycle and pedestrian network.

Estimated Cost: \$10.8 million (bridge), \$1.5 million (bridge landing/gateway)

IN.2 Park Place Redesign (Town Center Loop to Northern Edge of Town Center Park)

This section of existing roadway, currently known as Parkway, is one of the original connections from Town Center Loop

adjacent to the theater and apartments. The recommended future design for this section of Park Place includes two travel lanes, buffered bike lanes, and wide sidewalks (see Appendix D for the recommended cross section). Buffered one-way bike lanes are recommended in this section of roadway to provide connections to existing bicycle lanes north of Town Center Loop.

Estimated Cost: \$4.4 million

IN.3 Park Place Redesign (Town Center Park to Courtside Drive, Framework Project)

This section of Park Place becomes an extension of Town Center Park. Constructed as a curbside street (see Figure 5.3 for the recommended cross section) that can be closed during events in Town Center Park, a farmers market, or other civic use. This section of roadway is a critical transition between the northern and southern portions of the main street and a core component of the Town Center vision. This section of Park Place includes

PROPOSED STREET SECTION CONCEPT FIGURE 5.3



two travel lanes, on street parking, and a protected two-way cycle track, providing an important multimodal connection between the I-5 bike/pedestrian bridge, Promenade, and the two-way cycle track proposed on the north side of Courtside Drive to Memorial Park (see IN.5 for a project description).

Estimated Cost: \$3.7 million

PROPOSED STREET SECTION CONCEPT

FIGURE 5.4

Implementing the Town Center Plan



IN.4 Park Place Extension (Courtside Drive to Wilsonville Road, Framework Project)

Creating a modern main street in Town Center is a signature element of the Plan. Extending Park Place provides opportunities to create a walking retail

corridor, gathering spaces, and placemaking programs for Town Center. It will offer more opportunities and better visibility for small, independent businesses, keeping local dollars in Wilsonville. This extension of Park Place (see Figure 5.4 for the recommended cross section) is a future roadway located within an existing parking lot. The extension would create a new signalized intersection at Wilsonville Road. The recommended design for this new segment of Park Place includes two travel lanes, on-street parking, and wide sidewalks to create a strong pedestrian-oriented landscape. The street would be marked as a shared facility, where bicycles and automobiles share the same travel lane. Shared lanes, as opposed to dedicated bicycle lanes, are recommended for this section because of the expected slow vehicle speeds, proposed dedicated bicycle lanes on adjacent roads, and the limited amount of right-of-way available to construct the new connection. With the proposed design, no business displacements are anticipated with the construction of this segment, but during

PROPOSED STREET SECTION CONCEPT

FIGURE 5.5

construction, it will be important to coordinate with existing businesses to minimize impacts to their operations.

Estimated Cost: \$6.3 million

IN.5 Courtside Drive Improvements (Park Place to Town Center Loop E)

Courtside Drive is the primary east/west connection between Town Center Loop E and Park Place and serves as an important connection between established neighborhoods and central Town Center. This project recommends maintaining the key functions of this roadway and incorporating a two-way cycle track that connects from Town Center Park to Town Center Loop E, which will provide a further connection to Memorial Park (Figure 5.5). Improvements to this section of roadway are primarily for the cycle track and for on street parking on the south side of Courtside Drive.

Estimated Cost: \$79 million
Estimated Cost for Cycle track only: \$78,000



IN.6 Courtside Drive Extension (Park Place East to Town Center Loop W, Framework Project)

This project would extend Courtside Drive to the west to Town Center Loop W, providing increased connectivity to the western portion of Town Center, an area envisioned to redevelop with a more diverse mix of uses.

WILSONVILLE ROAD INTERSECTION IMPROVEMENTS

FIGURE 5.6



The recommended roadway design includes two travel lanes, on street parking, bicycle lanes and wide sidewalks (see Appendix D, Local Street, Option 2) to create a strong pedestrian-oriented landscape.

Estimated Cost: \$6.6 million

IN.7 Wilsonville Road Intersection Modifications

Wilsonville Road is the most important arterial connection to Town Center and also provides access to one of two I-5 interchanges in Wilsonville. Wilsonville Road experiences congestion at peak hours due to existing capacity issues on I-5 at Boone Bridge, affecting the Wilsonville Road/

Town Center Loop W intersection where traffic can back up on both roadways. Recommended improvements along Wilsonville Road are designed to improve traffic distribution through Town Center and better accommodate anticipated traffic growth (Figure 5.6). The Wilsonville Road improvements allow for and implementation of the desired multimodal form as recommended in this plan (see intersection plan views in Appendix B). Specific changes to Wilsonville Road include:

- **Wilsonville Road/Town Center Loop W**
Modify the existing traffic signal to eliminate eastbound and westbound left turns, add a landscaped median to

the west leg, and improve pedestrian and bicycle safety by adding a crosswalk to the west side of the intersection and a median refuge to cross Wilsonville Road. Providing protected pedestrian refuges and signalization for bicycle and pedestrian crossings is essential for improving safety and increasing walking in the area.

- **Wilsonville Road/Park Place**
Construct a new intersection that connects the extension of Parkway Avenue to Wilsonville Road. At this intersection, install a traffic signal that allows all turning movements and moves eastbound left turn traffic further from the I-5 interchange.
- **Wilsonville Road/Rebekah Street**
Remove the existing traffic signal and restrict the minor street turning movements to be right-in, right-out only by continuing the landscaped median or using space for a pedestrian and bicycle median. Include bicycle and pedestrian activated flashers for crossings.
- **Wilsonville Road/Town Center Loop E**
Modify the existing traffic signal to include dual eastbound lefts and modify the north leg to have dual northbound

receiving lanes. Remove eastbound and southbound dedicated right-turn lanes to accommodate added lanes.

Estimated Cost: \$1.8 million

IN.8 Town Center Loop W Modifications

Town Center Loop W is a wide street with five lanes in many locations and without bicycle lanes or complete sidewalks. The focus of this project is to make Town Center Loop W more pedestrian and bicycle friendly, help redistribute through traffic, and reduce congestion at the Wilsonville Road/Town Center Loop W intersection.

As development occurs adjacent to Town Center Loop W, the roadway could transition to a local road (see Appendix D for potential cross sections) that provides access to businesses as well as multimodal access from the bike/pedestrian bridge and western portions of Town Center. In the event a parallel road is constructed and can accommodate the traffic, Town Center Loop W could also be vacated and the right-of-way used for development. If it remains in place, Town Center Loop W would be reduced from five to three lanes (two travel lanes with left turn pockets) in conjunction with intersection

PROPOSED STREET SECTION CONCEPT

FIGURE 5.7



improvements could include reducing the number of lanes through temporary placement of traffic controls using concrete planters or bollards to reduce road width, and restriping for bicycle lanes in the outside travel lane.
Estimated Cost: \$207,000 (Interim). Full buildout is expected to be in conjunction with private development.

IN.9 Local Road Network
 Creating a more walkable and accessible Town Center will also require constructing new local roads. These connections would be constructed as part of a development in which the private developer assumes the cost of these local roads. Figure 5.7 identifies the proposed local road network in Town Center, which uses the existing road network as the foundation of the multimodal system. The location of these local connections is approximate and based on the desired block lengths of 400 feet. Precise locations will be determined during site planning and review. These extensions would require new right-of-way and would generally include two travel lanes, parallel parking on both sides of the street, sidewalks, and street trees, although

improvements for Town Center Loop E to accommodate the anticipated shift in traffic patterns. Surplus right-of-way will be used for on-site stormwater treatment, addressing an ongoing stormwater issue in the vicinity of I-5. This is assumed to occur with adjacent development that would pay for the street improvements. In the interim,

some connections may use a "woonerf" style design, or pedestrian-only connections (Appendix D). Some streets would also include fiber conduit, new sewer and water infrastructure while all streets would have stormwater pipes (see Figures 4.1, 4.2, and 4.3 for general location of facilities) that are assumed to be constructed by private development.

Estimated Cost: Not applicable. Local roads and associated communications, sewer, water and stormwater infrastructure identified as part of the Plan are assumed to be constructed by private development.

IN.10 Park Place Promenade Redesign

The Park Place Promenade redesigns Park Place between Town Center Loop W and Courtside Drive to eliminate it as a vehicular route and create a linear park feature that provides bicycle and pedestrian access and a location for future temporary events such as festivals or a farmers market. The final design of this area will be determined as part of the design of future adjacent development expected to front the promenade. Essential components should include provisions for temporary events, public gathering spaces with shade and/or weather covering, bicycle

and pedestrian connectivity and transit vehicle access. Design would be similar to the woonerf-style local street cross section (Appendix D) that is designed to be closable to through traffic. Depending on the final design, vehicle charging, car share and bus stops could also be incorporated into the design.

Estimated Cost: \$2.4 million

IN.11 Cycle Tracks

There are several sections of two-way cycle tracks identified in the Plan. These provide essential connectivity elements both within Town Center and to the surrounding bicycle and trail network. There are four primary cycle tracks proposed in Town Center that together create a continuous cycle track between the I-5 bike/pedestrian bridge and Memorial Park. The type of bicycle facility to be located within the Park Place Promenade will be determined as part of the Park Place Promenade design process (see Project IN.10). Prior to development of the project, or as portions are constructed, the City could place placards, signage or other information to describe the entire project and how it will function when completed.

- **Segment 1: Bike/Pedestrian Bridge to Town Center Park.** This segment would

be constructed from the future bike/ pedestrian bridge to approximately the north side of Town Center Park. While the final bridgehead location is still to be determined, the proposed connection would be located generally at the northern end of the Fry's parking lot and connecting to Park Place along/as part of the Promenade (see Project IN.12), where it would cross Park Place and then run on the east side of the roadway adjacent to Town Center Park. This segment would likely require purchasing right-of-way, or could be combined with future redevelopment of the Fry's site.

- Segment 2: Town Center Park to Courtside Drive.** This segment would be constructed as part of the Park Place Redesign (Project IN.3) because it will require reconfiguring the corner of Town Center Park and potentially the western parking area for Town Center Park to accommodate the future main street extension south to Wilsonville Road. A quick win project could be to restripe the existing roadway as a two-way buffered bike lane, similar to what was completed during the Town Center Main Street Pop-up event at the 2018 Wilsonville Community Block Party (see page 25)



CYCLE TRACK VERSUS BUFFERED BICYCLE LANES

A **CYCLE TRACK** is an exclusive bike facility that is separated from motor vehicle traffic, parking lanes and sidewalks through the use of bollards, medians, or raised curbs. Cycle tracks can be designed in a variety of ways, but all are intended to be primarily used for bicycles, and are separated from motor vehicle travel lanes, parking lanes, and sidewalks. In situations where on-street parking is allowed, cycle tracks are located to the curb-side of the parking (in contrast to bike lanes).

BUFFERED BIKE LANES are conventional bicycle lanes paired with a designated buffer space (usually painted) separating the bicycle lane from the adjacent motor vehicle travel lane and/or parking lane. Buffered bike lanes can be used anywhere a traditional bike lane is proposed and provides more space for bikes without making the bike lane appear so wide that it might be mistaken for a travel or parking lane.

during the planning process for the Plan. The two-way buffered bike lane would then be replaced with a permanent two-way cycle track.

- Segment 3: Town Center Park to Town Center Loop E (Courtside Drive Segment).** This segment is implemented primarily through restriping the existing roadway on the north side of Courtside Drive between Park Place and Town Center Loop E and could be implemented at the same time as the quick win described for Segment 2. Access to the Town Center Park parking area along Courtside Drive may need to be modified to accommodate this project. No additional right-of-way is assumed to be required because the existing right-of-way is available to accommodate the proposed improvements.
- Segment 4: Town Center Loop E to Wilsonville Road.** This segment would be located on the east side of Town Center Loop E. This section of cycle track would connect the central

PROPOSED STREET SECTION CONCEPT

FIGURE 5.8



portion of Town Center to Memorial Park south of Wilsonville Road. This project would not likely be implemented until the modifications to the Wilsonville Road/Town Center Loop E intersection are completed as there are already buffered bicycle lanes on Town Center

Loop E The cycle track improvements would increase safety by crossing to the east side on Town Center Loop E at Courtside Avenue, not at Wilsonville Road, to remove the potential conflicts with the additional left turn movements from Wilsonville Road to Town Center Loop E. The two-way cycle track and vehicular lanes, as proposed, will fit within existing right-of-way.

Estimated Cost: Segment 1: \$75,000; Segment 2: N/A, expected to be completed as part of the Park Place redesign (project costs are included within that project); Segment 3: \$78,000; Segment 4: \$51,000.

IN.12 Promenade (Framework Project)

The Promenade is a linear park located north of the existing Fry's building. This project provides an important multimodal connection between the I-5 bike/pedestrian bridge landing and the two-way cycle track on Park Place (Figure 5.8). The bike/pedestrian landing is expected to connect to the Promenade, either directly or through another connection, depending on the final bridge location. This project would likely be constructed if redevelopment on all or a portion of the Fry's and/or Regal

Theater parcel occurred. The Promenade provides plaza and open space for area residents and employees and helps create a very active area near the I-5 bike/pedestrian bridge landing that draws users from the bridge into Town Center. The promenade also envisions an integrated stormwater feature, wide sidewalks and seating areas in addition to a portion of Segment 1 of the proposed cycle track (see Project IN.11).

Estimated Cost: \$1.8 million
The Promenade is assumed to be constructed, in whole or in part, by private development. The City may pursue funding for this project in advance of adjacent development as part of the bike/pedestrian bridge landing or following the bridge project to ensure the cycle track and emerald chain connections are constructed in a timely fashion.

IN.13 Town Center Skatepark

The Plan incorporates the proposed skatepark to be located east of Town Center Park, described in Project 1.7.a of the 2018 Wilsonville Parks and Recreation Comprehensive Master Plan. This location is along the cycle-track and within the chain of green spaces between Town Center Park and Memorial Park.

Estimated Cost: \$800,000 per the City's most recent cost estimate included in the 2018 Parks and Recreation Comprehensive Master Plan.

IN.14 Water, Sewer and Stormwater System Upgrades

As new development occurs, additional infrastructure facilities will be required. As new roads are constructed, water, sewer, and stormwater system upgrades will be constructed as part of the road project to minimize costs (see Figures 4.1, 4.2 and 4.3 for complete system locations). For systems within local roads, those facilities would be paid for and constructed by private development. Depending on the timing of adjacent development, the City or a private developer may construct the improvements. Adjacent development would be responsible for connecting to the system.

Estimated Cost: Water: \$11.2 million, sewer: \$10 million, stormwater: \$26.2 million (NOTE: these costs do not include any infrastructure within local roads, which would be constructed by private development).

PARKING STRATEGIES

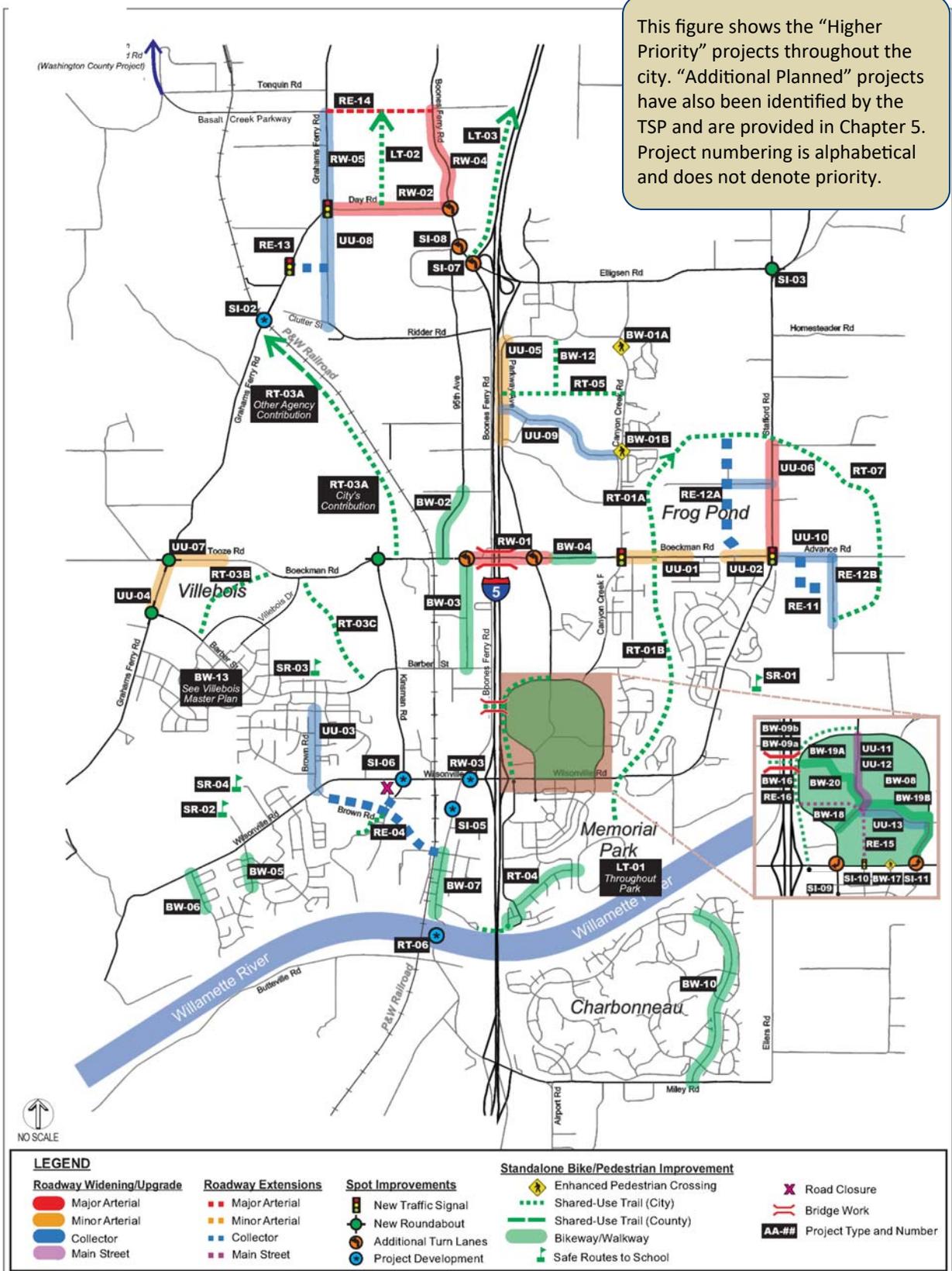
There are many ways to encourage pedestrian-oriented development within Town Center while still providing parking options for those accessing Town Center by car. Parking is a part of Town Center and should be placed in convenient, accessible locations but screened from view by either buildings or landscaping. Pedestrians should not have to walk through parking lots to access adjacent businesses or residences.

The parking analysis (see Appendix E) completed for the Plan showed that parking usage varies considerably by location, time of day, weekdays and weekends in Town Center. Future development will require parking, likely a combination of surface and structured facilities. As Town Center develops over time, a variety of parking management techniques and incentives could be implemented to achieve the goals for parking in the Town Center.

PA.1 Develop a Town Center Parking Management Plan

The purpose of the parking management plan is to ensure that off-street parking is not the driving factor in how land is used within Town Center. Prior to developing a parking management plan, the City should conduct a parking inventory and

HIGHER PRIORITY PROJECTS



HIGHER PRIORITY PROJECTS (LISTED ALPHABETICALLY BY IMPROVEMENT)

No.	Higher Priority Project
Roadway Extensions (Multimodal Connectivity)	
RE-04A	Corridor Study for Brown Road Extension
RE-04B	Brown Road Extension (5th Street Connection)
RE-13	Java Road Connection and Signal
RE-11	Meridian Creek Middle School Site Improvements
RE-12A	Frog Pond West Neighborhood Collector Roads
RE-12B	Frog Pond South Neighborhood Collector Roads
RE-14	Basalt Creek Parkway Connection
RE-15	Park Place Extension
RE-16	Courtside Drive Extension
Roadway Widening (Capacity)	
RW-01	Boeckman Road Bridge and Corridor Improvements
RW-02	Day Road Widening
RW-03	Widen Wilsonville Road East of Boones Ferry Road
RW-04	Boones Ferry Road Widening
RW-05	Grahams Ferry Road Widening
Urban Upgrades (Multimodal Connectivity and Safety)	
UU-01	Boeckman Road Dip Improvements
UU-02	Boeckman Road Urban Upgrade
UU-03	Brown Road Upgrades
UU-04	Grahams Ferry Urban Upgrade
UU-05	Parkway Avenue Urban Upgrade
UU-06	Stafford Road Urban Upgrade
UU-07	Tooze Road Urban Upgrade
UU-08	Garden Acres Road Urban Upgrade
UU-09	Printer Parkway Urban Upgrade
UU-10	Advance Road Urban Upgrade
UU-11	Park Place Redesign
UU-12	Park Place at Town Center Redesign
UU-13	Courtside Drive Upgrades
Spot Improvements (Transportation System Management/Operations)	
SI-02	Grahams Ferry Railroad Undercrossing Project Development
SI-03	Stafford Road/65th Avenue Intersection Improvements
SI-05	Curb Extension Removal on Boones Ferry Road
SI-06	Truck Turning Improvements SW Kinsman Road
SI-07	Dual Southbound Right Turn Lanes on I-5 Off-Ramp at Boones Ferry Road
SI-08	Boones Ferry Road/95th Avenue Access Management
SI-09	Wilsonville Road/Town Center Loop West Turn Lane Removal
SI-10	Wilsonville Road/Park Place Traffic Signal
SI-11	Wilsonville Road/Town Center Loop East Dual Turn Lanes
Bikeways and Walkways (Standalone Pedestrian and Bicycle Improvements)	
BW-01 A/B	Canyon Creek Road Enhanced Pedestrian Crossings
BW-02	95th Avenue Sidewalk Infill

No.	Higher Priority Project
Bikeways and Walkways (Standalone Pedestrian and Bicycle Improvements) . . . Continued	
BW-03	Boberg Road Sidewalk Infill
BW-04	Boeckman Road Bike Lanes and Sidewalk Infill
BW-05	Willamette Way East Sidewalk Infill
BW-06	Willamette Way West Sidewalk Infill
BW-07	Boones Ferry Road Sharrows
BW-08	Town Center Loop Pedestrian, Bicycle, and Transit Improvements
BW-09a	I-5 Bike/Pedestrian Bridge
BW-09b	I-5 Bike/Pedestrian Bridge Gateway Treatments
BW-10	French Prairie Drive Pathway
BW-12	Parkway Center Trail Connector
BW-13	Villebois Loop Trail
BW-14	Wayfinding Signage
BW-15	Property Acquisitions for Bike/Ped Connectivity
BW-16	Town Center Loop West Bicycle Lanes
BW-17	Wilsonville Road/Rebekah Street Enhanced Pedestrian Crossing
BW-18	Park Place Promenade
BW-19a	Cycle Track: Ped/Bike Bridge to Town Center Park
BW-19b	Cycle Track: Town Center Loop East
BW-20	West Promenade
Safe Routes to School (Standalone Pedestrian and Bicycle Improvements)	
SR-01	Boeckman Creek Primary Safe Routes to School Improvements
SR-02	Boones Ferry Primary Safe Routes to School Improvements
SR-03	Lowrie Primary Safe Routes to School Improvements
SR-04	Wood Middle School Safe Routes to School Improvements
Local Trails (Standalone Pedestrian and Bicycle Improvements)	
LT-01	Memorial Park Trail Improvements
LT-02	Basalt Creek Canyon Ridge Trail
LT-03	I-5 Easement Trail
Regional Trails (Standalone Pedestrian and Bicycle Improvements/Safety)	
RT-01A	Boeckman Creek Trail (North)
RT-01B	Boeckman Creek Trail (South)
RT-03A	Tonquin Trail (North)
RT-03B/C	Tonquin Trail (Villebois)
RT-04	Waterfront Trail Improvements
RT-05	Wiedemann Road Trail
RT-06	Willamette River Bike/Pedestrian/Emergency Bridge Project Dev.
RT-07	Revised Frog Pond Regional Trail
Transit Improvements	
TI-01	Pedestrian Access to Transit
TI-02	Transit Street Improvements

FIGURE 3-4. FREIGHT ROUTES

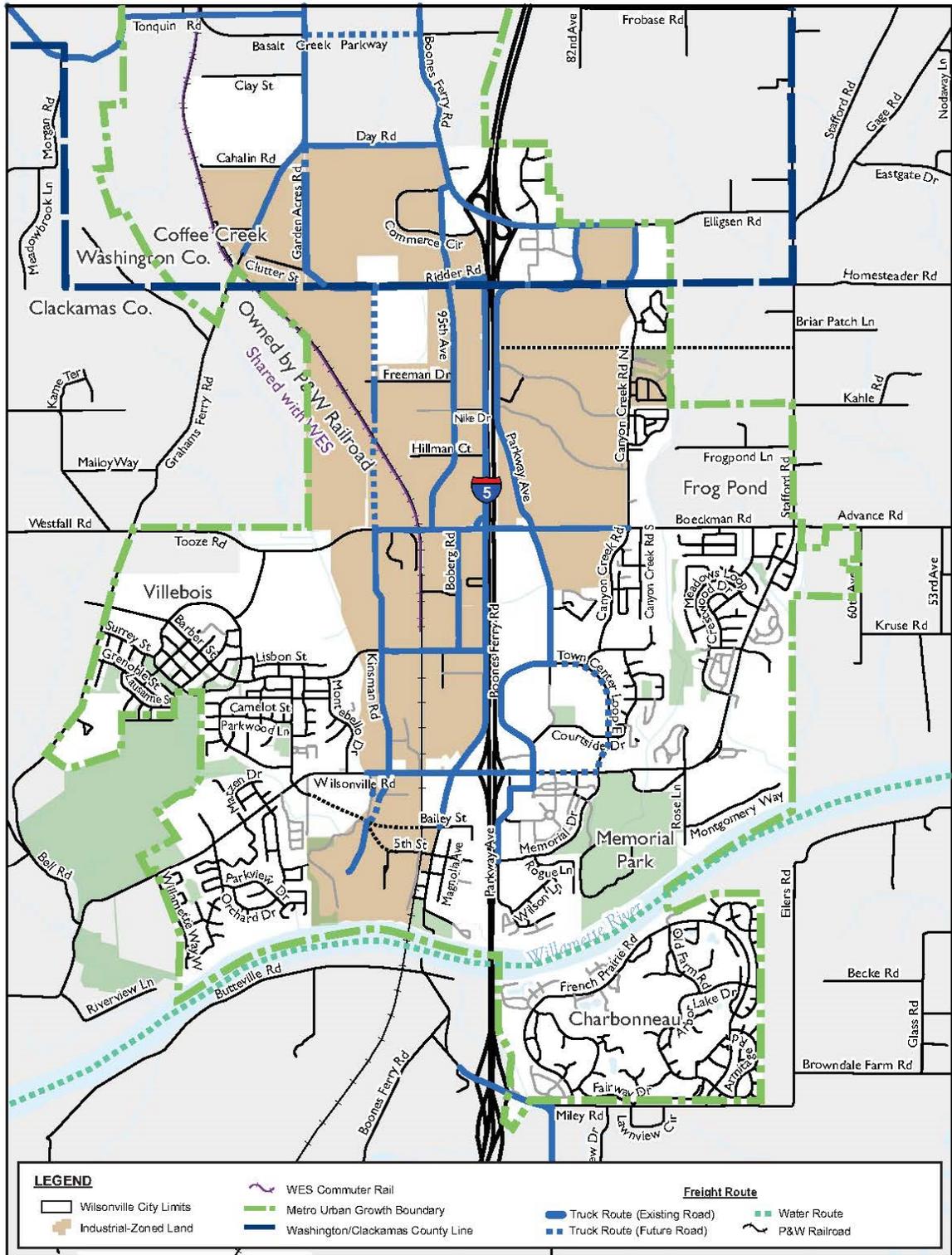
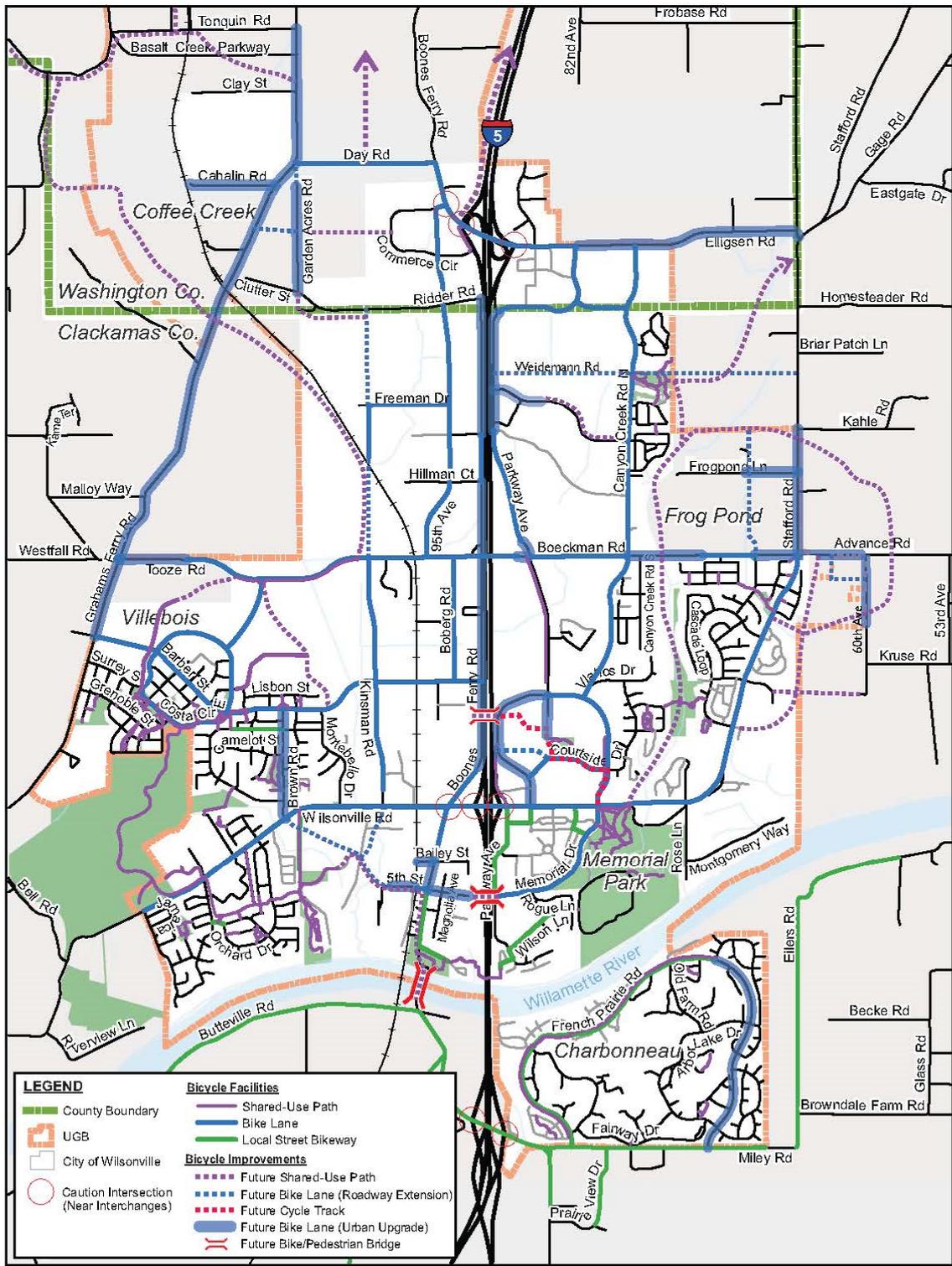


FIGURE 3-5. BICYCLE ROUTES



STREET CROSS-SECTION DESIGN

Since different streets serve different purposes, a functional classification system—which is a hierarchy of street designations—provides a framework for identifying the size and type of various street elements to consider including in a street's design. Not all elements are included on all streets and so they must be carefully selected based on multimodal needs.

While a street's functional classification does not dictate which street elements to include, it does facilitate the selection of multimodal facilities and widths that will help ensure the roadway can meet its intended multimodal function. Adjacent land uses and available right-of-way width also influence which elements are included in a specific segment.

Roadway cross-section design elements include travel lanes, curbs, planter strips, sidewalks on both sides of the road, and bicycle facilities consistent with designated bikeways, walkways, and shared-use trails. Low impact development (LID) standards may also be used throughout the City at the City's discretion.

FACILITY TYPES

Cross-section standards are provided for the following facilities:

- Major Arterials
- Minor Arterials
- Collectors
- Local Streets
- Low Impact Development (LID) Local Streets (similar modifications may be made to other streets regardless of classification)
- Shared-Use Paths and Trails
- Bicycle Facility Design Options
- Town Center Area



Example of a Major Arterial - Boeckman Road looking west towards Boberg Road and 95th Avenue

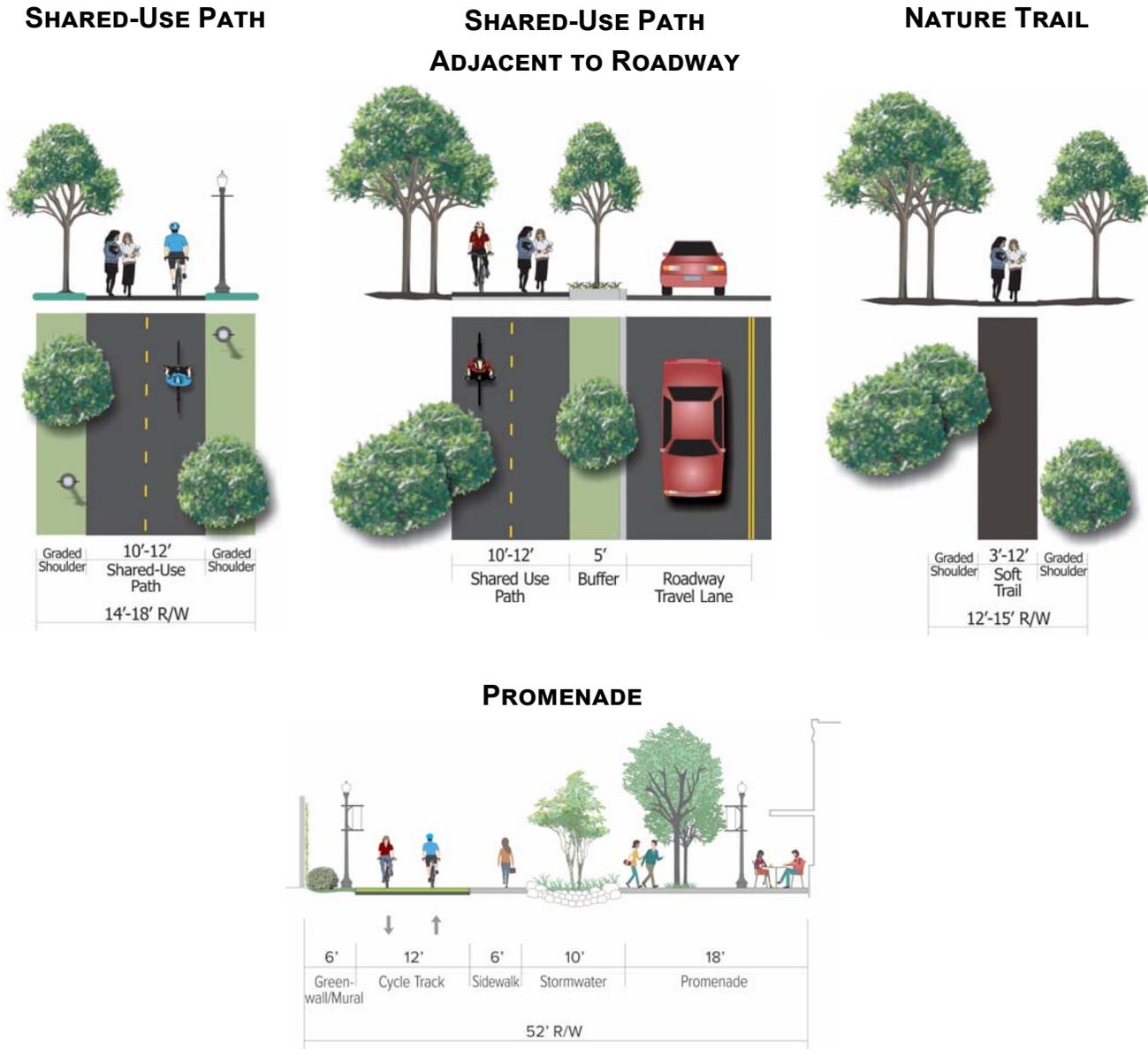


Example of a Collector - Barber Street looking east near SMART Central at Wilsonville Station transit center



Example of a Local Street - Rogue Lane looking east near Memorial Park

FIGURE 3-11. SHARED-USE PATH AND TRAIL CROSS-SECTIONS



Notes:

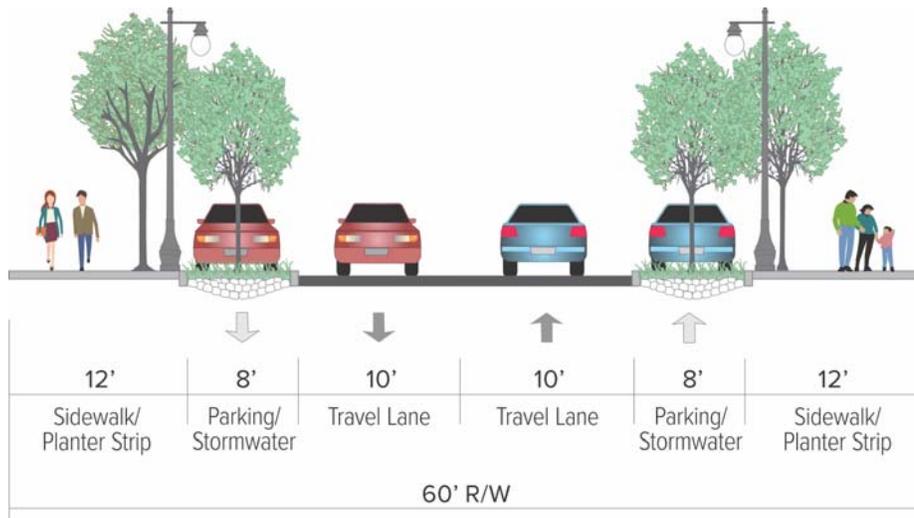
1. Trail types and widths as approved by Community Development Director.
2. Typical cross section of shared-use path is 12 feet wide with 2-foot-wide compacted crushed stone shoulders.
3. Vertical separation between shared-use path and roadway may be used instead of 5' buffer as approved by Community Development Director.
4. Cross-section standards identified in the Ice Age Tonquin Trail Master Plan are required along the Ice Age Tonquin Trail.
5. Additional design standards are available in the Bicycle and Pedestrian Master Plan.

