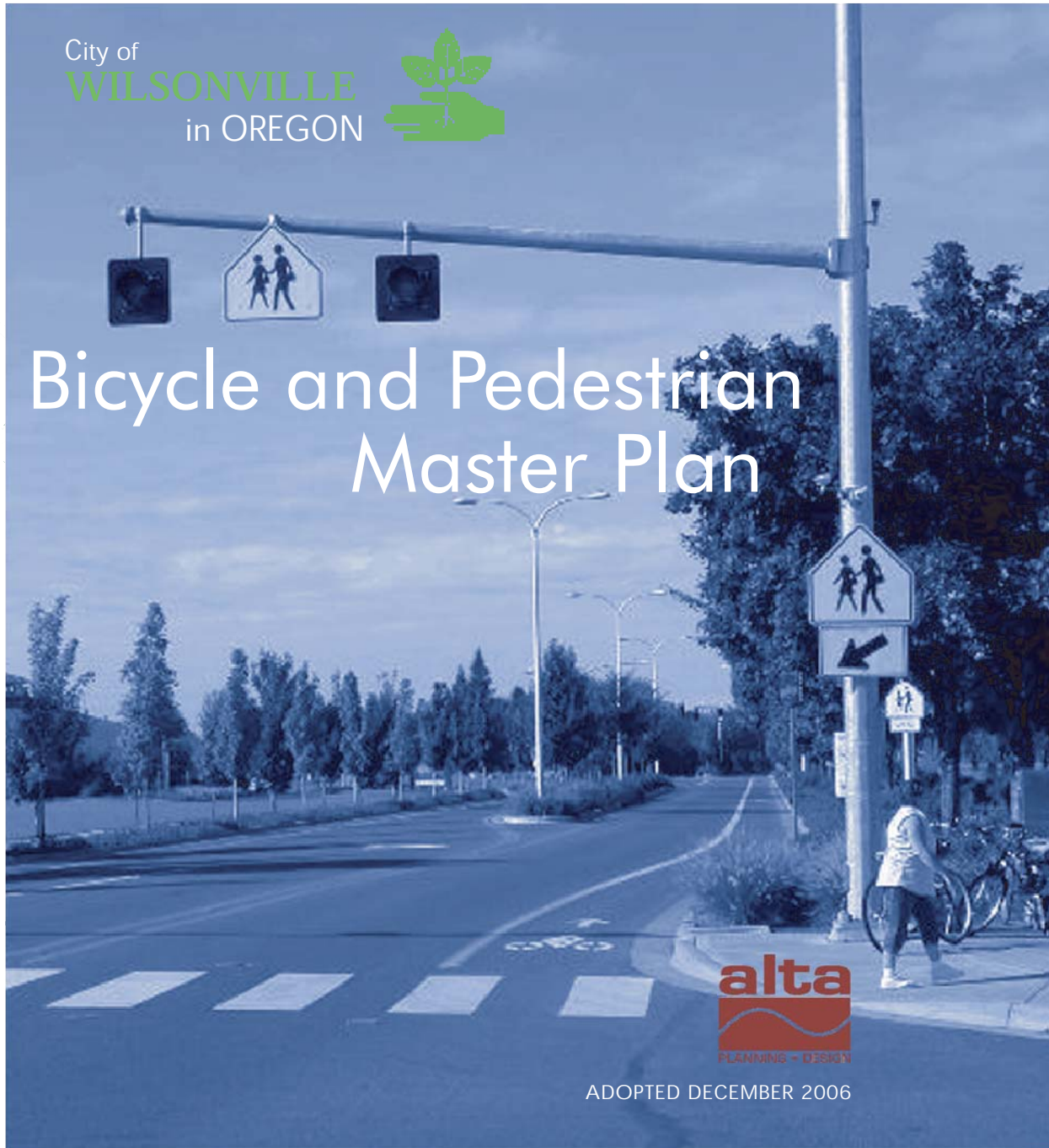




City of
WILSONVILLE
in OREGON



Bicycle and Pedestrian Master Plan



ADOPTED DECEMBER 2006

Acknowledgements

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Executive Summary

Transportation and recreation are critical facets of life in Wilsonville, and include parks and natural areas; play and sports facilities; recreational amenities and programs; public transit services and connections; and on-street and off-street bikeways, walkways, and trails. Planned separately, each of these elements provides benefits to residents across the spectrum of age, economic status, physical ability, neighborhood location, and daily activity set. Planned in unison, these elements offer complete community connectivity and interrelated opportunities for work, play, shopping, and exercise for residents, employees, and visitors in and between every neighborhood in the City.

From 2004 to 2006, the City of Wilsonville updated its Parks and Recreation, Bicycle and Pedestrian, and Transit Master Plans. Recognizing the unique opportunity afforded by simultaneous planning processes, the City integrated plan development with public involvement. This effort brought together the disparate parts into a complete transportation and recreation package, providing linkages, connections, and experiences for residents in every neighborhood citywide.

