ORDINANCE NO. 671

AN ORDINANCE OF THE CITY OF WILSONVILLE AMENDING THE CITY'S COMPREHENSIVE PLAN BY DELETING THE SECTION TITLED ROADS AND TRANSPORTATION PLAN (pp C-7 – C-14) AND ADOPTING A NEW SECTION TITLED TRANSPORTATION.

WHEREAS, the Comprehensive Plan Section, Roads and Transportation contains a text note that, "This section will be redrafted with completion of the Transportation Systems Plan" and

WHEREAS, the City's Transportation Systems Plan (TSP) was adopted in 2003, as an amendment to the Comprehensive Plan, and

WHEREAS, the City has also adopted a Bicycle and Pedestrian Master Plan in 2006, and a Transit Master Plan in 2009, and

WHEREAS, the amendment of the TSP to include the Interchange Area Management Plan (IAMP) for the I-5/Wilsonville Road Interchange and implementing Comprehensive Plan and Development Code amendments offers an opportunity to redraft and bring current the Roads and Transportation Section of the Comprehensive Plan, and

WHEREAS, the Planning Commission held a work session on the draft IAMP and implementing Comprehensive Plan and Development Code amendments on August 12, 2009, and

WHEREAS, the Planning Commission, after providing the required notice, held a Public Hearing on September 9, 2009 and

WHEREAS, adoption of the IAMP and implementing Comprehensive Plan and Development Code amendments is a requirement associated with the planned improvements to the I-5/Wilsonville road Interchange Area, and

WHEREAS, the 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; and

WHEREAS, the Wilsonville Planning Commission adopted all Staff Reports along with the findings and recommendations contained therein and recommends that the Wilsonville City Council adopt amendments to the City's Comprehensive Plan deleting the section titled, Roads and Transportation Plan (pp C-7 – C-14) and adopting a new section titled Transportation, as shown in Exhibit "B" .

NOW, THEREFORE, THE CITY OF WILSONVILLE ORDAINS AS FOLLOWS:

1. The City Council does hereby adopt all Staff Reports along with the findings and recommendations of the Planning Commission, as contained in Exhibit "A".

2. The Wilsonville Comprehensive Plan shall be amended as shown in Exhibit "B" attached.

3. Staff is authorized to make any formatting changes necessary to integrate this amendment into the Comprehensive Plan.

SUBMITTED to the Wilsonville City Council and read for the first time at a regular meeting thereof on the 5th day of October, 2009, scheduled for second reading at a regular meeting of the City Council on the 19th day of October, 2009, and held over for

a regular meeting of the City Council on the November 16, 2009 by roll call vote, commencing at the hour of 7 p.m. at the Wilsonville City Hall.

Sandra C. King, MMC, City Recorder

ENACTED by the City Council on the 16th day of November, 2009 by the following votes:

Yes: -4- No: -0-

Sandra C. King, MMC, City Recorder

DATED and signed by the Mayor this 17th day of November, 2009.

Tim Knapp, MAYOR

Summary of votes:

Mayor Knapp	Yes
Councilor Kirk	Yes
Councilor Hurst	Yes
Councilor Núñez	Yes
Councilor Ripple	Excused

Attachments:

EXHIBIT "A": Planning Commission record of September 9, 2009

EXHIBIT "B":
Amend the Wilsonville Comprehensive Plan as follows:

Delete all struck-through language. :

~~Roads and Transportation Plan~~
~~*Note: This section will be redrafted with completion of the Transportation Systems Plan.*~~
~~Wilsonville is bisected by the I-5 freeway, just south of its intersection with I-205. The freeway provides excellent north-south transportation linkages to Portland and the southern Willamette Valley. In fact, I-5 remains one of the most important transportation links between Canada and Mexico. The combination of large amounts of developable land, with both rail and freeway transportation access, present Wilsonville with continued growth potential for residential, commercial, and industrial development.~~