FIGURE 3-13. TOWN CENTER PLAN CROSS-SECTIONS

TOWN CENTER PLAN

The Town Center Plan includes some unique cross section standards for some of the new roadway extensions and upgrades to existing roadways. These cross sections include wider sidewalks and bicycle facilities to accommodate safer and increased multimodal access and connectivity within the Town Center. For any development in the Town Center Area, please reference the Town Center Plan (2019) for additional cross sections.

PARK PLACE EXTENSION (RE-15)



Notes:

1. Install a 12-foot wide left turn pocket at major intersections (e.g. Wilsonville Road)

COURTSIDE DRIVE EXTENSION (RE-16)

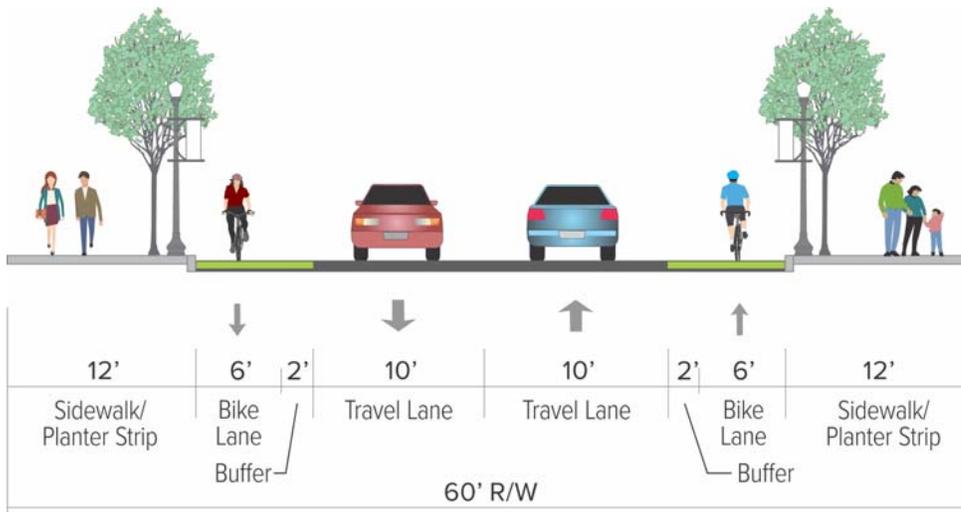
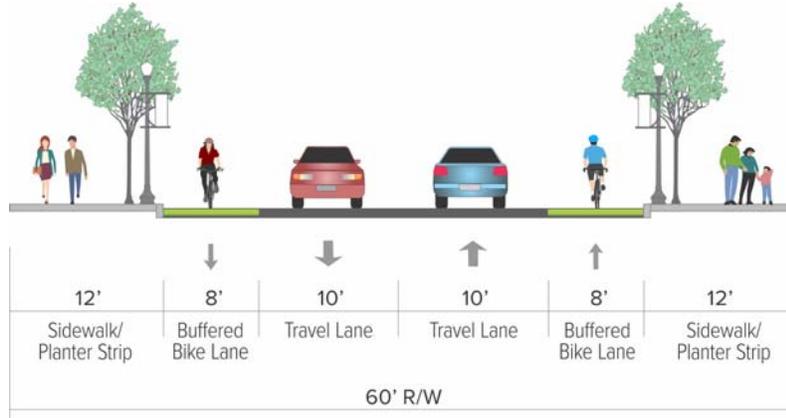
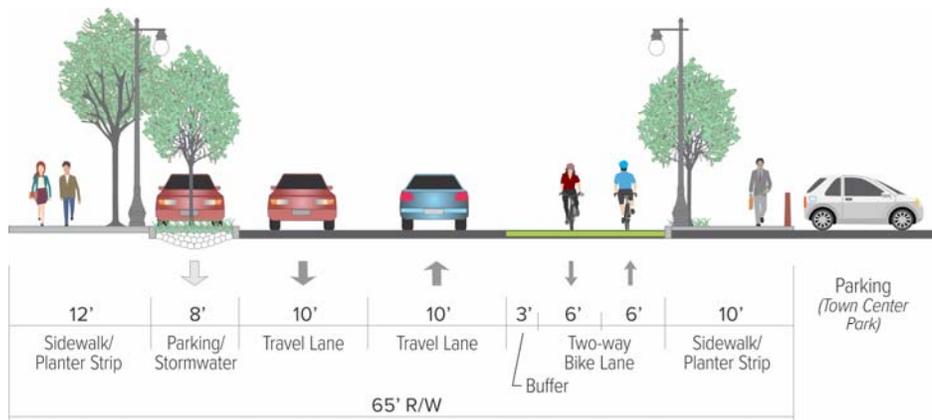


FIGURE 3-13. TOWN CENTER PLAN CROSS-SECTIONS (CONT.)

PARK PLACE REDESIGN (UU-11)



PARK PLACE AT TOWN CENTER REDESIGN (UU-12)



COURTSIDE DRIVE UPGRADE (UU-13)

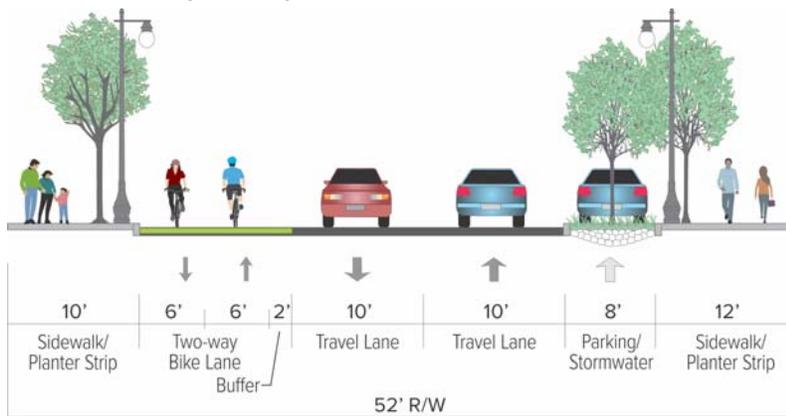


FIGURE 5-2. HIGHER PRIORITY PROJECTS

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.

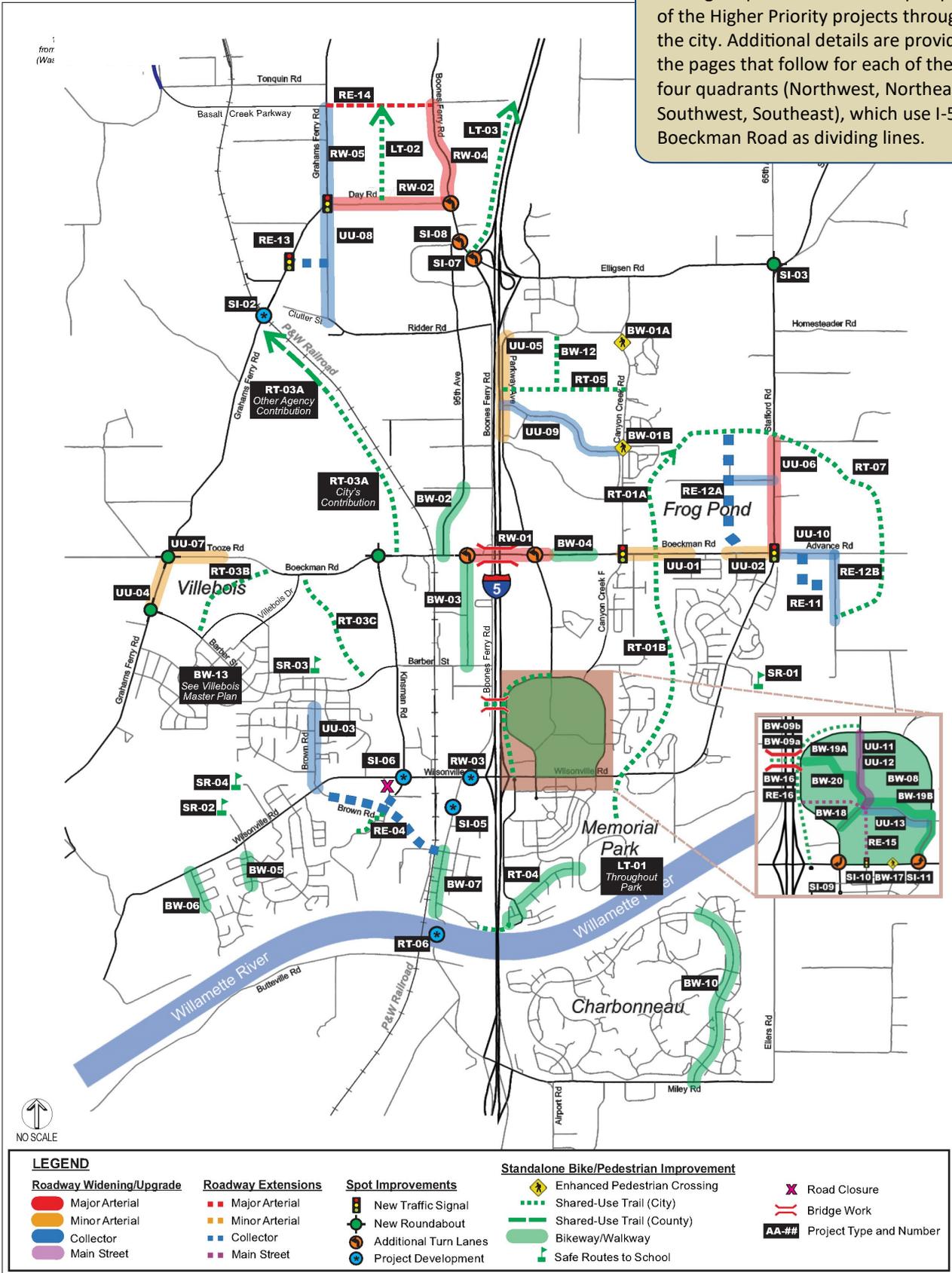


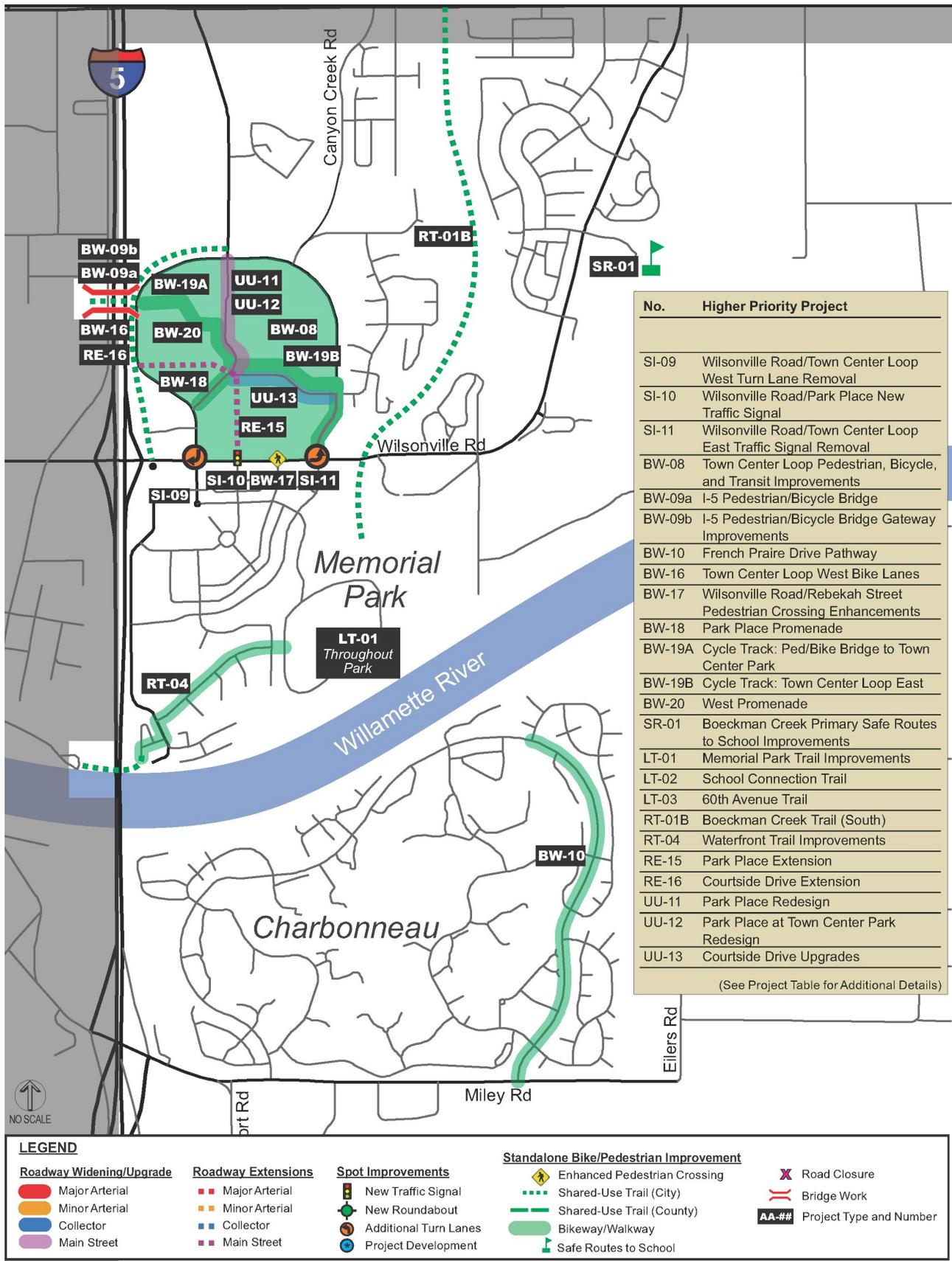
Table 5-5. Higher Priority Projects (Southeast Quadrant)

Project	Description	Cost
Roadway Extensions		
RE-15 Park Place Extension	Construct an extension of Park Place from Courtside Drive to Wilsonville Road as a new main street with two travel lanes, parking, and sidewalks on both sides (see Figure 3-13). This extension will create a new signalized intersection at Wilsonville Road (SI-10)	\$6,300,000
RE-16 Courtside Drive Extension	Construct an extension of Courtside Drive from Park Place to Town Center Loop West as a new main street with two travel lanes, buffered bike lanes, and sidewalks (see Figure 3-13).	\$6,600,000
Urban Upgrades		
UU-11 Park Place Redesign	Upgrade Park Place between Town Center Loop and northern edge of Town Center Park to meet the cross-section standard in Figure 3-13, which includes two-travel lanes with buffered bike lanes and sidewalks	\$4,400,000
UU-12 Park Place at Town Center Park Redesign	Upgrade Park Place between the northern edge of Town Center Park to Courtside Drive to meet the cross-section standard in Figure 3-13, which includes the installation of two-lane curb-less street with on street parking, a two-way buffered cycle track, and sidewalks.	\$3,700,000
UU-13 Courtside Drive Upgrades	Upgrade Courtside Drive between Town Center Loop East and Park Place to meet the cross-section standard in Figure 3-13, which includes the addition of a buffered two-way cycle track and parking on the south side of Courtside Drive.	\$7,900,000
Spot Improvements		
SI-09 Wilsonville Road/ Town Center Loop West Turn Lane Removal	Modify the existing signal to eliminate eastbound and westbound left turns, add a landscaped median to the west leg, and add a crosswalk to the west side of the intersection with a median refuge island. This project should include a “trap lane” to mitigate queuing into the ramp terminal intersection unless at the time of construction a 20-year analysis demonstrates that it is not needed or if alternative mitigation is identified that that has similar or better results.	\$750,000
SI-10 Wilsonville Road/Park Place New Traffic Signal	Modify the intersection to add left turn lanes on Wilsonville Road and install a traffic signal that allows all turning movements. To be installed in conjunction with SI-09 and RE-15. The project should include signal coordination with dump loop sensors unless at the time of construction a 20-year analysis demonstrates that the sensors and signal coordination in the corridor is not needed or if alternative mitigation is identified that that has similar or better results. Both projects SI-09 and SI-10 should be implemented simultaneously.	\$1,500,000
SI-11 Wilsonville Road/ Town Center Loop East Dual Left Turn Lanes	Modify the existing traffic signal to include dual eastbound left turn lanes and modify the north leg to have dual receiving lanes. Removed eastbound and southbound dedicated right turn lanes to accommodate added lanes	\$1,500,000
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.	\$500,000

Table 5-5. Higher Priority Projects (Southeast Quadrant) - Cont.

Project		Description	Cost
BW-09a	I-5 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; include aesthetic design treatments.	\$4,000,000
BW-09b	I-5 Bike/Pedestrian Bridge Gateway Treatments	Install architectural elements, seating, landscaping, and wayfinding/directional signage at the gateway of the I-5 Pedestrian/Bicycle bridge.	\$1,500,000
BW-10	French Prairie Drive Pathway	Construct 10-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
BW-16	Town Center Loop Bike Lanes	Reduce the number of travel lanes on Town Center Loop West between Parkway Avenue and Wilsonville Road to three lanes and restripe the outside lanes for bicycle lanes.	\$207,000
BW-17	Wilsonville/Rebekah Enhanced Pedestrian Crossing	Remove the existing traffic signal and restrict minor street turning movements to right-in, right-out only. Install activated flashers for pedestrian and bicycle crossings of Wilsonville Road.	\$500,000
BW-18	Park Place Promenade	Convert the existing segment of Park Place between Courtside Drive and Town Center Loop West from a motor vehicle route to pedestrian/bicycle facilities only. Construct a promenade that includes a cycle track and wide walkway for pedestrians.	\$2,400,000
BW-19a	Cycle Track: Ped/Bike bridge to Town Center Park	Install a two-way cycle track connecting the I-5 ped/bike bridgehead to Park Place near Town Center Park. This segment would likely require purchasing right-of-way or could be combined with future redevelopment of the Fry's site.	\$75,000
BW-19b	Cycle Track: Town Center Loop East	Install a two-way cycle track on the east side of Town Center Loop East from Courtside Drive to Wilsonville Road. This project would not likely be implemented until after SI-11 has been completed.	\$51,000
BW-20	Promenade Framework Improvements	Install a promenade along the proposed cycle track that connects the I-5 Pedestrian/Bicycle Bridge to Park Place.	\$1,800,000
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 (Partial Regional funding)
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	\$125,000

FIGURE 5-6. HIGHER PRIORITY PROJECTS (SOUTHEAST QUADRANT)



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CONCLUSIONARY FINDINGS

October 7, 2020

In support of Approval of Application #LP20-0003 TOWN CENTER TRANSPORTATION SYSTEM PLAN AMENDMENTS

Background

This document provides findings supporting the City of Wilsonville's adoption of Transportation System Plan (TSP) amendments related to implementation of the Town Center Plan. The amendments to the TSP, a sub-element of the Comprehensive Plan, are described in the staff report and included in the record as Attachment 1.

This document includes two exhibits as follows:

- **Exhibit A** includes the conclusionary findings from the 2019 adoption of the Town Center Plan. The proposed TSP amendments are included as implementation actions of the Town Center Plan, which was previously found to be in compliance with all applicable statewide, regional, and local goals, policies, and regulations as shown in this exhibit. This includes Statewide Planning Goals, the Transportation Planning Rule, the Oregon Highway Plan, Metro regulations, the Wilsonville Comprehensive Plan, and applicable provisions of the City's Development Code.
- **Exhibit B** contains a Planning Director determination regarding the Interchange Area Management Plan (IAMP) and supporting technical analysis as requested by ODOT. This determination finds that the TSP amendments are consistent with the currently adopted IAMP and do not trigger an update.

General Conclusionary Summary of Findings

The Town Center TSP amendments comply with, and demonstrate that the City's adopted policies comply with, applicable Statewide Planning Goals, the Transportation Planning Rule, the Oregon Highway Plan, Metro regulations, the Wilsonville Comprehensive Plan, and applicable provisions of the City's Development Code.



WILSONVILLE TOWN CENTER PLAN

Wilsonville Town Center Plan Findings of Consistency:

Statewide Planning Goals, Metro's Urban Growth Management Functional Plan, Comprehensive Plan Amendment Criteria, and Zone Text Amendments Criteria

INTRODUCTION

This Findings Report provides findings supporting the City of Wilsonville's adoption of amendments related to the Town Center Plan – Case File LP19-0003 (the proposal). The proposal includes the following:

- a. Amendments to the Wilsonville Comprehensive Plan Text;
- b. Amendment to the Wilsonville Comprehensive Plan Map;
- c. Adoption of the Town Center Plan as a supporting document of the Comprehensive Plan that is as part of the Comprehensive Plan;
- d. Amendments to the Wilsonville Development Code Text; and
- e. Amendment to the Wilsonville Zoning Map.

COMPLIANCE WITH STATEWIDE PLANNING GOALS

ORS 197.175(2)(a) requires that cities and counties amend and revise comprehensive plans in compliance with the goals approved by the Commission. The following findings address the proposal's compliance with the applicable statewide planning goals. The City Council finds that the following Statewide Planning Goals are not applicable because the proposal is entirely within the Urban Growth Boundary or outside of the boundaries of the referenced goal (e.g. Willamette River Greenway):

- Goal 3: Agricultural Lands;
- Goal 4: Forest Lands;
- Goal 15: Willamette River Greenway;
- Goals 16-18: coastal goals.

GOAL 1, CITIZEN INVOLVEMENT

To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.

FINDINGS: The proposal meets Goal 1 because the City followed its Citizen Involvement Program, adopted as Section A of the Wilsonville Comprehensive Plan. The Comprehensive Plan states that the City will use the following methods to involve citizens in land use decisions:

- Providing opportunity for citizens to see draft materials

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- Conduct regular, open, public meetings of the Planning Commission
- Use task forces as needed for special projects
- Publicize opportunities to engage in land use decisions
- Coordinate with other agencies involved with Wilsonville’s planning programs and policies

The public engagement plan (see Appendix I) aligned with the Citizen Involvement policies of the Comprehensive Plan, and the approach identified the following goals:

1. Build relationships in Wilsonville. Create opportunities for stakeholders and the public to meet and engage with others interested in the future of Town Center.
2. Create opportunities for inclusive participation. Provide multiple and varied opportunities for a wide range of community members and stakeholders to provide meaningful input.
3. Balance the diverse interests of the community. Work with community members across Wilsonville, including employees, patrons, residents, and business and property owners, to meet current and future needs and facilitate future uses. Participants’ demographics and areas of interest will be tracked throughout the process to ensure that a diversity of community members are being heard.
4. Generate excitement and community ownership. Tell a story that captures Town Center as a geographic, economic, and cultural hub in Wilsonville and that carries forward the city’s unique history, character, and role in the region. The Town Center Plan will support Wilsonville’s evolving identity and sense of place.

The Town Center Plan, which established the land use, transportation, park and open space, and infrastructure frameworks, began in Fall 2016. The community engagement was divided into three phases. The first phase of the project established the community’s vision and goals for the future of Town Center and identified existing issues and priority improvements. During the second phase of the project, community members and stakeholders defined how they want the “building blocks” of Town Center to look and function in the future. These building blocks include land use, open spaces and parks, and the multimodal transportation network. Based on community and stakeholder ideas and feedback, the project team drafted and then refined the building blocks. This process resulted in a Draft Community Design Concept that was supported by the community and will be implemented through the Town Center Plan. Public input continued through the end of the project.

Multiple work sessions were held with the Planning Commission and City Council, including three joint Planning Commission and City Council meetings. Public comment opportunities were available at every meeting. The Planning Commission had extensive and productive informal discussions with the participating public, technical partners and the project taskforce. Community design workshops, open houses, and surveys were held throughout the project. Other citizen involvement included individual and small group stakeholder meetings, a public kickoff event, two community design workshops, a citywide barbeque, an interactive pop-up event, neighborhood “idea centers”, neighborhood pop-ups, targeted engagement activities, and an ongoing map-based and visual preference online surveys.

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In addition to the major engagement activities listed above, the City went to a variety of established community events, referred to as Community Out-and-Abouts, and neighborhood meetings, which provided community members with convenient opportunities to participate in the Town Center Plan. The input received at these events is incorporated in the Question of the Month results and Community Design Survey feedback summary (see Attachment C of the staff report). Community members were provided with ongoing project updates and opportunities for input.

The outreach and engagement activities summarized here solicited input and ideas from a broad range of community members and stakeholders, including but not limited to:

- City elected officials
- Wilsonville residents
- Youth and seniors
- Spanish-speakers
- Service providers in Town Center
- Town Center employees
- Town Center residents
- Town Center business and property owners
- City staff

Based on the foregoing, the City Council finds that the proposal satisfies Goal 1 with respect to citizen involvement.

GOAL 2, LAND USE PLANNING

To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions.

FINDINGS: The proposal satisfies Goal 2 because it is supported by an adequate factual base and its development was coordinated with all affected governmental units.

Adequate Factual Base

The City has established a record that includes technical memoranda, studies, and analyses supporting each element of the Town Center Plan. The key documents that were relied upon and that form the adequate factual base for our findings are listed below:

- City of Wilsonville Comprehensive Plan, 2000, updated 2013
- Planning and Land Development Ordinance (Development Code), Chapter 4, 2015
- Wilsonville Road Interchange Area Management Plan, 2017
- The City Center Plan, 1979
- Town Center Study, 1984
- Wilsonville Water System Master Plan, 2012

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- Wilsonville Storm Water Master Plan, 2012
- Wilsonville Public Works Stormwater Standards, 2015
- Wilsonville Wastewater Collection System Master Plan, 2014
- Wilsonville ADA Transition Plan, 2015
- Wilsonville TSP Amendment, 2016
- Wilsonville Public Works Standards, 2015
- Town Center Planning Commission Workshop to propose special area of concern, 1989

Coordination with the Plans of Affected Governmental Units

During the Town Center planning process, the following affected governmental units participated or had the opportunity to participate via notices and project information provided to them:

- Metro
- ODOT
- TVF&R
- Clackamas County
- West Linn-Wilsonville School District
- SMART

Based on the above, the City Council finds that the proposal satisfies Goal 2 with respect to having an adequate factual base and being coordinated with all affected governmental units.

GOAL 5, NATURAL RESOURCES, SCENIC AND HISTORIC AREAS, AND OPEN SPACES

To protect natural resources and conserve scenic and historic areas and open spaces.

FINDINGS: The proposal satisfies Goal 5 through the first goal in the plan: Integrating nature into the design and function of infrastructure and development in Town Center to protect Wilsonville’s natural resources. The Plan’s goals for Environmental Stewardship involved the following measures of success:

- Identify appropriate landscaping that provides visual interest, minimizes City maintenance requirements, and is appropriate for walkable, mixed-use areas.
- Design and implement stormwater management and treatment facilities to provide both functional and aesthetic value.
- Incorporate natural features such as rain gardens, eco-roofs, and community gardening areas into Town Center.

No significant natural resources exist within the plan area. The plan proposes new park and open spaces, and links to existing parks and open spaces to enhance the urban environment and honor the area’s natural resource and agricultural legacy. Wayfinding elements are proposed to identify and connect significant open spaces and other destinations within the Town Center.

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The plan includes stormwater management recommendations intended to minimize impacts to the environment. The existing storm water system in Town Center drains to three watersheds, including Coffee Lake Creek Basin in the northwest; the Willamette River in the southwest (via a piped outfall); and the Boeckman Creek Basin. The stormwater management recommendations include:

- Minimization of the amount of impervious surfaces; the proposed plan has less area devoted to surface parking.
- Implementation that will design and construct all new (or significantly modified) streets as green streets with stormwater planters or other on-site detention and treatment components.
- Encouragement, through development review, of innovative on-site stormwater detention and treatment for buildings to meet on-site stormwater detention/treatment requirements. This includes encouraging green roofs or water reuse (e.g. graywater systems) as part of initial building design.
- Using pervious paving wherever possible.
- Location of stormwater pipes in new right-of-way when constructing new streets. Stormwater pipes have been included in planning level cost estimates for major capital projects described in Chapter 5 of the Master Plan.
- Utilizing stormwater features in the proposed Promenade to help meet the City's stormwater management requirements for treatment of road facilities.
- An assumption that all road construction projects will include stormwater management and green street amenities, such as stormwater swales and landscaping treatments to reduce environmental impacts of construction and use of the facility.

Based on the above, the City finds that the proposed amendments satisfy Goal 5.

GOAL 6, AIR, WATER, AND LAND RESOURCES QUALITY

To maintain and improve the quality of the air, water and land resources of the state.

FINDINGS: The proposal satisfies Goal 6 because it will maintain and improve the quality of the air, water, and land resources of the state.

The proposal maintains and improves **air quality** by:

- Increasing transit availability and frequency to reduce single-occupancy vehicle traffic congestion
- Prioritizing bicycle and pedestrian travel through on-street improvements for bicycles and pedestrians, and connections to off-street trails.

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The proposal maintains and improves **water quality** by:

- Encouraging the use of “low impact” stormwater treatment, such as bioswales, within street rights-of-way.
- Providing options for water treatment and flow control for developers of all sites, to reduce expanding the existing sanitary and stormwater infrastructure.

The proposal maintains and improves **land resources** by:

- Encouraging higher density housing in the city center, rather than expanding the urban growth boundary (UGB).
- Encouraging mixed uses to interconnect land uses and reduce the need for additional roadways and sprawl.
- Encouraging the retention of existing trees in site planning.

Based on the above, the City finds that the proposal satisfies Goal 6.

GOAL 7, AREAS SUBJECT TO NATURAL HAZARDS

To protect people and property from natural hazards.

FINDINGS: The proposal satisfies Goal 7 because the City has considered the risks of natural hazards during the planning process. There are no identified floodplains within the planning area, and on-site systems are proposed to reduce any localized flooding at Memorial Park Pond or other stormwater facilities. Given its proposed protection, people and property will be additionally protected from natural hazards.

Based on the above, the City finds that the proposal satisfies Goal 7.

GOAL 8, RECREATIONAL NEEDS

To satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities including destination resorts.

FINDINGS: The proposal satisfies Goal 8 because the Town Center neighborhood will provide ample public spaces, parks, and destinations to connect with one another and the environment to meet recreational needs. The community prioritized parks, green spaces, and public gathering spaces as important elements of the future Town Center. The existing Town Center Park is valued by many community members and is a regional destination during the summer. Additionally, Memorial Park is an important open space and recreational destination directly adjacent to Town Center. These two parks are cornerstones of the existing Town Center’s open space network.

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Open space improvements in the Town Center Plan include enhancements to the existing parks and the connections the community has to these spaces. These include:

- Create an “Emerald Chain” of parks, small plazas, green streets, and trails that connect the future I-5 bike/pedestrian bridge to the Town Center Park, Memorial Park and Murase Plaza.
- A Promenade project, providing multi-modal connections between the I-5 bike/pedestrian bridge landing and the cycle track on Park Place. The Promenade will provide plaza and open space for area residents and employees and help create active space.
- Four primary cycle tracks throughout the area to provide safe connectivity to recreational facilities like parks and trails both within Town Center and throughout the surrounding area, including the Ice Age Tonquin Trail.
- A proposed skatepark to be located east of Town Center Park.

The Plan also includes implementation measures for placemaking, some of which will augment the planned open space network to meeting recreational needs, including:

- A parklet competition between local businesses within parking spaces that are temporarily or permanently repurposed to provide small seating in front of businesses.
- Developing a programming plan for year-round events and activities in the Town Center.

Based on the above, the City finds that the proposal satisfies Goal 8.

GOAL 9, ECONOMIC DEVELOPMENT

To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens.

FINDINGS: The proposal satisfies Goal 9 because economic development and prosperity was identified within the goals for the project. Goal 6 of the Town Center Plan is to “create opportunities to support and grow existing businesses and attract new businesses that provide a diverse range of local and regional retail, entertainment, and commercial activities.” The following measures of success support this goal:

- Creating programs and policies that support the development of a variety of small, medium, and large businesses that provide local and regional needs and increase tourism.
- Identifying ways to organize and support businesses in Town Center to retain existing businesses, attract additional business and retail diversity, and increase economic development opportunities.
- Attracting development that supports the use of existing transit and non- motorized travel options.
- Identifying strategies to fund public improvements through a combination of public and private sources.

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Implementation strategies in the Plan related to economic development include:

- Supporting a community organization for Town Center businesses.
- Creating a business improvement district or economic improvement district, where businesses and/or property owners are assessed a fee in order to generate revenue to support marketing, maintenance, security, beautification, and non-capital initiatives in the special district.
- Studying the feasibility for the Oregon Main Street Program to develop comprehensive redevelopment strategies based on a community's unique character.
- Providing business retention and location assistance for prospective tenants or re-location support to find new spaces due to redevelopment. The City may also look to implement a program that focuses on building social capital and furthering equity initiatives, similar to Prosper Portland's Affordable Commercial Tenanting Program, which provides affordable commercial spaces in the Lents Town Center.
- Creating a development opportunity study to assist property owners in evaluating redevelopment potential on their existing properties by providing technical assistance to evaluate development options.
- Entering into public-private partnerships (PPPs) with prominent property owners open to redevelopment in the Town Center to catalyze private investment and development.
- Conducting a feasibility study to determine whether and how Urban Renewal can be implemented in the Town Center.
- Creating a Local Improvement District (LID) to pay for infrastructure improvements, including streetscape improvements, new street construction, lighting, parks and open space improvements, and other capital projects.
- Conducting an Infrastructure Finance Study to determine how public projects—such as infrastructure investments—would be funded and what tools or incentives could or should be implemented.
- Offering a financial incentive to stimulate targeted construction of vertical mixed-use buildings in the Wilsonville Town Center by offering property tax exemptions to developers.
- Creating Opportunity Zones to reinvest capital gains into qualified low-income census tracts through Opportunity Funds, in exchange for a graduated series of incentives tied to long-term holdings.

Based on the above, the City finds that the proposal satisfies Goal 9.

GOAL 10, HOUSING

To provide for the housing needs of citizens of the state.

FINDINGS: The proposal satisfies Goal 10 because it provides needed housing for the City of Wilsonville consistent with the adopted Residential Land Study.

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As part of the Town Center Plan development process, a market conditions and development feasibility analysis were conducted. These analyses identified the types of development that have market demand for locating in Town Center and that might be financially feasible. For some desired development types that are not currently feasible, the analysis identified incentives that could be used to generate a return on investment that might interest a landowner or developer in considering developing property in Town Center.

The new Town Center Zone will allow housing, except in areas directly adjacent to the freeway. This zone will allow between two- to five-story buildings, with a mixture of residential, retail, office and civic uses. This zone comprises the following sub-districts:

- Main Street District - Mixed use buildings with active ground floor uses, generally 3 to 4 stories
- Commercial - Mixed Use - Will be a mix of office, entertainment, hospitality, civic uses; generally 3 to 5 stories, with residential allowed if not adjacent to freeway
- Mixed Use - Will be a mix of residential, retail, office, services; generally 2 to 4 stories
- Neighborhood - Mixed Use will be a mix of townhomes, small-scale commercial businesses; generally 2 to 3 stories

The Plan estimates the new zones have a capacity for an estimated 1,680 dwelling units at full buildout. This is significantly more than would occur under the existing Planned Development Commercial-Town Center zoning designation. Additionally, the zoned potential for new housing in the Town Center is supported by the array of urban amenities intended to support a vital, pedestrian-oriented place.

In addition to allowing for housing in all of the new zones, implementation measures recommending adoption of vertical housing development zones (VHDZ) will offer a financial incentive to stimulate targeted construction of vertical mixed-use buildings in the Wilsonville Town Center by offering property tax exemptions to developers.

Based on the above, the City finds that the proposal satisfies Goal 10.

GOAL 11, PUBLIC FACILITIES AND SERVICES

To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

FINDINGS: The proposal satisfies Goal 11 because it includes framework plans and implementation measures to develop a timely, orderly, and efficient arrangement of public facilities and services to serve future urban development. These plans are consistent with the City of Wilsonville Public Facilities Plan, Transportation System Plan, Transit Master Plan, Stormwater Master Plan, Sewer and Water Infrastructure Master Plans and the Parks and Recreation Master Plan. The Town Center Plan includes infrastructure planning for transportation, sanitary sewer, water, stormwater, and “green infrastructure.” Parks were also addressed. The Town Center Plan also includes estimated costs and funding options for these projects.

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- **Transportation.** The Town Center Plan identifies existing and proposed street networks and multimodal networks. The plan identifies improvements to the pedestrian and bicycle infrastructure. Cross-sections for each street type were also provided. Improved transit connections and increased service and accessibility were also identified as a key priority for future actions.
- **Sanitary Sewer.** The Area Plan identified improvements required by the increased development in the Town Center area. As much of the area already has existing sewer infrastructure, future development envisioned in the Town Center Plan will have little increase in wastewater compared to what is already projected for Town Center in the future. Many of the projects identified are for relocation of the infrastructure into the new or existing public right-of-way. Cost estimates are provided.
- **Stormwater.** Sustainable stormwater management is a key component of the Plan. The stormwater management approach is anticipated to consist largely of a toolbox of approaches to treat, detain, and infiltrate runoff on-site. The City's Stormwater Master Plan and Public Works Standards include a variety of Low Impact Development (LID) options for stormwater management.
- **Parks.** The Master Plan provides connections between Town Center Park and Memorial Park, as well as potential programs for parklets and a skatepark.
- **Implementation and Financing.** The Town Center Plan contains a list of potential funding sources and suggests creating more studies to develop a clear financing plan.

Based on the forgoing, the City finds that the proposal satisfies Goal 11.

GOAL 12, TRANSPORTATION

To provide and encourage a safe, convenient and economic transportation system.

FINDINGS: The proposal satisfies Goal 12 because the foundation of the Town Center Plan is the community's desire for a walkable and engaging pedestrian experience. Wilsonville residents want options to move around safely, whether they are parking and walking to a store, riding a bike, or walking to the bus. The Plan outlines a multimodal network designed for all ages and abilities and where cars are only one of the many transportation choices. The proposed street network and connections for non-motorized modes will meet Town Center's current and projected transportation needs. The Plan's multimodal network applies a variety of streetscape designs for new and proposed streets in Town Center, ranging from festival streets with curbside sidewalks near Town Center Park, local streets with wide sidewalks, and a main street with on-street parking and active storefronts.

Transportation is a key feature of the Town Center Plan. The goal for the plan is to provide a safe and connected area that fosters multimodal access between buildings and land uses, is connected to surrounding neighborhoods, and provides local and regional accessibility. The plan is to do this by:

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- Creating multimodal connections in and through Town Center that provide multiple, safe routes for residents, businesses and visitors.
- Identifying priority locations to connect to adjacent neighborhoods and land uses.
- Integrating the multimodal transportation system with urban design and development standards developed for Town Center.
- Incorporating wayfinding elements into Town Center’s multimodal transportation system.