The vision of the Master Plans is for Wilsonville residents to be able to easily and safely access a variety of parks and natural areas from neighborhoods; walk or bicycle to parks, schools, commercial areas,

employment centers, and transit stops; and take transit to parks, other Wilsonville destinations, and neighboring communities. The community will reap the health, economic, and safety benefits of these improvements for generations to come.

System Linkages

The following list demonstrates the connections that have been incorporated into the Master Plans. All of Wilsonville's citizens will have enhanced abilities to:

- Incorporate the concept of "active living" into daily activities
- Walk, bike, skate, scoot, or roll from wherever you are to wherever you want to go
- Bus around town, to Charbonneau, Canby, Salem, or Portland
- Play sports, recreate, and enjoy nature in every neighborhood
- Walk, bike, or ride to parks on the river, and paddle on the river
- Walk or bike to bus stops, then take a bus to your destination

Each of the three Master Plans evaluates the completeness of the individual system (bicycle and pedestrian, parks and recreation, or transit) and forges strong connections among the three systems.



Clean, green, safe, and connected — the future vision of Wilsonville

Parks and Recreation

This Plan analyzes the location of Wilsonville's parks and recreation sites, and plans for future growth and expansion of the City's park system. The Plan reviews the adequacy of parks in each neighborhood in order to create a priority parks project list. The Bicycle and Pedestrian Plan was coordinated with this plan to ensure complete connections to existing and planned parks, and the Transit Plan analyzes transit connections to parks and other important recreation destinations.

Transit

The Transit Plan locates key destinations within and outside of Wilsonville, in order to plan for the future of the multi-modal transit center. Both the Bicycle and Pedestrian Master Plan and the Transit Plan analyze the location of sidewalks in relation to transit stops, and prioritize sidewalk infill projects that enhance the ability of citizens to access transit. Over the next few years, the transit system will add more service as commuter rail arrives in Wilsonville, creating a hub at the Barber Street Station and connecting to other communities.

Bicycle and Pedestrian

This Plan focuses on complete community connectivity via a hierarchy of trail types. The location of existing and planned parks, neighborhoods, schools, and industrial development are integrated with the existing and proposed on- and off-street bike and pathway system. For example, regional and community trails are closely coordinated with parks and schools, and industrial area waysides are tied to planned trails on the west side of Wilsonville. In addition, the Plan highlights the numerous opportunities for creating and enhancing regional connections.

Master Planning Process

Led by the Advisory Committee on Master Planning (ACMP), community involvement and input has been a key part of the planning process. ACMP members represent diverse community interests, and have guided the process and advised staff and consultants every step of the way. In addition, staff met with over a dozen stakeholder groups, held six well-attended public meetings, sent mailings to every household in the City, provided information through its website, conducted a (telephone or mail) survey, and

integrated hundreds of comments into every facet of each plan. As such, these plans truly represent a community consensus on the long-term vision of how Wilsonville can enhance its quality of life by the way it looks, functions, and allocates resources for the next 20 years.

Throughout the planning processes, the community expressed key priorities, including:

- improving access to and across the Willamette River,
- providing a comprehensive system of bikeways and walkways,
- developing a pool and aquatic center,
- serving and connecting underserved neighborhoods, and
- providing park and natural area experiences close to home and work.

The following key projects emerged as elements to be addressed through the Master Plans: improving crossing of the Willamette River; providing bicycle parking at the Multi-Modal Transit Center; implementing master plans for Boones Ferry, Villebois, Montebello, and Canyon Creek parks; and improving Town Center Loop.



1. Introduction

Benefits of Walking and Bicycling

Plan Overview

Plan Concept

1. Introduction

The City of Wilsonville recognizes that bicycling and walking enhances the quality of life for residents, commuters, and other visitors to the City. This Plan is for all residents who desire to bicycle or walk to work; improve their level of daily physical activity; go for a family bicycle ride to the park, library, or down to the Willamette River; or experience an undeveloped natural area such as Graham Oaks.

The Bicycle and Pedestrian Master Plan was developed in concert with the Parks and Recreation Master Plan and the Transit Master Plan, as Wilsonville recognizes the benefits of linking these three plans. Wilsonville's parks and recreation areas provide wonderful destinations and improved park facilities, and improved non-motorized routes to those destinations would benefit the entire city. Eighty-two percent of Community Recreation Survey respondents reported using Wilsonville parks, with biking and walking for exercise the second most popular use. Ninety percent of the respondents also indicated that more bikeways and walkways are needed. Similarly, South Metro Area Rapid Transit (SMART) provides excellent transit service to those who live and work in Wilsonville. It is desirable to create stronger linkages between SMART and the bicycle and pedestrian system, so that residents and commuters have a greater ability to link biking and walking with a transit trip to their local or regional destination.