~~While the freeway is a major growth impetus, it also creates certain limitations on the growth and development of the City. The freeway is a barrier between the east and west sides of the community and makes it both difficult and expensive to add streets connecting the east and west sides of town. Also, heavy traffic at freeway interchanges during rush-hour times can result in traffic backups into other nearby intersections.~~
~~In the late 1990s, substantial public investments were made to up-grade both the Wilsonville Road and Elligsen Road interchanges (exits 283 and 286, respectively). In spite of those improvements, capacity limitations can be seen in both of those interchanges, as the existing freeway on-off ramps at Wilsonville Road are inadequate to handle projected traffic volumes. The City recognizes these problems and notes that if travel patterns continue as they are today and appropriate street improvements, including an additional freeway interchange, are not made, substantial growth limitations will result. It also, however, recognizes the potentials for proper planning and land development to generate certain transportation efficiencies. Therefore, the following policies have been established to promote sound economic growth while providing for an efficient and economical transportation system.~~

~~The Plan identifies three areas of responsibility in transportation planning.~~
~~1. What the City expects to do in providing for efficient transportation.~~

~~2. What the City will expect developers and businesses to do in support of efficient transportation.~~

~~3. What the City will expect from Federal, State and regional agencies in support of the City's planning efforts.~~

~~The State's Transportation Planning Rule calls for reductions in vehicle miles traveled (VMTs)per capita and restrictions on the construction of new parking spaces in order to encourage planning that responds to the transportation and land use impacts of growth. Metro's 2040 Growth Concept Plan calls for more compact development as a means of encouraging more efficient use of land, promoting non-auto trips, and protecting air quality. In addition, the federally-mandated air quality plan adopted by the State of Oregon relies on Metro fully achieving the 2040 Growth Concept transportation objectives. Notably, the air-quality plan relies upon reducing vehicle trips per capita through limitations on the maximum parking ratios allowed for different land uses.~~

~~A compact urban form requires that each use of land is carefully considered and that more efficient forms are favored over less efficient ones. Parking, especially that provided in new developments, can result in less efficient land usage and lower floor area ratios. Parking also has implications for transportation. In areas where transit is provided, or other non-auto modes (e.g., walking, biking) are convenient, less parking can be provided and still allow accessibility and mobility for all modes, including autos. Reductions in auto trips when substituted by non-auto modes can alleviate congestion and improve air quality.~~

~~The City is required by State and regional plans to address these needs through adopting, implementing, and regular updating of a Transportation Systems Plan. The City is also required to adopt minimum and maximum parking ratios in accordance with Title 2 of the Metro Urban Growth Management Functional Plan, or may use categories or measurement standards other than those in the Regional Parking Ratios Table (of that Functional Plan), as long as findings are provided that show such regulations will be substantially the same as the application of the Regional Parking Ratios. As part of the regional effort, the City is required to monitor and provide the following data to Metro on an annual basis:~~

~~a. the number and location of newly developed parking spaces, and~~

~~b. demonstration of compliance with the minimum and maximum parking standards, including the application of any variances to the regional standards in this Title. Coordination with Metro through the collection of other building data will also continue.~~

~~Implementation Measure 3.1.6.a The Transportation Master Plan shall be used to establish the design standards for each arterial and major collector street. The conceptual location of proposed new major streets will also be identified. However, actual alignments may vary from the conceptual alignments based on detailed engineering specifications, design considerations, and consideration of the impacts of the road alignments on neighborhoods and natural resources, provided that the intended function of the street is not altered. While local residential streets are considered a part of the Transportation Master Plan, they are not typically shown in detail in the Plan. The alignment of local streets shall be evaluated on a project-by-project basis, but must function in coordination with the overall purposes of the Transportation Master Plan. Other streets not shown on the Plan may also be considered, if determined necessary for safe and convenient traffic circulation or increased connectivity.~~