The plan was developed with an understanding of the convergence between land use and transportation. To do this, mixed uses were allowed in every zone within the area, and streetscape designs were identified to create a highly walkable area.

For additional evidence of compliance with Goal 12, please see the findings within this attachment for the Transportation Planning Rule, which are incorporated herein by reference.

Based on the above, the City finds that the proposal satisfies Goal 12.

GOAL 13, ENERGY CONSERVATION

To conserve energy.

FINDINGS: The proposal satisfies Goal 13 because it has been designed to maximize the conservation of energy through the creation of a highly walkable environment. The proposal achieves this because it provides for connectivity between the Town Center area and the rest of Wilsonville for pedestrians, bicyclists, and transit users. The highly-connected street grid of Town Center is designed to help residents and employees reach nearby commercial areas and recreational uses without needing to rely on automobile travel. The street-sections and design concepts within the Plan work together create a pleasant walking environment. The many tree lined streets will create shade for buildings in the warm summer months also assisting to reduce energy consumption.

Based on the above, the City finds that the proposal satisfies Goal 13.

GOAL 14, URBANIZATION

To provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities.

FINDINGS: The proposal satisfies Goal 14 through making efficient use of an existing center in Wilsonville, and planning for a highly livable Town Center. Goal 14 is met.

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COMPLIANCE WITH METRO TITLE 6: CENTERS, CORRIDORS, STATION COMMUNITIES AND MAIN STREETS

INTRODUCTION

Findings of compliance with Metro Code 3.07.610-650, Centers, Corridors, Main Streets, and Station Communities are listed below.

COMPLIANCE WITH METRO CODE 3.07.1120 PLANNING FOR AREAS

3.07.620 *Actions and Investments in Centers, Corridors, Station Communities and Main Streets*

(a) In order to be eligible for a regional investment in a Center, Corridor, Station Community or Main Street, or a portion thereof, a city or county shall take the following actions:

- (1) Establish a boundary for the Center, Corridor, Station Community or Main Street, or portion thereof, pursuant to subsection (b);*
- (2) Perform an assessment of the Center, Corridor, Station Community or Main Street, or portion thereof, pursuant to subsection (c); and*
- (3) Adopt a plan of actions and investments to enhance the Center, Corridor, Station Community or Main Street, or portion thereof, pursuant to sub(d).*

Response: The Town Center boundaries have been established and recognized by Metro’s Urban Growth Management Functional Plan Title 6 Map of Centers, Corridors, Station Communities and Main Streets, Adopted Boundaries. The Wilsonville Town Center Plan (“Plan”) is consistent with Title 6’s purpose because: (a) it is intended to revitalize Wilsonville’s Town Center as “the heart of Wilsonville” as stated in the vision statement; and (b) Metro invested regional planning resources through a Community Planning and Development grant to fund the Plan. The following findings are in support of the Plan, which included an assessment of the center and a plan of actions and investments in response to opportunities and needs found within Town Center.

(b) The boundary of a Center, Corridor, Station Community or Main Street, or portion thereof, shall:

- (1) Be consistent with the general location shown in the RFP except, for a proposed new Station Community, be consistent with Metro’s land use final order for a light rail transit project;*
- (2) For a Corridor with existing high-capacity transit service, include at least those segments of the Corridor that pass through a Regional Center or Town Center;*
- (3) For a Corridor designated for future high-capacity transit in the RTP, include the area identified during the system expansion planning process in the RTP; and*

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(4) *Be adopted and may be revised by the city council or county board following notice of the proposed boundary action to the Oregon Department of Transportation and to Metro in the manner set forth in subsection (a) of section 3.07.820 of this chapter.*

Response: The boundaries of the Town Center were adopted by the Wilsonville City Council in Ordinance No. 55. They are consistent with, and shown on, the 2040 Growth Concept Map of Metro's Regional Framework Plan. Metro defines a Town Center as a focal area for growth that provides services to tens of thousands within a two- to three-mile radius and typically includes one- to three-story buildings for employment and housing. Wilsonville's Town Center will be focal area of a mix of uses, community destinations, and urban amenities serving Wilsonville's entire population of approximately 25,000 residents. Metro also identifies the Wilsonville Town Center as a Regional Pedestrian District and Bicycle District in the 2014 Regional Active Transportation Plan. The Plan includes map and code recommendations intended to support active transportation, including a future pedestrian bridge across I-5, the project already included in the City of Wilsonville's Transportation System Plan.

(c) *An assessment of a Center, Corridor, Station Community or Main Street, or portion thereof, shall analyze the following:*

- (1) *Physical and market conditions in the area;*
- (2) *Physical and regulatory barriers to mixed-use, pedestrian-friendly and transit-supportive development in the area;*
- (3) *The city or county development code that applies to the area to determine how the code might be revised to encourage mixed-use, pedestrian-friendly and transit-supportive development;*
- (4) *Existing and potential incentives to encourage mixed-use pedestrian friendly and transit-supportive development in the area; and*
- (5) *For Corridors and Station Communities in areas shown as Industrial Area or Regionally Significant Industrial Area under Title 4 of this chapter, barriers to a mix and intensity of uses sufficient to support public transportation at the level prescribed in the RTP.*

Response: An assessment of the Center has been completed, including an Existing Conditions Report for the Town Center, which summarized the key considerations impacting existing and future development in the Town Center.

The Existing Conditions Report analyzed opportunities and constraints in the following sections:

- Land Use and Regulatory Conditions, including relevant sections of the Development Code and Comprehensive Plan;
- Infrastructure, including stormwater, sewer and water infrastructure;
- Natural Resources and Systems, including slope or grade, tree canopy density, wetland areas, and streams, rivers and waterways systems;

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- Multimodal Transportation Conditions, including transit, bicycle, and pedestrian network in Wilsonville Town Center; and
- Market Conditions, including population growth, commute patterns, existing and potential market demand for retail, office and residential markets.

In addition to the Existing Conditions Report, a Development Feasibility Analysis was prepared by Leland Consulting Group, which assessed development options for economic feasibility and tested various development prototypes and effectiveness of different building forms, zoning codes, financial incentives, and other tools. As part of the plan, new development code and design guidelines were also completed to implement the Town Center vision as a walkable, mixed-use hub and heart of the community.

(d) A plan of actions and investments to enhance the Center, Corridor, Station Community or Main Street shall consider the assessment completed under subsection (c) and include at least the following elements:

(1) Actions to eliminate, overcome or reduce regulatory and other barriers to mixed-use, pedestrian-friendly and transit-supportive development;

Response: As stated above, the Existing Conditions Report identified applicable regulatory conditions, including barriers to mixed-use, pedestrian-friendly and transit-supportive development, in Wilsonville Town Center. The Plan has an implementation plan, which includes regulatory actions and amendments to reduce and overcome regulatory barriers within the Comprehensive Plan and Development Code. Regulatory actions include a new Comprehensive Plan designation, new mixed use development code and design guidelines, new implementation and placemaking programs, and revisions to other city plans or regulations to support strategies necessary to implement the Master Plan, such as infrastructure investments, parking strategies, placemaking strategies, economic development strategies, and transit investments.

(2) Revisions to its comprehensive plan and land use regulations, if necessary, to allow:

(A) In Regional Centers, Town Centers, Station Communities and Main Streets, the mix and intensity of uses specified in section 3.07.640; and

(B) In Corridors and those Station Communities in areas shown as Industrial Area or Regionally Significant Industrial Area in Title 4 of this chapter, a mix and intensity of uses sufficient to support public transportation at the level prescribed in the RTP;

Response: The Implementation Strategies section of the Plan includes amendments to the Wilsonville Comprehensive Plan to change the designation for parcels within the Plan boundary currently designated commercial, residential, and public lands to a new Comprehensive Plan designation of Town Center. The recommended designation includes a purpose statement and policies and is necessary to

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implement the vision developed through this planning effort. There is currently no town center designation within the existing Comprehensive Plan.

The Plan also includes amendment to the Wilsonville Development Code to include a new Town Center (TC) zoning district and new site and building design standards. This will include changing the existing Planned Development Commercial Town Center (PDC-TC) and Planned Development Residential (PDR) zoning designations within the Town Center boundary to Town Center (TC), a new zoning district with four sub-districts – Main Street, Neighborhood-Mixed Use, Mixed Use, and Commercial Mixed Use. The new site and building design standards in the new TC zone will provide specific design requirements for each of these sub-districts related to building location, height and design, and parking provisions (surface and structured) in order to set the stage for development consistent with the community's vision for Town Center.

(3) Public investments and incentives to support mixed-use pedestrian friendly and transit-supportive development; and

Response: The implementation strategy for the Plan identifies investments in infrastructure, including roads, sewer, water, stormwater, and parks. The parks and roads investments will aim to increase the multi-modal use of the Town Center. Infrastructure projects identified in the Plan include:

- I-5 Bike/Pedestrian Bridge Gateway: The City is in the process of designing a bike/pedestrian bridge over I-5 that will connect the northwest corner of Town Center to the existing transit center and development on the west side of I-5.
- Park Place Redesign (Town Center Loop to northern edge of Town Center Park): The recommended future design for this section of Park Place includes two travel lanes, buffered bike lanes, and wide sidewalks.
- Park Place Redesign (Town Center Park to Courtside Drive): This section of Park Place becomes an extension of Town Center Park. Constructed as a curbsless street that can be closed during events in Town Center Park, a farmers market, or other civic use.
- Park Place Extension (Courtside Drive to Wilsonville Road): Extending Park Place provides opportunities to create a walking retail corridor, gathering spaces, and placemaking programs for Town Center.
- Courtside Drive Improvements (Park Place to Town Center Loop E.): Improvements to this section of roadway are primarily striping for the cycle track and for on street parking on the south side of Courtside Drive.
- Courtside Drive Extension (Park Place East to Town Center Loop W.): This project would extend Courtside Drive to the west to Town Center Loop W., providing increased connectivity to the western portion of town center, an area envisioned to redevelop with a more diverse mix of uses.

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- Wilsonville Road Intersection Modifications: Recommended improvements along Wilsonville Road are designed to address, to the greatest degree practicable, existing capacity issues and implementation of the desired multi-modal form as recommended in this plan.
- Town Center Loop W. Modifications: The focus of this project is to make Town Center Loop W. more pedestrian and bicycle friendly, help redistribute through traffic, and reduce congestion at the Wilsonville Road/Town Center Loop W. intersection.
- Local Road Network: As part of private development, additional local connections will be added to create a more walkable and accessible Town Center neighborhood.
- Park Place Promenade Redesign: The Park Place Promenade redesigns Park Place between Town Center Loop W. and Courtside Drive to eliminate it as a vehicular route and create a linear park feature that provides bicycle and pedestrian access and a location for future temporary events such as festivals or a farmers market.
- Cycle tracks: Several sections of two-way cycle tracks are identified in the Master Plan, including the Bike/Pedestrian Bridge to Town Center Park, Town Center Park to Courtside Drive, Town Center Park to Town Center Loop E. (Courtside Drive Segment), and Town Center Loop E to Wilsonville Road.
- Promenade: The Promenade is a linear park located north of the existing Fry's building, providing a multi-modal connection between the I-5 bike/pedestrian bridge landing and the two-way cycle track on Park Place.

In addition to the public infrastructure improvements for increased multimodal use, the Plan identified transit investments and strategies specifically to increase the use of mass transit.

- Develop a Transit Shelter Adoption Program to improve the aesthetics of the transit shelters.
- Develop a land use code in the Town Center Development Code Amendments that is focused on pedestrian and transit-oriented development.
- Improve Transit Connections: Supporting bike infrastructure near transit stops; position bus stops at popular destinations to reduce last mile travel; potentially allow buses to use the future I-5 bike/pedestrian bridge, and work with private alternative transportation companies when public transit is not an option.
- Work to develop vehicles and infrastructure for transit that has unique identifiers for the Town Center.
- Increase transit service and accessibility over time.

(4) A plan to achieve the non-SOV mode share targets, adopted by the city or county pursuant to subsections 3.08.230(a) and (b) of the RTFP, that includes:

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(A) *The transportation system designs for streets, transit, bicycles and pedestrians consistent with Title 1 of the RTFP;*

(B) *A transportation system or demand management plan consistent with section 3.08.160 of the RTFP; and*

(C) *A parking management program for the Center, Corridor, Station Community or Main Street, or portion thereof, consistent with section 3.08.410 of the RTFP.*

Response: The Plan addresses single-occupancy vehicle mode share by working to increase the availability, safety, and experience of other modes of transportation, as well as discouraging the attractiveness of accessing the town center by car. Parking strategies will aim to locate parking away from the pedestrian areas and ensure off-street parking is not the driving factor in how land is used within the town center. The transportation system design includes transit investments and strategies to improve transit connections, including supporting bike infrastructure, repositioning bus stops at popular destinations, and considering allowing bus access over the I-5 bike/pedestrian bridge. Unique transit infrastructure for the Town Center and increased transit service and accessibility were also identified in the implementation plan. The Town Center Plan does not include a transportation demand management (TDM) program per se, although the Plan recommends developing a parking management plan, which could include TDM strategies. The Plan also recommends parking reductions for some types of projects described in implementation measure PA.2, including the development of a transportation management association to coordinate district-wide efforts in reducing parking demand. However, the plan and vision are intended to create much stronger identity and cohesion for the Town Center than is present today. This will help set the stage for the future, should an effort be launched to discuss TDM strategies for the Town Center.

(e) *A city or county that has completed all or some of the requirements of subsections (b), (c), and (d) may seek recognition of that compliance from Metro by written request to the COO.*

Response: As identified in the responses above, the City of Wilsonville has completed all of the requirements of subsections (b), (c) and (d). The City is not seeking recognition of that compliance by Metro.

(f) *Compliance with the requirements of this section is not a prerequisite to:*

(1) *Investments in Centers, Corridors, Station Communities or Main Streets that are not regional investments; or*

(2) *Investments in areas other than Centers, Corridors, Station Communities and Main Streets.*

Response: The City's intent is for the Plan to guide and direct investments in Town Center through local public funding, private development, and public/private partnerships to construct the desired

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infrastructure investments. The City will also use the recommendations and implementation strategies identified in the Plan to pursue regional, state and federal funding for infrastructure investments. The City's investments in other areas of Wilsonville are guided by other planning documents, all under the umbrella of the Comprehensive Plan.

3.07.630 Eligibility Actions for Lower Mobility Standards and Trip Generation Rates

(a) A city or county is eligible to use the higher volume-to-capacity standards in Table 7 of the 1999 Oregon Highway Plan when considering an amendment to its comprehensive plan or land use regulations in a Center, Corridor, Station Community or Main Street, or portion thereof, if it has taken the following actions:

- (1) Established a boundary pursuant to subsection (b) of section 3.07.620; and*
- (2) Adopted land use regulations to allow the mix and intensity of uses specified in section 3.07.640.*

Response: The city has evaluated transportation impacts for the Town Center Plan using the mobility standards and trip generation rates that are consistent with the adopted Wilsonville Transportation System Plan. No changes for different standards are proposed This section is not applicable.

(b) A city or county is eligible for an automatic reduction of 30 percent below the vehicular trip generation rates reported by the Institute of Traffic Engineers when analyzing the traffic impacts, pursuant to OAR 660-012-0060, of a plan amendment in a Center, Corridor, Main Street or Station Community, or portion thereof, if it has taken the following actions:

- (1) Established a boundary pursuant to subsection (b) of section 3.07.620;*
- (2) Revised its comprehensive plan and land use regulations, if necessary, to allow the mix and intensity of uses specified in section 3.07.640 and to prohibit new auto-dependent uses that rely principally on auto trips, such as gas stations, car washes and auto sales lots; and*
- (3) Adopted a plan to achieve the non-SOV mode share targets adopted by the city or county pursuant to subsections 3.08.230 (a) and (b) of the RTFP, that includes:*
 - (A) Transportation system designs for streets, transit, bicycles and pedestrians consistent with Title 1 of the RTFP;*
 - (B) A transportation system or demand management plan consistent with section 3.08.160 of the RTFP; and*

Response: This section is not applicable.

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(c) *A parking management program for the Center, Corridor, Station Community or Main Street, or portion thereof, consistent with section 3.08.410 of the RTP.*

Response: The implementation section of the Plan includes a list of parking strategies to be utilized with future development in the Town Center. The Plan includes a parking analysis and direction to develop a Town Center Parking Management Plan in the future.

3.07.640 Activity Levels for Centers, Corridors, Station Communities and Main Streets

(a) *A Centers, Corridors, Station Communities and Main Streets need a critical number of residents and workers to be vibrant and successful. The following average number of residents and workers per acre is recommended for each:*

- (1) *Central City - 250 persons*
- (2) *Regional Centers - 60 persons*
- (3) *Station Communities - 45 persons*
- (4) *Corridors - 45 persons*
- (5) *Town Centers - 40 persons*
- (6) *Main Streets - 39 persons*

Response: The Wilsonville Town Center will have a high density of residents and workers with the new land use. Wilsonville Town Center is about 100 acres in size. As shown in the Table 1, the new persons per acre will be approximately 84.51 (8,451 people in 100 acres) at full project buildout (40-year planning horizon).

Table 1. Potential Future Development by Land Use Type in Town Center¹

	Commercial	Retail	Office	Residential	Total
Projected People	1,000	740	2,880	1,680 units (3,831 people) ²	8,451 people

(b) *Centers, Corridors, Station Communities and Main Streets need a mix of uses to be vibrant and walkable. The following mix of uses is recommended for each:*

- (1) *The amenities identified in the most current version of the State of the Centers: Investing in Our Communities, such as grocery stores and restaurants;*

¹ From Table 3.1 in Wilsonville Town Center Plan

² Assumes 2.28 people per household, based on 2010 US Census data for Wilsonville.

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- (2) *Institutional uses, including schools, colleges, universities, hospitals, medical offices and facilities;*
- (3) *Civic uses, including government offices open to and serving the general public, libraries, city halls and public spaces.*

Response: The Plan creates new land use districts that establish urban form and land uses to implement the Town Center vision. Within each district, a different combination of land uses and building scales are allowed. Uses for the Main Street sub-district will include mixed-use buildings, apartments and local retail and restaurants. The commercial-mixed use district, located closest to I-5, will include a mix of office, entertainment, hospitality, civic and residential uses. The Mixed Use sub-district will have residential, retail, office and service uses. The Neighborhood-Mixed Use sub-district, along the easternmost edge of the Town Center, will be a mix of townhomes and small-scale commercial businesses. The State of our Centers identifies a number of private and public amenities for the Wilsonville Town Center. Each of these will be allowed in at least one of the districts within the Town Center zone.

(c) *Centers, Corridors, Station Communities and Main Streets need a mix of housing types to be vibrant and successful. The following mix of housing types is recommended for each:*

- (1) *The types of housing listed in the “needed housing” statute, ORS 197.303(1);*
- (2) *The types of housing identified in the city’s or county’s housing need analysis done pursuant to ORS 197.296 or statewide planning Goal 10 (Housing); and*
- (3) *Accessory dwellings pursuant to section 3.07.120 of this chapter.*

Response: Housing, especially medium and high-density housing, will be allowed within all the districts within the new Town Center zone. The Neighborhood-Mixed Use sub-district on the east side of the Town Center will provide a mix of housing types which will help transition to the single-family housing which exists just east of the Town Center. The potential future development for the Town center is estimated to be about 1,680 residential units within the next 40 years, with about 881 residential units provided in the next 20 years. Currently, 79 units exist within the Town Center. This will provide a strong response to the needed housing for the area, which was identified in the Existing Conditions Report.

3.07.650 *Centers, Corridors, Station Communities and Main Streets Map*

(a) *The Centers, Corridors, Station Communities and Main Streets Map is incorporated in this title and is Metro’s official depiction of their boundaries. The map shows the boundaries established pursuant to this title.*

Response: The Wilsonville Town Center boundaries are identified in the current Centers, Corridors, Station Communities and Main Streets Map.

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(b) A city or county may revise the boundary of a Center, Corridor, Station Community or Main Street so long as the boundary is consistent with the general location on the 2040 Growth Concept Map in the RFP. The city or county shall provide notice of its proposed revision as prescribed in subsection (b) of section 3.07.620.

Response: The City is not requesting a revision of the boundary of the Wilsonville Town Center; therefore, this requirement does not apply.

(c) The COO shall revise the Centers, Corridors, Station Communities and Main Streets Map by order to conform the map to establishment or revision of a boundary under this title.

Response: This section is not applicable.

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COMPLIANCE WITH WILSONVILLE COMPREHENSIVE PLAN AMENDMENT STANDARDS

INTRODUCTION

The Wilsonville Comprehensive Plan establishes how Plan amendments may be initiated and reviewed by the City. The guiding text is in the Introduction section, pages Intro 7-8. The standards for amendments are listed below in bold, italic type, followed by findings.

PLAN POLICY REVIEW

Standards for approval of Plan Amendments

In order to grant a Plan amendment, the City Council shall, after considering the recommendation of the Development Review Board (quasi-judicial) or Planning Commission (legislative), find that:

- a. The proposed amendment is in conformance with those portions of the Plan that are not being considered for amendment.

Applicable Policies and Implementation Measures	Compliance Findings
Citizen Involvement Policy 1.1.1 The City of Wilsonville shall provide opportunities for a wide range of public involvement in City planning programs and processes. Policy 1.2.1 The City of Wilsonville shall provide user-friendly information to assist the public in participating in City planning programs and processes. Policy 1.3 The City of Wilsonville shall coordinate with other agencies and organizations involved with Wilsonville’s planning programs and policies.	<p>Please see the public information tools and processes listed under Findings for Statewide Planning Goal 1, Citizen Involvement.</p> <p>Two informational sessions and six work sessions were held with the Planning Commission. Six work sessions were held with the City Council. Two join work sessions were held with the Planning Commission and City Council. Public comment opportunities were available at every meeting. The Planning Commission had extensive and productive informal discussions with the participating public.</p> <p>Through the work session, public notification, website and public hearing schedule, the City has encouraged the participation of a wide variety of individuals</p>

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	<p>representing the groups listed above. Meeting notices were sent to 62 property owners in and within 250 feet of Town Center. Additional notice was posted in the Library, Community Center and City Hall and was published in the Wilsonville Spokesman.</p>
<p>Urban Growth Management</p>	
<p>Policy 2.1.1. The City of Wilsonville shall support the development of all land within the City, other than designated open space lands, consistent with the land use designations of the Comprehensive Plan.</p> <p>Policy 2.2.1. The City of Wilsonville shall plan for the eventual urbanization of land within the local planning area, beginning with land within the Urban Growth Boundary.</p>	<p>The Town Center Plan is a key step toward fulfillment of these policies for the Town Center.</p>
<p>Public Facilities and Services</p>	
<p>Policy 3.1.1 The City of Wilsonville shall provide public facilities to enhance the health, safety, educational, and recreational aspects of urban living.</p> <p>Policy 3.1.2 The City of Wilsonville shall provide, or coordinate the provision of, facilities and services concurrent with need (created by new development, redevelopment, or upgrades of aging infrastructure).</p> <p>Policy 3.1.3 The City of Wilsonville shall take steps to assure that the parties causing a need for expanded facilities and services, or those benefiting from such facilities and services, pay for them.</p> <p>Policy 3.1.4 The City of Wilsonville shall continue to operate and maintain the wastewater treatment plant and system in conformance with federal, state, and regional water quality standards.</p> <p>Policy 3.1.6 The City of Wilsonville shall continue a comprehensive water conservation program to make effective use of the water infrastructure, source water supply and treatment processes.</p> <p>Policy 3.1.7 The City of Wilsonville shall maintain an accurate user demand profile to account for actual and anticipated demand conditions in order to assure an adequately sized water system.</p> <p>Policy 3.1.8 The City of Wilsonville shall coordinate distribution system improvements with other CIP projects, such as roads, wastewater, and storm water, to save construction costs and minimize public impacts during construction.</p>	<p>Please see the public information tools and processes listed under Findings for Statewide Planning Goal 8, Recreational Needs and Goal 11, Public Facilities and Services.</p>

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<p>Policy 3.1.7 The City of Wilsonville shall develop and maintain an adequate storm drainage system. However, where the need for new facilities is the result of new development, the financial burden for drainage system improvements shall remain primarily the responsibility of developers. The City will use systems development charges, user fees, and/or other funding sources to construct facilities to improve storm water quality and control the volume of runoff.</p> <p>Policy 3.1.8 The City of Wilsonville shall continue to coordinate planning for fire safety with the Tualatin Valley Fire and Rescue District.</p> <p>Policy 3.1.11 The City of Wilsonville shall conserve and create open space throughout the City for specified objectives including park lands.</p>	
<p>Transportation</p>	
<p>Policy 3.2.1 To provide for safe and efficient vehicular, transit, pedestrian and bicycle access and circulation.</p> <p>Policy 3.2.2 To provide for a mix of planned transportation facilities and services that are sufficient to ensure economical, sustainable and environmentally sound mobility and accessibility for all residents and employees in the city.</p> <p>Policy 3.2.3 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.</p> <p>Policy 3.3.1 The City shall provide facilities that allow people to reduce reliance on single occupant automobile use, particularly during peak periods.</p> <p>Policy 3.3.2 The City shall work to improve accessibility for all citizens to all modes of transportation.</p> <p>Policy 3.4.2 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.</p> <p>Policy 3.5.1 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.</p>	<p>The Transportation section of the Town Center Plan provides a highly-connected network of streets, pedestrian ways, and bicycle circulation.</p> <p>SMART service is planned to expand and intensify in the Town Center area.</p> <p>Street design and residential design standards will support active and comfortable walking routes in the Town Center, and reduced parking will be balanced by an increased multimodal network and transit options.</p> <p>Together, these measures cited above are expected to reduce reliance on automobile use, promote livability, and balance land use and transportation needs.</p> <p>The transportation analysis completed for the Plan (Appendix B of the Plan) showed that there would be no adverse impacts to I-5. See also findings for Statewide Planning Goal 12, Transportation within this document.</p>

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<p>Policy 3.5.2 Review all land use/development proposals with regards to consistency with the TSP transportation impacts.</p> <p>Policy 3.5.3 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.</p>	
Land Use and Development	
<p>Policy 4.1.1 The City of Wilsonville shall make land use and planning decisions to achieve Goal 4.1.</p> <p>Policy 4.1.4 The City of Wilsonville shall provide opportunities for a wide range of housing types, sizes, and densities at prices and rent levels to accommodate people who are employed in Wilsonville.</p>	<p>Please see Findings for Statewide Goal 10 Housing. The Town Center fulfills, in part, the denser housing component of the City’s overall diversity of housing opportunities by adding up to 1,680 dwelling units at full buildout.</p> <p>The Town Center Plan includes provisions for public and private open space. Design standards are included to protect the character and ensure cohesion within the area.</p>

OTHER STANDARDS RELATED TO COMPREHENSIVE PLAN COMPLIANCE

b. The granting of the amendment is in the public interest.

FINDINGS: The Plan has been developed with extensive public outreach throughout the process. The process was guided by a Task Force that included representation from Wilsonville’s residents, community advocates, small and large businesses, land owners, and neighborhood groups. The Planning Commission and City Council were also involved at key points throughout the planning process.

c. The public interest is best served by granting the amendment at this time.

FINDINGS: The public engagement process encouraged community members to identify their priorities for Town Center. Several prominent themes emerged during from the community kickoff, stakeholder meetings, and online outreach. Using these priorities as foundational elements, the Wilsonville community, Town Center Task Force, Planning Commission and City Council developed the Town Center Vision, Goals and Measures of Success to guide future development concepts for Town Center and the implementation strategies in the Plan. The strong consensus developed during the Town Center planning process is best served by adopted the proposed plan and moving forward to implementation.

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d. The following factors have been adequately addressed in the proposed amendment:

- the suitability of the various areas for particular land uses and improvements;
- the land uses and improvements in the area;
- trends in land improvement;
- density of development;
- property values;
- the needs of economic enterprises in the future development of the area;
- transportation access;
- natural resources; and
- the public need for healthful, safe and aesthetic surroundings and conditions.

FINDINGS: The Plan was developed after a thorough identification of existing issues and needs were identified. The Existing Conditions Report (see Appendix F) identified land uses, regulatory conditions, transportation needs, economic development potential, and existing natural resources. The Development Feasibility Analysis (see Appendix C of the Plan) examined a number of different inputs to test the financial feasibility of various types of real estate development in the Town Center, including program (site size, number of units, etc.), timing, hard and soft costs, operating revenue and expenses, and return on investment. In addition, the analysis studies existing multifamily and mixed use projects in Wilsonville and nearby cities to understand the performance of the projects, including what assistance the jurisdictions gave to increase development feasibility.

e. Proposed changes or amendments to the Comprehensive Plan do not result in conflicts with applicable Metro requirements.

FINDINGS: Please see findings regarding compliance with Metro Title 6.

COMPLIANCE WITH ZONE TEXT AMENDMENT CRITERIA

Section 4.197 of the Wilsonville zoning code establishes the criteria for amendment of the zoning text. Those criteria are:

1. That the application was submitted in compliance with the procedures set forth in Section 4.008; and

2. The amendment substantially complies with all applicable goals, policies and objectives set forth in the Comprehensive Plan; and

3. The amendment does not materially conflict with, nor endanger, other provisions of the text of the Code; and

4. If applicable, the amendment is in compliance with Statewide Land Use Planning Goals and related administrative rules; and

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5. If applicable, the amendment is necessary to ensure that the City's Land Use and Development Ordinance complies with mandated requirements of State or Federal laws and/or statutes.

FINDINGS: All procedures required by the code have been followed. The compliance with the Comprehensive Plan is documented in this Findings Report. A comprehensive review of the Wilsonville text has been conducted and there are no conflicts; minor codification amendments have been proposed to ensure consistency. The proposal's compliance with the Statewide Planning Goals is also documented in this Findings Report. Other than Oregon's land use statutes, no other State or Federal laws or statutes have been identified as applicable.

The criteria for a zone text amendment are met.



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MEMORANDUM

DATE: February 20, 2019
 TO: City of Wilsonville
 FROM: Scott Mansur, P.E., PTOE | DKS Associates
 Jenna Hills, EI | DKS Associates
 SUBJECT: Wilsonville Town Center Plan TPR Compliance

P16210-000

The purpose of this memorandum is to summarize the Wilsonville Town Center Plan’s compliance with the Transportation Planning Rule (TPR). References below to the “transportation analysis” and “projects included in the Town Center Plan” refer to “Town Center Land Use Alternatives” memorandum by DKS Associates, February 2019 (see Appendix B of the Wilsonville Town Center Plan.).

TPR Requirement	Response
660-012-0060 Plan and Land Use Regulation Amendments	
(1) If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9) or (10) of this rule. A plan or land use regulation amendment significantly affects a transportation facility if it would:	The proposed plan amendments do not meet sections (3), (9), or (10). Neither existing nor planned transportation facilities are affected by the proposed plan amendments per the responses provided for subsection (a), (b), and (c).
(a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);	No functional classifications were impacted with the Town Center Plan.
(b) Change standards implementing a functional classification system; or	No facility standards were impacted with the Town Center Plan.
(c) Result in any of the effects listed in paragraphs (A) through (C) of this subsection based on projected conditions measured at the end of the planning period identified in the adopted TSP. As part of evaluating projected conditions, the amount of traffic projected to be generated within the area of the amendment may be reduced if the amendment includes an enforceable, ongoing requirement that would demonstrably limit traffic generation, including, but not limited to, transportation demand management. This reduction may diminish or completely eliminate the significant effect of the amendment.	The “Town Center Land Use Alternatives” memo documents projected conditions measured at the end of the planning period identified in the adopted TSP (2035). The amendment does not include any enforceable, ongoing requirements that would demonstrably limit traffic generation.

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TPR Requirement	Response
(A) Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;	Types and levels of travel and access expected on other existing and planned transportation facilities are consistent with their functional classifications.
(B) Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or	The proposed plan amendments do not degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan. The attached transportation analysis demonstrates that all intersections would be expected to meet performance standards under the Horizon Year (2035) Build scenario (Table 8).
(C) Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.	The proposed plan amendments do not degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.
(2) If a local government determines that there would be a significant effect, then the local government must ensure that allowed land uses are consistent with the identified function, capacity, and performance standards of the facility measured at the end of the planning period identified in the adopted TSP through one or a combination of the remedies listed in (a) through (e) below, unless the amendment meets the balancing test in subsection (2)(e) of this section or qualifies for partial mitigation in section (11) of this rule. A local government using subsection (2)(e), section (3), section (10) or section (11) to approve an amendment recognizes that additional motor vehicle traffic congestion may result and that other facility providers would not be expected to provide additional capacity for motor vehicles in response to this congestion.	As noted above, there would be no significant effect on the transportation facilities. The findings below and the attached analysis demonstrate that the transportation facilities and improvements will be adequate to support the proposed land uses as measured at the end of the planning period identified in the adopted TSP (2035). Therefore, no mitigation is necessary and the remainder of this section is not pertinent.
(a) Adopting measures that demonstrate allowed land uses are consistent with the planned function, capacity, and performance standards of the transportation facility.	No measures need to be adopted as part of the plan amendments.
(b) Amending the TSP or comprehensive plan to provide transportation facilities, improvements or services adequate to support the proposed land uses consistent with the requirements of this division; such amendments shall include a funding plan or mechanism consistent with section (4) or include an amendment to the transportation finance plan so that the facility, improvement, or service will be provided by the end of the planning period.	No funding plan or mechanism needs to be included as part of the plan amendments.
(c) Amending the TSP to modify the planned function, capacity or performance standards of the transportation facility.	No modifications to the planned function, capacity, or performance standards need to be amended as part of the plan amendments.
(d) Providing other measures as a condition of development or through a development agreement or similar funding method, including, but not limited to, transportation system management measures or minor transportation improvements. Local governments shall, as part of the amendment, specify when measures or improvements provided pursuant to this subsection will be provided.	No other measures need to be included as part of the plan amendments.

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Wilsonville Town Center Plan: TPR Compliance

February 20, 2019

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TPR Requirement	Response
(e) Providing improvements that would benefit modes other than the significantly affected mode, improvements to facilities other than the significantly affected facility, or improvements at other locations, if the provider of the significantly affected facility provides a written statement that the system-wide benefits are sufficient to balance the significant effect, even though the improvements would not result in consistency for all performance standards.	Although not required, the proposed plan includes a bicycle cycle track through the plan area along with other multimodal improvements that will provide benefits for all modes of travel.
(3) Notwithstanding sections (1) and (2) of this rule, a local government may approve an amendment that would significantly affect an existing transportation facility without assuring that the allowed land uses are consistent with the function, capacity and performance standards of the facility where:	Subsections (a), (b), and (c) are not applicable as planned transportation facilities are not affected by the proposed plan amendments per the responses provided for subsection (a), (b), and (c) of section (1).
(a) In the absence of the amendment, planned transportation facilities, improvements and services as set forth in section (4) of this rule would not be adequate to achieve consistency with the identified function, capacity or performance standard for that facility by the end of the planning period identified in the adopted TSP.	Not applicable
(b) Development resulting from the amendment will, at a minimum, mitigate the impacts of the amendment in a manner that avoids further degradation to the performance of the facility by the time of the development through one or a combination of transportation improvements or measures.	Not applicable
(c) The amendment does not involve property located in an interchange area as defined in paragraph (4)(d)(C)	The property is within an interchange area, however there is no significant effect, therefore this section is not applicable.
(d) For affected state highways, ODOT provides a written statement that the proposed funding and timing for the identified mitigation improvements or measures are, at a minimum, sufficient to avoid further degradation to the performance of the affected state highway. However, if a local government provides the appropriate ODOT regional office with written notice of a proposed amendment in a manner that provides ODOT reasonable opportunity to submit a written statement into the record of the local government proceeding, and ODOT does not provide a written statement, then the local government may proceed with applying subsections (a) through (c) of this section.	Not applicable since there is no significant effect to the transportation system.
(4) Determinations under sections (1)–(3) of this rule shall be coordinated with affected transportation facility and service providers and other affected local governments.	Section (4) is not applicable as planned transportation facilities are not affected by the proposed plan amendments per the responses provided for subsection (a), (b), and (c) of section (1). However, the attached transportation analysis was coordinated with ODOT.
(a) In determining whether an amendment has a significant effect on an existing or planned transportation facility under subsection (1)(c) of this rule, local governments shall rely on existing transportation facilities and services and on the planned transportation facilities, improvements and services set forth in subsections (b) and (c) below.	As described further below, the attached analysis relies on existing transportation facilities and services and planned transportation facilities that meet the criteria in subsections (b) and (c).