Benefits of Walking and Bicycling

Walking and bicycling are healthy, efficient, low cost modes of travel, available to nearly everyone. Walking is the most basic form of transportation. Almost everyone is a pedestrian at some point in the day, since walking is often the quickest way to accomplish short trips in urban areas. Pedestrians also include persons using wheelchairs and other forms of mobility devices. Bicycling is the most energy efficient form of transportation today. A car will only travel 280 feet on the number of calories that a bicyclist needs to travel three miles.

Key findings from the Community Recreation Survey indicate that Wilsonville is an active community, with

significant support for trail-related activities. Five of the ten most popular activities in Wilsonville are trail-related: walking for exercise, walking for pleasure, dog walking, bicycling for pleasure, and nature walks.



A cyclist in Charbonneau

Walking and bicycling help develop and maintain "livable communities," make neighborhoods safer and friendlier, save on motorized transportation costs, and reduce transportation-related environmental impacts, mobile emissions, and noise. They provide transportation system flexibility by providing alternative mobility options, particularly in combination with transit systems, to people of all ages and abilities. Active living that integrates walking and bicycling into daily activities is key to improving public health and reducing Oregon's obesity crisis. Planners and city leaders are encouraged to create more walkable and bikeable communities that promote healthier lifestyles.

Walking and bicycling are important to the health of all those living and working in Wilsonville, not just to those doing the walking or cycling. People choosing to ride or walk rather than drive are typically replacing short automobile trips, which contribute disproportionately high amounts of pollutant emissions to the environment. Since bicycling and walking contribute no pollution, require no external energy source, and use land efficiently, they effectively move people from one place to another without adverse environmental impacts.

Bicycling and walking can also help alleviate congestion on stressed transportation systems. Nationally, the

number of vehicle miles traveled (VMT), rates of car ownership, and trips have continued to grow, which has increasingly stressed transportation systems (primarily roadways) and contributed to congestion (National Personal Transportation Survey, 2003).

Bicycling and walking require less space and infrastructure when compared to automobile facilities. Improvements made for bicyclists often result in better conditions for other transportation users as well. For instance, paved shoulders, wide curb lanes, and bicycle lanes not only provide improved conditions for bicyclists, but also often contribute to safer conditions for motorists and a reduction in roadway maintenance costs as well.



Walking and bicycling are also good choices for families. A bicycle enables a young person to explore her neighborhood, visit places without being driven by her parents, and experience the freedom of personal decision-making. More trips by bicycle and on foot mean fewer trips by car. In turn, this means less traffic congestion around schools and in the community, and less time parents spend driving their children.

Bicycling and walking create opportunities to speak to neighbors and put more "eyes on the street" to discourage crime and violence. It is no accident that communities with high levels of walking and bicycling have low crime rates and are generally attractive and friendly places to live.

The extent of bicycling and walking in a community has been described as a barometer of how well that community is advancing its citizens' quality of life.

Streets that are busy with bicyclists and walkers are considered to be environments that work at a human scale, and foster a heightened sense of neighborhood and community.

Plan Overview

Wilsonville completed a bicycle and pedestrian plan in 1993, which was updated primarily for off-street trails in the 1994 Parks and Recreation Master Plan. The Transportation System Plan (TSP), which was adopted in 2003, took the on-street system and updated that information, while incorporating the 1994 off-street information. This became Chapter 5 of the 2003 TSP. This document (2006) replaces Chapter 5 by enhancing the ideas put forth in that document while addressing additional topics such as SR2S, crossings, enhanced regional connections, and the planning efforts that have been undertaken since 2003 for Graham Oaks, Villebois, and Memorial Park.

This Plan replaces Chapter 5 of the 2003 Wilsonville Transportation System Plan. As such, the following goal, policies, and implementation measures from that chapter were embraced and incorporated into this Master Plan.

Goal

To promote non-motorized travel and provide a safe, interconnected system of pedestrian and bicycle facilities.

Policies

The City of Wilsonville shall:

1. Continue to improve and expand pedestrian and bicycle facilities, as needed throughout the community, with a focus on improved connectivity both within the City and with the Metro Regional Bicycle System.
2. Ensure that pedestrian and bicycle networks provide direct connections between major activity centers (e.g., civic, employment, and retail centers) and minimize conflicts with other modes of transportation.
3. Regard facilities for bicyclists and pedestrians as important parts of the overall transportation system and not just recreational facilities.
4. Increase the bicycle share mode throughout the City and improve bicycle access to the City's transportation system.