~~Implementation Measure 3.1.6.b. The Transportation Master Plan shall be used to establish the Functional Street Classification System and the physical design characteristics (right-of way and pavement width, curbs, sidewalks, etc.) of the various street classifications.~~

~~Implementation Measure 3.1.6.c. All streets shall be designed and developed in accordance with~~
~~the Master Plan and street standards, except that the Development Review Board or City Council may approve specific modifications through the planned development process. Such modifications shall be made in consideration of existing traffic volumes and the cumulative traffic generation potential of the land uses being developed. At a minimum, all streets must be developed with sufficient pavement width to provide two lanes of traffic, unless designated for one-way traffic flow. However, adequate emergency vehicle access and circulation must be provided.~~

~~Implementation Measure 3.1.6.d. Where the City Council officially designates truck routes, these streets shall be developed to arterial street construction standards and be posted as truck routes.~~

~~Implementation Measure 3.1.6.e. All arterial and collector streets shall be dedicated public streets. To insure adequate protection of potential future right-of-way needs, minimum setbacks shall be retained adjacent to arterial streets. In addition, to maintain efficient traffic flows, intersections with arterial streets shall be minimized, and property owners shall be encouraged and, where feasible, may be required to consolidate driveways.~~

~~Implementation Measure 3.1.6.f. Through the Planned Development process, local streets may be approved as private streets, provided that adequate~~

~~emergency access is available and that appropriate deed restrictions, homeowners' association requirements, etc. are established to insure proper maintenance.~~

~~Implementation Measure 3.1.6.g Minimum street service levels shall continue to be established. Dedication of adequate right-of-way, as established by the Street System Master Plan, or as otherwise approved by the Development Review Board or City Council shall be required prior to actual site development~~

~~Implementation Measure 3.1.6.h The City shall periodically review and update its street lighting standards in the interest of public safety. Energy conservation shall also be considered in setting these standards.~~

~~Implementation Measure 3.1.6.i The City is responsible for planning, scheduling, and coordinating all street improvements through the on-going Capital Improvements Plan. A priority is given to eliminating existing deficiencies and in upgrading the structural quality of the existing arterial system.~~

~~Implementation Measure 3.1.6.j The City shall encourage the State (ODOT) and the Counties to acknowledge or adopt the City's street standards to insure consistent application of street improvement requirements regardless of the jurisdictional control of the road in question.~~

~~Implementation Measure 3.1.6.k Individual developments shall be responsible for providing all collector and local streets. However, there may be cases where collector streets are found to benefit the entire community to a degree that warrants public participation in funding those collector streets. Developers and property owners of developing property shall also collectively assume the responsibility for providing "extra capacity" to the existing street system. To insure development of an adequate street system, the City shall collect a Systems Development Charge as development occurs. Funds collected shall be allocated through the Capital Improvements Plan as needed to provide extra capacity service.~~

~~Implementation Measure 3.1.6.l Maintenance of the developed City Street System is a public obligation. The City shall coordinate routine and necessary maintenance with the appropriate State or County agencies.~~

~~Implementation Measure 3.1.6.m The City shall continue to work with the State, Metro, Clackamas and Washington Counties and adjacent jurisdictions to develop and implement a Regional Transportation Plan that is complementary to and supportive of the City's Plan while addressing regional~~

~~concerns. The City expects a reciprocal commitment from the other agencies. This policy recognizes that there is a need for a collective and cooperative commitment from all affected agencies to solve existing and future transportation problems. The City will do its part to minimize transportation conflicts, but it must also~~
~~have the support of County, regional, State and Federal agencies to effectively implement this Plan.~~

~~Implementation Measure 3.1.6.n The City shall actively encourage the State to provide improvements to regional transportation facilities which, due to inadequate carrying capacities, frustrate implementation of the City's Transportation Plan.~~