ATTACHMENT 2

Wilsonville Town Center Plan: TPR Compliance

February 20, 2019

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TPR Requirement	Response
<p>(b) Outside of interstate interchange areas, the following are considered planned facilities, improvements and services:</p> <p>(A) Transportation facilities, improvements or services that are funded for construction or implementation in the Statewide Transportation Improvement Program or a locally or regionally adopted transportation improvement program or capital improvement plan or program of a transportation service provider.</p> <p>(B) Transportation facilities, improvements or services that are authorized in a local transportation system plan and for which a funding plan or mechanism is in place or approved. These include, but are not limited to, transportation facilities, improvements or services for which: transportation systems development charge revenues are being collected; a local improvement district or reimbursement district has been established or will be established prior to development; a development agreement has been adopted; or conditions of approval to fund the improvement have been adopted.</p> <p>(C) Transportation facilities, improvements or services in a metropolitan planning organization (MPO) area that are part of the area's federally-approved, financially constrained regional transportation system plan.</p> <p>(D) Improvements to state highways that are included as planned improvements in a regional or local transportation system plan or comprehensive plan when ODOT provides a written statement that the improvements are reasonably likely to be provided by the end of the planning period.</p> <p>(E) Improvements to regional and local roads, streets or other transportation facilities or services that are included as planned improvements in a regional or local transportation system plan or comprehensive plan when the local government(s) or transportation service provider(s) responsible for the facility, improvement or service provides a written statement that the facility, improvement or service is reasonably likely to be provided by the end of the planning period.</p>	<p>(b) The Town Center Plan area is located within an interstate interchange area. Subsections (A) through (E) do not apply to the Town Center Plan.</p>
<p>(c) Within interstate interchange areas, the improvements included in (b)(A)–(C) are considered planned facilities, improvements and services, except where:</p> <p>(A) ODOT provides a written statement that the proposed funding and timing of mitigation measures are sufficient to avoid a significant adverse impact on the Interstate Highway system, then local governments may also rely on the improvements identified in paragraphs (b)(D) and (E) of this section; or</p> <p>(B) There is an adopted interchange area management plan, then local governments may also rely on the improvements identified in that plan and which are also identified in paragraphs (b) (D) and (E) of this section.</p>	<p>The Town Center Plan area is within an interstate interchange area.</p> <p>Subsection (c)(A) does not apply as there are no mitigation measures needed and a written statement from ODOT will not be necessary.</p> <p>Per subsection (c)(B), there is an adopted interchange area management plan for the Town Center Plan area. No improvements are needed based on the attached transportation analysis that demonstrates all intersections would be expected to meet performance standards under the Horizon Year (2035) Build scenario (Table 8).</p>

ATTACHMENT 2



TPR Requirement	Response
(5) The presence of a transportation facility or improvement shall not be a basis for an exception to allow residential, commercial, institutional or industrial development on rural lands under this division or OAR 660-004-0022 and 660-004-0028.	The proposed plan amendments do not include an exception to allow development on rural lands; therefore, this section is not applicable.
(6) In determining whether proposed land uses would affect or be consistent with planned transportation facilities as provided in sections (1) and (2), local governments shall give full credit for potential reduction in vehicle trips for uses located in mixed-use, pedestrian-friendly centers, and neighborhoods as provided in subsections (a)–(d) below;	Trip reductions in motor vehicle trips were assumed for the attached transportation analysis.
(a) Absent adopted local standards or detailed information about the vehicle trip reduction benefits of mixed-use, pedestrian-friendly development, local governments shall assume that uses located within a mixed-use, pedestrian-friendly center, or neighborhood, will generate 10% fewer daily and peak hour trips than are specified in available published estimates, such as those provided by the Institute of Transportation Engineers (ITE) Trip Generation Manual that do not specifically account for the effects of mixed-use, pedestrian-friendly development. The 10% reduction allowed for by this section shall be available only if uses which rely solely on auto trips, such as gas stations, car washes, storage facilities, and motels are prohibited;	The attached transportation analysis shows that a 10% trip reduction was applied to account for non-vehicular trips that would be enabled and encouraged based on the vision for a walkable and bikeable area.
(b) Local governments shall use detailed or local information about the trip reduction benefits of mixed-use, pedestrian-friendly development where such information is available and presented to the local government. Local governments may, based on such information, allow reductions greater than the 10% reduction required in subsection (a) above;	Trip reduction greater than 10% was not used in the transportation analysis.
(c) Where a local government assumes or estimates lower vehicle trip generation as provided in subsection (a) or (b) above, it shall assure through conditions of approval, site plans, or approval standards that subsequent development approvals support the development of a mixed-use, pedestrian-friendly center or neighborhood and provide for on-site bike and pedestrian connectivity and access to transit as provided for in OAR 660-012-0045(3) and (4). The provision of on-site bike and pedestrian connectivity and access to transit may be accomplished through application of acknowledged ordinance provisions which comply with 660-012-0045(3) and (4) or through conditions of approval or findings adopted with the plan amendment that assure compliance with these rule requirements at the time of development approval; and	Development applications within the Wilsonville Town Center will follow the City of Wilsonville land use approval process that will include an assessment of the transportation conditions and site plan to assure the development is constructing on-site and off-site improvements that are consistent with a mixed-use pedestrian/bicycle/transit friendly town center development. The Town Center Plan and implementing development code and design guidelines implement a mixed-use, pedestrian oriented development, which includes connectivity requirements for all travel modes. The City will review future development based on the TC Zone development criteria. Conditions of approval will be identified as needed where mitigations are required.

ATTACHMENT 2



TPR Requirement	Response
<p>(d) The purpose of this section is to provide an incentive for the designation and implementation of pedestrian-friendly, mixed-use centers and neighborhoods by lowering the regulatory barriers to plan amendments which accomplish this type of development. The actual trip reduction benefits of mixed-use, pedestrian-friendly development will vary from case to case and may be somewhat higher or lower than presumed pursuant to subsection (a) above. The Commission concludes that this assumption is warranted given general information about the expected effects of mixed-use, pedestrian-friendly development and its intent to encourage changes to plans and development patterns. Nothing in this section is intended to affect the application of provisions in local plans or ordinances which provide for the calculation or assessment of systems development charges or in preparing conformity determinations required under the federal Clean Air Act.</p>	<p>No response necessary</p>
<p>(7) Amendments to acknowledged comprehensive plans and land use regulations which meet all of the criteria listed in subsections (a)–(c) below shall include an amendment to the comprehensive plan, transportation system plan the adoption of a local street plan, access management plan, future street plan or other binding local transportation plan to provide for on-site alignment of streets or accessways with existing and planned arterial, collector, and local streets surrounding the site as necessary to implement the requirements in OAR 660-012-0020(2)(b) and 660-012-0045(3):</p>	<p>This section is not relevant because section (c) criteria is not met.</p>
<p>(a) The plan or land use regulation amendment results in designation of two or more acres of land for commercial use;</p>	<p>The proposed plan amendments would result in the designation of two or more acres of land for commercial use</p>
<p>(b) The local government has not adopted a TSP or local street plan which complies with OAR 660-012-0020(2)(b) or, in the Portland Metropolitan Area, has not complied with Metro's requirement for street connectivity as contained in Title 6, Section 3 of the Urban Growth Management Functional Plan; and</p>	<p>The City of Wilsonville has an adopted TSP which complies with OAR 660-012-0020(2)(b) and has complied with Metro's requirement for street connectivity in Title 6, Section 3 of the Urban Growth Management Functional Plan. The Town Center Plan establishes specific street spacing standards for Town Center.</p>
<p>(c) The proposed amendment would significantly affect a transportation facility as provided in section (1).</p>	<p>The proposed plan amendments would not significantly affect a transportation facility as provided in section (1).</p>
<p>(9) Notwithstanding section (1) of this rule, a local government may find that an amendment to a zoning map does not significantly affect an existing or planned transportation facility if all of the following requirements are met.</p>	<p>The Town Center Plan amends the City's development code to permit mixed-use, pedestrian oriented development. As described in the "Town Center Land Use Alternatives" memo, projected conditions related to the zone change measured at the end of the planning period identified in the adopted TSP (2035) does not significantly affect any existing or planned transportation facilities.</p>

ATTACHMENT 2



TPR Requirement	Response
(a) The proposed zoning is consistent with the existing comprehensive plan map designation and the amendment does not change the comprehensive plan map;	The proposed plan amendments include changes to the comprehensive plan designations and zoning map; However, the land use for the proposed zoning and comprehensive plan changes does not lead to a significant effect of the transportation facilities.
(b) The local government has an acknowledged TSP and the proposed zoning is consistent with the TSP; and	The proposed plan amendments include changes to the TSP zoning map; However, the land use for the proposed zoning and comprehensive plan changes does not lead to a significant effect of the transportation facilities.
(c) The area subject to the zoning map amendment was not exempted from this rule at the time of an urban growth boundary amendment as permitted in OAR 660-024-0020(1)(d), or the area was exempted from this rule but the local government has a subsequently acknowledged TSP amendment that accounted for urbanization of the area.	Town Center is within the Wilsonville City Limits. This criterion is not applicable.
(10) Notwithstanding sections (1) and (2) of this rule, a local government may amend a functional plan, a comprehensive plan or a land use regulation without applying performance standards related to motor vehicle traffic congestion (e.g. volume to capacity ratio or V/C), delay or travel time if the amendment meets the requirements of subsection (a) of this section. This section does not exempt a proposed amendment from other transportation performance standards or policies that may apply including, but not limited to, safety for all modes, network connectivity for all modes (e.g. sidewalks, bicycle lanes) and accessibility for freight vehicles of a size and frequency required by the development.	The proposed plan amendment does qualify under subsection (a) of this section; therefore, this section is not applicable.
(a) A proposed amendment qualifies for this section if it: (A) is a map or text amendment affecting only land entirely within a multimodal mixed-use area (MMA); and (B) is consistent with the definition of an MMA and consistent with the function of the MMA as described in the findings designating the MMA.	The proposed plan amendment is not within a multimodal mixed-use area (MMA). MMA is not proposed as part of the Town Center Plan, therefore, this section is not applicable.
(11) A local government may approve an amendment with partial mitigation as provided in section (2) of this rule if the amendment complies with subsection (a) of this section, the amendment meets the balancing test in subsection (b) of this section, and the local government coordinates as provided in subsection (c) of this section.	The proposed amendment is not proposed to have partial mitigation, and does not comply with subsection (a) of this section; therefore, this section is not applicable.

ATTACHMENT 2



TPR Requirement	Response
<p>(a) The amendment must meet paragraphs (A) and (B) of this subsection or meet paragraph (D) of this subsection.</p> <p>(A) Create direct benefits in terms of industrial or traded-sector jobs created or retained by limiting uses to industrial or traded-sector industries.</p> <p>(B) Not allow retail uses, except limited retail incidental to industrial or traded sector development, not to exceed five percent of the net developable area.</p>	<p>The Town Center Plan will allow retail uses, therefore, subsection (a) of this section is not applicable.</p>



August 24, 2020

Via Email

Seth Brumley
ODOT Region 1 Planner
123 NW Flanders Street
Portland, OR 97209
Seth.A.BRUMLEY@odot.state.or.us

Re: Proposed Wilsonville TSP Amendments and the I-5/Wilsonville Road IAMP

Dear Mr. Brumley:

Attached you will find a memo documenting the recent queuing analysis conducted by DKS Associates for the proposed updates to the Wilsonville Transportation System Plan (TSP) reflecting the infrastructure improvements identified in the adopted Wilsonville Town Center Plan. As noted at time of that adoption, and as discussed at the meeting with you on May 28, the current analysis assessed potential queuing along Wilsonville Road within the area of the Wilsonville Road Interchange Area Management Plan (IAMP).

After reviewing the memo, I am confident you will agree that the TSP amendments are consistent with the IAMP and do not trigger an update. The analysis confirmed the vehicle queuing on Wilsonville Road is not expected to impact the I-5 Interchange ramp terminals. Only when the traffic volume reaches 95 percent, does the model reflect eastbound vehicle queues (645 feet) on Wilsonville Road at the Town Center Loop West intersection to slightly extend beyond the available storage (600 feet). With the proposed signal timing, the queue did not cause vehicles to spill-back onto the I-5 mainline. Despite no expected impacts to the I-5 mainline, the analysis considered potential mitigation of installing a third eastbound through "trap" lane¹ on Wilsonville Road at the Town Center Loop West intersection, which adds an additional 400 feet of eastbound-through queuing storage. This mitigation resolves any limited queuing issues that may occur at that intersection.

In considering the proposed TSP amendments and the resulting queuing analysis, it is important to reflect back on the work of the adopted IAMP. As you are aware, the Wilsonville

¹ Figure 4: Eastbound "Trap" Lane at Town Center Loop West Intersection in DKS Memo dated August 4, 2020

Road IAMP was adopted to complete improvements at the interchange and add lanes to Wilsonville Road. All of the objectives and outcomes outlined in the IAMP have been completed and adopted as planned. The current proposed TSP amendments continue, fifteen years later, to protect the interchange capacity and implement outcomes identified within the IAMP.

Interchange capacity is protected by several means. The primary tool that has been applied for years is the City's concurrency program. This requires essentially every proposed development in the city to demonstrate that it will not have adverse impacts to the City's transportation system without mitigation, with a special emphasis on freeway interchange mobility. No development is allowed in Wilsonville that will cause the interchange, or any intersection, to operate unacceptably according to both ODOT and City mobility standards. The other tools that are available to protect capacity are the (1) access management and (2) local circulation plans developed in the City's TSP and carried forward with the IAMP.

(1) Access Management

The intersections outlined in the proposed TSP amendments are the same intersections called out in the IAMP access management plan. As noted in the proposed TSP amendments, while some movements are changing between intersections, the overall plan is consistent with the IAMP (for example the reduction of left turns at Town Center Loop West, but being added to Holly Lane / Park Place). In fact, the IAMP identified a long-term goal, which called for removing the left turns at Town Center Loop West². The proposed TSP amendments make that possible.

The IAMP suggested that no additional signal should be permitted on Wilsonville Road. The Town Center Plan adds a new traffic signal at Main but removes one at Rebekah, and thus, there is no net change in the number of traffic signals. In addition, traffic signals within ¼-mile of an interchange are allowed in the IAMP as long as it is coordinated with adjacent signals³ which is accomplished through the proposed TSP amendments.

The IAMP also suggested that when access spacing could not be achieved, consolidation of access or right in/right out access should be considered to minimize congestion along the corridor. Holly is currently a right in/right out access and will be replaced with a full signal, which is permitted as long as it is coordinated with adjacent signals. As such, Rebekah will become a right in/right out intersection, which is located further from the interchange in comparison to Holly.⁴

As outlined in the attached DKS Memo, all intersections including the ramps will continue to operate at accepted Level of Service (LOS) and volume over capacity (V/C) as required by the

² Page D-16 in Appendix D of IAMP

³ Page D-15 in Appendix D of IAMP

⁴ Page E-13 in Appendix E of IAMP

local TSP and IAMP.⁵ The east-bound turn queue length at Town Center Loop West is shown to exceed the available storage by 45 feet however it will not cause spillback onto I-5. Additionally, the shortage can be mitigated by installing a trap lane.

Intersection operations, consolidation of access, signal location and coordination follow what is outlined in the IAMP. Therefore the proposed intersections and access management along Wilsonville Road in the Town Center Plan and the proposed TSP amendments are consistent with the IAMP.

(2) Local Circulation & Travel Alternatives

Alternate circulation and improved connectivity also continue to be an integral component to a well-functioning interchange area, and the proposed TSP amendments increase this network and travel alternatives improving the overall distribution and flow of traffic. While the traffic analysis conducted as part of the Town Center Plan showed consistent trip generation as that modeled for the IAMP, the local street system for Town Center creates additional circulation options within the interchange area. Those planned improvements, as outlined in the proposed TSP amendments, help to distribute the trips more evenly within the local system and continue to help to protect capacity in the interchange. The intersections, including those at the interchange, will continue to meet operating standards under both the No Build and Build scenarios.⁶

Given the circulation modifications, a traffic analysis and more recently, a queuing analysis were conducted by DKS Associates to assess the potential impact to the interchange; the result was no impacts to the I-5 mainline and the potential for a minor queuing issue that could be mitigated as outlined. In fact, the recent traffic study results⁷ are comparable and in a few instances better than results shown in the IAMP.⁸ This means the local circulation plan outlined by the proposed TSP improvements may better protect capacity at the interchange and is therefore consistent with the IAMP. The creation of an IAMP is only required for any new or significantly reconstructed interchange⁹, which is not needed at this time or identified in the Wilsonville Town Center Plan. The transportation improvements adopted in the Plan, and currently being amended in the City's TSP, are consistent with the access management, local circulation, and recommended actions called for in the IAMP, as outlined above.

After reviewing the memo, City staff are confident ODOT staff will agree the modifications proposed to the City's TSP, along with the "trap" lane mitigation, are consistent with the I-5/Wilsonville Road IAMP, particularly since the regulatory monitoring mechanisms remain in

⁵ Per Table 1: Future No Build and Build (2035) PM Peak Hour Intersection Operations in DKS Memo dated August 4, 2020

⁶ Per Table 1: Future No Build and Build (2035) PM Peak Hour Intersection Operations in DKS Memo dated August 4, 2020

⁷ Figure 2: Future Year (2035) No Build and Build PM Peak Hour Queues in DKS Memo dated August 4, 2020

⁸ Table 4: Eight-Lane Wilsonville Road 2030 95th Percentile Queueing (AM/PM Peak Hours) on page E-8 in Appendix E of IAMP

⁹ Per OAR 734-051-0166(6) referencing on Page B-1 in Appendix B of IAMP

place. As stated above, at the time development applications are reviewed, traffic analysis is required; if the traffic analysis determined there was an impact, such as the need for the queuing mitigation, this would be required to be constructed alongside development.

Please contact me once you have had an opportunity to review the attached analysis and results in order to discuss any questions or concerns you or other staff at ODOT may have about it. I kindly request you reach out by the end of this week, August 28 in order for us to set up a video or teleconference. We would like to schedule that discussion for next week August 31 through September 4. The Planning Commission hearing is scheduled for October and notices need to be sent by the end of this month. Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read 'Miranda Bateschell', written in a cursive style.

Miranda Bateschell
Planning Director

cc: Khoi Le, Development Engineering Manager, City of Wilsonville

ATTACHMENT 2



TECHNICAL MEMO

DATE: August 4, 2020
TO: Khoi Le, P.E. | City of Wilsonville
FROM: Scott Mansur, P.E., PTOE | DKS Associates
Jenna Bogert, EIT | DKS Associates
SUBJECT: Wilsonville Road – Queuing Analysis



Project#18197-007

INTRODUCTION

This memorandum provides a queuing analysis for Wilsonville Road near the I-5 interchange in Wilsonville, Oregon. The queuing analysis was requested by Oregon Department of Transportation (ODOT) staff in order to show whether the proposed projects in the Town Center Plan, which was adopted by Wilsonville City Council in May 2019, can operate without interfering with the I-5 interchange ramp terminals. Any necessary queuing improvement project(s) to keep vehicle queuing on Wilsonville Road from impacting the interchange ramp terminals will be identified in this memorandum. Also contained in this memo is a discussion regarding potential amendments to the Wilsonville I-5 Interchange Area Management Plan (IAMP) to include the identified improvement projects. A map of the study intersections is shown in Figure 1.



FIGURE 1: STUDY AREA

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VEHICLE VOLUMES

The predetermined 2035 No Build and Build volumes from the Town Center Plan Land Use Alternatives Memorandum were used for the queuing analysis.¹ The 2035 No Build and Build volumes are shown in Figure 2 and Figure 3, respectively. Also shown in the figures are the No Build and Build lane configurations. The Build scenario includes the proposed projects (listed below) on Wilsonville Road as described in the Town Center Plan:

- Remove the eastbound and westbound left turn lanes on Wilsonville Road at Town Center Loop West. Install a pedestrian crosswalk on the west leg with a median refuge island.
- Install a new traffic signal at the Park Place extension (existing Holly Lane intersection), allow all turning movements at the intersection.
- Remove the existing traffic signal at Rebekah Street and extend the landscape median through the intersection to restrict minor street movements to right-in/right-out only. Install enhanced pedestrian crossing treatments for crossings of Wilsonville Road.
- Install a second eastbound left turn lane on Wilsonville Road at Town Center Loop East. Restripe the north leg (Town Center Loop East) to have dual northbound receiving lanes. Remove the eastbound and southbound right turn lanes to allow for additional lanes.

¹ Wilsonville Town Center Plan, Appendix B, Land Use Alternatives Traffic Analysis Memo.
<https://www.ci.wilsonville.or.us/planning/page/town-center-plan>

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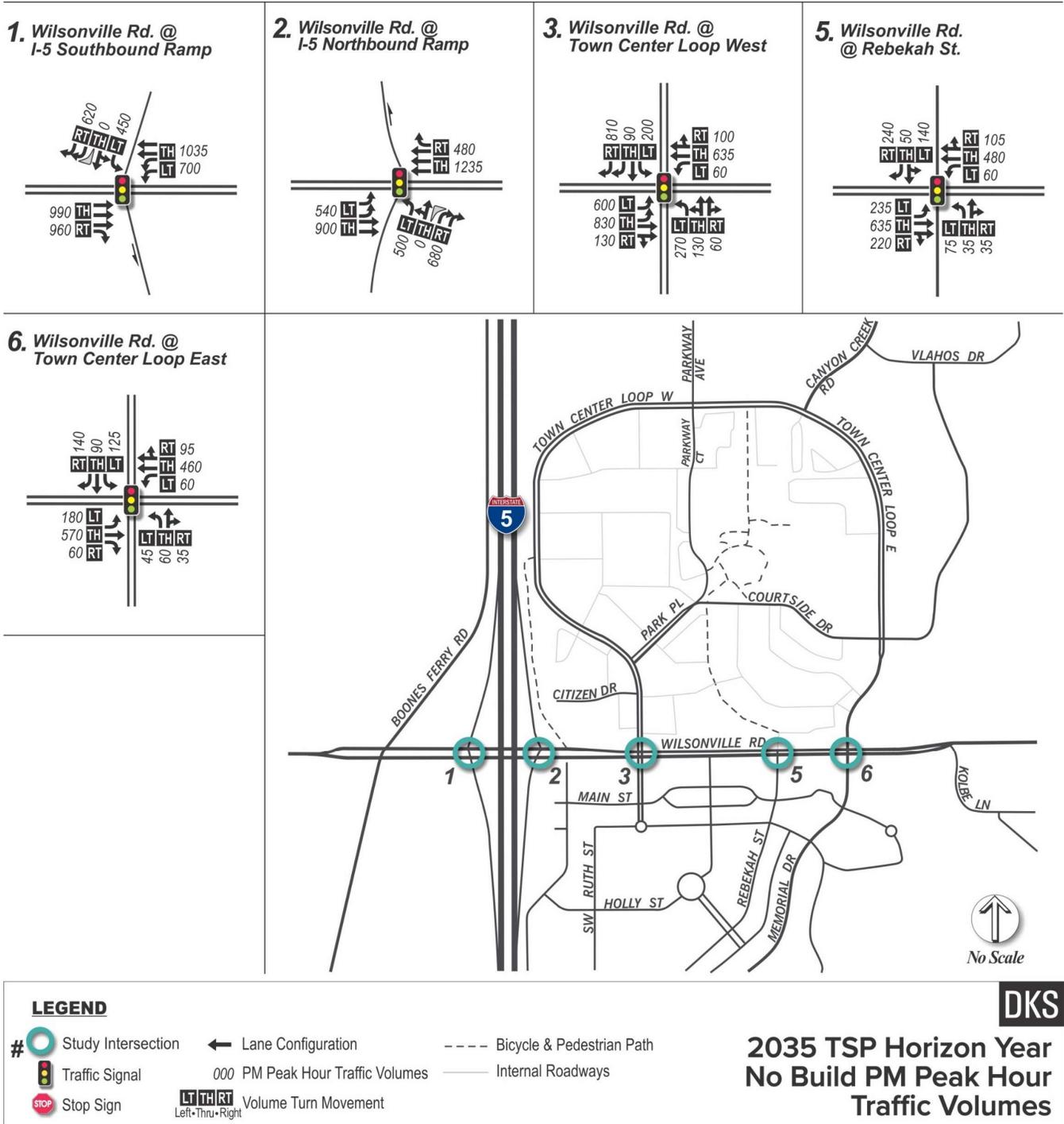


FIGURE 2: 2035 NO BUILD VOLUMES AND LANE CONFIGURATIONS

ATTACHMENT 2

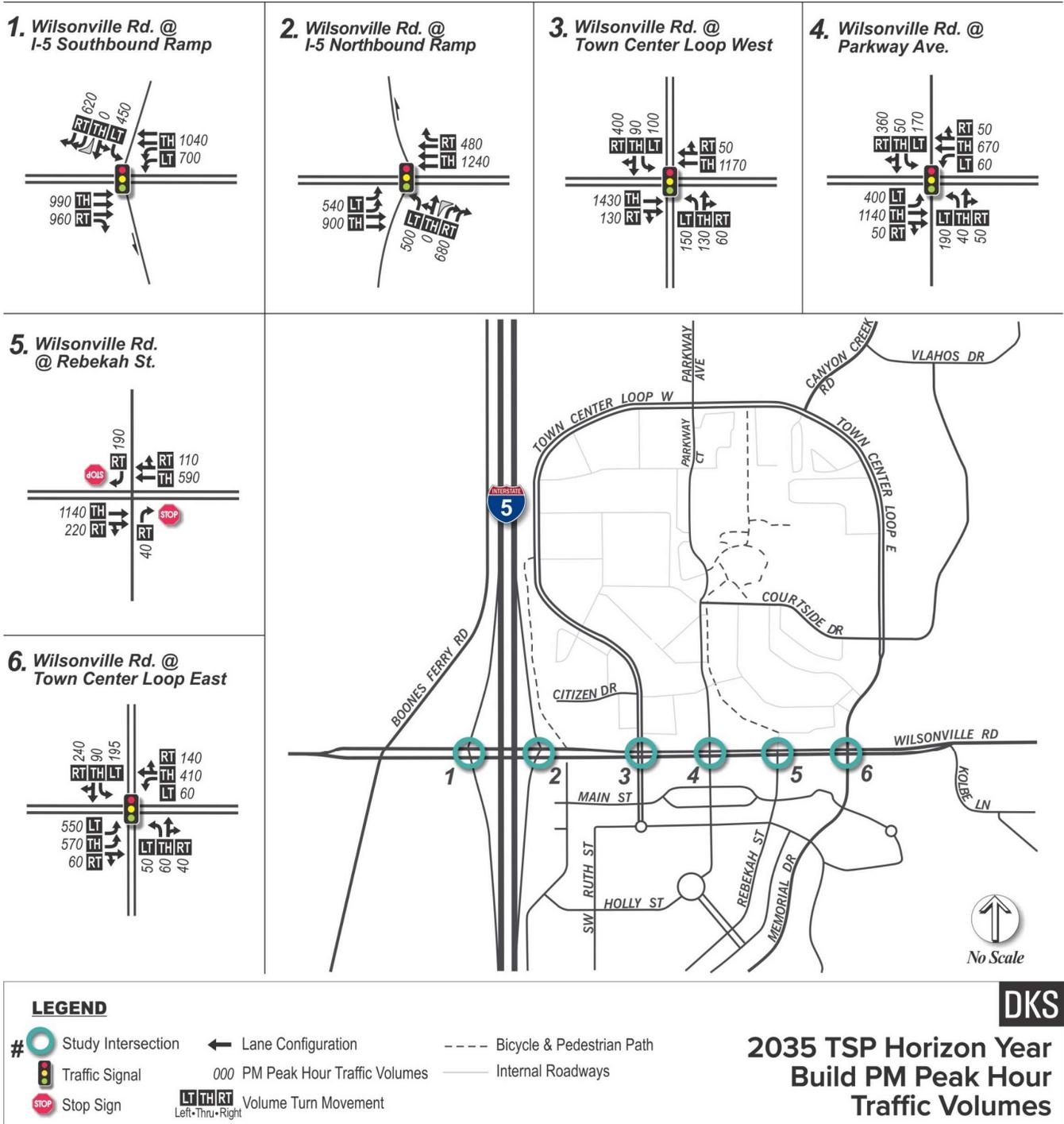


FIGURE 3: 2035 BUILD VOLUMES AND LANE CONFIGURATIONS

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INTERSECTION OPERATIONS

Using the volumes from Figure 2 and Figure 3, the intersection operations (delay, LOS, and v/c ratio) were determined at the six study intersections for the PM peak hour based on the Highway Capacity Manual (HCM) 2000 methodology for signalized intersections and HCM 2010 methodology for unsignalized intersections.² Table 1 shows the 2035 No Build and Build estimated delay, LOS, and v/c ratio at the study intersections for the PM peak hour. The HCM reports are provided in the appendix.

TABLE 1: FUTURE NO BUILD AND BUILD (2035) PM PEAK HOUR INTERSECTION OPERATIONS

INTERSECTION	OPERATING STANDARD	NO BUILD				BUILD			
		TRAFFIC CONTROL	DELAY	LOS	V/C	TRAFFIC CONTROL	DELAY	LOS	V/C
WILSONVILLE ROAD/I-5 SB RAMPS	v/c ≤ 0.90 ^a	Signalized	46.1	D	0.87	Signalized	46.9	D	0.87
WILSONVILLE ROAD/I-5 NB RAMPS	v/c ≤ 0.90 ^a	Signalized	26.9	C	0.70	Signalized	26.4	C	0.71
WILSONVILLE ROAD/TOWN CENTER LOOP WEST	LOS D	Signalized	42.3	D	0.74	Signalized	36.8	D	0.97
WILSONVILLE ROAD/HOLLY LN	LOS D	BUILD ONLY				Signalized	30.2	C	0.79
WILSONVILLE ROAD/REBEKAH ST	LOS D	Signalized	14.2	B	0.48	Unsignalized	15.6	C	0.11
WILSONVILLE ROAD/TOWN CENTER LOOP EAST	LOS D	Signalized	21.0	C	0.53	Signalized	35.7	D	0.77

^a The mobility target for ODOT interchanges is 0.90 when the interchange vicinity is fully developed, and adequate storage is available on the interchange ramp to prevent queues from backing up on the mainline, then the target can be increased to a 0.90 v/c ratio. Vehicle queues for this scenario were determined not to extend onto the I-5 mainline.

Note: LOS, delay, and v/c ratio for unsignalized intersections are reported for the worst movement (highest delay). The LOS, delay, and v/c ratio for signalized intersections are reported as the average of all movements.

As shown, all intersections meet the jurisdictional operating standard under both the No Build and Build scenarios.

² Highway Capacity Manual, Transportation Research Board, 2010.
Highway Capacity Manual, Transportation Research Board, 2000.

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QUEUING ANALYSIS

ODOT staff has voiced concerns about the proposed Town Center Plan projects causing queues on Wilsonville Road to impact the operation of the I-5 interchange ramp terminals, and therefore, has requested a queuing analysis. This queuing analysis will provide 95th percentile queues for select movements on Wilsonville Road that could cause vehicles to spillback into the I-5 ramp terminals.

The 95th percentile queue is the queue length for a given movement that has only a 5% chance of being exceeded during the peak traffic hour. Table 2 show estimated the 95th percentile queues for select movements on Wilsonville Road under 2035 No Build and 2035 Build traffic conditions. If there are multiple lanes per movement, the queue reported is the longest of the lanes. The queuing analysis was conducted using SimTraffic™ software and followed ODOT Analysis Procedures Manual (APM) methodology.³ Queuing reports can be found in the appendix.

TABLE 2: FUTURE YEAR (2035) NO BUILD AND BUILD PM PEAK HOUR QUEUES

INTERSECTION	MOVEMENT	NO BUILD		BUILD	
		AVAILABLE STORAGE (FT)	95TH PERCENTILE QUEUES (FT)	AVAILABLE STORAGE (FT)	95TH PERCENTILE QUEUES (FT)
I-5 SOUTHBOUND RAMPS	SB Off Ramp	475	255	475	240
	WBT	350	155	350	190
	WBL	350	250	350	250
I-5 NORTHBOUND RAMPS	NB Off Ramp	350	320	350	290
	EBT	350	245	350	285
	EBL	350	270	350	155
TOWN CENTER LOOP WEST	EBT	600	330	600	645
	EBL	325	315	-	-
PARK PLACE / HOLLY LANE	EBT	-	-	400	330
	EBL	-	-	400	375
TOWN CENTER LOOP EAST	EBL	125	185	400	400

Bold & Highlight: 95th percentile queue exceeds available storage.

Based on the results of the queuing analysis, the 95th percentile queue for the eastbound through (EBT) at the Town Center Loop West intersection was over the available storage with the proposed

³ Analysis Procedures Manual, Chapter 15, Updated March 2020.

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Town Center Plan projects in place (2035 Build scenario). The storage would be exceeded due to the removal of the dual left turn lanes, which increases the number of through vehicles at the intersection. With the proposed signal timing, the queue did not cause vehicles to spillback onto the I-5 mainline. However, the addition of a third through trap lane to feed the future eastbound left turn lane would be a potential mitigation that could be considered as discussed in the following section.

Also shown in Table 2 is the improvement of the eastbound left queues at Town Center Loop East. Under No Build 2035 conditions, the 95th percentile queue exceeds the 125 ft of available storage. However, under the Build scenario, the extended, dual turn lane storage provides sufficient queue space.

As shown in Table 2 above, the future build queue estimates on the I-5 northbound and southbound exit ramps will be contained within the existing available storage. The Town Center development will not impact the operations of I-5 during typical peak hour operations.

QUEUING MITIGATION

The City of Wilsonville has identified the following improvement as a potential solution to eliminate eastbound queuing spillback at the Town Center Loop West intersection. The improvement consists of installing an eastbound “trap” lane on Wilsonville Road at Town Center Loop West that feeds vehicles directly into the eastbound left turn lane at the Park Place/Holly Lane intersection. Figure 4 shows the concept layout of the “trap” lane.



FIGURE 4: EASTBOUND “TRAP” LANE AT TOWN CENTER LOOP WEST INTERSECTION

This improvement at Town Center Loop West still allows the intersection to accommodate the planned pedestrian crosswalk and a median refuge island on the west leg.

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Based on 95th percentile queuing analysis that was conducted with the “trap” lane installed (see Table 3), the recommended length for the additional EBT “trap” lane is 400 feet. The two southern EBT lanes are not expected to exceed 500 feet of queuing, which is within the 600 feet of available storage and an improvement from the 645 feet. This “trap” lane provides additional vehicle queue storage to accommodate the 95th percentile queues and prevent them from blocking the I-5 Northbound Off-Ramp.

TABLE 3: FUTURE YEAR (2035) BUILD MITIGATION PM PEAK HOUR QUEUES

INTERSECTION	MOVEMENT	BUILD		BUILD WITH TRAP LANE (MITIGATION)	
		AVAILABLE STORAGE (FT)	95TH PERCENTILE QUEUES (FT)	AVAILABLE STORAGE (FT)	95TH PERCENTILE QUEUES (FT)
TOWN CENTER LOOP WEST	EBT	600	645	600	500

OTHER CONCEPTUAL PROJECT IDEAS

In light of the mutual commitment to the Wilsonville Road IAMP, the following project ideas could also be considered and analyzed if queuing on Wilsonville Road is found to impact the I-5 Interchange ramps as buildout of the Town Center occurs. These projects are also listed in the Town Center Plan Land Use Alternative Memo. It should be noted that none of these ideas have been analyzed for effectiveness in reducing queuing on Wilsonville Road, but are provided here as potential ideas to explore should the need for mitigation arise.

- Consider implementing signal timing adjustments on Wilsonville Road to favor eastbound movements to limit queuing at the I-5 interchange ramp terminals.
- Consider installing a “queue dump” loop on Wilsonville Road at the future Park Place/Holly Lane intersection to clear eastbound traffic and allow vehicles on the I-5 Northbound Off-Ramp to turn onto Wilsonville Road, preventing vehicles from backing up on the I-5 mainline.
- Consider reinstalling a single eastbound left turn lane on Wilsonville Road at Town Center Loop West or at the intersection of Rebekah Street.
- Consider installing a roundabout at the future Park Place/Holly Lane intersection rather than a traffic signal.

As future land use occurs within the Town Center area, the City will evaluate vehicle queuing and operations within the I-5 Interchange area as developments occur to determine if mitigation is needed to keep the area clear of vehicle queues. The need for the queuing mitigations, such as the suggested “trap” lane, will be evaluated for each Town Center development during the land use application process.

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I-5 INTERCHANGE TRIP TRENDS

Based on ODOT volume data at the Wilsonville Road I-5 Interchange ramps, volumes have decreased between 2014 and 2018 by 6% to 17%. The decreasing I-5 ramp volumes is a trend that was predicted in the Wilsonville 2020 Travel Demand model, which showed that an increasing share of trips would originate and be destined to points within Wilsonville. In the past, Wilsonville had a large disparity between the number of local jobs and residential units. With the construction of many local residential developments (Villebois, The Grove, Renaissance Homes off Canyon Creek Road, and Frog Pond), the reliance on I-5 for employment-based trips has been decreasing. Furthermore, increased congestion on I-5 to the north has made local residential to employment-based trips more desirable. In the next 15 years, it is anticipated (based on the Wilsonville Travel Demand Model) that this decreasing trend will continue as more local housing is built within Wilsonville and congestion on I-5 into Portland is sustained.

WILSONVILLE I-5/WILSONVILLE ROAD IAMP AMENDMENTS

The I-5/Wilsonville Road Interchange Area Management Plan (IAMP) presents how the City of Wilsonville and ODOT will collaborate to improve the Wilsonville Road exit (#283) from Interstate 5 to serve planned growth. It should be noted that the I-5 Wilsonville Road IAMP focuses on improving motor vehicle efficiency and safety, while the goal of the Town Center Plan is to promote all modes of travel, especially for pedestrians and bicyclists.

The I-5/Wilsonville Road Interchange Area Management Plan (IAMP) currently contains the following recommendation for the Town Center Loop West intersection:

- The Wilsonville Road/Town Center Loop West intersection fails to meet 2030 operating standards without any background improvements. The IAMP states that the primary conflict at this intersection is the eastbound left turning traffic against the westbound through traffic on Wilsonville Road (Page D-12). Therefore, it is recommended that left turn prohibition (from Wilsonville Road) be considered at the intersection of Town Center Loop West, forcing left turning traffic to Rebekah Street or Town Center Loop East (Page D-15 and D-16).

The Town Center Plan project at Wilsonville Road/Town Center Loop meets the IAMP's recommendation for removing left turns on Wilsonville Road to improve operations. The project further improves access management by moving the eastbound left turns further away (an additional 500 feet) from the I-5 Interchange to Holly Lane and Town Center Loop East.

If the IAMP is to be amended, Table 5 in the IAMP would need to be updated to reflect the Town Center Plan projects. This is summarized below.

ATTACHMENT 2

TABLE 4: AMENDMENTS TO WILSONVILLE I-5 IAMP TABLE 5

ACCESS	SHORT-RANGE ACTION	LONG-RANGE ACTION
8	No change	Remove eastbound left turn lanes as identified in the Town Center Plan.
9	No change	Install a traffic signal here and extend Park Place from the north down to Wilsonville Road, creating a four-leg intersection. Allow all turning movements.
10	No change	Remove the traffic signal and restrict this access to right-in/right-out only.
13	No change	Remove the traffic signal and restrict this access to right-in/right-out only.
14	No change	Remove westbound left turn lanes as identified in the Town Center Plan.
23 ⁴	No change	Install a traffic signal here and extend Park Place from the north down to Wilsonville Road, creating a four-leg intersection. Allow all turning movements.



The creation of an IAMP is only required for any new or significantly reconstructed interchange, which is not needed at this time or planned for in the Wilsonville Town Center Plan.⁵ The intersection enhancements adopted in the Wilsonville Town Center Plan, and currently being amended in the City’s TSP, are consistent with the access management and recommended actions outlined in the IAMP. ODOT and the City will need to determine if these minor modifications warrant an amendment to the I-5/Wilsonville Road IAMP

⁴ Access #23 does not currently exist in the Wilsonville I-5 IAMP but would be located on the north side of Access #9. Therefore, it will need to be added to Figure 4 in the IAMP.

⁵ This is discussed in OAR 734-051-0166(6).