Implementation Measures

1. Determine the actual location, design, and routing of pedestrian and bicycle facilities with user safety, convenience, and security as primary considerations.
2. Schedule and coordinate all pedestrian and bicycle improvements with the City's ongoing Capital Improvement Program.
3. Retrofit existing pedestrian and bicycle facilities to current standards to promote safety, connectivity, and consistency, as funds become available to do so.
4. Discourage the use of cul-de-sac street designs without pedestrian and bicycle connectivity when feasible alternatives exist to establish a system of connecting local streets.
5. Require pedestrian and bicycle connections within and between developments to provide convenience and safety for pedestrians and bicyclists. The purpose of this measure is to provide alternative routes to the collector and arterial street system.
6. Revise appropriate Code sections (Sidewalk and Pathway Standards) to require pedestrian connections between building entrances, streets, and adjoining buildings.
7. Create a bicycle and pedestrian advocacy group to monitor, advise and coordinate the efforts of local and regional agencies to develop a convenient, safe, accessible and appealing system of bicycle and pedestrian walkways. Purposes - Bicycle Education and Safety, Driver Education regarding Bicycle and Pedestrian laws; advise Planning Commission and Parks and Recreation Advisory Board on local needs; track implementation of facilities in the Transportation Systems Plan and report status annually to Planning Commission and Park and Recreation Advisory Board; coordinate with Washington County, Clackamas County and Metro on regional bicycle issues; coordinate with Bicycle Transportation Alliance and other organizations; coordinate with ODOT, and other appropriate agencies.
8. Identify and apply for all available state and federal grant funding opportunities to fund the system improvements identified.
9. Require development of secondary pedestrian and bicycle walkways and bikeways internal to individual developments, consistent with the Transportation Planning Rule and Metro's Urban Growth Management Functional Plan.
10. Based upon Planning Division analysis and Planning Commission findings, revise appropriate code sections to designate pedestrian districts in mixed-use areas and implement street and site design standards that support this designation.
11. Establish pedestrian and bicycle construction standards to be incorporated into the City's Public Works Standards.
12. Require that all pedestrian and bicycle walkways and bikeways be constructed in a manner that addresses environmental conditions, such as natural, cultural, and historical features.
13. Acquire right-of-way and/or easements to connect existing neighborhoods to each other and specifically to schools and parks with bicycle and pedestrian paths.
14. Require concrete sidewalks on both sides of all streets with appropriate buffering, and with emphasis on safety, accessibility, and functionality, unless other facilities can provide the same services or it is found that sidewalk facilities are not needed for other reasons. The Development Review Board or City Council must approve exceptions.
15. Continue to offer bicycle safety programs through the Parks and Recreation and Sheriff's Departments.
16. As with the formation of the Bicycle Advisory Task Force before the preparation of the original Bicycle and Pedestrian Master Plan, the City will seek the advice of knowledgeable individuals before making significant changes to these Policies or Implementation Measures. This may include bicyclists, pedestrians, and those who use wheelchairs or other assistive devices, as well as others with particular expertise.

Plan Organization

In the following sections, the Plan lays out a **Recommended Bicycle and Pedestrian Network** that connects the places in Wilsonville where people wish to go - parks, bus stops, shopping centers, employment centers, schools, the library, etc -in the easiest and most comfortable manner possible, so that walking and biking in Wilsonville becomes a daily activity for people of all ages and abilities.

Plan Implementation follows, identifying project priorities and phasing, including cost estimates for the bicycle and pedestrian network.

Along with a recommended network of facilities, the Plan also provides a section on **Recommended Bicycle and Pedestrian Programs** that will highlight other methods of addressing the needs of bicyclists and pedestrians in Wilsonville.

This Plan summarizes **Existing Bicycle and Pedestrian Conditions** to establish where Wilsonville is in relation to where the City wants to be in encouraging and providing for bicycle and pedestrian usage. As part of the existing bicycle and pedestrian conditions analysis, the plan identifies **Major Challenges and Opportunities** in the bicycle and pedestrian network and provides recommended solutions for overcoming those gaps and barriers to make Wilsonville a truly great city for bicycling and walking.

Although described briefly in the recommended network, the **Design Guidelines and Standards** chapter expands on the facility types recommended for Wilsonville, and also provides additional information on roadway crossings and signing and striping facilities for bicyclists and pedestrians.

Plan Scope and Public Involvement

The Plan followed a series of research, field, and public process activities from late Spring 2004 to early Summer 2005. The City of Wilsonville has compiled a complete report detailing the public involvement throughout the master planning process for the Bicycle and Pedestrian Plan, the Transit Master Plan, and the Parks and Recreation Master Plan.

Research activities included:

- Assessment of existing bicycling and walking conditions and facilities in Wilsonville.
- Evaluation of bicycle and pedestrian needs, such as safety problems, demographic and geographic population and employment demands, and facility deficiencies.
- Field assessment of missing gaps, system deficiencies, and trail opportunities.
- Environmental conditions and constraints.