~~Implementation Measure 3.1.6.o The City shall take the following steps to reduce VMTs and overall reliance on single occupancy vehicles:~~
~~1. Review all land use/development proposals with regard to transportation impacts. All development proposals shall be required to pay for a transportation impact analysis, unless specifically waived by the City's Community Development Director because the information is not needed.~~
~~2. Seek to minimize traffic congestion at the freeway interchanges as well as on local arterial and collector streets.~~
~~3. Seek to reduce the number and length of home-to-work trips.~~
~~4. Seek a balanced mix of activities which encourage consolidation of automobile oriented trips and encourage design and location of complementary activities that support public transit, ride-share programs, and use of other alternative modes of transportation.~~
~~5. Require large developments and high employment and/or traffic generators to design for mass transit and to submit programs to the City indicating how they will reduce transportation impacts. All such proposals shall be subject to review by SMART and, if applicable, ODOT. Maximum parking limits shall be used in conformity with Metro standards.~~
~~6. Seek location of a permanent park-and-ride station as well as a commitment from Tri-Met to upgrade transit service to the greatest extent possible, in coordination with SMART. Note the potential need for a commuter rail station in conjunction with the park and ride lot.~~
~~7. Accommodate the expected growth in population and employment and the resulting transportation needs, the City by expanding local bus service in the residential and employment areas, continue to improve arterial and collector street networks, a bikeway system, ride-sharing programs including carpools and van pools and encourage staggered or flex-time, work-hour programs.~~
~~8. 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. It is recognized that alignment decisions for streets may cause concerns for adjacent property owners or residents, whose suggestions may help to improve plans or designs. The testimony of neighboring property owners shall not be the sole justification to postpone the construction of planned streets.~~

~~9. Increase densities and intensities of development in or near the Town Center area and in other locations where transportation systems can meet those needs.~~

~~10. Improve the balance between housing, employment, and commercial activities within the City in order to reduce commuting.~~

~~Implementation Measure 3.1.6.p The City recognizes the value of the railroad to industrial growth in Wilsonville, and will encourage the railroad and the State of Oregon to maintain quality service and provide needed improvements, rail crossings and signalization, etc. System expansion to accommodate commuter rail service shall be strongly encouraged.~~

~~Implementation Measure 3.1.6.q In addition to Willamette River Greenway policies, the City recognizes the use of the Willamette River for both commercial and private recreational travel. The City also recognizes the potential conflict between these uses as well as the safety problems created by heavy usage of the river, particularly during the summer months.~~

~~Implementation Measure 3.1.6.r The City shall work with the appropriate authorities to establish regulations for activities conducted on the Willamette River to insure protection of the public health, safety, and general welfare.~~

~~Implementation Measure 3.1.6.s Pedestrian, bicycle, and equestrian travel is often considered a recreational activity. However, people commonly bike and walk throughout the City, and with increasing gasoline prices and traffic congestion, these forms of travel are likely to increase in popularity. For this reason, provisions for pedestrian and bicycle travel will be considered as a basic transportation element as well as a recreational element.~~

~~Implementation Measure 3.1.6.t The Bicycle and Pedestrian Master Plan identifies the general alignment of primary routes for pedestrian and bicycle travel. It has been designed to provide connections between residential neighborhoods and major commercial, industrial and recreational activity centers throughout the City. The system has been coordinated with pathways planned in adjacent jurisdictions to allow for regional travel.~~

~~Implementation Measure 3.1.6.u Safety, convenience, and security for both path users and adjacent property owners shall be a primary consideration in~~

~~determining the actual location and routing of pathways. It is recognized that alignment decisions for pathways and trails may cause concerns for adjacent property owners or residents, whose suggestions may help to improve plans or designs. The testimony of neighboring property owners shall not be the sole justification to postpone the construction of planned pathways.~~

~~Implementation Measure 3.1.6v The City shall continue to use pathway construction standards in the Public Works Standards.~~

~~Implementation Measure 3.1.6.w All primary pathways shall be constructed in accordance with the Master Plan, with specific alignments to be approved by the Planning Commission, Development Review Board, or City Council. All major street construction or improvements shall be coordinated with the Pathway Master Plan.~~