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FINDINGS AND RECOMMENDATIONS

The key findings from the queuing analysis on Wilsonville Road near the I-5 interchange are listed below:

- In 2035, the six study intersections are expected to meet operating standards (ODOT and City) under No Build conditions and Build conditions, which include the Town Center Plan transportation projects.
- In 2035 under No Build conditions, the vehicle queuing on Wilsonville Road is not expected to impact the I-5 Interchange ramp terminals.
- In 2035 under Build conditions, the eastbound vehicle queues (645 feet) on Wilsonville Road at the Town Center Loop West intersection are expected to slightly extend beyond the available storage (600 feet). However, no impacts are expected to I-5 mainline.
- A potential mitigation if traffic analysis determined the need during development review would be to install third eastbound through “trap” lane on Wilsonville Road at the Town Center Loop West intersection, adding an additional 400 feet of eastbound through queuing storage.
- The City of Wilsonville will require Town Center development transportation impact studies be conducted to monitor traffic impacts and identify transportation needs as Town Center development and redevelopment occurs.
- Additionally, the Wilsonville Travel Demand Model showed that an increasing share of trips would originate and be destined to points within Wilsonville, which caused a decrease in reliance on I-5 for employment-based trips. This trend is expected to continue into the next 15 years as local residential development is constructed, reducing the demand on the interchange ramps near the Town Center area.
- Further discussions between ODOT and the City will be needed to determine what, if any, amendments will be needed to the I-5/Wilsonville Road IAMP to reflect the Town Center Plan Wilsonville Road intersection projects.

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APPENDIX

- **HIGHWAY CAPACITY MANUAL REPORTS**
- **95TH PERCENTILE QUEUE REPORTS**

ATTACHMENT 2

HCM Signalized Intersection Capacity Analysis 1: Wilsonville Rd & Town Center Loop E

Wilsonville Town Center
Horizon Year 2035_No Build

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	180	570	60	60	460	95	45	60	35	125	90	140
Future Volume (vph)	180	570	60	60	460	95	45	60	35	125	90	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.5	4.5	4.0	4.5		4.0	4.0		4.0	4.5	4.5
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95		1.00	1.00		1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.95	1.00	0.99		1.00	0.99		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.97		1.00	0.95		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1750	1900	1534	1800	3480		1805	1737		1805	1900	1531
Flt Permitted	0.37	1.00	1.00	0.34	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	681	1900	1534	644	3480		1805	1737		1805	1900	1531
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	188	594	62	62	479	99	47	62	36	130	94	146
RTOR Reduction (vph)	0	0	26	0	11	0	0	25	0	0	0	123
Lane Group Flow (vph)	188	594	37	63	567	0	47	74	0	130	94	23
Confl. Peds. (#/hr)	5		13	13		5	2		5	5		2
Confl. Bikes (#/hr)			2			3						
Heavy Vehicles (%)	3%	0%	0%	0%	0%	3%	0%	2%	3%	0%	0%	4%
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Prot	NA		Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6								4
Actuated Green, G (s)	74.0	64.6	64.6	65.9	60.5		5.5	9.8		13.7	17.5	17.5
Effective Green, g (s)	74.0	64.6	64.6	65.9	60.5		5.5	9.8		13.7	17.5	17.5
Actuated g/C Ratio	0.67	0.59	0.59	0.60	0.55		0.05	0.09		0.12	0.16	0.16
Clearance Time (s)	4.0	4.5	4.5	4.0	4.5		4.0	4.0		4.0	4.5	4.5
Vehicle Extension (s)	2.5	3.0	3.0	2.5	3.0		2.5	2.5		2.5	2.5	2.5
Lane Grp Cap (vph)	550	1115	900	442	1914		90	154		224	302	243
v/s Ratio Prot	c0.03	c0.31		0.01	0.16		0.03	c0.04		c0.07	0.05	
v/s Ratio Perm	0.20		0.02	0.08								0.02
v/c Ratio	0.34	0.53	0.04	0.14	0.30		0.52	0.48		0.58	0.31	0.10
Uniform Delay, d1	7.1	13.6	9.6	10.1	13.3		51.0	47.7		45.4	40.9	39.5
Progression Factor	0.87	0.88	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.3	1.7	0.1	0.1	0.4		4.1	1.7		3.1	0.4	0.1
Delay (s)	6.5	13.8	9.7	10.2	13.7		55.1	49.4		48.6	41.3	39.6
Level of Service	A	B	A	B	B		E	D		D	D	D
Approach Delay (s)		11.8			13.4			51.2			43.2	
Approach LOS		B			B			D			D	
Intersection Summary												
HCM 2000 Control Delay			21.0				HCM 2000 Level of Service				C	
HCM 2000 Volume to Capacity ratio			0.53									
Actuated Cycle Length (s)			110.0				Sum of lost time (s)			17.0		
Intersection Capacity Utilization			58.6%				ICU Level of Service			B		
Analysis Period (min)			15									
c Critical Lane Group												

ATTACHMENT 2

HCM Signalized Intersection Capacity Analysis 2: Rebekah & Wilsonville Rd

Wilsonville Town Center
Horizon Year 2035_No Build



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	235	635	220	60	480	105	75	35	35	140	50	240
Future Volume (vph)	235	635	220	60	480	105	75	35	35	140	50	240
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.5		4.0	4.5		4.0	4.0			4.5	4.5
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00			1.00	1.00
Frbp, ped/bikes	1.00	0.99		1.00	0.99		1.00	0.99			1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00			1.00	1.00
Frt	1.00	0.96		1.00	0.97		1.00	0.93			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.96	1.00
Satd. Flow (prot)	1784	3380		1802	3433		1804	1744			1816	1594
Flt Permitted	0.37	1.00		0.31	1.00		0.44	1.00			0.74	1.00
Satd. Flow (perm)	703	3380		580	3433		842	1744			1387	1594
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	240	648	224	61	490	107	77	36	36	143	51	245
RTOR Reduction (vph)	0	21	0	0	10	0	0	29	0	0	0	200
Lane Group Flow (vph)	240	851	0	61	587	0	77	43	0	0	194	45
Confl. Peds. (#/hr)	7		9	9		7	1		2	2		1
Confl. Bikes (#/hr)						2			1			
Heavy Vehicles (%)	1%	2%	0%	0%	2%	0%	0%	0%	0%	1%	0%	0%
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8		4			4
Actuated Green, G (s)	80.6	71.5		71.9	66.8		20.9	20.9			20.4	20.4
Effective Green, g (s)	80.6	71.5		71.9	66.8		20.9	20.9			20.4	20.4
Actuated g/C Ratio	0.73	0.65		0.65	0.61		0.19	0.19			0.19	0.19
Clearance Time (s)	4.0	4.5		4.0	4.5		4.0	4.0			4.5	4.5
Vehicle Extension (s)	2.5	3.0		2.5	3.0		2.5	2.5			2.5	2.5
Lane Grp Cap (vph)	611	2197		435	2084		159	331			257	295
v/s Ratio Prot	c0.03	0.25		0.01	0.17			0.02				
v/s Ratio Perm	c0.25			0.08			0.09				c0.14	0.03
v/c Ratio	0.39	0.39		0.14	0.28		0.48	0.13			0.75	0.15
Uniform Delay, d1	5.0	9.0		6.9	10.2		39.7	37.0			42.4	37.6
Progression Factor	0.43	0.27		0.80	0.71		1.00	1.00			1.00	1.00
Incremental Delay, d2	0.2	0.4		0.1	0.3		1.7	0.1			11.3	0.2
Delay (s)	2.4	2.9		5.6	7.6		41.4	37.1			53.8	37.7
Level of Service	A	A		A	A		D	D			D	D
Approach Delay (s)		2.8			7.4			39.3			44.8	
Approach LOS		A			A			D			D	

Intersection Summary

HCM 2000 Control Delay	14.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	60.3%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

ATTACHMENT 2

HCM Signalized Intersection Capacity Analysis 7: Town Center Lp West/Town Center Loop W & Wilsonville Rd

Wilsonville Town Center
Horizon Year 2035_No Build

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	600	830	130	60	635	100	270	130	60	200	90	810
Future Volume (vph)	600	830	130	60	635	100	270	130	60	200	90	810
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.5		4.0	4.5		4.5	4.5		4.5	4.5	4.5
Lane Util. Factor	0.97	0.95		1.00	0.95		0.91	0.91		1.00	1.00	0.88
Frbp, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	0.96
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.98		1.00	0.98		1.00	0.97		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	0.98		0.95	1.00	1.00
Satd. Flow (prot)	3502	3465		1805	3491		1595	3216		1805	1845	2704
Flt Permitted	0.95	1.00		0.95	1.00		0.95	0.98		0.95	1.00	1.00
Satd. Flow (perm)	3502	3465		1805	3491		1595	3216		1805	1845	2704
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	632	874	137	63	668	105	284	137	63	211	95	853
RTOR Reduction (vph)	0	10	0	0	10	0	0	20	0	0	0	520
Lane Group Flow (vph)	632	1001	0	63	763	0	162	302	0	211	95	333
Confl. Peds. (#/hr)	15		3	3		15	14					14
Heavy Vehicles (%)	0%	1%	6%	0%	1%	0%	3%	3%	0%	0%	3%	1%
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	Perm
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases												4
Actuated Green, G (s)	24.1	54.8		4.8	35.5		16.2	16.2		16.7	16.7	16.7
Effective Green, g (s)	24.1	54.8		4.8	35.5		16.2	16.2		16.7	16.7	16.7
Actuated g/C Ratio	0.22	0.50		0.04	0.32		0.15	0.15		0.15	0.15	0.15
Clearance Time (s)	4.0	4.5		4.0	4.5		4.5	4.5		4.5	4.5	4.5
Vehicle Extension (s)	2.5	4.3		2.5	4.3		2.5	2.5		2.5	2.5	2.5
Lane Grp Cap (vph)	767	1726		78	1126		234	473		274	280	410
v/s Ratio Prot	c0.18	0.29		0.03	c0.22		c0.10	0.09		0.12	0.05	
v/s Ratio Perm												c0.12
v/c Ratio	0.82	0.58		0.81	0.68		0.69	0.64		0.77	0.34	0.81
Uniform Delay, d1	40.9	19.5		52.1	32.3		44.5	44.1		44.8	41.7	45.1
Progression Factor	1.01	0.85		0.93	1.22		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	6.1	1.2		41.8	3.2		7.9	2.5		12.1	0.5	11.4
Delay (s)	47.5	17.8		90.3	42.7		52.4	46.6		56.9	42.2	56.5
Level of Service	D	B		F	D		D	D		E	D	E
Approach Delay (s)		29.2			46.3			48.6			55.4	
Approach LOS		C			D			D			E	
Intersection Summary												
HCM 2000 Control Delay			42.3				HCM 2000 Level of Service			D		
HCM 2000 Volume to Capacity ratio			0.74									
Actuated Cycle Length (s)			110.0				Sum of lost time (s)			17.5		
Intersection Capacity Utilization			72.6%				ICU Level of Service			C		
Analysis Period (min)			15									

c Critical Lane Group

ATTACHMENT 2

HCM Signalized Intersection Capacity Analysis 8: I-5 NB & Wilsonville Rd

Wilsonville Town Center
Horizon Year 2035_No Build

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	↖↗	↕			↖↗↕	↖	↖	↕	↖↗				
Traffic Volume (vph)	540	900	0	0	1235	480	500	0	680	0	0	0	
Future Volume (vph)	540	900	0	0	1235	480	500	0	680	0	0	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	4.5	4.5			4.5	4.5	4.5	4.5	4.5				
Lane Util. Factor	0.97	0.95			0.91	1.00	0.95	0.95	0.88				
Frbp, ped/bikes	1.00	1.00			1.00	0.98	1.00	1.00	1.00				
Flpb, ped/bikes	1.00	1.00			1.00	1.00	1.00	1.00	1.00				
Frt	1.00	1.00			1.00	0.85	1.00	1.00	0.85				
Flt Protected	0.95	1.00			1.00	1.00	0.95	0.95	1.00				
Satd. Flow (prot)	3400	3574			5136	1549	1618	1618	2814				
Flt Permitted	0.95	1.00			1.00	1.00	0.95	0.95	1.00				
Satd. Flow (perm)	3400	3574			5136	1549	1618	1618	2814				
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	
Adj. Flow (vph)	557	928	0	0	1273	495	515	0	701	0	0	0	
RTOR Reduction (vph)	0	0	0	0	0	243	0	0	120	0	0	0	
Lane Group Flow (vph)	557	928	0	0	1273	252	257	258	581	0	0	0	
Confl. Peds. (#/hr)	5		23	23		5	2					2	
Confl. Bikes (#/hr)						1			2				
Heavy Vehicles (%)	3%	1%	0%	0%	1%	2%	6%	0%	1%	0%	0%	0%	
Turn Type	Prot	NA			NA	Perm	Split	NA	custom				
Protected Phases	5	2			6		3	3	8				
Permitted Phases						6							
Actuated Green, G (s)	22.5	61.0			34.0	34.0	40.0	40.0	40.0				
Effective Green, g (s)	22.5	61.0			34.0	34.0	40.0	40.0	40.0				
Actuated g/C Ratio	0.20	0.55			0.31	0.31	0.36	0.36	0.36				
Clearance Time (s)	4.5	4.5			4.5	4.5	4.5	4.5	4.5				
Vehicle Extension (s)	2.3	4.9			4.9	4.9	2.3	2.3	2.3				
Lane Grp Cap (vph)	695	1981			1587	478	588	588	1023				
v/s Ratio Prot	c0.16	0.26			c0.25		0.16	0.16	c0.21				
v/s Ratio Perm						0.16							
v/c Ratio	0.80	0.47			0.80	0.53	0.44	0.44	0.57				
Uniform Delay, d1	41.6	14.7			34.9	31.4	26.5	26.5	28.1				
Progression Factor	0.78	0.27			0.91	0.75	1.00	1.00	1.00				
Incremental Delay, d2	7.7	0.7			3.0	2.7	2.4	2.4	2.3				
Delay (s)	40.2	4.7			34.7	26.2	28.8	28.9	30.4				
Level of Service	D	A			C	C	C	C	C				
Approach Delay (s)		18.0			32.4			29.7			0.0		
Approach LOS		B			C			C			A		
Intersection Summary													
HCM 2000 Control Delay			26.9		HCM 2000 Level of Service				C				
HCM 2000 Volume to Capacity ratio			0.70										
Actuated Cycle Length (s)			110.0		Sum of lost time (s)				13.5				
Intersection Capacity Utilization			104.0%		ICU Level of Service				G				
Analysis Period (min)			15										
c	Critical Lane Group												

ATTACHMENT 2

HCM Signalized Intersection Capacity Analysis 9: I-5 SB & Wilsonville Rd

Wilsonville Town Center
Horizon Year 2035_No Build



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑	↑↑	↑↑					↑	↑	↑↑
Traffic Volume (vph)	0	990	960	700	1035	0	0	0	0	450	0	620
Future Volume (vph)	0	990	960	700	1035	0	0	0	0	450	0	620
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5	4.5	4.5					4.5	4.5	4.5
Lane Util. Factor		0.91	1.00	0.97	0.95					0.95	0.95	0.88
Frbp, ped/bikes		1.00	0.97	1.00	1.00					1.00	1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Frt		1.00	0.85	1.00	1.00					1.00	1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95	0.95	1.00
Satd. Flow (prot)		5085	1542	3467	3505					1698	1698	2656
Flt Permitted		1.00	1.00	0.95	1.00					0.95	0.95	1.00
Satd. Flow (perm)		5085	1542	3467	3505					1698	1698	2656
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	1021	990	722	1067	0	0	0	0	464	0	639
RTOR Reduction (vph)	0	0	449	0	0	0	0	0	0	0	0	108
Lane Group Flow (vph)	0	1021	541	722	1067	0	0	0	0	232	232	531
Confl. Peds. (#/hr)	7		8	8		7	1		3	3		1
Confl. Bikes (#/hr)						4						
Heavy Vehicles (%)	0%	2%	2%	1%	3%	0%	0%	0%	0%	1%	0%	7%
Turn Type		NA	Perm	Prot	NA					Split	NA	custom
Protected Phases		2		1	6					7	7	4
Permitted Phases			2									
Actuated Green, G (s)		37.0	37.0	22.5	64.0					37.0	37.0	37.0
Effective Green, g (s)		37.0	37.0	22.5	64.0					37.0	37.0	37.0
Actuated g/C Ratio		0.34	0.34	0.20	0.58					0.34	0.34	0.34
Clearance Time (s)		4.5	4.5	4.5	4.5					4.5	4.5	4.5
Vehicle Extension (s)		4.9	4.9	2.3	4.9					2.3	2.3	2.3
Lane Grp Cap (vph)		1710	518	709	2039					571	571	893
v/s Ratio Prot		0.20		c0.21	0.30					0.14	0.14	c0.20
v/s Ratio Perm			c0.35									
v/c Ratio		0.60	1.05	1.02	0.52					0.41	0.41	0.59
Uniform Delay, d1		30.3	36.5	43.8	13.8					28.1	28.1	30.3
Progression Factor		0.76	1.26	1.40	0.67					1.00	1.00	1.00
Incremental Delay, d2		1.0	44.5	30.3	0.8					2.1	2.1	2.9
Delay (s)		24.2	90.4	91.5	10.0					30.2	30.2	33.2
Level of Service		C	F	F	B					C	C	C
Approach Delay (s)		56.8			42.9			0.0			31.9	
Approach LOS		E			D			A			C	
Intersection Summary												
HCM 2000 Control Delay			46.1			HCM 2000 Level of Service				D		
HCM 2000 Volume to Capacity ratio			0.87									
Actuated Cycle Length (s)			110.0			Sum of lost time (s)				13.5		
Intersection Capacity Utilization			104.0%			ICU Level of Service				G		
Analysis Period (min)			15									
c Critical Lane Group												

ATTACHMENT 2

HCM Signalized Intersection Capacity Analysis 1: Wilsonville Rd & Town Center Loop E

Wilsonville Town Center
Horizon Year 2035_Build

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 	 		 	 		 	 	 
Traffic Volume (vph)	550	570	60	60	410	140	50	60	40	195	90	240
Future Volume (vph)	550	570	60	60	410	140	50	60	40	195	90	240
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.5		4.0	4.5		4.0	4.0		4.0	4.5	
Lane Util. Factor	0.97	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frbp, ped/bikes	1.00	1.00		1.00	0.99		1.00	0.99		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.96		1.00	0.94		1.00	0.89	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	3400	1864		1805	1804		1804	1724		1796	1628	
Flt Permitted	0.95	1.00		0.95	1.00		0.60	1.00		0.69	1.00	
Satd. Flow (perm)	3400	1864		1805	1804		1134	1724		1303	1628	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	573	594	62	62	427	146	52	62	42	203	94	250
RTOR Reduction (vph)	0	3	0	0	9	0	0	28	0	0	100	0
Lane Group Flow (vph)	573	654	0	63	564	0	52	77	0	203	244	0
Confl. Peds. (#/hr)	5		13	13		5	2		5	5		2
Confl. Bikes (#/hr)			2			3						
Heavy Vehicles (%)	3%	0%	0%	0%	0%	3%	0%	2%	3%	0%	0%	4%
Turn Type	Prot	NA		Prot	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases							8			4		
Actuated Green, G (s)	23.2	61.2		7.0	45.0		9.9	9.9		22.1	21.6	
Effective Green, g (s)	23.2	61.2		7.0	45.0		9.9	9.9		22.1	21.6	
Actuated g/C Ratio	0.21	0.56		0.06	0.41		0.09	0.09		0.20	0.20	
Clearance Time (s)	4.0	4.5		4.0	4.5		4.0	4.0		4.0	4.5	
Vehicle Extension (s)	2.5	3.0		2.5	3.0		2.5	2.5		2.5	2.5	
Lane Grp Cap (vph)	717	1037		114	738		121	155		330	319	
v/s Ratio Prot	c0.17	0.35		0.03	c0.31		0.01	c0.04		0.09	c0.15	
v/s Ratio Perm							0.03			0.04		
v/c Ratio	0.80	0.63		0.55	0.76		0.43	0.50		0.62	0.77	
Uniform Delay, d1	41.2	16.7		50.0	27.9		46.9	47.7		39.4	41.8	
Progression Factor	0.93	0.68		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	5.0	2.4		4.6	7.4		1.8	1.8		2.9	10.0	
Delay (s)	43.2	13.8		54.6	35.3		48.7	49.5		42.3	51.9	
Level of Service	D	B		D	D		D	D		D	D	
Approach Delay (s)		27.5			37.2			49.2			48.3	
Approach LOS		C			D			D			D	
Intersection Summary												
HCM 2000 Control Delay			35.7				HCM 2000 Level of Service			D		
HCM 2000 Volume to Capacity ratio			0.77									
Actuated Cycle Length (s)			110.0				Sum of lost time (s)			17.0		
Intersection Capacity Utilization			83.5%				ICU Level of Service			E		
Analysis Period (min)			15									
c Critical Lane Group												

ATTACHMENT 2

HCM 2010 TWSC
2: Rebekah & Wilsonville Rd

Wilsonville Town Center
Horizon Year 2035_Build

Intersection

Int Delay, s/veh 1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↓			↑↓				↑			↑
Traffic Vol, veh/h	0	1140	220	0	590	110	0	0	40	0	0	190
Future Vol, veh/h	0	1140	220	0	590	110	0	0	40	0	0	190
Conflicting Peds, #/hr	7	0	9	9	0	7	1	0	2	2	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	1	2	0	0	2	0	0	0	0	1	0	0
Mvmt Flow	0	1163	224	0	602	112	0	0	41	0	0	194

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	-	0	0	-	-	0	-	-	705	-	-	365
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	6.9	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.3	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	383	0	0	638
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	379	-	-	634
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	15.6	13.2
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	379	-	-	-	-	634
HCM Lane V/C Ratio	0.108	-	-	-	-	0.306
HCM Control Delay (s)	15.6	-	-	-	-	13.2
HCM Lane LOS	C	-	-	-	-	B
HCM 95th %tile Q(veh)	0.4	-	-	-	-	1.3

ATTACHMENT 2

HCM Signalized Intersection Capacity Analysis 4: Holly St/Park Pl & Wilsonville Rd

Wilsonville Town Center
Horizon Year 2035_Build

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 							
Traffic Volume (vph)	400	1140	50	60	670	50	190	40	50	170	50	360
Future Volume (vph)	400	1140	50	60	670	50	190	40	50	170	50	360
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.5		4.0	4.5		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.99		1.00	0.92		1.00	0.87	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3517		1770	3502		1770	1707		1770	1618	
Flt Permitted	0.95	1.00		0.95	1.00		0.25	1.00		0.64	1.00	
Satd. Flow (perm)	1770	3517		1770	3502		466	1707		1195	1618	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	421	1200	53	63	705	53	200	42	53	179	53	379
RTOR Reduction (vph)	0	2	0	0	4	0	0	45	0	0	268	0
Lane Group Flow (vph)	421	1251	0	63	754	0	200	50	0	179	164	0
Turn Type	Prot	NA		Prot	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases							2			6		
Actuated Green, G (s)	34.2	61.7		7.8	35.3		24.0	16.0		24.0	16.0	
Effective Green, g (s)	34.2	61.7		7.8	35.3		24.0	16.0		24.0	16.0	
Actuated g/C Ratio	0.31	0.56		0.07	0.32		0.22	0.15		0.22	0.15	
Clearance Time (s)	4.0	4.5		4.0	4.5		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	550	1972		125	1123		196	248		302	235	
v/s Ratio Prot	c0.24	0.36		0.04	c0.22		c0.07	0.03		0.04	0.10	
v/s Ratio Perm							c0.15			0.09		
v/c Ratio	0.77	0.63		0.50	0.67		1.02	0.20		0.59	0.70	
Uniform Delay, d1	34.3	16.5		49.2	32.3		41.2	41.4		37.7	44.7	
Progression Factor	0.61	0.40		0.88	0.89		1.00	1.00		1.00	1.00	
Incremental Delay, d2	3.2	0.8		2.8	2.8		69.7	0.4		3.1	8.7	
Delay (s)	24.2	7.4		46.1	31.6		110.9	41.8		40.8	53.4	
Level of Service	C	A		D	C		F	D		D	D	
Approach Delay (s)		11.7			32.7			88.6			49.7	
Approach LOS		B			C			F			D	

Intersection Summary		
HCM 2000 Control Delay	30.2	HCM 2000 Level of Service C
HCM 2000 Volume to Capacity ratio	0.79	
Actuated Cycle Length (s)	110.0	Sum of lost time (s) 16.5
Intersection Capacity Utilization	91.4%	ICU Level of Service F
Analysis Period (min)	15	

c Critical Lane Group

ATTACHMENT 2

HCM Signalized Intersection Capacity Analysis 7: Town Center Lp West/Town Center Loop W & Wilsonville Rd

Wilsonville Town Center
Horizon Year 2035_Build



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑		↑	↑		↑	↑	
Traffic Volume (vph)	0	1430	130	0	1170	50	150	130	60	100	90	400
Future Volume (vph)	0	1430	130	0	1170	50	150	130	60	100	90	400
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5			4.5		4.0	4.5		4.0	4.5	
Lane Util. Factor		0.95			0.95		1.00	1.00		1.00	1.00	
Frbp, ped/bikes		1.00			1.00		1.00	1.00		1.00	0.97	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.99			0.99		1.00	0.95		1.00	0.88	
Flt Protected		1.00			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		3507			3546		1752	1774		1805	1604	
Flt Permitted		1.00			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		3507			3546		1752	1774		1805	1604	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1505	137	0	1232	53	158	137	63	105	95	421
RTOR Reduction (vph)	0	6	0	0	3	0	0	15	0	0	42	0
Lane Group Flow (vph)	0	1636	0	0	1282	0	158	185	0	105	474	0
Confl. Peds. (#/hr)	15		3	3		15	14					14
Heavy Vehicles (%)	0%	1%	6%	0%	1%	0%	3%	3%	0%	0%	3%	1%
Turn Type		NA			NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)		57.5			57.5		11.0	29.0		10.5	28.5	
Effective Green, g (s)		57.5			57.5		11.0	29.0		10.5	28.5	
Actuated g/C Ratio		0.52			0.52		0.10	0.26		0.10	0.26	
Clearance Time (s)		4.5			4.5		4.0	4.5		4.0	4.5	
Vehicle Extension (s)		4.3			4.3		3.0	4.3		3.0	4.3	
Lane Grp Cap (vph)		1833			1853		175	467		172	415	
v/s Ratio Prot		c0.47			0.36		c0.09	0.10		0.06	c0.30	
v/s Ratio Perm												
v/c Ratio		0.89			0.69		0.90	0.40		0.61	1.14	
Uniform Delay, d1		23.5			19.6		49.0	33.3		47.8	40.8	
Progression Factor		0.69			0.46		1.00	1.00		1.00	1.00	
Incremental Delay, d2		6.2			1.5		41.3	0.9		6.3	88.8	
Delay (s)		22.3			10.6		90.3	34.2		54.1	129.6	
Level of Service		C			B		F	C		D	F	
Approach Delay (s)		22.3			10.6			58.9			116.8	
Approach LOS		C			B			E			F	

Intersection Summary			
HCM 2000 Control Delay	36.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.97		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	93.4%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

ATTACHMENT 2

HCM Signalized Intersection Capacity Analysis 8: I-5 NB & Wilsonville Rd

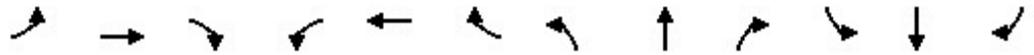
Wilsonville Town Center
Horizon Year 2035_Build

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	540	900	0	0	1240	480	500	0	680	0	0	0	
Future Volume (vph)	540	900	0	0	1240	480	500	0	680	0	0	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	4.5	4.5			4.5	4.5	4.5	4.5	4.5				
Lane Util. Factor	0.97	0.95			0.91	1.00	0.95	0.95	0.88				
Frbp, ped/bikes	1.00	1.00			1.00	0.98	1.00	1.00	0.98				
Flpb, ped/bikes	1.00	1.00			1.00	1.00	1.00	1.00	1.00				
Frt	1.00	1.00			1.00	0.85	1.00	1.00	0.85				
Flt Protected	0.95	1.00			1.00	1.00	0.95	0.95	1.00				
Satd. Flow (prot)	3400	3574			5136	1549	1618	1618	2752				
Flt Permitted	0.95	1.00			1.00	1.00	0.95	0.95	1.00				
Satd. Flow (perm)	3400	3574			5136	1549	1618	1618	2752				
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	
Adj. Flow (vph)	557	928	0	0	1278	495	515	0	701	0	0	0	
RTOR Reduction (vph)	0	0	0	0	0	243	0	0	120	0	0	0	
Lane Group Flow (vph)	557	928	0	0	1278	252	257	258	581	0	0	0	
Confl. Peds. (#/hr)	5		23	23		5	2					2	
Confl. Bikes (#/hr)						1			2				
Heavy Vehicles (%)	3%	1%	0%	0%	1%	2%	6%	0%	1%	0%	0%	0%	
Turn Type	Prot	NA			NA	Perm	Prot	NA	Perm				
Protected Phases	5	2			6		3	8					
Permitted Phases						6			8				
Actuated Green, G (s)	22.5	61.0			34.0	34.0	40.0	40.0	40.0				
Effective Green, g (s)	22.5	61.0			34.0	34.0	40.0	40.0	40.0				
Actuated g/C Ratio	0.20	0.55			0.31	0.31	0.36	0.36	0.36				
Clearance Time (s)	4.5	4.5			4.5	4.5	4.5	4.5	4.5				
Vehicle Extension (s)	2.3	4.9			4.9	4.9	2.3	2.3	2.3				
Lane Grp Cap (vph)	695	1981			1587	478	588	588	1000				
v/s Ratio Prot	c0.16	0.26			c0.25		0.16	0.16					
v/s Ratio Perm						0.16			c0.21				
v/c Ratio	0.80	0.47			0.81	0.53	0.44	0.44	0.58				
Uniform Delay, d1	41.6	14.7			35.0	31.4	26.5	26.5	28.2				
Progression Factor	0.36	1.53			0.75	0.64	1.00	1.00	1.00				
Incremental Delay, d2	7.7	0.7			2.5	2.3	2.4	2.4	2.5				
Delay (s)	22.5	23.2			28.8	22.3	28.8	28.9	30.7				
Level of Service	C	C			C	C	C	C	C				
Approach Delay (s)		23.0			27.0			29.9			0.0		
Approach LOS		C			C			C			A		
Intersection Summary													
HCM 2000 Control Delay			26.4		HCM 2000 Level of Service				C				
HCM 2000 Volume to Capacity ratio			0.71										
Actuated Cycle Length (s)			110.0		Sum of lost time (s)				13.5				
Intersection Capacity Utilization			104.0%		ICU Level of Service				G				
Analysis Period (min)			15										
c Critical Lane Group													

ATTACHMENT 2

HCM Signalized Intersection Capacity Analysis 9: I-5 SB & Wilsonville Rd

Wilsonville Town Center
Horizon Year 2035_Build



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑	↑↑	↑↑					↑	↑	↑↑
Traffic Volume (vph)	0	990	960	700	1040	0	0	0	0	450	0	620
Future Volume (vph)	0	990	960	700	1040	0	0	0	0	450	0	620
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5	4.5	4.5					4.5	4.5	4.5
Lane Util. Factor		0.91	1.00	0.97	0.95					0.95	0.95	0.88
Frbp, ped/bikes		1.00	0.97	1.00	1.00					1.00	1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Frt		1.00	0.85	1.00	1.00					1.00	1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95	0.95	1.00
Satd. Flow (prot)		5085	1542	3467	3505					1698	1698	2656
Flt Permitted		1.00	1.00	0.95	1.00					0.95	0.95	1.00
Satd. Flow (perm)		5085	1542	3467	3505					1698	1698	2656
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	1021	990	722	1072	0	0	0	0	464	0	639
RTOR Reduction (vph)	0	0	449	0	0	0	0	0	0	0	0	107
Lane Group Flow (vph)	0	1021	541	722	1072	0	0	0	0	232	232	532
Confl. Peds. (#/hr)	7		8	8		7	1		3	3		1
Confl. Bikes (#/hr)						4						
Heavy Vehicles (%)	0%	2%	2%	1%	3%	0%	0%	0%	0%	1%	0%	7%
Turn Type		NA	Perm	Prot	NA					Split	NA	custom
Protected Phases		2		1	6					7	7	4
Permitted Phases			2									
Actuated Green, G (s)		37.0	37.0	22.5	64.0					37.0	37.0	37.0
Effective Green, g (s)		37.0	37.0	22.5	64.0					37.0	37.0	37.0
Actuated g/C Ratio		0.34	0.34	0.20	0.58					0.34	0.34	0.34
Clearance Time (s)		4.5	4.5	4.5	4.5					4.5	4.5	4.5
Vehicle Extension (s)		4.9	4.9	2.3	4.9					2.3	2.3	2.3
Lane Grp Cap (vph)		1710	518	709	2039					571	571	893
v/s Ratio Prot		0.20		c0.21	0.31					0.14	0.14	c0.20
v/s Ratio Perm			c0.35									
v/c Ratio		0.60	1.05	1.02	0.53					0.41	0.41	0.60
Uniform Delay, d1		30.3	36.5	43.8	13.9					28.1	28.1	30.3
Progression Factor		0.68	1.23	1.77	0.40					1.00	1.00	1.00
Incremental Delay, d2		1.0	44.5	30.2	0.8					2.1	2.1	2.9
Delay (s)		21.7	89.3	107.6	6.3					30.2	30.2	33.2
Level of Service		C	F	F	A					C	C	C
Approach Delay (s)		55.0			47.1			0.0			31.9	
Approach LOS		D			D			A			C	
Intersection Summary												
HCM 2000 Control Delay			46.9			HCM 2000 Level of Service				D		
HCM 2000 Volume to Capacity ratio			0.87									
Actuated Cycle Length (s)			110.0			Sum of lost time (s)				13.5		
Intersection Capacity Utilization			104.0%			ICU Level of Service				G		
Analysis Period (min)			15									
c Critical Lane Group												

ATTACHMENT 2

Queuing and Blocking Report
Horizon Year 2035_No Build

06/24/2020

Intersection: 1: Wilsonville Rd & Town Center Loop E

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	TR	L	TR	L	T	R
Maximum Queue (ft)	248	364	46	429	536	578	241	148	124	1028	259
Average Queue (ft)	82	136	11	79	250	286	86	64	80	403	145
95th Queue (ft)	183	293	35	336	625	668	206	128	151	1155	316
Link Distance (ft)		410	410	677	677	677	1067	1067		1284	
Upstream Blk Time (%)		0		2	6	9				12	
Queuing Penalty (veh)		0		0	0	0				0	
Storage Bay Dist (ft)	225								100		250
Storage Blk Time (%)	0	2							16	5	29
Queuing Penalty (veh)	0	3							37	12	61

Intersection: 2: Rebekah & Wilsonville Rd

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	LT	R
Maximum Queue (ft)	224	449	259	150	442	448	120	1010	1159	1181
Average Queue (ft)	111	104	47	71	296	327	104	642	545	711
95th Queue (ft)	209	283	148	170	539	547	147	1329	1350	1477
Link Distance (ft)		860	860		410	410		1001	1162	1162
Upstream Blk Time (%)					16	34		50	27	35
Queuing Penalty (veh)					50	107		0	0	0
Storage Bay Dist (ft)	175			100			100			
Storage Blk Time (%)	4	1		0	49		77	0		
Queuing Penalty (veh)	12	3		1	30		54	0		

ATTACHMENT 2

Queuing and Blocking Report
Horizon Year 2035_No Build

06/24/2020

Intersection: 7: Town Center Lp West/Town Center Loop W & Wilsonville Rd

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	L	T	TR	L	T	TR	L	LT	TR	L	T
Maximum Queue (ft)	316	350	377	347	125	918	907	140	401	340	104	1532
Average Queue (ft)	206	225	215	193	78	842	864	112	199	125	81	1332
95th Queue (ft)	297	318	332	309	162	1006	1013	170	342	256	128	2027
Link Distance (ft)			591	591		860	860		850	850		1497
Upstream Blk Time (%)						35	61					44
Queuing Penalty (veh)						140	241					0
Storage Bay Dist (ft)	300	300			100			115				80
Storage Blk Time (%)	0	1	1		6	87		11	28		26	7
Queuing Penalty (veh)	1	6	8		18	52		21	38		24	14

Intersection: 7: Town Center Lp West/Town Center Loop W & Wilsonville Rd

Movement	SB	SB
Directions Served	R	R
Maximum Queue (ft)	1541	275
Average Queue (ft)	1405	273
95th Queue (ft)	1884	301
Link Distance (ft)	1497	
Upstream Blk Time (%)	76	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		250
Storage Blk Time (%)	75	20
Queuing Penalty (veh)	302	79

Intersection: 8: I-5 NB & Wilsonville Rd

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	L	T	T	T	T	T	R	L	LT	R	R
Maximum Queue (ft)	254	274	309	206	636	657	636	300	262	295	330	264
Average Queue (ft)	196	211	122	67	610	616	374	47	144	177	160	47
95th Queue (ft)	255	270	244	149	630	652	729	202	238	271	320	195
Link Distance (ft)	406	406	406	406	591	591	591			1126	1126	
Upstream Blk Time (%)			0		36	27	3					
Queuing Penalty (veh)			0		207	153	15					
Storage Bay Dist (ft)								150	400			400
Storage Blk Time (%)							9	1				
Queuing Penalty (veh)							43	4				

ATTACHMENT 2

Queuing and Blocking Report
Horizon Year 2035_No Build

06/24/2020

Intersection: 9: I-5 SB & Wilsonville Rd

Movement	EB	EB	EB	EB	WB	WB	WB	WB	SB	SB	SB	SB
Directions Served	T	T	T	R	L	L	T	T	L	LT	R	R
Maximum Queue (ft)	410	420	224	210	240	255	213	205	288	237	284	247
Average Queue (ft)	242	173	88	78	207	222	62	69	163	118	137	106
95th Queue (ft)	380	334	165	173	233	247	143	156	255	203	254	225
Link Distance (ft)		471	471	471	406	406	406	406		1184		
Upstream Blk Time (%)		0										
Queuing Penalty (veh)		1										
Storage Bay Dist (ft)	300								500		500	500
Storage Blk Time (%)	4	1										
Queuing Penalty (veh)	12	2										

Intersection: 11: Boones Ferry Rd & Wilsonville Rd

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	T	T	TR	L	L	T	T	R	L	T	R
Maximum Queue (ft)	499	1017	1038	250	255	401	542	525	200	128	216	372
Average Queue (ft)	100	994	1004	250	138	183	301	313	121	56	103	173
95th Queue (ft)	352	1080	1024	251	223	323	488	486	281	109	188	304
Link Distance (ft)		983	983				471	471			1012	1012
Upstream Blk Time (%)		39	78				4	4				
Queuing Penalty (veh)		0	0				35	36				
Storage Bay Dist (ft)	450			200	380	380			100	300		
Storage Blk Time (%)		18	23	78		0	3	43				
Queuing Penalty (veh)		12	90	272		0	13	100				