Public outreach activities included presentations and discussions at:

- Planning Commission (June 2004 and October 2005)
- Monthly Advisory Committee on Master Planning (ACMP) (September 2004–May 2006)
- Master Plans Visioning Event (September 2004)
- Charbonneau residents meeting (January 2005)
- Community Center meeting (January 2005)
- Meeting with ODOT regarding options for I-5 bridge (January 2005)
- Wood Middle School workshop (February 2005)
- Boeckman Creek Elementary school assembly and follow-up survey (March 2005)
- Meeting with Metro regional trails and open space staff and Three Rivers Land Conservancy (March 2005)
- Rivergreen Neighborhood Association meeting and survey (March 2005)
- Xerox lunchtime meeting with employees who bike to work (March 2005)
- Public meeting (May 2006)

Outreach was also conducted through the following:

- Community Recreation Survey (Fall 2004)
- SMART surveys (Winter 2005)
- Wilsonville Master Planning Update brochure - distributed to all households in Wilsonville (Summer 2005)
- Tabling events (Summer 2005)

Related Plans and Background Documents

Several related planning processes have helped guide the vision and development of the Wilsonville Bicycle and Pedestrian Master Plan. The recommendations from these documents have been incorporated into this Plan to maintain consistency between past and future planning efforts.

Below are summaries of the plans and their relevant goals, objectives, and policies.

Wilsonville Comprehensive Plan (2004 update)

The purpose of the Comprehensive Plan is to guide growth within the city of Wilsonville. The document is broken into four major sections, one of which, Public Facilities and Services, helps define when development can occur by determining what facilities and services must be available to support urban development. A sub-section of this chapter addresses the roads and

the transportation plan as laid out in the TSP. Some of the implementation measures from this sub-section are noted below:

"...Provisions for pedestrian and bicycle travel will be considered as a basic transportation element as well as a recreational element."

"When land is developed which includes a designated pathway, appropriate dedication of right-of-way or easements shall be required. In cases where the proposed development will substantially increase the need for the path, construction may also be required prior to occupancy."

"The City shall encourage development of secondary pathways that are internal to individual developments."

"The City shall...take steps to improve connectivity between existing neighborhoods and between residential areas and traffic generator locations. Also, work to provide more and better options for travel from one side of the freeway, the railroad, and major drainage courses to the other."

City of Wilsonville Parks & Recreation Master Plan (1994)

The Parks and Recreation Master Plan presents a vision for a comprehensive system of parks, recreation centers, trails, shared-use paths, and open space that meets the needs of Wilsonville. Off-street trails are a component of this plan, and in fact, "The single strongest desire within the parks system, as expressed by participants in the first workshop...was the overwhelming public demand for trails. Throughout the planning process and in discussions with many of the various interests, it was clear that a complete and separated pathway system was of critical importance to the success of the Recommended Master Plan." The plan identifies three types of trails - major pathways, minor pathways, and nature trails - with simple design standards listed for each type.

Wilsonville West Side Master Plan (1996)

The Wilsonville West Side Master Plan was intended to guide the development and character of portions of west Wilsonville, particularly Old Town. Chapter III. Transportation and Circulation notes that, "While this (I-5) provides the opportunity for thousands of people to travel to, from and through the City every hour, it

also creates a barrier to effective auto, pedestrian, and bicycle travel from one side of Wilsonville to the other." Another existing condition identified in the Master Plan notes that, "Besides the connectivity issues noted above, other factors that tend to limit walking and bicycling are the design and maintenance of the facilities. Paths, trails, or sidewalks that cause the user to feel vulnerable will tend to go unused. They may not be used because they are too close to a busy street, they are littered (note that bicyclists are especially reluctant to use paths with broken glass or other sharp objects), or even because they are in a location that is too noisy. If the City is going to successfully encourage people to walk or ride bicycles, rather than use their cars, all of these factors will have to be addressed." To address these conditions, some of the policies stated in this section are:

- Increase the numbers of connections between existing streets, trails, and sidewalks where it is possible and in the best interests of the community to do so.
- Require new developments to provide connections between streets, trails, and sidewalks to existing developments where it is feasible to do so.
- Design, construct, and maintain pedestrian, bicycle, and transit systems and streets to make them user-friendly and efficient.

City of Wilsonville Transportation Systems Plan (2003)

The purposes of the Wilsonville Transportation Systems Plan (TSP) are to: Comply with the Oregon Transportation Planning Rule, develop standards for the transportation system, address current problem areas, identify future roadway needs required to support predicted growth, and provide guidelines for future transportation planning. The TSP contains policies and implementation measures designed to fulfill the City's transportation needs through the year 2020.

In a review of the existing transportation conditions, the TSP acknowledges the limited connectivity of bicycle and pedestrian facilities in Wilsonville, which it addresses further in Chapter 5.