~~Implementation Measure 3.1.6.x The City shall schedule and coordinate all pathway improvements. A priority will be given to completing specific links of the system, thereby avoiding dead-end pathways. 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.~~

~~Implementation Measure 3.1.6.y The City shall encourage development of secondary pathways that are internal to individual developments. Secondary paths shall be designed and provided by private development as new construction occurs and shall be coordinated with the primary pathway system.~~

~~Implementation Measure 3.1.6.z City street standards require concrete sidewalks on both sides of all streets. This standard can be waived only in cases where alternative provisions are found to adequately address pedestrian needs.~~

~~Implementation Measure 3.1.6.aa All bikeways are to be developed in conformity with the City's adopted Bicycle and Pedestrian Master Plan.~~

~~Implementation Measure 3.1.6.bb Complete the major street system improvements shown in the Transportation Master Plan. The City may not be able to finance all of these improvements and some may be financed by other entities.~~

~~Implementation Measure 3.1.6.cc 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.~~

~~Street Improvements~~
~~*Note: This section will be redrafted with completion of the Transportation Systems Plan.*~~

~~The general concept of the Transportation Master Plan is to provide an arterial system which surrounds the City and passes through it in the east-west direction and north-south direction on each side of I-5. Improved access to I-5 is also proposed in this Plan.~~

~~Collector streets would provide for internal circulation within the arterial streets.~~

~~A detailed description of the recommended street improvements to the existing network is included in the Transportation Master Plan. These improvements are listed for I-5, the arterials and the collector streets.~~

~~*Note: This section will be redrafted with completion of the Transportation Systems Plan.*~~

~~**TABLE I**~~
~~**ROADWAY STANDARDS**~~

~~Section Classification~~	~~Pavement Width in feet~~	~~Right-of-way width in feet~~	~~Design Capacity Vehicles/day~~
~~A. Cul-de-sac street~~	~~28~~	~~50~~	~~200~~
~~B. Local resident~~	~~32~~	~~52~~	~~1,200~~
~~C. Resident collector~~	~~36~~	~~60~~	~~7,000~~
~~D. Collector, industrial &~~	~~40~~	~~60~~	~~10,000 to 18,000~~
~~Arterial~~			

~~E. Arterial 48 60 15,000 to 20,000~~
~~F. Arterial 62* 72 33,000~~
~~G. Arterial 70 94 34,000 to 37,000~~
~~* Includes left turn lane~~
~~NOTE: Design capacities based on level of service "D", 5 percent commercial vehicles, 10 percent right turns, 10 percent left turns, peak hour factor 85-90 percent, peak hour directional distribution 55 to 60 percent, peak hour 9-12 percent of daily volume and average signal timing for collector and arterial streets.~~

Add new language as follows;

Transportation

Under the State's Transportation Planning Rule (TPR), planning for transportation must "encourage and support the availability of a variety of transportation choices for moving people that balance vehicular use with other transportation modes, including walking, bicycling and transit in order to avoid principal reliance upon any one mode of transportation".

In MPO areas, (i.e. Metro), "regional and local Transportation Systems Plans (TSP) shall be designed to achieve adopted standards for increasing transportation choices and reducing reliance on the automobile". It is anticipated that metropolitan areas will accomplish reduced reliance by changing land use patterns and transportation systems so that walking, cycling and use of transit are highly convenient and so that, on balance, people need to and are likely to drive less than they do today".

Both the Transportation Planning Rule and the federally mandated State Air Quality Plan call for reductions in vehicle miles travelled (VMTs) per capita. The goal is to adopt plans and measures that are likely to achieve a five percent reduction in VMT per capita over the 20-year planning period. The Metro Regional Transportation Plan (2035 Federal component) states that, "Improvement in non-single occupancy vehicle (non-SOV) mode share will be used to demonstrate compliance with per capita travel reductions" [VMT reductions] "required by the TPR."