Intersection: 11: Boones Ferry Rd & Wilsonville Rd

Movement	SB	SB	SB	B113
Directions Served	L	L	TR	T
Maximum Queue (ft)	271	285	692	5
Average Queue (ft)	172	215	261	0
95th Queue (ft)	285	318	605	6
Link Distance (ft)			1031	505
Upstream Blk Time (%)			0	
Queuing Penalty (veh)			0	
Storage Bay Dist (ft)	260	260		
Storage Blk Time (%)	0	6	4	
Queuing Penalty (veh)	1	17	19	

Network Summary

Network wide Queuing Penalty: 2349

ATTACHMENT 2

Queuing and Blocking Report Future 2035 **Build**

06/24/2020

Intersection: 1: Wilsonville Rd & Town Center Loop E

Movement	EB	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	249	414	430	174	1387	144	812	125	1871
Average Queue (ft)	183	239	172	64	1166	105	381	104	1617
95th Queue (ft)	274	401	350	176	1787	175	974	173	2344
Link Distance (ft)		411	411		1354		951		1815
Upstream Blk Time (%)		3	1		67		15		73
Queuing Penalty (veh)		16	7		0		0		0
Storage Bay Dist (ft)	225			150		120		100	
Storage Blk Time (%)	1	11		0	75	51	6	18	80
Queuing Penalty (veh)	4	31		0	45	50	3	58	155

Intersection: 2: Rebekah & Wilsonville Rd

Movement	EB	EB	WB	WB	NB	SB
Directions Served	T	TR	T	TR	R	R
Maximum Queue (ft)	255	295	439	439	72	1081
Average Queue (ft)	33	36	300	365	28	543
95th Queue (ft)	176	187	539	569	60	1319
Link Distance (ft)	389	389	411	411	1053	1693
Upstream Blk Time (%)	1	1	8	45		2
Queuing Penalty (veh)	5	5	27	157		0
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 4: Holly St/Park PI & Wilsonville Rd

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	414	359	384	175	445	448	175	1164	175	1633
Average Queue (ft)	231	130	161	84	393	432	170	882	156	1112
95th Queue (ft)	373	284	331	198	464	497	196	1494	232	2021
Link Distance (ft)	430	430	430		389	389		1116		1660
Upstream Blk Time (%)	0	1	0		49	76		54		32
Queuing Penalty (veh)	1	3	3		190	296		0		0
Storage Bay Dist (ft)				150			150		150	
Storage Blk Time (%)				0	78		84	1	8	69
Queuing Penalty (veh)				0	47		75	2	31	117

ATTACHMENT 2

Queuing and Blocking Report Future 2035 **Build**

06/24/2020

Intersection: 7: Town Center Lp West/Town Center Loop W & Wilsonville Rd

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	T	TR	T	TR	L	TR	L	TR
Maximum Queue (ft)	679	664	455	474	145	950	104	1790
Average Queue (ft)	408	393	407	426	137	600	82	1655
95th Queue (ft)	647	624	521	514	165	1173	135	2097
Link Distance (ft)	598	598	430	430		1143		1734
Upstream Blk Time (%)	7	6	9	19		7		81
Queuing Penalty (veh)	60	44	53	114		0		0
Storage Bay Dist (ft)					120		80	
Storage Blk Time (%)					57	20	20	72
Queuing Penalty (veh)					110	29	98	72

Intersection: 8: I-5 NB & Wilsonville Rd

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	L	T	T	T	T	T	R	L	LT	R	R
Maximum Queue (ft)	155	170	317	325	641	645	641	298	292	337	317	256
Average Queue (ft)	98	115	193	198	613	604	370	93	145	177	110	68
95th Queue (ft)	135	154	283	285	632	644	722	253	240	288	274	213
Link Distance (ft)	416	416	416	416	598	598	598			1096	1096	
Upstream Blk Time (%)					28	17	4					
Queuing Penalty (veh)					162	95	21					
Storage Bay Dist (ft)								150	400			400
Storage Blk Time (%)								18	2	0	1	0
Queuing Penalty (veh)								86	9	0	2	1

Intersection: 9: I-5 SB & Wilsonville Rd

Movement	EB	EB	EB	EB	WB	WB	WB	WB	SB	SB	SB	SB
Directions Served	T	T	T	R	L	L	T	T	L	LT	R	R
Maximum Queue (ft)	418	475	400	365	242	262	217	239	225	220	287	271
Average Queue (ft)	255	190	111	76	208	222	100	111	129	126	126	108
95th Queue (ft)	433	440	247	239	236	248	171	192	205	204	240	217
Link Distance (ft)		480	480	480	416	416	416	416		1196		
Upstream Blk Time (%)		1	0	0				0				
Queuing Penalty (veh)		6	0	1				0				
Storage Bay Dist (ft)	300								500		500	500
Storage Blk Time (%)	10	2										
Queuing Penalty (veh)	35	5										

ATTACHMENT 2

Queuing and Blocking Report
 Future 2035 **Build**

06/24/2020

Intersection: 11: Boones Ferry Rd & Wilsonville Rd

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	T	T	TR	L	L	T	T	R	L	T	R
Maximum Queue (ft)	500	1285	1291	250	310	422	547	568	200	149	214	368
Average Queue (ft)	96	1197	1210	250	144	192	314	332	134	56	101	180
95th Queue (ft)	343	1507	1492	251	239	358	523	532	288	120	183	305
Link Distance (ft)		1249	1249				480	480			944	944
Upstream Blk Time (%)		41	66				3	4				
Queuing Penalty (veh)		0	0				25	33				
Storage Bay Dist (ft)	450			200	380	380			100	300		
Storage Blk Time (%)		13	27	77	0	0	6	48				
Queuing Penalty (veh)		9	110	270	0	1	24	116				

Intersection: 11: Boones Ferry Rd & Wilsonville Rd

Movement	SB	SB	SB	B113
Directions Served	L	L	TR	T
Maximum Queue (ft)	272	285	755	75
Average Queue (ft)	191	236	327	16
95th Queue (ft)	307	330	757	146
Link Distance (ft)			1054	505
Upstream Blk Time (%)			2	0
Queuing Penalty (veh)			0	0
Storage Bay Dist (ft)	260	260		
Storage Blk Time (%)	1	11	4	
Queuing Penalty (veh)	2	32	22	

Network Summary

Network wide Queuing Penalty: 2977

ATTACHMENT 2

Queuing and Blocking Report
 Future 2035 **Build with Trap Lane**

06/25/2020

Intersection: 1: Wilsonville Rd & Town Center Loop E

Movement	EB	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	250	413	321	175	1379	142	496	125	1852
Average Queue (ft)	191	234	113	76	888	87	157	110	1343
95th Queue (ft)	277	366	253	183	1658	160	443	166	2293
Link Distance (ft)		411	411		1354		951		1815
Upstream Blk Time (%)		1	0		34		0		46
Queuing Penalty (veh)		4	0		0		0		0
Storage Bay Dist (ft)	225			150		120		100	
Storage Blk Time (%)	2	13		1	61	26	4	21	74
Queuing Penalty (veh)	5	36		5	36	25	2	70	143

Intersection: 2: Rebekah & Wilsonville Rd

Movement	EB	EB	WB	WB	NB	SB
Directions Served	T	TR	T	TR	R	R
Maximum Queue (ft)	157	165	436	444	68	625
Average Queue (ft)	10	12	274	322	29	225
95th Queue (ft)	88	82	544	574	61	504
Link Distance (ft)	389	389	411	411	1053	1693
Upstream Blk Time (%)	0	0	7	28		
Queuing Penalty (veh)	0	0	23	98		
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 4: Holly St/Park PI & Wilsonville Rd

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	438	438	407	175	447	447	175	1164	175	1696
Average Queue (ft)	282	146	150	94	389	426	170	908	151	1251
95th Queue (ft)	438	340	340	207	472	499	195	1490	233	2136
Link Distance (ft)	429	429	429		389	389		1115		1660
Upstream Blk Time (%)	1	0	0		42	66		56		41
Queuing Penalty (veh)	5	1	1		163	256		0		0
Storage Bay Dist (ft)				150			150		150	
Storage Blk Time (%)				1	71		86	2	4	75
Queuing Penalty (veh)				2	42		76	4	18	127

ATTACHMENT 2

Queuing and Blocking Report
 Future 2035 **Build with Trap Lane**

06/25/2020

Intersection: 7: Town Center Lp West/Town Center Loop W & Wilsonville Rd

Movement	EB	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	T	T	TR	T	TR	L	TR	L	TR
Maximum Queue (ft)	457	539	569	462	471	145	1181	104	1730
Average Queue (ft)	263	321	363	373	402	138	920	80	1509
95th Queue (ft)	393	464	505	526	531	160	1508	137	2095
Link Distance (ft)	598	598	598	429	429		1131		1734
Upstream Blk Time (%)		0	0	7	16		60		57
Queuing Penalty (veh)		0	1	41	97		0		0
Storage Bay Dist (ft)						120		80	
Storage Blk Time (%)						81	11	20	71
Queuing Penalty (veh)						153	17	100	71

Intersection: 8: I-5 NB & Wilsonville Rd

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	L	T	T	T	T	T	R	L	LT	R	R
Maximum Queue (ft)	262	288	202	250	641	645	633	300	275	305	229	216
Average Queue (ft)	192	207	75	110	613	602	340	41	146	183	66	36
95th Queue (ft)	270	283	159	207	640	659	674	173	246	281	199	150
Link Distance (ft)	416	416	416	416	598	598	598			1093	1093	
Upstream Blk Time (%)					34	14	2					
Queuing Penalty (veh)					195	81	10					
Storage Bay Dist (ft)								150	400			400
Storage Blk Time (%)							9	0				
Queuing Penalty (veh)							42	1				

Intersection: 9: I-5 SB & Wilsonville Rd

Movement	EB	EB	EB	EB	WB	WB	WB	WB	SB	SB	SB	SB
Directions Served	T	T	T	R	L	L	T	T	L	LT	R	R
Maximum Queue (ft)	418	466	292	283	249	252	189	189	222	319	268	246
Average Queue (ft)	245	162	120	54	208	218	73	73	123	150	140	115
95th Queue (ft)	404	367	227	177	239	240	185	197	193	273	267	239
Link Distance (ft)		480	480	480	416	416	416	416		1196		
Upstream Blk Time (%)		0	0	0			0	0				
Queuing Penalty (veh)		1	0	0			1	2				
Storage Bay Dist (ft)	300								500		500	500
Storage Blk Time (%)	8	1								0	0	0
Queuing Penalty (veh)	27	3								0	0	0

ATTACHMENT 2

Queuing and Blocking Report Future 2035 **Build with Trap Lane**

06/25/2020

Intersection: 11: Boones Ferry Rd & Wilsonville Rd

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	T	T	TR	L	L	T	T	R	L	T	R
Maximum Queue (ft)	499	1294	1282	250	251	372	470	494	200	127	228	372
Average Queue (ft)	107	1247	1249	250	146	180	301	325	124	52	99	176
95th Queue (ft)	359	1393	1391	252	231	319	473	499	283	105	182	310
Link Distance (ft)		1249	1249				480	480			944	944
Upstream Blk Time (%)		47	75			0	2	3				
Queuing Penalty (veh)		0	0			0	19	27				
Storage Bay Dist (ft)	450			200	380	380			100	300		
Storage Blk Time (%)		15	31	78			5	47				0
Queuing Penalty (veh)		11	123	273			22	114				0

Intersection: 11: Boones Ferry Rd & Wilsonville Rd

Movement	SB	SB	SB	B113
Directions Served	L	L	TR	T
Maximum Queue (ft)	272	285	934	66
Average Queue (ft)	185	236	357	6
95th Queue (ft)	312	334	820	58
Link Distance (ft)			1054	505
Upstream Blk Time (%)			1	
Queuing Penalty (veh)			0	
Storage Bay Dist (ft)	260	260		
Storage Blk Time (%)	1	11	7	
Queuing Penalty (veh)	2	31	33	

Network Summary

Network wide Queuing Penalty: 2644

ATTACHMENT 3

Planning Commission Record Index Town Center TSP Amendments LP20-0003 Record Index

MEETINGS

Planning Commission Work Session – July 8, 2020

- Agenda
- Staff Report with Draft Comprehensive Plan and TSP Amendments
- PowerPoint Presentation
- Meeting Minutes Excerpt

Planning Commission Hearing – October 8, 2020 (added following meeting)

- Agenda
- Staff Report with Draft TSP Amendments, and Conclusionary findings
- PowerPoint Presentation
- Meeting Minutes Excerpt
- Affidavit of Noticing – PC Hearing

PUBLIC COMMENTS

- Letter From ODOT – 9/28/2020

ATTACHMENT 3

PLANNING COMMISSION

WEDNESDAY, JULY 8, 2020

6:00 PM

AGENDA



I. 6:00 PM CALL TO ORDER - ROLL CALL

Jerry Greenfield	Phyllis Millan
Ron Heberlein – Vice Chair	Jennifer Willard
Kamran Mesbah – Chair	Aaron Woods

PLEDGE OF ALLEGIANCE

CITIZEN'S INPUT

This is the time that citizens have the opportunity to address the Planning Commission regarding any item that is not already scheduled for a formal Public Hearing tonight. Therefore, if any member of the audience would like to speak about any Work Session item or any other matter of concern, please raise your hand so that we may hear from you now.

ADMINISTRATIVE MATTERS

A. Consideration of the June 10, 2020 Planning Commission Minutes

II. 6:15 PM WORK SESSIONS

A. Town Center TSP Update (Le) (40 Minutes)
B. I-5 Pedestrian Bridge (Weigel) (45 Minutes)

III. 7:40 PM INFORMATIONAL

A. City Council Action Minutes (June 1 & 15, 2020)
(No staff presentation)
B. 2020 PC Work Program
(No staff presentation)

IV. 7:50 PM ADJOURNMENT

Timeframes 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

For further information on Agenda items, call Miranda Bateschell, Planning Director, at (503) 570-1581 or e-mail her at bateschell@ci.wilsonville.or.us.

Meeting packets are available on the City's web site at <https://www.ci.wilsonville.or.us/meetings>

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 Tami Bergeron, Planning Administrative Assistant at (503) 570-1571

ATTACHMENT 3



II. WORK SESSIONS

A. Town Center TSP Update (Le) (40 Minutes)

ATTACHMENT 3



PLANNING COMMISSION STAFF REPORT

Meeting Date: July 8, 2020	Subject: Transportation System Plan (TSP) Update Staff Member: Khoi Le, PE, Development Engineering Manager; Kimberly Rybold, AICP, Senior Planner Department: Community Development	
Action Required	Advisory Board/Commission Recommendation	
<input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input type="checkbox"/> Resolution <input checked="" type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda	<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable Comments: N/A	
Staff Recommendation: Conduct a work session on the draft TSP Amendments related to the Town Center Plan.		
Recommended Language for Motion: N/A		
Project / Issue Relates To:		
<input checked="" type="checkbox"/> Council Goals/Priorities Town Center	<input checked="" type="checkbox"/> Adopted Master Plan(s) Transportation System Plan, Town Center Plan	<input type="checkbox"/> Not Applicable

ISSUE BEFORE COMMISSION:

The project team will provide an overview of proposed amendments to the Wilsonville TSP, which will incorporate transportation-related infrastructure investments adopted in the Town Center Plan.

ATTACHMENT 3

EXECUTIVE SUMMARY:

In 2019, the Wilsonville City Council adopted the Wilsonville Town Center Plan, establishing a vision for a vibrant, walkable community hub that inspires people to come together and socialize, shop, live, and work. The Plan envisions a mixed-use development pattern that will result in a walkable and vibrant Town Center, home to active parks, civic spaces, and amenities that provide year-round, compelling experiences.

The Town Center Plan contains several goals and implementation strategies to guide future development. Goal 4 of the Town Center Plan is Safe Access and Connectivity, which aims to provide transportation infrastructure designed to create a safe, accessible environment for all modes of travel in Town Center, creating enhanced connectivity throughout Town Center and to surrounding areas. In order to achieve this goal and the broader vision for Town Center, the implementation chapter of the plan calls for updating the City's TSP to incorporate the Plan's transportation-related infrastructure improvement projects into the Higher Priority Projects list.

The proposed TSP Amendments (Attachment 1) include the addition of the following infrastructure investment projects from the Town Center Plan to the Higher Priority Projects list:

- IN.1 - I-5 Pedestrian/Bicycle Bridge Gateway
- IN.2 - Park Place Redesign from Town Center Loop to the Northern Edge of Town Center Park
- IN.3 - Park Place Redesign from Town Center Park to Courtside Drive
- IN.4 - Park Place Extension from Courtside Drive to Wilsonville Road
- IN.5 - Courtside Drive Street Improvements from Park Place to Town Center Loop East
- IN.6 - Courtside Drive Extension from Park Place to Town Center Loop West
- IN.7 - Wilsonville Road Intersection Modifications
- IN.8 - Town Center Loop West Modifications
- IN.10 - Park Place Promenade from Town Center Loop West to Courtside Drive
- IN.11 - Cycle Tracks within Town Center
- IN.12 - West Promenade

Cost estimates as noted in the Town Center Plan will be included with these projects, along with associated changes to maps within the TSP. Cross sections developed and adopted as part of the Town Center Plan will also be included in the TSP update.

EXPECTED RESULTS:

Adoption of the Town Center TSP Updates will integrate the transportation-related infrastructure investments from the Town Center Plan into the TSP's Higher Priority Projects list, setting the stage for the City to pursue financing strategies to construct these improvements.

TIMELINE:

Upon the conclusion of additional analysis of the impact of these planned projects on the I-5 interchange ramps, City staff will work with ODOT to determine the extent of any required amendments to the Wilsonville Interchange Area Management Plan (IAMP). Staff will schedule a public hearing before the Planning Commission at the conclusion of this work, likely in fall 2020.

ATTACHMENT 3

CURRENT YEAR BUDGET IMPACTS:

The adopted budget for FY2019-20 includes \$150,000 for Town Center Implementation Activities in CIP project #3004, with an additional \$185,000 included in the FY2020-21 adopted budget. The TSP updates, including additional analysis needed to determine the extent of updates to the IAMP are estimated to cost \$34,000, Staff estimates that a majority of these funds will be spent in the FY2020-21 budget year.

FINANCIAL REVIEW / COMMENTS:

Reviewed by: Date:

LEGAL REVIEW / COMMENT:

Reviewed by: Date:

COMMUNITY INVOLVEMENT PROCESS:

The Town Center Plan included a robust and inclusive public outreach process where the multimodal transportation investments to be included in the TSP update were identified as transformational elements for becoming a more walkable and accessible district. Further community involvement will occur through work sessions and public hearings before the Planning Commission and City Council.

POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY:

As a result of undertaking the Town Center Plan's implementation activities, including the TSP Update, the City will begin to realize the community's vision for a more commercially vibrant, walkable, mixed-use Town Center.

ALTERNATIVES:

The Planning Commission may provide recommendations and modifications to the TSP Amendments.

CITY MANAGER COMMENT:

ATTACHMENT:

1. Draft Wilsonville TSP Amendments Memo (dated June 30, 2020)



MEMORANDUM

DATE: June 30, 2020

TO: Khoi Le, P.E. | City of Wilsonville

FROM: Scott Mansur, P.E., PTOE | DKS Associates
Jenna Bogert, E.I.T. | DKS Associates

SUBJECT: Wilsonville Transportation System Plan (TSP) Amendment Summary P18197-007

INTRODUCTION

The Town Center Plan was formally adopted by the City of Wilsonville on May 6th, 2019. An excerpt from the Town Center Plan listing the transportation infrastructure projects is attached to this memorandum for reference. This memorandum discusses necessary amendments to the City of Wilsonville's Transportation System Plan (TSP) based on transportation requirements and projects identified in the Town Center Plan. The TSP changes include the addition of the following projects to the Higher Priority project list:

- Infrastructure Project #1 - Show I-5 Pedestrian/Bicycle Bridge Gateway Improvements project which will include landscaping and wayfinding signage and provides an established gateway to the Town Center.
- Infrastructure Project #2 - Show the addition of buffered bike lanes and wider sidewalks on Park Place from Town Center Loop to the north edge of Town Center Park.
- Infrastructure Project #3 - Show the Park Place Redesign from Town Center Park to Courtyard Drive. This project includes construction this segment of roadway as a festival street. The cross section includes two travel lanes, on-street parking, and a protected two-way cycle track.
- Infrastructure Project #4 - Show the Park Place Extension (Courtyard Drive to Wilsonville Road).
- Infrastructure Project #5 - Show the Courtyard Drive street improvements (Park Place to Town Center Loop E). The improvements include a two-way cycle track and the addition of on-street parking on the south side.

ATTACHMENT 3

- Infrastructure Project #6 - Show the roadway extension of Courtside Drive (Park Place East to Town Center Loop West).
- Infrastructure Project #7 – Wilsonville Road Intersection Modifications
 - Show the elimination of eastbound and westbound left turns on Wilsonville Road at the Town Center Loop West intersection. Additionally, a landscaped median and crosswalk will be added to the west leg to improve pedestrian and bicycle safety. This traffic signal will require modification.
 - Show the new signalized intersection on Wilsonville Road where the extension of Park Place would create a new four-leg intersection at Wilsonville Road, which includes eastbound and westbound left turns and the removal of existing median landscaping.
 - Show the replacement of the existing traffic signal at Rebekah Street with an enhanced pedestrian crossing (pedestrian activated flashing beacon) with medians. Minor street access at this intersection will be restricted to right-in/right-out only movements.
 - Show the addition of dual eastbound left turns with dual northbound receiving lanes at the Wilsonville Road/Town Center Loop East intersection. This traffic signal will require modification.
- Infrastructure Project #8 - Show the Town Center Loop West modifications, which include reducing the travel lanes from 5 lanes to 3 lanes and restriping the outside lanes as buffered bike lanes.
- Infrastructure Project #10 - Show the conversion of Park Place (Town Center Loop West to Courtside Drive) to a promenade for bicycle and pedestrian activity.
- Infrastructure Project #11 – Show the location of multiple proposed cycle tracks within the Town Center.
- Infrastructure Project #12 – Show the proposed West Promenade located just north of the existing Fry’s Electronics store.

PROPOSED AMENDMENTS FOR TSP COMPLIANCE

The discussion of recommended revisions is generally organized by reference to the applicable chapter(s) of the TSP. In all chapters, revisions to existing TSP language are presented with deletions shown in ~~strikethrough~~ and additions shown as underlined. The revised TSP figures and text are attached to this memorandum. The revisions identified in this memorandum will also be addressed in a final amended TSP document once the revisions are approved by the Planning Commission and City Council.

ATTACHMENT 3

EXECUTIVE SUMMARY

The following changes are recommended to the Executive Summary of the City of Wilsonville's TSP.

HIGHER PRIORITY PROJECTS FIGURE (PAGE IV)

See the recommended changes to this figure in Figure 5-2: Higher Priority Projects.

HIGHER PRIORITY PROJECTS TABLE (PAGE V)

Add or Remove the following projects to this table:

- RE – 15: Park Place Extension
- RE - 16: Courtside Drive Extension
- UU – 11: Park Place Redesign
- UU – 12: Park Place at Town Center Park Redesign
- UU – 13: Courtside Drive Upgrades
- ~~SI – 04: Wilsonville Rd/Town Center Loop West Intersection Improvements~~
- SI – 09: Wilsonville Road/Town Center Loop West Turn Lane Removal
- SI – 10: Wilsonville Road/Park Place New Traffic Signal
- SI – 11: Wilsonville Road/Town Center Loop East Dual Left Turn Lanes
- BW - 09a: I-5 Bike/Pedestrian Bridge
- BW – 09b: I-5 Bike/Pedestrian Bridge Gateway Treatments
- BW - 16: Town Center Loop West Bicycle Lanes
- BW – 17: Wilsonville Road/Rebekah Street Enhanced Pedestrian Crossing
- BW – 18: Park Place Promenade
- BW – 19a: Cycle Track: I-5 Ped/Bike Bridge to Town Center Park
- BW – 19b: Cycle Track: Town Center Loop E
- BW – 20: West Promenade

CHAPTER 3: THE STANDARDS

The following changes are recommended to Chapter 3 of the City of Wilsonville's TSP.

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FIGURE 3-4: FREIGHT ROUTES (PAGE 3-9)

Summary of changes:

- Show Wilsonville Road (from Town Center Loop West to Town Center Loop East) as a future truck route.
- Show Town Center Loop East (from Wilsonville Road to Parkway Avenue) as a future truck route.

FIGURE 3-5: BICYCLE ROUTES (PAGE 3-11)

Summary of changes:

- Relocate the I-5 Pedestrian/Bicycle Bridge north of Town Center Loop to the south so it aligns with the proposed location in the Town Center Plan.
- Add blue highlight to Town Center Loop West from Wilsonville Road to Parkway Avenue to indicate a future bike lane (BW-16).
- Add a dashed blue line to indicate future bike lanes on the Courtside Drive extension (RE-16).
- Add a red dashed line to indicate future cycle tracks along the segments listed in projects BW-19a, BW-19b, UU-12 and UU - 13.
- Add a red dashed line to the legend that represents future cycle tracks.
- Remove blue highlight, add solid blue line to Town Center Loop East from Parkway Avenue to Wilsonville Road.
- Remove blue highlight, add solid blue line to Boeckman Road from Parkway Avenue to Canyon Creek Road.
- Remove blue highlight, add solid blue line to Canyon Creek Road between Town Center Loop and Boeckman Road.

PAGE 3-12: FACILITY TYPES TEXTBOX

Town Center Area

FIGURE 3-11: SHARED USE PATHS AND TRAIL CROSS SECTIONS

Add in one new cross section from the Town Center Plan:

- Promenade

PAGE 3-13: TOWN CENTER AREA CROSS SECTIONS (INSERT NEW PAGES AFTER PAGE 3-19)

ATTACHMENT 3

The Town Center Plan includes some unique cross section standards for some of the new roadway extensions and upgrades to existing roadways. These cross sections include wider sidewalks and bicycle facilities to accommodate safer and increased multimodal access and connectivity within the Town Center. For any development in the Town Center Area, please reference the Town Center Plan (2019) for additional cross sections.

- Park Place Extension Cross Section¹ (RE – 15)
- Courtside Drive Extension Cross Section (RE - 16)
- Park Place Redesign Cross Section (UU - 11)
- Park Place Redesign at Town Center Park Cross Section (UU – 12)
- Courtside Drive Upgrade Cross Section (UU - 13)

1. Install a 12-foot wide left turn pocket at major intersections (e.g. Wilsonville Road)

CHAPTER 5: THE PROJECTS

The following changes are recommended to Chapter 5 of the City of Wilsonville’s TSP.

FIGURE 5-2: HIGHER PRIORITY PROJECTS (PAGE 5-5)

Added the following projects to the figure:

- Add the Park Place Extension project (RE – 15) as a main street roadway extension between Courtside Drive and Wilsonville Road.
Add main street roadway extension to the legend as a purple line.
- Add the Courtside Drive Extension project (RE-16) as a main street roadway extension between Park Place and Town Center Loop East.
- Add the Park Place Redesign project (UU – 11) as a main street urban upgrade between Town Center Loop to just north of the Town Center Park.
Add main street urban upgrade to the legend as a purple highlight.
- Add the Park Place at Town Center Park Redesign project (UU – 12) as a main street urban upgrade between just north of Town Center Park to Courtside Drive.
- Add the Courtside Drive Upgrades project (UU – 13) as a Collector street urban upgrade from Park Place to Town Center Loop East.
- Add the Wilsonville Road/Town Center Loop West Turn Lane Removal project (SI - 09) to the figure.
- Add the Wilsonville Road/Park Place New Traffic Signal project (SI – 10) to the figure.

ATTACHMENT 3

- Add the Wilsonville Road/Town Center Loop East Dual Turn Lanes (SI-11) to the figure.
- Renumber the I-5 Pedestrian/Bicycle Bridge project, BW-09, to BW-09a.
- Add the I-5 Pedestrian/Bicycle Bridge Gateway Improvements project (BW-09b) to the pedestrian bridge near Town Center Loop West.
- Add the Town Center Loop West Bicycle Lanes project (BW-16) from Parkway Avenue to Wilsonville Road to the figure.
- Add the Wilsonville Road/Rebekah Street Enhanced Pedestrian Crossing (BW-17) project to the figure.
- Add the Park Place Promenade project (BW-18) as a bikeway/walkway on Park Place between Courtside Drive and Town Center Loop West.
- Add the Cycle Track: From the I-5 Ped/Bike Bridge to Town Center Park project (BW-19a) as a bikeway to the figure.
- Add the Cycle Track: Town Center Loop E project (BW-19a) as a bikeway to the figure from Courtside Drive to Wilsonville Road.
- Add the West Promenade (BW-20) along the proposed cycle track that connects the I-5 Pedestrian/Bicycle Bridge to Park Place.
- Remove the Wilsonville Rd/Town Center Loop West Intersection Improvements (SI - 04) project from the map.

TABLE 5-5: HIGHER PRIORITY PROJECTS (SOUTHEAST QUADRANT) (PAGE 5-12 AND INSERT NEW PAGE AFTER 5-12)

Add the following text to the table:

PROJECT	DESCRIPTION	COST
<u>RE - 15: Park Place Extension</u>	<u>Construct an extension of Park Place from Courtside Drive to Wilsonville Road as a new main street with two travel lanes, parking, and sidewalks on both sides. This extension will create a new signalized intersection at Wilsonville Road (see SI-10).</u>	<u>\$6,300,000</u>
<u>RE - 16: Courtside Drive Extension</u>	<u>Construct an extension of Courtside Drive from Park Place to Town Center Loop West as a new main street with two travel lanes, buffered bike lanes, and sidewalks.</u>	<u>\$6,600,000</u>

ATTACHMENT 3

UU – 11: Park Place Redesign	<u>Upgrade Park Place between Town Center Loop and northern edge of Town Center Park to meet the cross-section standard shown in Figure 3-13, which includes two-travel lanes with buffered bike lanes and sidewalks.</u>	<u>\$4,400,000</u>
UU – 12: Park Place at Town Center Park Redesign	<u>Upgrade Park Place between the northern edge of Town Center Park to Courtside Drive to meet the cross-section standard shown in Figure 3-13, which includes the installation of a two-lane, curbless street with on street parking, a buffered two-way cycle track, and sidewalks.</u>	<u>\$3,700,000</u>
UU – 13: Courtside Drive Upgrades	<u>Upgrade Courtside Drive between Town Center Loop East and Park Place to meet the cross-section standard shown in Figure 3-13, which includes the addition of a buffered two-way cycle track and parking on the south side of Courtside Drive.</u>	<u>\$7,900,00</u>
SI – 04: Wilsonville Rd/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
SI – 09: Wilsonville Road/Town Center Loop West Turn Lane Removal	<u>Modify the existing signal to eliminate eastbound and westbound left turns, add a landscaped median to the west leg, and add a crosswalk to the west side of the intersection with a median refuge island.</u>	<u>\$750,000</u>
SI – 10: Wilsonville Road/Park Place New Traffic Signal	<u>Modify the intersection to add left turn lanes on Wilsonville Road and install a traffic signal that allows all turning movements. To be installed in conjunction with RE-15.</u>	<u>\$1,500,000</u>
SI – 11: Wilsonville Road/Town Center Loop East Dual Left Turn Lanes	<u>Modify the existing traffic signal to include dual eastbound left turn lanes and modify the north leg to have dual receiving lanes. Remove eastbound and southbound dedicated right turn lanes to accommodate added lanes.</u>	<u>\$1,500,000</u>
BW -09a: I-5 Pedestrian/Bicycle Bridge	No change	No change

ATTACHMENT 3

<u>BW - 09b: I-5 Pedestrian/Bicycle Bridge Gateway Treatments</u>	<u>Install architectural elements, seating, landscaping, and wayfinding/directional signage at the gateway of the I-5 Pedestrian/Bicycle Bridge.</u>	<u>\$1,500,000</u>
<u>BW - 16: Town Center Loop Bike Lanes</u>	<u>Reduce the number of travel lanes on Town Center Loop West between Parkway Avenue and Wilsonville Road to three lanes and restripe the outside lanes for bicycle lanes.</u>	<u>\$207,000</u>
<u>BW - 17: Wilsonville Road/Rebekah Street Enhanced Pedestrian Crossing</u>	<u>Modify the intersection by removing the existing traffic signal, extending the landscaped median, and restricting minor street turning movements to right-in, right-out only. Install activated flashers for pedestrian and bicycle crossings of Wilsonville Road.</u>	<u>\$500,000</u>
<u>BW - 18: Park Place Promenade</u>	<u>Convert the existing segment of Park Place between Courthouse Drive and Town Center Loop West from a motor vehicle route to pedestrian/bicycle facilities only. Construct a promenade that includes a cycle track and wide walkway for pedestrians.</u>	<u>\$2,400,000</u>
<u>BW - 19a: Cycle Track: I-5 Ped/Bike Bridge to Town Center Park</u>	<u>Install a two-way cycle track connecting the I-5 Pedestrian/Bicycle bridgehead to Park Place near Town Center Park.</u>	<u>\$75,000</u>
<u>BW - 19b: Cycle Track: Town Center Loop E</u>	<u>Install a two-way cycle track on the east side of Town Center Loop East from Courthouse Drive to Wilsonville Road. This project would not likely be implemented until after SI-11 has been completed.</u>	<u>\$51,000</u>
<u>BW - 20: West Promenade</u>	<u>Install a promenade along the proposed cycle track that connects the I-5 Pedestrian/Bicycle Bridge to Park Place.</u>	<u>\$1,800,000</u>

FIGURE 5-6: HIGHER PRIORITY PROJECTS (SOUTHEAST QUADRANT) (PAGE 5-13)

Summary of changes:

Same changes as Figure 5-2: Higher Priority Projects (page 5-5)

ATTACHMENT 3

APPENDICES

APPENDIX A: TRANSPORTATION INFRASTRUCTURE PROJECTS EXCERPT FROM TOWN CENTER PLAN (MAY 6TH, 2019)

ATTACHMENT 3

Implementing the Town Center Plan

update the Parks and Recreation Master Plan to incorporate parks and trails recommendations. The City's capital improvement plan should be amended to incorporate the Plan's infrastructure investment projects. This update is assumed to occur when those plans are updated, if not sooner, following adoption of the Plan.

Estimated Costs (Items RA.1-RA.3):

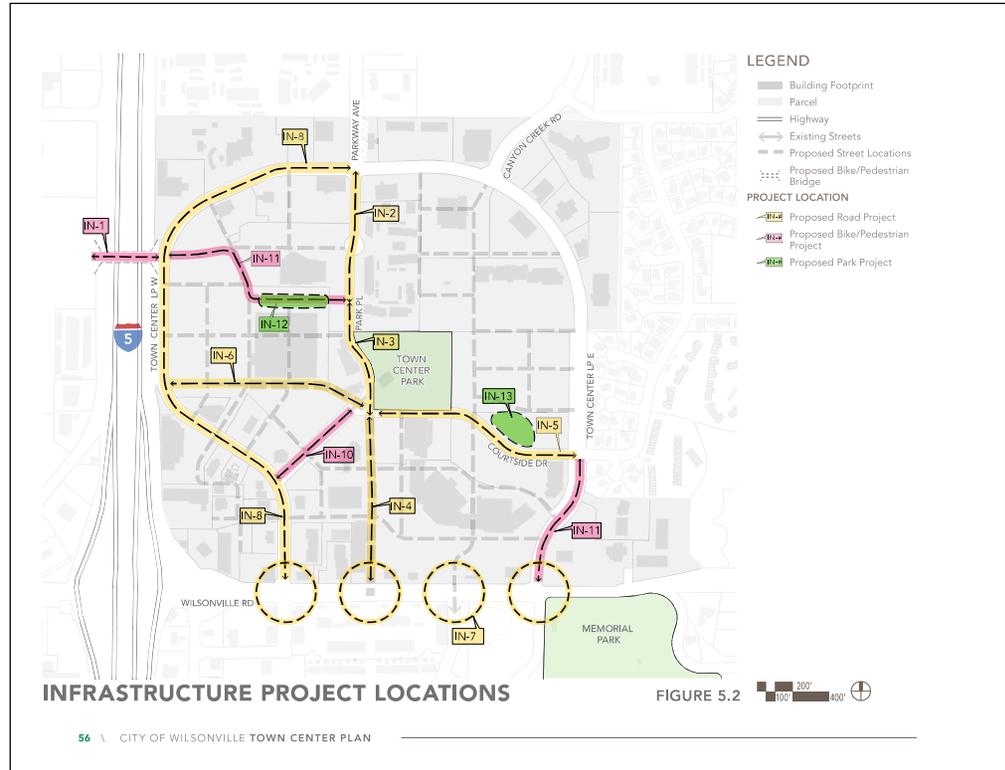
Item RA.1-RA.3 will be completed as part of the Town Center Plan adoption process. Costs associated with RA.4 will require temporary allocations of staff time at a fraction of FTE. Costs associated with implementing RA.5 are expected to be approximately \$15,000 to update the Transportation System Plan. Other plan updates will require temporary allocations of staff time at a fraction of FTE and completed during regular plan amendment processes.

INFRASTRUCTURE INVESTMENTS

Public infrastructure, including roads, sewer, water, stormwater, fiber/conduit infrastructure, and parks, provide the foundation for a complete community. Infrastructure provides essential services and in Town Center provides the transformational

elements for becoming a more walkable and accessible district. While some infrastructure projects will likely be completed as part of private development, there are several projects that could be partially or wholly publicly funded to catalyze development. "Framework projects" are projects that establish a foundational element of the Plan. Framework projects are projects that were identified by the project Task Force, Planning Commission and City Council as being the most important projects to complete (pending funding) to implement the Plan's vision. These are high priority projects that will receive public funding to cover a portion of the costs. Local businesses and landowners will be integral parts of the design and construction process to identify ways to minimize impacts when construction does occur in the future.