Chapter 5 of the TSP: Pedestrian and Bicycle Facilities replaced the 1993 Bicycle and Pedestrian Master Plan. Goal 5.1 is: "To promote non-motorized travel and provide a safe, interconnected system of pedestrian

and bicycle facilities." The policies formulated to support this goal state that the City of Wilsonville shall:

- Continue to improve and expand pedestrian and bicycle facilities, as needed throughout the community, with a focus on improved connectivity within the City and the Metro Regional Bicycle System.
- Ensure that pedestrian and bicycle networks provide direct connections between major activity centers and minimize conflicts with other modes of transportation.
- Regard facilities for bicyclists and pedestrians as important parts of the overall transportation system and not just recreational facilities.
- Increase the bicycle share mode throughout the City and improve bicycle access to the City's transportation system.

This Master Plan builds upon and replaces Chapter 5 of the TSP.

Chapter 6 of the TSP: Transit System, notes that "Pedestrian and bicycle access between transit and destinations can be unnecessarily difficult. When pedestrians must cross large parking lots or walk far out of their way to find a safe path of travel, transit is much less attractive."

Policy 6.1.5 states that the City of Wilsonville shall "Improve pedestrian and bicycle connections to transit facilities."

Wilsonville Development Code (2004)

Chapter 4 of Wilsonville's Code is the Planning and Land Development Ordinance, and is "enacted for the purpose of promoting the general public welfare by ensuring procedural due process in the administration and enforcement of the City's Comprehensive Plan, Zoning, Design Review, Land Division, and Development Standards. There are several sections that relate to bicyclists and pedestrians.

Section 4.155 contains Table 5: Parking Standards, which illustrates the minimum required number of bicycle parking spots based on various land uses. Section 4.177 states that "all streets shall be developed with curbs, utility strips and sidewalks on both sides; or a sidewalk on one side and a bike path on the other side." Section 4.178 establishes Sidewalk

and Pathway Standards, noting the minimum width for sidewalks, as well as the preferred hierarchy of bicycle facilities.

In Chapter 4, Sections 4.500-4.515 address the Willamette River Greenway. General uses permitted outright include those activities that "protect, conserve, enhance, and maintain public recreational, scenic, historical, and natural uses on public and private lands, except that changes of use, intensification of use or development shall require Conditional Use Permit review as provided by this Code." If seeking a conditional use permit, Section 4.514.04, Use Management Standards notes that, "All development after the effective date of this ordinance, except water dependent and water related uses, shall be set back a minimum of 75 feet upland from the top of each bank."

Wilsonville Tract Master Plan and Natural Resources Management Plan (2004)

The Wilsonville Tract Master Plan governs the area now known as the Graham Oaks Natural Area. The Executive Summary states, "The overall intent of the master plan is to protect existing natural resources and enhance or recover ecological systems, while carefully balancing the desire for enjoyment by the public." The stated goals and objectives of the Master Plan include:

- Establish site as a regional destination
- Plan for trail connections to the Wilsonville Tract which includes: connecting the site to future regional trails such as the Tonquin Trail which will connect the Willamette River with the Tualatin River, connecting the site to a future link to the Willamette River, and provide connections to existing neighborhoods, adjacent schools, CREST, Wilsonville Road, and the new Villebois community.
- Comply with the Metro Open Spaces, Parks, and Streams Bond Measure regarding appropriate and compatible recreation activities on the property that protect natural areas by: providing for activities such as walking, picnicking, bicycling, wildlife viewing and educational experiences, providing loop trails within the Tract so that visitors can experience the ecological diversity of the site, and providing trailheads at appropriate locations onsite.
- Provide a safe and direct pedestrian and bicycle connection through the Wilsonville Tract property

from the new Villebois community to the middle and elementary schools.

"The trail system of the Wilsonville Tract consists of one main paved trail as a north-south connector, a secondary crushed rock surfaced inner loop around the central open space and tertiary trail loops of soft surface materials through the forest."

Tonquin Trail Feasibility Study (2004)

The Tonquin Trail Feasibility Study examines the potential alignments for a regional non-motorized trail that links the cities of Wilsonville, Sherwood, and Tualatin. The Tonquin Trail, when built, will connect the Willamette River with the Tualatin River. Overall, much of the Tonquin Trail is feasible to develop as a regional trail. Many portions of the trail will be planned for construction over the next few years. This includes the portion of the trail in the Graham Oaks Natural Area and through portions of Villebois. These segments should be completed by 2008, and will eventually connect the Willamette River and the Coffee Creek Wetlands. There are several trail alignment variations in Wilsonville, depending upon the eventual length of the trail, and where the major trailheads are eventually located. Within Wilsonville, potential starting points for the trail are: the Metro Open Space near Corral Creek, Rivergreen Open Space, the Willamette River Water Treatment Plant Park, Boones Ferry Park, and Memorial Park.