Transportation plans must also "facilitate the safe, efficient and economic flow of freight and other goods and services within regions and throughout the state through a variety of modes including road, air, rail and marine transportation".

Communities must "protect existing and planned transportation facilities, corridors and sites for their identified functions' and also "provide for the construction and

implementation of transportation facilities, improvements and services necessary to support acknowledged comprehensive plans".

Transportation plans must include a transportation financing program.

The Wilsonville Comprehensive Plan includes, as sub-elements of the Plan, the City's Transportation Systems Plan (2003), the Bicycle and Pedestrian Master Plan (2006) and the Transit Master Plan (2008). There are no airports or marine transportation facilities within the city. The City has adopted 1 Year and 5-Year Capital Improvement Plans which provide for the construction of transportation facilities, improvements and services necessary to support the City's Transportation Systems Plan, the Bicycle and Pedestrian Master Plan and the Transit Master Plan.

The Transportation Network

Wilsonville is bisected by I-5, just south of its intersection with I-205. I-5 is classified as an Interstate Highway. It is part of the National Highway system and is a designated freight route between Portland and points south. The operational objective for Interstate Highways is to provide safe and efficient high-speed travel in urban and rural areas.

Two I-5 interchanges are located within Wilsonville, Interchange 283, I-5 @ Wilsonville Road, and 286, I-5 @ Elligsen Road. Both interchanges provide a vital function in supporting local and regional economic development goals and plans. Local traffic, including commercial and industrial vehicles, must have safe and efficient access to and from the freeway.

In the late 1990s, substantial public improvements were made to up-grade both interchanges. Now, ten years later, both interchanges again have capacity limitations. A major modernization project is planned to begin construction at I-5/Wilsonville Road in 2010, following the City's completion of improvements on Boones Ferry Road which connects to Wilsonville Road within the interchange management area. The I-5/Wilsonville Road project includes elevated bike/pedestrian pathways on both sides of the street, expansion of the travel way to 8 lanes under the I-5 Bridge, and wider and longer on and off ramps.

Capacity limitations also exist at the 95th/ Commerce Circle /Boones Ferry Road intersections. The planned improvements there will add an additional right turn lane southbound off I-5 to Boones Ferry Road and an additional left turn lane from Boones Ferry Road to 95th.

The City has a network of streets which serve the east side or the west side, with only three connection points east–west across I-5. These are Wilsonville Road, Boeckman Road and Elligsen Road. The recent extension of Boeckman Road to Grahams Ferry Road has provided an alternative east-west route resulting in a reduction of the trip levels on both Wilsonville and Elligsen Roads.

City street standards require provision of bike lanes and sidewalks on all new streets. Developments in areas without bike lanes and sidewalks are required to provide them as part of the development of their site. The city also maintains a sidewalk infill fund for construction of missing sidewalk segments in older neighborhoods. The Bicycle and Pedestrian Master Plan provides greater detail about the existing system and its deficiencies and identifies planned improvements and financial resources.

The City operates a transit system, SMART, which provides local service, and connects with WES, Cherriots in Salem and Tri-Met in the Portland area. WES, the Westside Express Service Commuter Rail, operates during weekday commuter hours in the morning and evening, connecting Wilsonville with the Beaverton Transit Station and the MAX system. The Transit Master Plan provides greater detail about the existing system and its deficiencies and identifies planned improvements and financial resources.

Goal 1: To encourage and support the availability of a variety of transportation choices for moving people that balance vehicular use with other transportation modes, including walking, bicycling and transit in order to avoid principal reliance upon any one mode of transportation

Policy 1.1 To provide for safe and efficient vehicular, transit, pedestrian and bicycle access and circulation.

Implementation Measure 1.1.1 Plan and implement a well-connected network of streets and supporting improvements for all applicable travel modes.

Implementation Measure 1.1.2 Provide safe and efficient multi-modal travel between the connecting roadways (and the surface street network, if applicable).