"Estimated costs" are total project costs and provided for the infrastructure investments that are likely to have a public funding component. Streetscape projects do not include sewer, water, or stormwater costs, which are broken out separately (see IN.14), but assumed to be built concurrently. Depending on the timing of adjacent development, the City or a private developer may construct the improvements. Table 5.1 on page 99 identifies the proposed phasing for each major infrastructure project, and the Plan recommends the creation of an Infrastructure Finance Study to



ATTACHMENT 3

Implementing the Town Center Plan

outline more specific timing and a funding strategy for these infrastructure investments (see ED9 on page 91). Phasing for major projects considers the interdependence of specific elements of each project. For example, modifications to Wilsonville Road would not occur until the Park Place extension is constructed. The Park Place extension project would require implementing the signal changes/ timing at the other Wilsonville Road intersections, triggering the Wilsonville Road modifications.

Infrastructure projects, unless otherwise stated, assume full construction or reconstruction of a particular segment. Some projects would only modify existing facilities, which may reduce total project costs. Some street projects would also include sewer, water and stormwater infrastructure, which are provided as separate cost estimates (see IN.14) to reflect the relocation of these facilities to the public right-of-way. All road construction projects assume that the facility will include stormwater management and green street amenities, such as stormwater swales and landscaping treatments (as described in Chapter 4) to reduce environmental impacts of construction and use of the facility. Infrastructure projects should also include fiber/conduit facilities to the extent possible. Locations of infrastructure projects are identified on Figure 5.2.

IN.1 I-5 Bike/Pedestrian Bridge Gateway (Framework Project)

The City is in the process of designing a bike/pedestrian bridge over I-5 that will connect the northwest corner of Town Center to the existing transit center and development on the west side of I-5. While the exact location of the bridgehead is still to be determined, the eastside bridgehead in Town Center will provide an opportunity to establish a highly visible gateway to Town Center. A well-designed bridge and bridge landing can include architectural elements that reflect Town Center as well as seating, landscaping and wayfinding/directional signage, providing direct connections for people to destinations in Town Center, such as Town Center Park using a two-way cycle track, and to the local and regional bicycle and pedestrian network.

Estimated Cost: \$10.8 million (bridge), \$1.5 million (bridge landing/gateway)

IN.2 Park Place Redesign (Town Center Loop to Northern Edge of Town Center Park)

This section of existing roadway, currently known as Parkway, is one of the original connections from Town Center Loop

adjacent to the theater and apartments. The recommended future design for this section of Park Place includes two travel lanes, buffered bike lanes, and wide sidewalks (see Appendix D for the recommended cross section). Buffered one-way bike lanes are recommended in this section of roadway to provide connections to existing bicycle lanes north of Town Center Loop.

Estimated Cost: \$4.4 million

IN.3 Park Place Redesign (Town Center Park to Courtside Drive, Framework Project)

This section of Park Place becomes an extension of Town Center Park. Constructed as a curbside street (see Figure 5.3 for the recommended cross section) that can be closed during events in Town Center Park, a farmers market, or other civic use. This section of roadway is a critical transition between the northern and southern portions of the main street and a core component of the Town Center vision. This section of Park Place includes

PROPOSED STREET SECTION CONCEPT FIGURE 5.3



two travel lanes, on street parking, and a protected two-way cycle track, providing an important multimodal connection between the I-5 bike/pedestrian bridge, Promenade, and the two-way cycle track proposed on the north side of Courtside Drive to Memorial Park (see IN.5 for a project description).

Estimated Cost: \$3.7 million

ATTACHMENT 3

PROPOSED STREET SECTION CONCEPT **FIGURE 5.4**



IN.4 Park Place Extension (Courtside Drive to Wilsonville Road, Framework Project)

Creating a modern main street in Town Center is a signature element of the Plan. Extending Park Place provides opportunities to create a walking retail

Implementing the Town Center Plan

corridor, gathering spaces, and placemaking programs for Town Center. It will offer more opportunities and better visibility for small, independent businesses, keeping local dollars in Wilsonville. This extension of Park Place (see Figure 5.4 for the recommended cross section) is a future roadway located within an existing parking lot. The extension would create a new signalized intersection at Wilsonville Road. The recommended design for this new segment of Park Place includes two travel lanes, on-street parking, and wide sidewalks to create a strong pedestrian-oriented landscape. The street would be marked as a shared facility, where bicycles and automobiles share the same travel lane. Shared lanes, as opposed to dedicated bicycle lanes, are recommended for this section because of the expected slow vehicle speeds, proposed dedicated bicycle lanes on adjacent roads, and the limited amount of right-of-way available to construct the new connection. With the proposed design, no business displacements are anticipated with the construction of this segment, but during

PROPOSED STREET SECTION CONCEPT **FIGURE 5.5**



IN.6 Courtside Drive Extension (Park Place East to Town Center Loop W, Framework Project)

This project would extend Courtside Drive to the west to Town Center Loop W, providing increased connectivity to the western portion of Town Center, an area envisioned to be redeveloped with a more diverse mix of uses.

construction, it will be important to coordinate with existing businesses to minimize impacts to their operations.

Estimated Cost: \$6.3 million

IN.5 Courtside Drive Improvements (Park Place to Town Center Loop E)

Courtside Drive is the primary east/west connection between Town Center Loop E and Park Place and serves as an important connection between established neighborhoods and central Town Center. This project recommends maintaining the key functions of this roadway and incorporating a two-way cycle track that connects from Town Center Park to Town Center Loop E, which will provide a further connection to Memorial Park (Figure 5.5). Improvements to this section of roadway are primarily for the cycle track and for on street parking on the south side of Courtside Drive.

Estimated Cost: \$79 million

Estimated Cost for Cycle track only: \$78,000

ATTACHMENT 3

WILSONVILLE ROAD INTERSECTION IMPROVEMENTS FIGURE 5.6



The recommended roadway design includes two travel lanes, on street parking, bicycle lanes and wide sidewalks (see Appendix D, Local Street, Option 2) to create a strong pedestrian-oriented landscape.

Estimated Cost: \$6.6 million

IN.7 Wilsonville Road Intersection Modifications

Wilsonville Road is the most important arterial connection to Town Center and also provides access to one of two I-5 interchanges in Wilsonville. Wilsonville Road experiences congestion at peak hours due to existing capacity issues on I-5 at Boone Bridge, affecting the Wilsonville Road/

Town Center Loop W intersection where traffic can back up on both roadways. Recommended improvements along Wilsonville Road are designed to improve traffic distribution through Town Center and better accommodate anticipated traffic growth (Figure 5.6). The Wilsonville Road improvements allow for and implementation of the desired multimodal form as recommended in this plan (see intersection plan views in Appendix B). Specific changes to Wilsonville Road include:

- **Wilsonville Road/Town Center Loop W**
Modify the existing traffic signal to eliminate eastbound and westbound left turns, add a landscaped median to

the west leg, and improve pedestrian and bicycle safety by adding a crosswalk to the west side of the intersection and a median refuge to cross Wilsonville Road. Providing protected pedestrian refuges and signalization for bicycle and pedestrian crossings is essential for improving safety and increasing walking in the area.

- **Wilsonville Road/Park Place**
Construct a new intersection that connects the extension of Parkway Avenue to Wilsonville Road. At this intersection, install a traffic signal that allows all turning movements and moves eastbound left turn traffic further from the I-5 interchange.
- **Wilsonville Road/Rebekah Street**
Remove the existing traffic signal and restrict the minor street turning movements to be right-in, right-out only by continuing the landscaped median or using space for a pedestrian and bicycle median. Include bicycle and pedestrian activated flashers for crossings.
- **Wilsonville Road/Town Center Loop E**
Modify the existing traffic signal to include dual eastbound lefts and modify the north leg to have dual northbound

receiving lanes. Remove eastbound and southbound dedicated right-turn lanes to accommodate added lanes.

Estimated Cost: \$1.8 million

IN.8 Town Center Loop W Modifications

Town Center Loop W is a wide street with five lanes in many locations and without bicycle lanes or complete sidewalks. The focus of this project is to make Town Center Loop W more pedestrian and bicycle friendly, help redistribute through traffic, and reduce congestion at the Wilsonville Road/Town Center Loop W intersection.

As development occurs adjacent to Town Center Loop W, the roadway could transition to a local road (see Appendix D for potential cross sections) that provides access to businesses as well as multimodal access from the bike/pedestrian bridge and western portions of Town Center. In the event a parallel road is constructed and can accommodate the traffic, Town Center Loop W could also be vacated and the right-of-way used for development. If it remains in place, Town Center Loop W would be reduced from five to three lanes (two travel lanes with left turn pockets) in conjunction with intersection

PROPOSED STREET SECTION CONCEPT

FIGURE 5.7

Implementing the Town Center Plan



improvements could include reducing the number of lanes through temporary placement of traffic controls using concrete planters or bollards to reduce road width, and restriping for bicycle lanes in the outside travel lane.

Estimated Cost: \$207,000 (Interim). Full buildout is expected to be in conjunction with private development.

IN.9 Local Road Network

Creating a more walkable and accessible Town Center will also require constructing new local roads. These connections would be constructed as part of a development in which the private developer assumes the cost of these local roads. Figure 5.7 identifies the proposed local road network in Town Center, which uses the existing road network as the foundation of the multimodal system. The location of these local connections is approximate and based on the desired block lengths of 400 feet. Precise locations will be determined during site planning and review. These extensions would require new right-of-way and would generally include two travel lanes, parallel parking on both sides of the street, sidewalks, and street trees, although

improvements for Town Center Loop E to accommodate the anticipated shift in traffic patterns. Surplus right-of-way will be used for on-site stormwater treatment, addressing an ongoing stormwater issue in the vicinity of I-5. This is assumed to occur with adjacent development that would pay for the street improvements. In the interim,

some connections may use a "woonerf" style design, or pedestrian-only connections (Appendix D). Some streets would also include fiber conduit, new sewer and water infrastructure while all streets would have stormwater pipes (see Figures 4.1, 4.2, and 4.3 for general location of facilities) that are assumed to be constructed by private development.

Estimated Cost: Not applicable. Local roads and associated communications, sewer, water and stormwater infrastructure identified as part of the Plan are assumed to be constructed by private development.

IN.10 Park Place Promenade Redesign

The Park Place Promenade redesigns Park Place between Town Center Loop W and Courtside Drive to eliminate it as a vehicular route and create a linear park feature that provides bicycle and pedestrian access and a location for future temporary events such as festivals or a farmers market. The final design of this area will be determined as part of the design of future adjacent development expected to front the promenade. Essential components should include provisions for temporary events, public gathering spaces with shade and/or weather covering, bicycle

and pedestrian connectivity and transit vehicle access. Design would be similar to the woonerf-style local street cross section (Appendix D) that is designed to be closable to through traffic. Depending on the final design, vehicle charging, car share and bus stops could also be incorporated into the design.

Estimated Cost: \$2.4 million

IN.11 Cycle Tracks

There are several sections of two-way cycle tracks identified in the Plan. These provide essential connectivity elements both within Town Center and to the surrounding bicycle and trail network. There are four primary cycle tracks proposed in Town Center that together create a continuous cycle track between the I-5 bike/pedestrian bridge and Memorial Park. The type of bicycle facility to be located within the Park Place Promenade will be determined as part of the Park Place Promenade design process (see Project IN.10). Prior to development of the project, or as portions are constructed, the City could place placards, signage or other information to describe the entire project and how it will function when completed.

- **Segment 1: Bike/Pedestrian Bridge to Town Center Park.** This segment would

ATTACHMENT 3

be constructed from the future bike/ pedestrian bridge to approximately the north side of Town Center Park. While the final bridgehead location is still to be determined, the proposed connection would be located generally at the northern end of the Fry's parking lot and connecting to Park Place along/as part of the Promenade (see Project IN.12), where it would cross Park Place and then run on the east side of the roadway adjacent to Town Center Park. This segment would likely require purchasing right-of-way, or could be combined with future redevelopment of the Fry's site.

- Segment 2: Town Center Park to Courtside Drive.** This segment would be constructed as part of the Park Place Redesign (Project IN.3) because it will require reconfiguring the corner of Town Center Park and potentially the western parking area for Town Center Park to accommodate the future main street extension south to Wilsonville Road. A quick win project could be to restripe the existing roadway as a two-way buffered bike lane, similar to what was completed during the Town Center Main Street Pop-up event at the 2018 Wilsonville Community Block Party (see page 25)



CYCLE TRACK VERSUS BUFFERED BICYCLE LANES

A **CYCLE TRACK** is an exclusive bike facility that is separated from motor vehicle traffic, parking lanes and sidewalks through the use of bollards, medians, or raised curbs. Cycle tracks can be designed in a variety of ways, but all are intended to be primarily used for bicycles, and are separated from motor vehicle travel lanes, parking lanes, and sidewalks. In situations where on-street parking is allowed, cycle tracks are located to the curb-side of the parking (in contrast to bike lanes).

BUFFERED BIKE LANES are conventional bicycle lanes paired with a designated buffer space (usually painted) separating the bicycle lane from the adjacent motor vehicle travel lane and/or parking lane. Buffered bike lanes can be used anywhere a traditional bike lane is proposed and provides more space for bikes without making the bike lane appear so wide that it might be mistaken for a travel or parking lane.

during the planning process for the Plan. The two-way buffered bike lane would then be replaced with a permanent two-way cycle track.

- Segment 3: Town Center Park to Town Center Loop E (Courtside Drive Segment).** This segment is implemented primarily through restriping the existing roadway on the north side of Courtside Drive between Park Place and Town Center Loop E and could be implemented at the same time as the quick win described for Segment 2. Access to the Town Center Park parking area along Courtside Drive may need to be modified to accommodate this project. No additional right-of-way is assumed to be required because the existing right-of-way is available to accommodate the proposed improvements.
- Segment 4: Town Center Loop E to Wilsonville Road.** This segment would be located on the east side of Town Center Loop E. This section of cycle track would connect the central

PROPOSED STREET SECTION CONCEPT

FIGURE 5.8



portion of Town Center to Memorial Park south of Wilsonville Road. This project would not likely be implemented until the modifications to the Wilsonville Road/Town Center Loop E intersection are completed as there are already buffered bicycle lanes on Town Center

Implementing the Town Center Plan

Loop E The cycle track improvements would increase safety by crossing to the east side on Town Center Loop E at Courtside Avenue, not at Wilsonville Road, to remove the potential conflicts with the additional left turn movements from Wilsonville Road to Town Center Loop E. The two-way cycle track and vehicular lanes, as proposed, will fit within existing right-of-way.

Estimated Cost: Segment 1: \$75,000; Segment 2: N/A, expected to be completed as part of the Park Place redesign (project costs are included within that project); Segment 3: \$78,000; Segment 4: \$51,000.

IN.12 Promenade (Framework Project)

The Promenade is a linear park located north of the existing Fry's building. This project provides an important multimodal connection between the I-5 bike/pedestrian bridge landing and the two-way cycle track on Park Place (Figure 5.8). The bike/pedestrian landing is expected to connect to the Promenade, either directly or through another connection, depending on the final bridge location. This project would likely be constructed if redevelopment on all or a portion of the Fry's and/or Regal

Theater parcel occurred. The Promenade provides plaza and open space for area residents and employees and helps create a very active area near the I-5 bike/pedestrian bridge landing that draws users from the bridge into Town Center. The promenade also envisions an integrated stormwater feature, wide sidewalks and seating areas in addition to a portion of Segment 1 of the proposed cycle track (see Project IN.11).

Estimated Cost: \$1.8 million
The Promenade is assumed to be constructed, in whole or in part, by private development. The City may pursue funding for this project in advance of adjacent development as part of the bike/pedestrian bridge landing or following the bridge project to ensure the cycle track and emerald chain connections are constructed in a timely fashion.

IN.13 Town Center Skatepark

The Plan incorporates the proposed skatepark to be located east of Town Center Park, described in Project 1.7.a of the 2018 Wilsonville Parks and Recreation Comprehensive Master Plan. This location is along the cycle-track and within the chain of green spaces between Town Center Park and Memorial Park.

Estimated Cost: \$800,000 per the City's most recent cost estimate included in the 2018 Parks and Recreation Comprehensive Master Plan.

IN.14 Water, Sewer and Stormwater System Upgrades

As new development occurs, additional infrastructure facilities will be required. As new roads are constructed, water, sewer, and stormwater system upgrades will be constructed as part of the road project to minimize costs (see Figures 4.1, 4.2 and 4.3 for complete system locations). For systems within local roads, those facilities would be paid for and constructed by private development. Depending on the timing of adjacent development, the City or a private developer may construct the improvements. Adjacent development would be responsible for connecting to the system.

Estimated Cost: Water: \$11.2 million, sewer: \$10 million, stormwater: \$26.2 million (NOTE: these costs do not include any infrastructure within local roads, which would be constructed by private development).

PARKING STRATEGIES

There are many ways to encourage pedestrian-oriented development within Town Center while still providing parking options for those accessing Town Center by car. Parking is a part of Town Center and should be placed in convenient, accessible locations but screened from view by either buildings or landscaping. Pedestrians should not have to walk through parking lots to access adjacent businesses or residences.

The parking analysis (see Appendix E) completed for the Plan showed that parking usage varies considerably by location, time of day, weekdays and weekends in Town Center. Future development will require parking, likely a combination of surface and structured facilities. As Town Center develops over time, a variety of parking management techniques and incentives could be implemented to achieve the goals for parking in the Town Center.

PA.1 Develop a Town Center Parking Management Plan

The purpose of the parking management plan is to ensure that off-street parking is not the driving factor in how land is used within Town Center. Prior to developing a parking management plan, the City should conduct a parking inventory and

WILSONVILLE TSP AMENDMENT

PLANNING COMMISSION WORK SESSION

SCOTT MANSUR
JULY 8, 2020

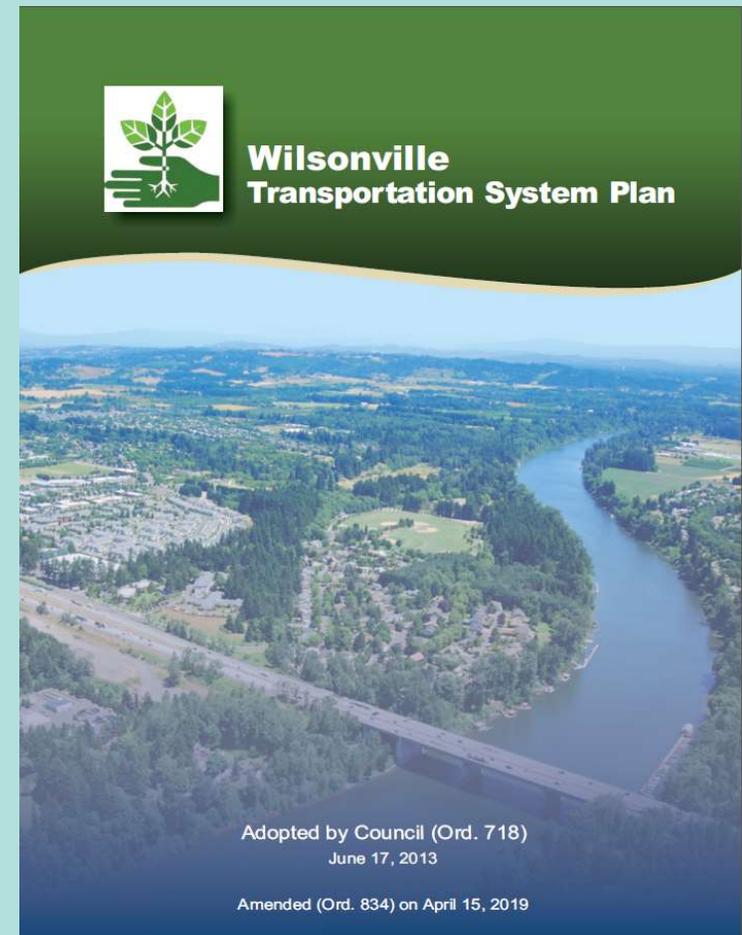
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WHAT IS A TSP AND WHY DOES IT NEED AN AMENDMENT?

- The Transportation System Plan is the City's long-term policy and planning document for transportation improvements
- Having a TSP in place is essential for the City to compete for federal, state, and regional funding for transportation projects
- Need to keep current with changes in state and regional transportation policy as well as to address rapidly changing local conditions
- This TSP amendment is required as part of the Town Center Plan.





TSP CHAPTER 3 AMENDMENTS

CH. 3 NEEDED AMENDMENTS

- New Town Center Plan Cross Section Figures
- Updated Bicycle Routes Map
- Updated Freight Routes Map

CROSS SECTION PROMENADE

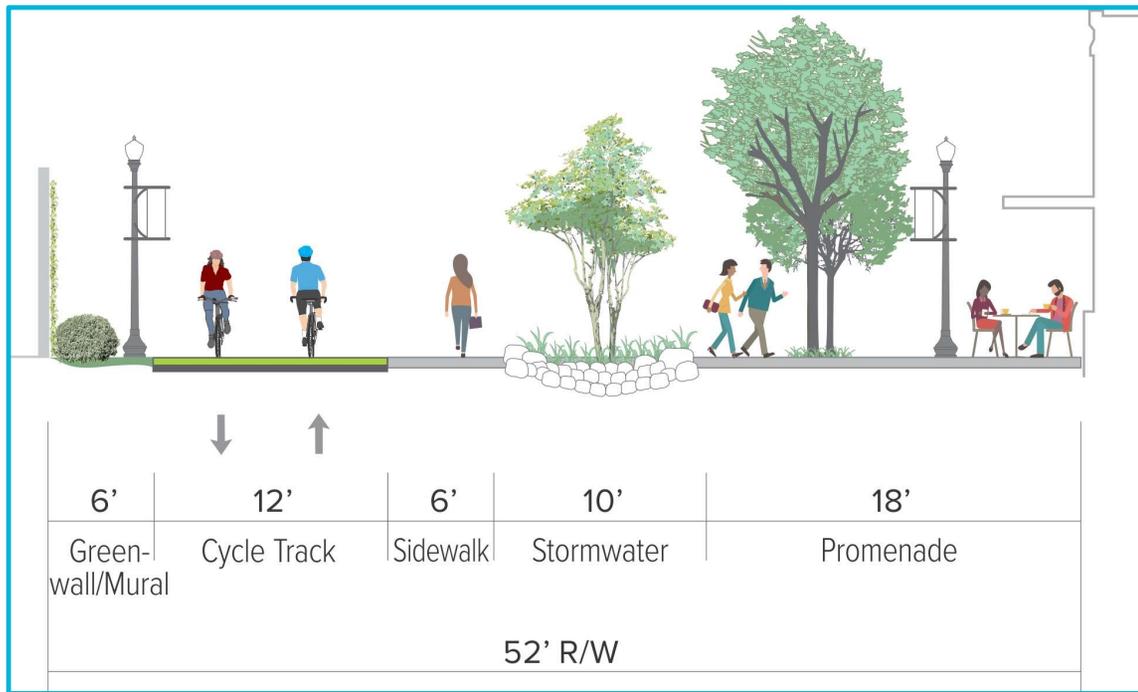
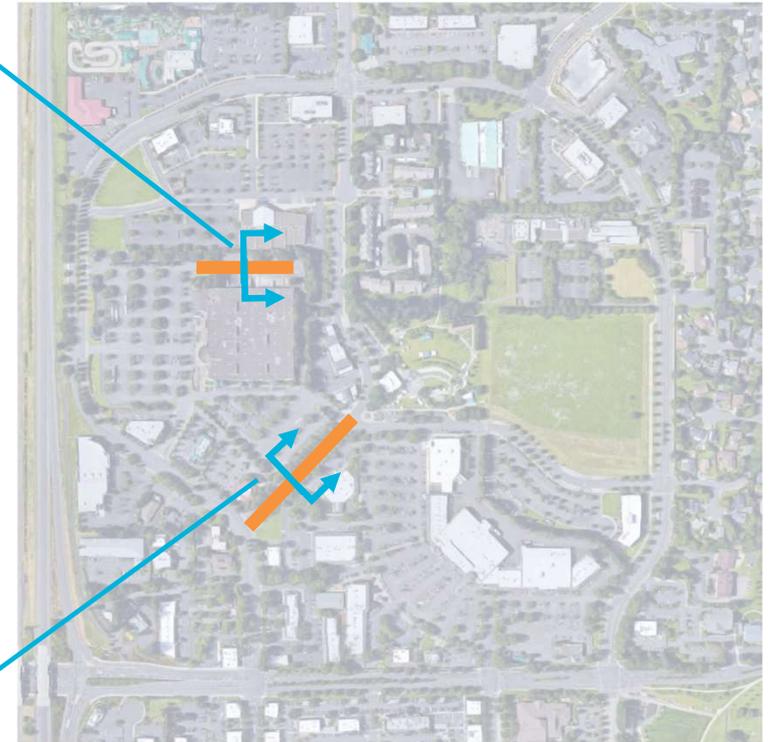


Figure 3-11: Promenade Cross Section



CROSS SECTION PARK PLACE EXTENSION

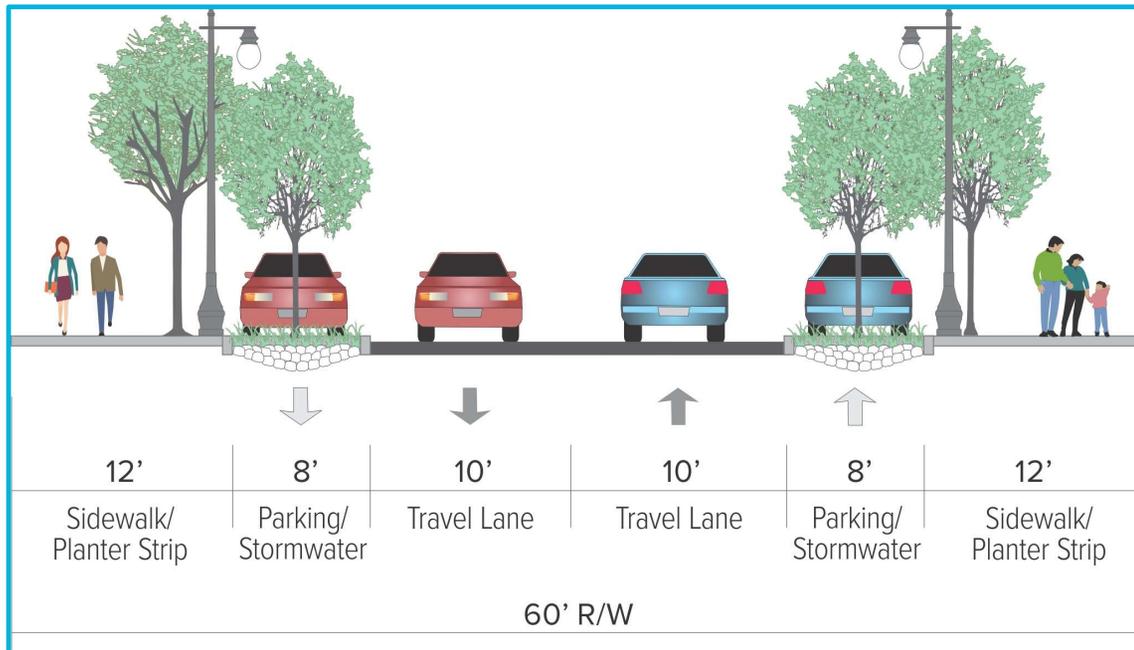


Figure 3-13: Park Place Extension Cross Section



CROSS SECTION COURTSIDE DRIVE EXTENSION

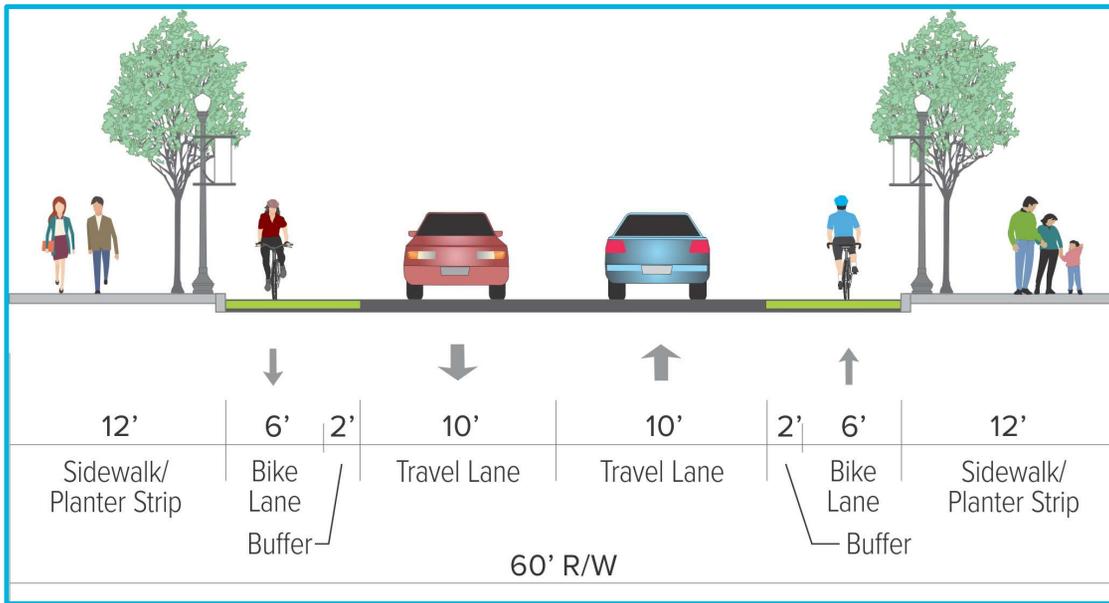
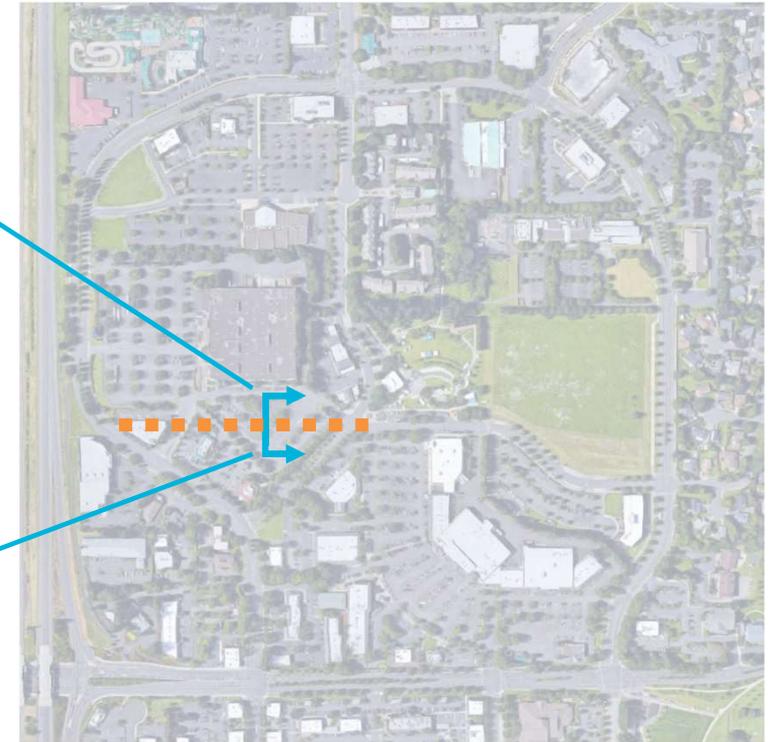


Figure 3-13: Courtside Drive Extension Cross Section



CROSS SECTION COURTSIDE DRIVE UPGRADE

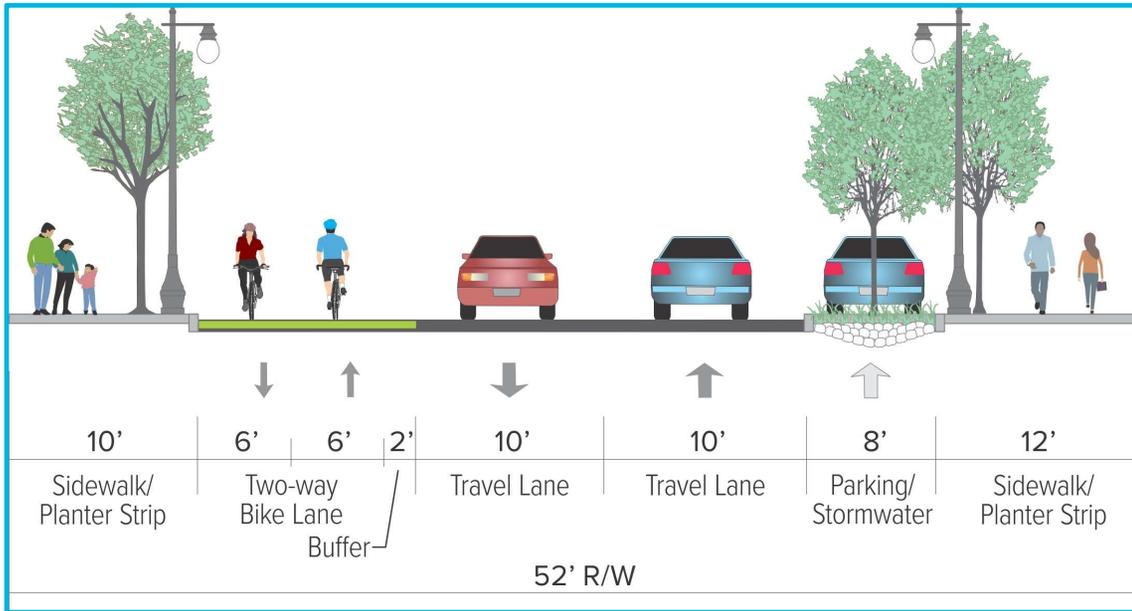
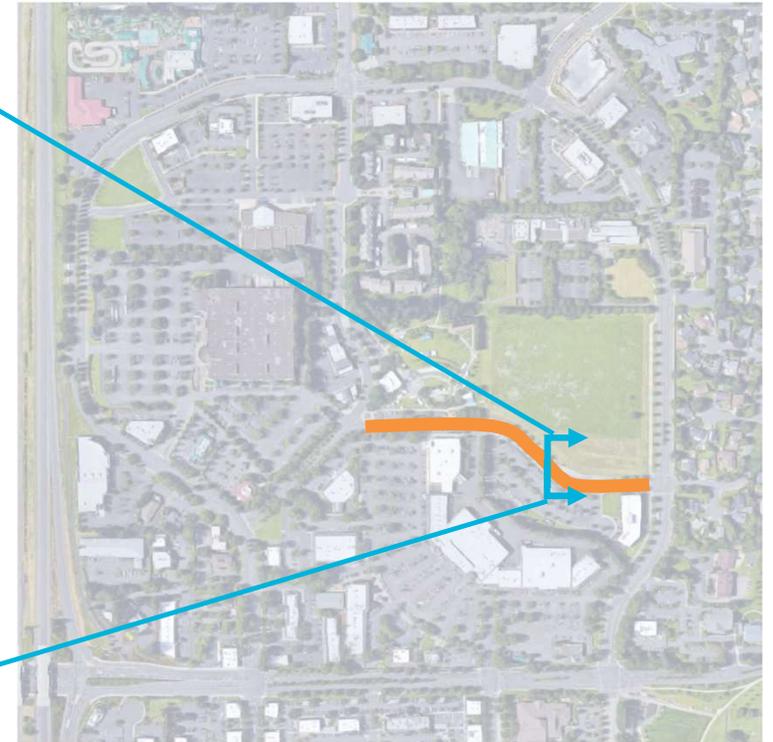


Figure 3-13: Courtside Drive Upgrade Cross Section



CROSS SECTION PARK PLACE AT TOWN CENTER PARK

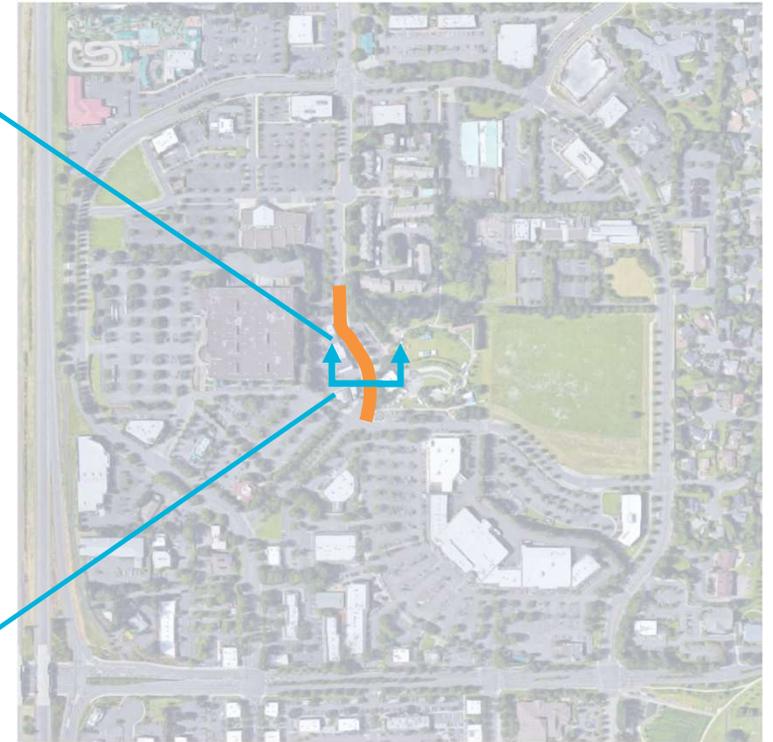
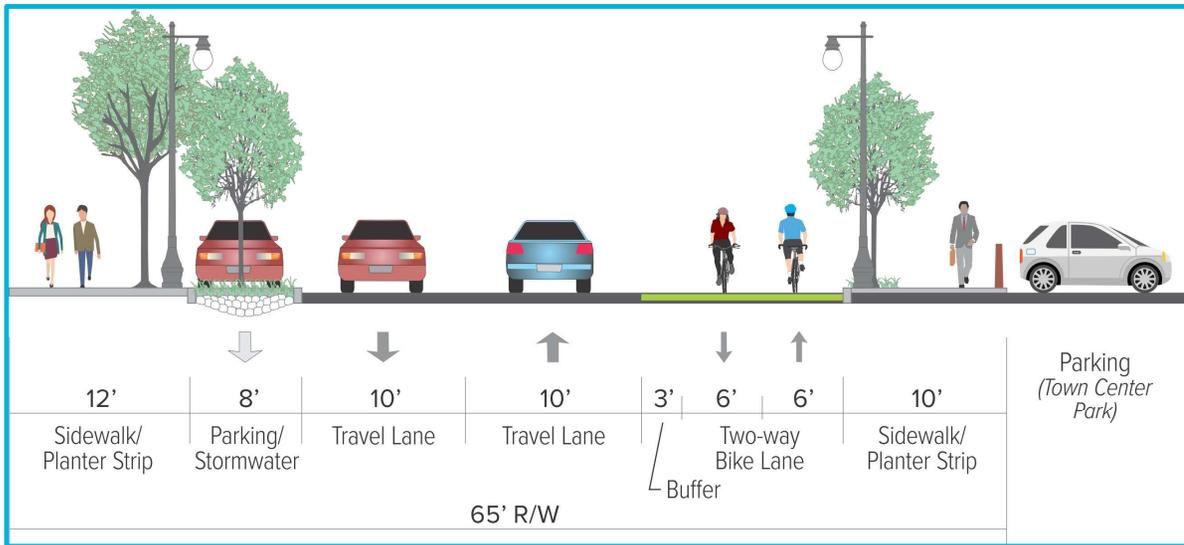