Wilsonville Memorial Park Trails Plan (2004)

The Memorial Park Trails Plan provides a vision for the future trail system within the Park that creates a trail system extending throughout the park to encourage use, improve access, and offer opportunities for passive recreation and exercise. Some of the project goals and objectives are as follows:

- Improve visibility and accessibility of trails for the public.
- Improve trail connectivity of features and activities within the park.
- Improve trail quality and safety.
- Create a hierarchy of trails throughout the park.

Villebois Village Master Plan (2004)

The Villebois Village Master Plan implements the Villebois Village Concept Plan and will serve as a basis for development at Villebois. Villebois will provide a section of the regional Tonquin Trail, connecting Coffee Creek with the Graham Oaks Natural Area. The Master Plan calls for bike lanes on all arterials and collectors within and leading to the development, and at buildout will contain over 47 miles of paths, sidewalks, and bike lanes.

Key Recommendations

Described in more detail throughout this document and summarized in Table 1 are key opportunities that emerged as recommended facilities, programs, and policies.

Table 1. Key Recommendations

Project or Program	Description
Willamette River Crossing	The Willamette River serves as a barrier to bicycle and pedestrian connectivity with Charbonneau and other destinations, such as Champoeg State Park, south of the river. A dedicated bicycle and pedestrian crossing would increase the comfort level and safety for all users. Additionally, the State recently placed an increased emphasis on bicycle tourism, highlighted by the dedication of the Willamette Valley Scenic Bikeway that stretches from Armitage County Park just north of Eugene to Champoeg State Park. Wilsonville is well positioned to capitalize on its proximity to the Scenic Bikeway, and the establishment of a bicycle and pedestrian route across the Willamette River would only serve to highlight the City's accessibility and bicycle-friendly environment.
I-5 Crossing	Wilsonville, located on both sides of I-5, takes full advantage of its proximity to this major transportation route. However, the presence of the freeway greatly decreases the connectivity between east and west Wilsonville, channeling all travelers regardless of mode to one of four crossings, making it more difficult for bicyclists and pedestrians to move around comfortably and quickly. Improving the crossings, and creating new crossing opportunities, would encourage more people to bike and walk.

Project or Program	Description
Wayfinding/Signing Program	Landmarks, natural features, and other visual cues help bicyclists, pedestrians, and motorists to navigate through a town or city . A signage system for these destinations is a key component of a navigable environment that would also enhance the identity of Wilsonville. Implement a signing program to provide bicycle and pedestrian scale-directional signage to important destinations throughout Wilsonville.
Safe Routes to School	Establishing a Safe Routes to School program to encourage and educate students on the best and safest ways to get to school and other destinations by walking or bicycling.
Non-Motorized Transportation Coordinator	Establishing a position within the City for someone to directly oversee implementation, education, and outreach regarding walking, bicycling, and transit use. Coordinate with SMART to expand the SMART Options program's implementation, education and outreach regarding walking, bicycling and transit use.
Charbonneau Pedestrian Path	Completing the pedestrian path around French Prairie Loop and upgrading it in locations will benefit all residents and visitors.
Tonquin Trail	A regional shared use trail that will connect Tualatin and Sherwood with Wilsonville. This trail will serve all residents of Wilsonville, especially those on the west side. The trail passes through the Coffee Creek Wetlands, Villebois, and the Graham Oaks Natural Area.
Boeckman Creek Trail	A regional shared use trail that will provide off-street north-south access on the east side of Wilsonville. Connecting parks, schools, neighborhoods, shops and employment centers, the Boeckman Creek Trail will serve residents and visitors to Wilsonville.

Plan Concept

The Bicycle and Pedestrian Master Plan uses a systematic concept to create a series of interconnected loops throughout Wilsonville. This concept enables users to connect to most destinations on a variety of surfaces; from earthen walking trails to sidewalks and bicycle lanes to paved shared use paths. The loop concept also allows recreational users to create personal loops, depending on how long or far they wish to travel. The new system—Regional Trails, Community Walkways and Bikeways, and Local Access Trails—will give community members a wide variety of options for commuting, running errands, exercise and recreation, leisure, and nature viewing.

Regional Trails

Regional trails will connect Wilsonville to adjacent communities—Tualatin, Sherwood, Lake Oswego, and the greater Portland metropolitan region—and to regionally significant destinations such as the Willamette River, Champoeg Park, the Southern Willamette Valley, and wine country. There are two proposed regional trails in the Wilsonville area currently on the Regional Trails map and in Metro's Regional Transportation Plan (RTP) that are eligible for regional funding.

- **Tonquin Trail.** This trail will run south from the Tualatin River National Wildlife Refuge through Sherwood and Wilsonville to the Willamette River Greenway.
- **Willamette River Greenway Trail.** Part of the Willamette River Greenway Vision. This trail will run along the west side of the Willamette River connecting Wilsonville with the Canby Ferry and the Willamette Narrows Greenway Trail. Heading east, the Willamette River Greenway Trail is considered an inter-regional trail, connecting the Portland metropolitan regional area with the Willamette Valley and points south. The Willamette River Greenway Trail provides planned and existing access along the lower 40 miles of the river as first envisioned by Governor Tom McCall. The Willamette River Greenway Trail offers a direct way to enjoy Oregon's longest river and to encourage involvement in enhancing and protecting its valuable attributes.

In addition, there is the opportunity for a number of other regional trails. The Boeckman Creek Trail would connect the east side of Wilsonville to schools, population and employment centers with the Stafford Trail, a regional trail cutting through the Stafford Basin from the Tualatin River south to the Willamette River. Other potential regional trails include: Boone Bridge/ Willamette River Trail and the Wiedeman Road Trail.

Regional trails generally have their own right-of-way. Users should have minimal conflict with automobile traffic. These trails must be designed to meet the Americans with Disabilities Act (ADA) standards, American Association of State Highway and Transportation Officials (AASHTO) and the Manual on Uniform Traffic Control Devices (MUTCD) standards, the Oregon Bicycle and Pedestrian Plan, Oregon Department of Transportation (ODOT) standards and other State and Federal guidelines. Regional trails serve bicyclists, pedestrians, wheelchair users, skaters, and others.

Community Walkways and Bikeways

Community walkways and bikeways link and improve access within important Wilsonville land uses and areas of interest, including retail areas (Town Center, Argyle Square, Lowrie's Marketplace), schools (Wilsonville High, Inza Wood Middle school, Boeckman Creek Primary, Boones Ferry Primary), parks and natural areas, SMART and TriMet stops, churches, employment districts, the library, and other desirable areas. They also connect users to adjacent communities and the regional trail system.

The design of community walkways and bikeways varies according to the functional classification of the facility as well as the average daily traffic (ADT) on the adjacent roadway. Most community walkways and bikeways in Wilsonville are either off-street shared use paths or separate facilities (i.e., a sidewalk or walkway for pedestrians and on-street bike lanes for bicyclists) that meet State and Federal standards. Safety for bicyclists and pedestrians on these routes is paramount, as they often parallel or intersect busy roadways. However, some community pathways and bikeways follow neighborhood streets, in which case pedestrians are accommodated with a sidewalk or shared use path and bicyclists share the roadway with vehicles. The majority of proposed community pathways and bikeways are on arterial and collector streets and will be implemented if and when the roadway is widened or improved.

Local Access Trails and Accessways

Local access trails primarily serve pedestrians with safe and direct connections to local features, such as schools, parks and community centers. Some local access trails may also be appropriate for bicycling and other wheeled forms of mobility.

Local trails may be sidewalks or accessways providing short connections from surrounding neighborhoods to parks and schools. In addition, local access trails are often located within parks (e.g., Memorial Park and Town Center Park). Trails within parks are primarily earthen or crushed gravel, but may also be a sidewalk or shared use path. There are four categories of local trails: City Trails, Natural Trails, Accessways, and Waterway Trails. The following page contains descriptions of each local trail category.



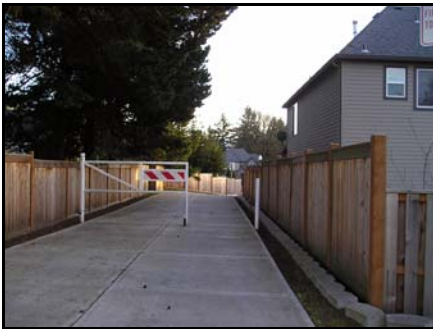
City Trails

City trails are typically paved or made of a smooth surface to accommodate most trail users. These trails are typically found in developed parks and recreational areas such as Memorial Park. Some city trails may not be able to maintain a 5% grade to accommodate disabled users due to topographical constraints (steep grades, constrained widths, etc.). At least one trail in the park should be constructed to ADA standards to provide for all trail users.



Natural Trails

Natural trails are soft-surface trails typically found in undeveloped parks and natural areas and aim to provide a natural outdoor experience while providing for natural resource protection. These trails are usually for pedestrians only, but some trails could be open to mountain bikes. Natural trails do not need to be ADA-compliant, given the additional topographical and environmental constraints of providing access to many natural areas.



Accessways

Accessways provide short bicycle and pedestrian connections. Accessways can also be unique. They can be stairs, a bridge, alley or passage connecting gardens, courtyards, or other urban spaces. Accessways should be constructed to ADA standards to provide for all non-motorized users.



Waterway Trails

Waterway trails are water corridors dedicated to water activities augmented with special features, such as small craft boat ramps, interpretive areas, and public beach sites for camping and picnicking. The intent of the water trail is to create awareness, preserve public access to the waterway, and provide a natural experience.