Figure 3-13: Park Place at Town Center Cross Section

CROSS SECTION PARK PLACE

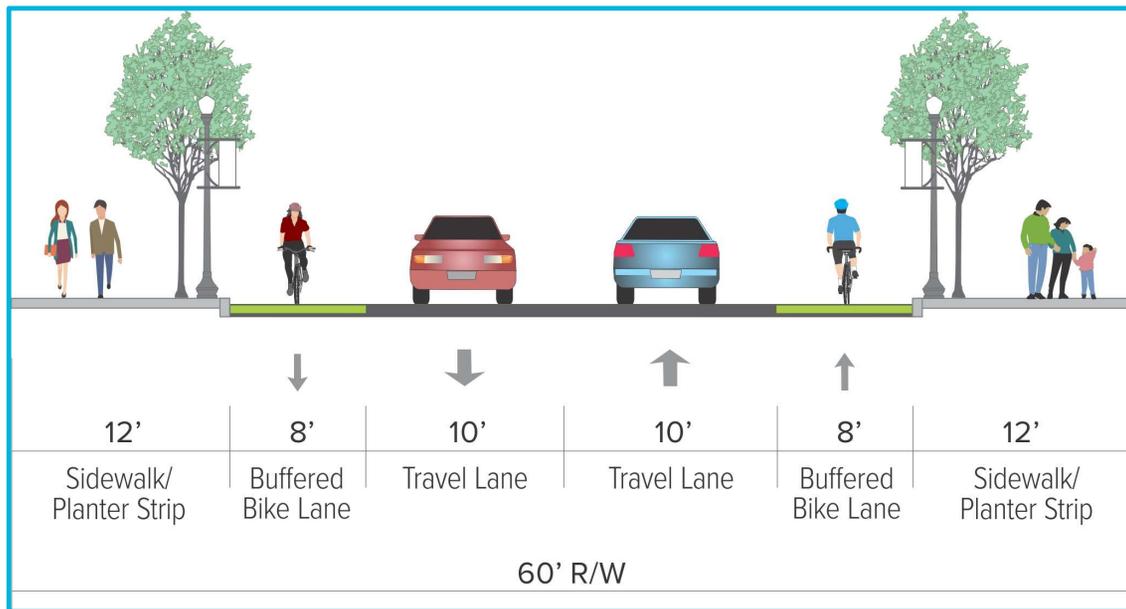
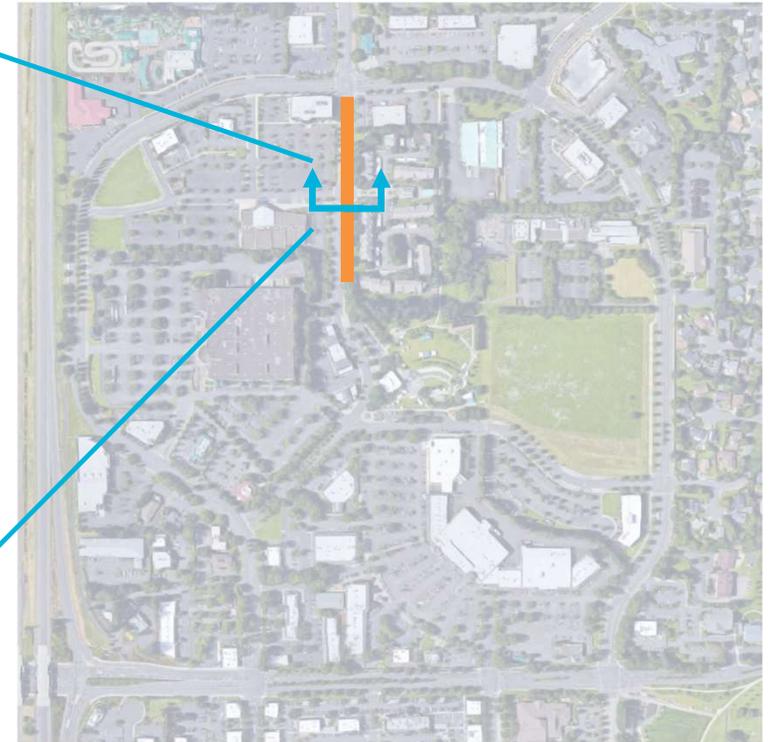
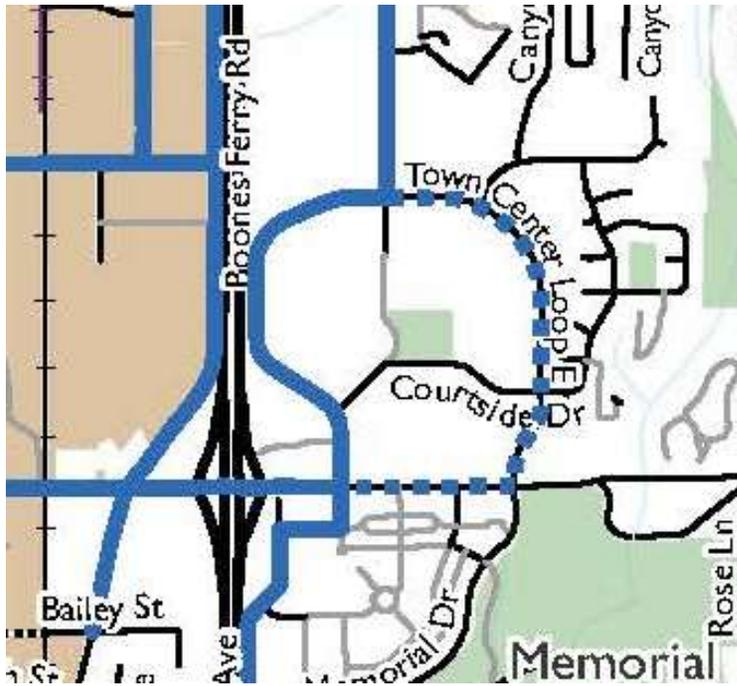


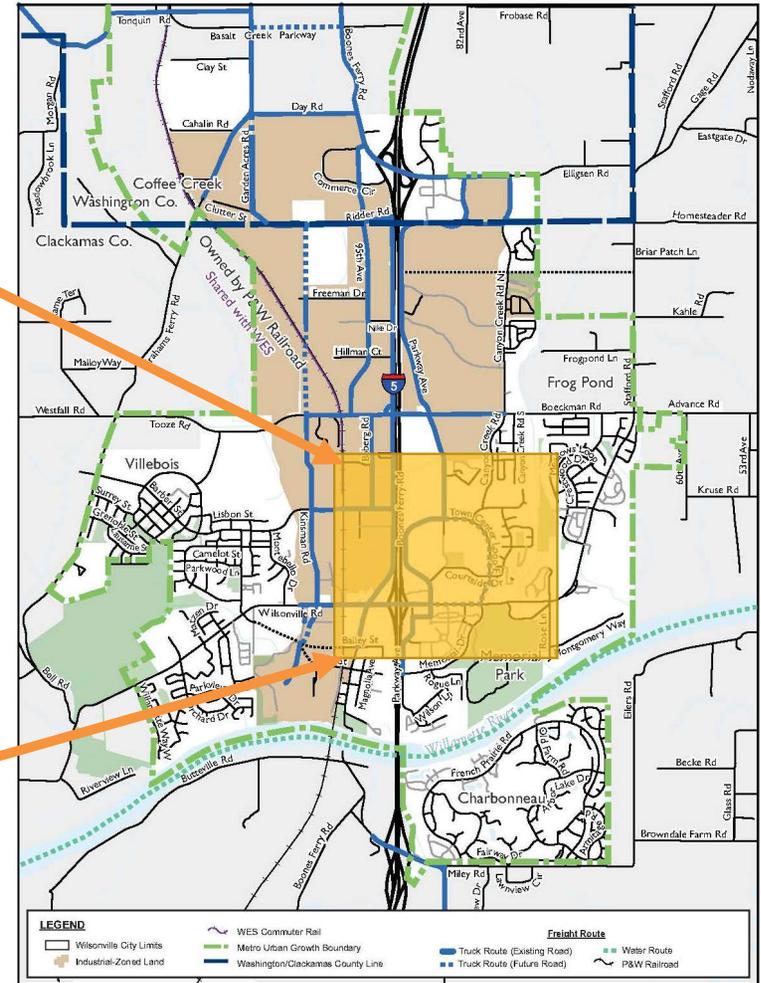
Figure 3-13: Park Place Cross Section



FREIGHT ROUTES



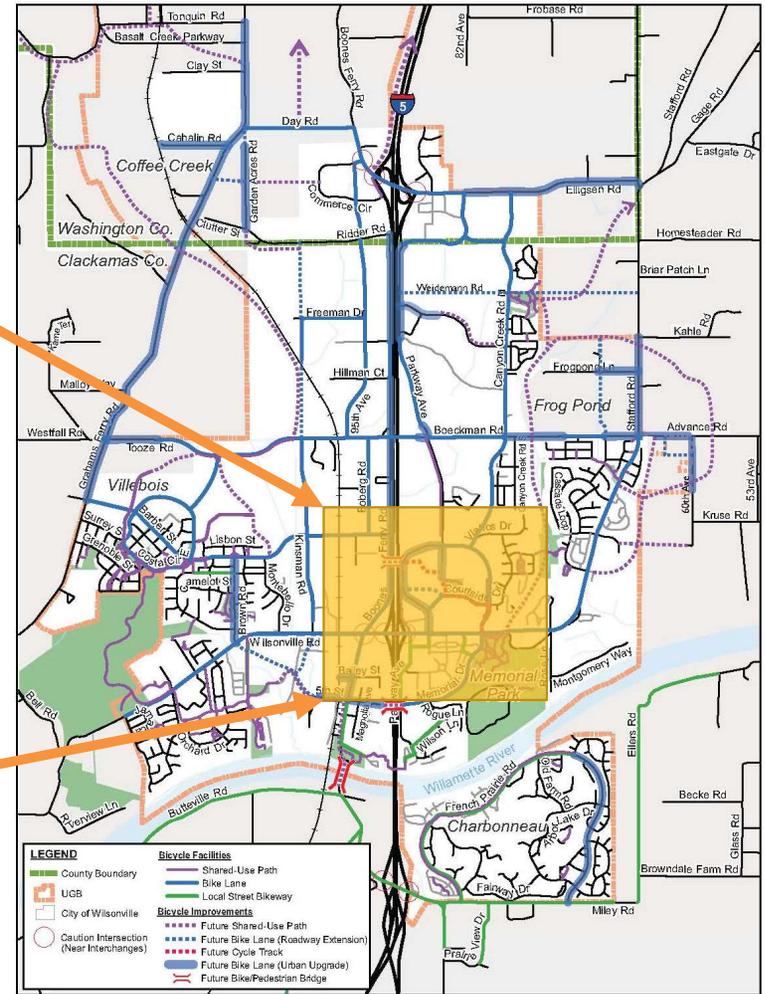
Updated Figure 3-4: Freight Routes



BICYCLE ROUTES



Updated Figure 3-5: Bicycle Routes





TSP CHAPTER 5 AMENDMENTS

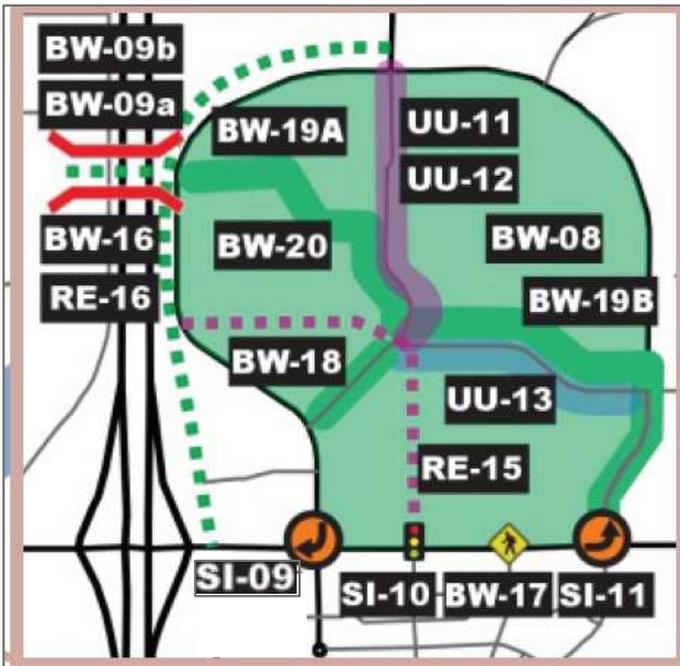
CH. 5 NEEDED AMENDMENTS

Add 15 new projects to the higher priority list. Project types include:

- UU: **Urban Upgrade** projects upgrade existing roadways to meet City's cross-section standards and improve connectivity
- SI: **Spot Improvements** consist of isolated intersection and safety improvements throughout the City
- RE: **Roadway Extension** projects are new transportation facilities to connect neighborhoods. These projects often include bike/ped facilities.
- BW: **Bikeway/Walkway** standalone improvements for multimodal connectivity and safety

TOWN CENTER PLAN – PROJECTS

Revised Figure 5-2: Higher Priority Projects



RE-15 Park Place Extension:

Construct a new main street from Courthouse Drive to Wilsonville Road (2 travel lanes, parking and sidewalks)

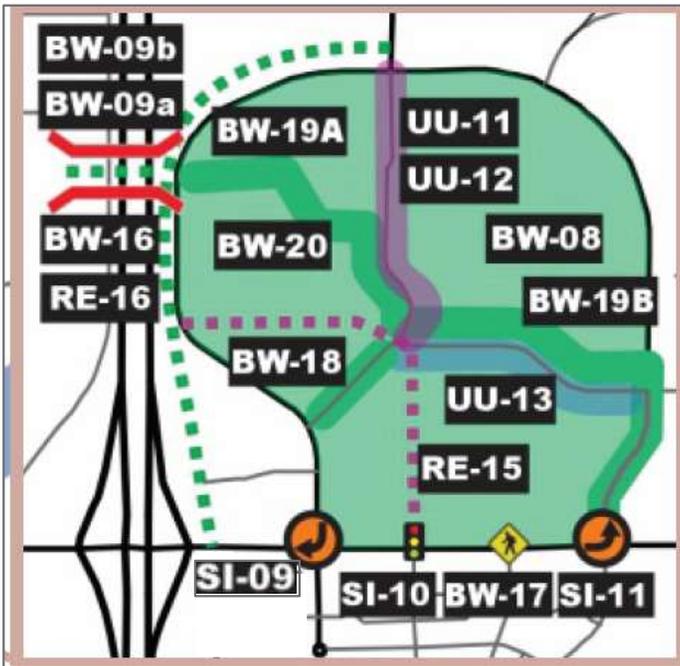
RE-16 Courthouse Drive Extension:

Construct a new main street from Park Place to Town Center Loop West (2 travel lanes, buffered bike lanes and sidewalks)

LEGEND		Standalone Bike/Pedestrian Improvement	
Roadway Widening/Upgrade	Roadway Extensions	Enhanced Pedestrian Crossing	Road Closure
Major Arterial	Major Arterial	Shared-Use Trail (City)	Bridge Work
Minor Arterial	Minor Arterial	Shared-Use Trail (County)	Project Type and Number
Collector	Collector	Bikeway/Walkway	
Main Street	Local Street	Safe Routes to School	
	New Traffic Signal		
	New Roundabout		
	Additional Turn Lanes		
	Project Development		

TOWN CENTER PLAN – PROJECTS

Revised Figure 5-2: Higher Priority Projects



UU-11 Park Place Redesign:

Upgrade with buffered bike lanes and sidewalks from Town Center Loop to Town Center Park

UU-12 Park Place at Town Center Park Redesign:

Upgrade with 2 curb-less travel lanes, on-street parking, buffered two-way cycle track and sidewalks from Town Center Park to Courthouse Drive

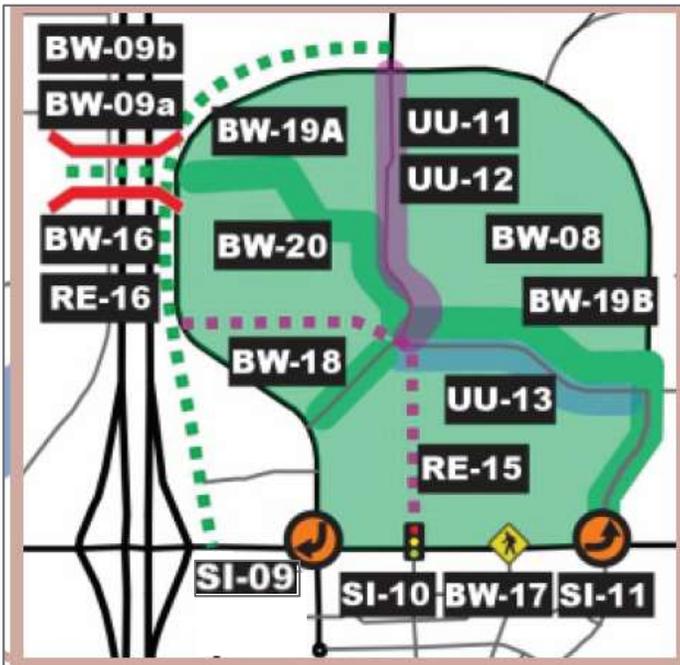
UU-13 Courthouse Drive Upgrades:

Upgrade with buffered two-way cycle track and parking from Town Center Loop East to Park Place

LEGEND				
Roadway Widening/Upgrade	Roadway Extensions	Spot Improvements	Standalone Bike/Pedestrian Improvement	
Major Arterial	Major Arterial	New Traffic Signal	Enhanced Pedestrian Crossing	Road Closure
Minor Arterial	Minor Arterial	New Roundabout	Shared-Use Trail (City)	Bridge Work
Collector	Collector	Additional Turn Lanes	Shared-Use Trail (County)	Project Type and Number
Main Street	Local Street	Project Development	Bikeway/Walkway	
			Safe Routes to School	

TOWN CENTER PLAN – PROJECTS

Revised Figure 5-2: Higher Priority Projects



SI-09 Wilsonville Rd/Town Center Loop West Turn Lane Removal:
 Remove EB and WB left turns, add landscaped median to west leg, add crosswalk to west leg with median refuge island.

Note: Remove Project SI-04 which widened the north leg to add an additional southbound right turn lane.

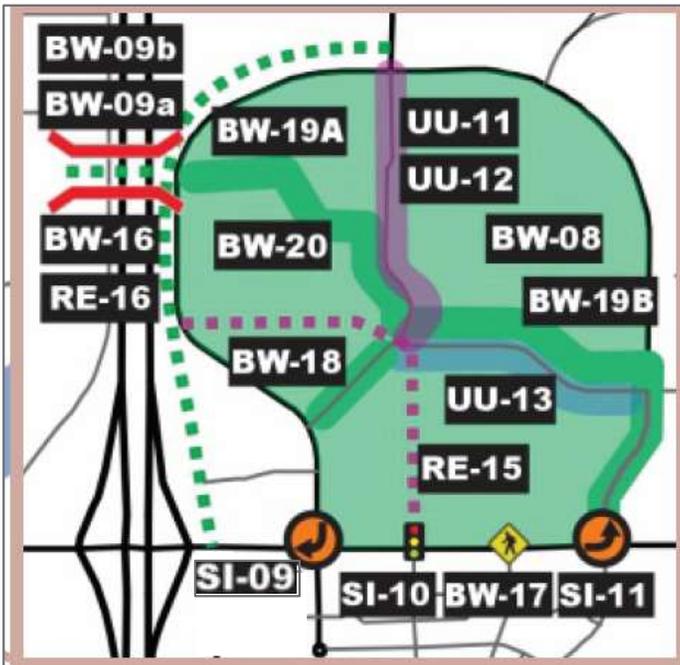
SI-10 Wilsonville Rd/Park Place New Traffic Signal:
 Install new traffic signal with all turning movements, to be installed in conjunction with RE-15.

SI-11 Wilsonville Rd/Town Center Loop East Dual Left Turn Lanes:
 Modify signal for dual EB left turn lanes and modify north leg for dual receiving lanes (remove EB and SB right turn lanes)

LEGEND			
Roadway Widening/Upgrade	Roadway Extensions	Spot Improvements	Standalone Bike/Pedestrian Improvement
Major Arterial	Major Arterial	New Traffic Signal	Enhanced Pedestrian Crossing
Minor Arterial	Minor Arterial	New Roundabout	Shared-Use Trail (City)
Collector	Collector	Additional Turn Lanes	Shared-Use Trail (County)
Main Street	Local Street	Project Development	Bikeway/Walkway
			Road Closure
			Bridge Work
			Project Type and Number
			Safe Routes to School

TOWN CENTER PLAN – PROJECTS

Revised Figure 5-2: Higher Priority Projects



BW-09b I-5 Ped/Bike Bridge Gateway Treatments:
 Install architectural elements, seating, landscaping, and wayfinding/directional signage.

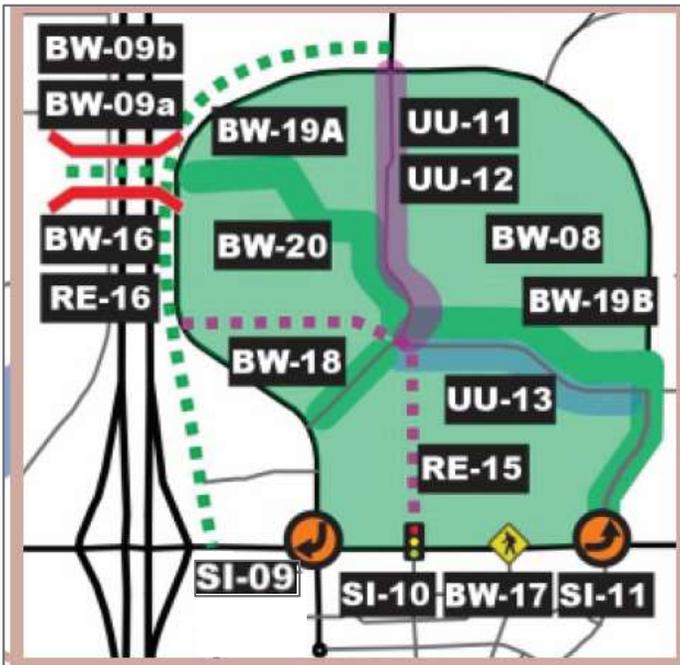
BW-16 Town Center Loop West Bike Lanes:
 Reduce the number of travel lanes to three lanes and restripe the outside lanes for bicycle lanes.

BW-17 Wilsonville Rd/Rebekah St Enhanced Pedestrian Crossing:
 Remove existing traffic signal and install activated flashers on Wilsonville Road for ped/bike crossings, restrict minor street to Right-in/Right-out only.

LEGEND			
Roadway Widening/Upgrade	Roadway Extensions	Spot Improvements	Standalone Bike/Pedestrian Improvement
Major Arterial	Major Arterial	New Traffic Signal	Enhanced Pedestrian Crossing
Minor Arterial	Minor Arterial	New Roundabout	Shared-Use Trail (City)
Collector	Collector	Additional Turn Lanes	Shared-Use Trail (County)
Main Street	Local Street	Project Development	Bikeway/Walkway
			Safe Routes to School
			Road Closure
			Bridge Work
			Project Type and Number

TOWN CENTER PLAN – PROJECTS

Revised Figure 5-2: Higher Priority Projects



BW-18 Park Place Promenade:

Convert the Park Place travel lanes to a promenade with a cycle track and wide walkway from Courthouse Dr to Town Center Loop West.

BW-19a Cycle Track

Ped/Bike Bridge to Town Center Park:

Install two-way cycle track from I-5 Ped/Bike Bridge to Park Place.

BW-19b Cycle Track

Town Center Loop East:

Install two-way cycle track from Courthouse Dr to Wilsonville Rd.

BW-20 West Promenade:

Install promenade along proposed cycle track from I-5 Ped/Bike Bridge to Park Place.

LEGEND		Standalone Bike/Pedestrian Improvement	
Roadway Widening/Upgrade	Roadway Extensions	Enhanced Pedestrian Crossing	Road Closure
Major Arterial	Major Arterial	Shared-Use Trail (City)	Bridge Work
Minor Arterial	Minor Arterial	Shared-Use Trail (County)	Project Type and Number
Collector	Collector	Bikeway/Walkway	
Main Street	Local Street	Safe Routes to School	
	Spot Improvements		
	New Traffic Signal		
	New Roundabout		
	Additional Turn Lanes		
	Project Development		

MILESTONES



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QUESTIONS?

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THANK YOU

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ATTACHMENT 3

**PLANNING COMMISSION
WEDNESDAY, JULY 8, 2020
6:00 P.M.**

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

*Minutes approved as
presented at the Sept. 16,
2020 PC Meeting*

Minutes

I. CALL TO ORDER - ROLL CALL

Chair Kamran Mesbah called the meeting to order at 6:00 p.m. Those present:

Planning Commission: Kamran Mesbah, Jerry Greenfield, Phyllis Millan, Aaron Woods, and Jennifer Willard.
Ron Heberlein was absent.

City Staff: Miranda Bateschell, Amanda Guile-Hinman, Khoi Le, Zach Weigel, Kim Rybold, Daniel Pauly, and Tami Bergeron

PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was recited.

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

ADMINISTRATIVE MATTERS

A. Consideration of the June 10, 2020 Planning Commission minutes

Chair Mesbah corrected the ninth bullet on Page 4 as follows, "...so they did **not** need to be double-checked and second-guessed by the City's arborists."

Commissioner Greenfield moved to approve the June 10, 2020 Planning Commission minutes as corrected. Commissioner Millan seconded the motion, which passed unanimously.

II. WORK SESSIONS

A. Town Center TSP Update (Le)

Miranda Bateschell, Planning Director, introduced the update to the City's Transportation System Plan (TSP). The updates presented and proposed through this project were for implementation of the Town Center Plan. Most Commissioners were involved in the multi-year process of developing the Town Center Master Plan with members of the community, and through that process, a number of public realm improvements were established, many of which would be for the multi-modal transportation system, and tonight's update was related to that work as seen by the Planning Commission before.

Khoi Le, Development Engineering Manager, Project Manager for the TSP Update, noted the City's traffic transportation consultant from DKS Associates would present the TSP updates in detail. A tremendous amount of time, thought and effort had been put forward during the development of the Town Center Master Plan. City Council's adoption of the Master Plan last year put in place a vision for Wilsonville for the next 35 years, which was becoming reality. The Plan put forward many required infrastructure improvements, including the adopted transportation improvements addressed in tonight's presentation. The Master Plan brought forward a dozen transportation-related projects, most notably, the reconfiguration of the travel lanes on Wilsonville Rd,

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the Parkway Ave extension, and a new intersection connecting Parkway Ave to Wilsonville Rd. All these projects must be brought into the TSP so the City could officially develop a financial plan to fund the improvements in the future. Wilsonville was also one of the cities with freeway interchanges located within the city limits. The Wilsonville Rd corridor between the I-5 interchange and Town Center Lp E was located within the Interchange Area Management Plan (IAMP), and therefore, the proposed improvements to the corridor in the TSP Update would trigger coordination with ODOT for its review and support of the project. Tonight's presentation would review the proposed updates to the TSP associated with the transportation project adopted in the Town Center Master Plan, and also discuss next steps in coordinating with ODOT for its review and support. Updating the TSP was Recommendation Action #5 in the Master Plan, and therefore Staff was asking for confirmation that they were on the right track.

Scott Mansur, Principal of DKS Associates, presented the Wilsonville TSP Amendment via PowerPoint, highlighting how the amendment related to the Town Center Master Plan and reviewing the proposed changes to the TSP, which included adding street cross sections, modifying freight routes, and updating bicycle routes. He also detailed the I-5 projects being added to the high priority list. The next steps included coordinating with ODOT and then the Planning Commission and City Council hearings to adopt the Amendment.

Discussion and feedback from the Planning Commission was as follows with responses to Commissioner questions by Mr. Mansur and Staff as noted:

- Mr. Mansur confirmed the freight traffic route was on Town Center Lp E, and that the team had discussed widening the Town Center Lp intersection with eastbound to northbound dual, left turn lanes. The capacity for left turns had been removed at Town Center Lp W, and capacity and receiving lanes were added on Town Center Lp E. The capacity and lanes would be increased just to the north of the intersection. The existing two travel lanes were plenty wide for freight traffic. Buffered bike lanes already existed in the area that would be widened in the future to allow for a cycle track. The team was confident there would be room to add freight traffic on Town Center Lp E.
- Mr. Mansur clarified the cross-section showing both parking and stormwater in the same area would not have cars parked in grass. (Slide 9) Some areas would be a stormwater/swale area, for instance at a bulb-out at an intersection, and then it would narrow out to be a paved area for parking along the street sides. The cross-section showed a hybrid use of those areas, but both uses would not occur at the same time.
- Mr. Mansur explained the freight route movements that would be eliminated were eastbound and westbound left turns, but movements across Town Center Lp W would still be allowed. The existing freight route would remain, so trucks could use Courtside Dr, or come around Town Center Lp W to make deliveries. The right turn movement onto Wilsonville Rd towards I-5 would still be allowed.
 - The current plan already showed Town Center Lp W as a freight route, and the revision marked by the dotted line was simply to add Town Center Lp E. (Slide 11)
- Mr. Mansur confirmed pedestrian signaling would be on-demand, requiring traffic to stop on Wilsonville Rd at Town Center Lp E and W. (Slide 17) He clarified there would still be full traffic signals for vehicles at the Wilsonville Rd/Town Center Lp intersections with normal north-south vehicle movements with pedestrian push-button activated signalized crossings to avoid conflicts with pedestrians. The only vehicular change was that left turns onto Wilsonville Rd would be eliminated.
- Projects UU-12 and UU-13 (Slide 16) added parking, but how much more on-street parking was being added? While the City wanted to encourage walking, it also had to accommodate those needing parking.
 - Ms. Bateschell explained the cross-section was drawn to continue the existing parking along the west side of the street. The number of parking spaces would be consistent with that current parking.
 - Mr. Mansur added a few parking spaces might be lost due to the stormwater swales, but the parking spaces should be similar to current numbers.
 - He clarified the parking on Courtside Drive (UU-13) would be additional on-street parking with an additional parking space about every 25 ft, which would add a fair amount of parking. He offered to provide actual numbers at a later meeting.

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- Ms. Bateschell offered to provide the parking study conducted for the Town Center to provide some additional context. On-street parking was fairly limited because most of the parking in Town Center was provided in surface lots. In most cases, when new street segments were added, additional on-street parking was created that did not exist before; moving it from a lot to on-street parking, so there would be significantly more opportunities for on-street parking that existed today. One of the other implementation projects in the plan was to do a more in-depth parking study as development progressed. Currently, there was an excess of parking, but Staff knew additional strategies were needed to provide adequate parking in the Town Center as development occurred over the next five to ten years.
- Concern was expressed about pedestrian access. SI-11 (Slide 17) seemed to move traffic through a pedestrian area with the library and a major park on one side and shopping on the other. How did this project help make the area more pedestrian-friendly?
 - Mr. Mansur clarified that the plan was not widening Wilsonville Rd for cars, but keep it as narrow as possible for safe pedestrian crossings. At Town Center Lp E, the existing eastbound left turn, through, and right turn lanes would be changed to a dual left turn and a through/right turn lane to keep the curb-to-curb cross-section the same distance to make it safe for pedestrians. The freight traffic volumes coming into Town Center were not very heavy. The freight plan was necessary to tell them where the City wanted them to go. The plan added pedestrian refuge islands. With the dual left turn lanes on the west side of the intersection, DKS and Staff discussed making sure a pedestrian refuge area was provided on the east side of the intersection to connect the park, as there would be very little traffic movements on the east side. Moving forward to the design stage, many good ideas would be considered to improve safety for pedestrians and bikes. One of the key reasons for modifying Wilsonville Rd was to make it more pedestrian friendly.
 - ODOT had expressed concerns about the impacts to the interchange as Town Center grew. It was a very short distance between Town Center Lp W and the interchange, so the team was trying to move some traffic farther east to add capacity within the interchange as well.
 - Ms. Bateschell added this also enhanced pedestrian connectivity at Town Center Lp W and helped distribute the traffic across all the intersections, including the multi-modal traffic. Currently, Town Center Lp W did not have full pedestrian connectivity on all sides of the intersection, but the proposed changes would allow that. It also distributed the traffic in a way to keep all of the intersections below capacity, which also increased safety at all the intersections. While Town Center Lp E might have more freight going in that direction, it would not add enough capacity to create traffic issues. Additionally, the modifications to Rebekah St were to get pedestrians accessing the library or park to utilize Rebekah St, which would be predominately for multi-modal traffic and not for cars.
 - The proposed changes worked together across all four intersections, so the entire picture was important. The cycle track was moving to the east side of Town Center Lp E, so bike traffic would not cross Town Center Lp until Courthouse Dr where there would be less traffic given the left turn lanes from Wilsonville Rd. Maintaining pedestrian and bicycle safety was absolutely important to the project team.
- Pedestrians crossing Wilsonville Rd were already struggling, and now, two more turn lanes were being added, so some education would be needed about traveling differently on these roads.
- The timing of these projects would be challenging since each change would negatively impact another area. Had the team considered the phasing of the different projects?
 - Mr. Le replied it all related to how much money was available for the improvement at the time. He had asked DKS to consider what aspects were critical and recommend phases for the improvements.
 - Mr. Mansur explained the phasing of the projects would depend on how Town Center redeveloped. The City required traffic impact studies for any development over 25 trips. Large parcels redeveloping would prompt more improvements, but most of these projects would occur slowly as development and redevelopment occurred within Town Center. Identifying public/private partnerships to implement as many improvements as possible would also be a factor. There was also potential for

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grant funding, especially for pedestrian and bike improvements that would affect the timeline of those projects.

- Ms. Bateschell added DKS would be working with the technical aspects to understand which projects must occur first, as some were less dependent on other projects. Once the TSP amendments were adopted, one of the first projects for the Town Center Master Plan implementation would be to work on the infrastructure funding plan, which would look at the project costs, revenue streams, and potential revenue streams needed to make the projects a reality.
- When I-5 closes for any reason, citizens have been very concerned about truck traffic traveling on Wilsonville Rd to Stafford Rd. Would the redirected freight routes encourage truck drivers to use this route rather than going by the high school and up to Stafford Rd? Even with the reduced traffic during the pandemic, the freeway seemed very busy and even a single accident could completely shut it down.
 - Mr. Mansur replied the freight plan was intended for local freight traffic within Wilsonville, specifically from I-5 to local users. Nothing the City issues should direct freight traffic on a specific route, and nothing in this plan would encourage new or additional use of the City's network for regional freight. The freight plan was intended for local Wilsonville users and deliveries, not as an alternative route for other trucks.
- Mr. Mansur clarified the regional model included the Basalt Creek Parkway to Canyon Creek Rd connection, and it was included in the forecast and evaluation.
 - He confirmed Town Center Lp E would have the capacity to handle that connection based on a full evaluation of the build-out of Town Center in 20 years. Some of the analysis considered higher than current projected growth, and that area was still not flagged as an area of concern for capacity.
 - While there had been discussion at one point, the current plan did not connect Basalt Creek Pkwy to Canyon Creek Rd.
- Mr. Mansur confirmed that when UU-11 and UU-12 were completed, Park Place would be reconstructed and the old cul-de-sac removed. The Park Place redesign included narrower travel lanes and worked within the existing right-of-way.
 - Mr. Le confirmed that no additional land acquisition would be required.
 - Mr. Mansur added the cul-de-sac was quite large, so the redesign would allow for more landscaping and amenities.
 - Commissioner Millan suggested this would be an area to consider changing the parking location for the park.
- Mr. Le confirmed the Planning Commission would next see the TSP Amendment at a public hearing. The project team had coordinated with ODOT throughout the Town Center Plan process, so ODOT was on board with all the improvements. The team only needed to provide them with additional analysis and coordinate to get their support on the TSP Update.
 - Mr. Mansur added he did not see that as an issue. The team was working very hard to have everything in alignment in time for the Planning Commission hearing.
- Mr. Mansur clarified typically transportation projects were categorized as "high priority", which were expected to be funded over the next 20 years, and "other projects", which were desirable, but not expected to be funded within the 20-year planning horizon. While all 15 projects were considered "high priority" projects, the TSP level did not typically get into phasing.
- Mr. Le noted that as Ms. Bateschell stated, the team would be able to provide more details once a financial plan was developed to fund the improvements.

B. I-5 Pedestrian Bridge (Weigel)

Miranda Bateschell, Planning Director, noted the I-5 Pedestrian Bridge and Gateway Plaza, otherwise known as BW09 on the TSP updates, had been discussed a lot this year, including at the last work session. It was a framework project from the Town Center Plan and is also a key component of the Bicycle and Pedestrian Connectivity Plan.



Oregon

Kate Brown, Governor

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9/28/20

City of Wilsonville
29799 SW Town Center Loop E
Wilsonville, OR 97070

Subject: Wilsonville TSP Amendments (Wilsonville Town Center Plan Projects)

Attn: Khoi Le, PE: Development Engineering Manager

Thank you for coordinating with ODOT and giving us the opportunity to review the proposed Transportation System Plan (TSP) amendments to implement the Wilsonville Town Center Plan. ODOT supports the City's vision for a vibrant multi-modal Town Center and appreciates their continued coordination in ensuring a safe and efficient transportation system in the vicinity of the I-5/Wilsonville Road interchange. ODOT has permitting authority for this facility and an interest in assuring that the proposed TSP amendments are consistent with the identified function, capacity and performance standard of interchange ramp terminals.

The proposed TSP projects, in coordination with one another and the associated mitigation measures ensure that interchange intersections will continue to meet performance measures over the 2035 planning horizon. ODOT will continue to work closely with the City as these projects are developed to ensure that the intersections continue to meet the multi-modal accessibility needs of the Town Center while maintaining safe operations at the interchange.

Thank you again for providing ODOT the opportunity to participate in this planning process. If you have any questions regarding this matter, please contact me at 503-731-8234.

Sincerely,

Seth Brumley
ODOT Senior Planner

C: Avi Tayar PE, ODOT Region 1 Traffic