Policy 1.2 To provide for a mix of planned transportation facilities and services that are sufficient to ensure economic, sustainable and environmentally sound mobility and accessibility for all residents and employees in the city.

Policy 1.3 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.

Goal 2: To achieve adopted standards for increasing transportation choices and reducing reliance on the automobile by changing land use patterns and transportation systems so that walking, cycling and use of transit are highly convenient and so that, on balance, people need to and are likely to drive less than they do today.

Policy 2.1 The City shall adopt standards for reducing reliance on single occupant automobile use, particularly during peak periods.

Implementation Measure 2.1.1 Improve the balance between housing, employment, and commercial activities within the City in order to reduce commuting.

Implementation Measure 2.1.2 Increase densities and intensities of development in or near the Town Center area and in other locations where transportation systems can meet those needs.

Implementation Measure 2.1.3 Plan for increased access to alternative modes of transportation, such as bicycling, transit and walking.

Implementation Measure 2.1.4 Continue use of the Planned Development process to encourage developments that make it more convenient for people to use transit, to walk, to bicycle, and to drive less to meet daily needs.

Implementation Measure 2.1.5 Take steps to improve connectivity between existing neighborhoods and between residential areas and traffic generator locations. Work to provide more and better options for travel from one side of the freeway, the railroad, and major drainage courses to the other.

Implementation Measure 2.1.6 Strongly encourage full day ~~and Saturday~~ service for WES.

Implementation Measure 2.1.7 Continue to support the extension of WES to Salem.

Implementation Measure 2.1.8 Continue to comply with Metro parking standards. Consider reducing parking requirements where it can be shown that transit and/or bicycle pedestrian access will reduce vehicular trips.

Policy 2.2 The City shall work to improve accessibility for all citizens to all modes of transportation.

Implementation Measure 2.2.1 The City's Bicycle and Pedestrian Master Plan identifies the general alignment of primary routes for pedestrian and bicycle travel. It has been designed to provide connections between residential neighborhoods and major commercial, industrial and recreational activity centers throughout the City. The system has been coordinated with pathways planned in adjacent jurisdictions to allow for regional travel.

Implementation Measure 2.2.2 City street standards require concrete sidewalks on both sides of all streets. This standard can be waived only in cases where alternative provisions are found to adequately address pedestrian needs.

Implementation Measure 2.2.3 Transportation facilities shall be ADA-compliant.

Implementation Measure 2.2.4 The City will prepare an implementation schedule and continue to provide funding for infilling gaps in the sidewalk system.

Goal 3: To facilitate the safe, efficient and economic flow of freight and other goods and services within the city and the region.

Policy 3.1: The City will continue to upgrade and/or complete the street network on the west side of I-5, including the Coffee Creek area, to serve the warehousing, distribution, and other industrial uses located there.

Implementation Measure 3.1.1 Where the City Council officially designates truck routes, these streets shall be developed to arterial street construction standards and be posted as truck routes.

Policy 3.2 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.

Implementation Measure 3.2.1 Consistent with the city's policy that needed public facilities and services are provided in advance of, or concurrently with, development, proposed land use changes within the I-5/Wilsonville Road IMA shall be consistent with planned future transportation projects.

Goal 4: To protect existing and planned transportation facilities, corridors and sites for their identified functions, including protection of the function and operation of the I-5/Wilsonville Road Interchange and the I-5/Elligsen Road Interchange, together with the local street network within the Interchange Areas.

Policy 4.1 ***The Transportation Systems Plan(TSP) shall establish policies and implementation measures to fulfill the City's transportation needs through the Year 2020, provides details to guide transportation investment for the future and determine how land use and transportation needs can be balanced to bring the most benefit to the city.***

Implementation Measure 4.1.1 The Transportation Systems Plan shall be used to establish the design standards for each arterial and major collector street. The conceptual location of proposed new major streets will also be identified. However, actual alignments may vary from the conceptual alignments based on detailed engineering specifications, design considerations, and consideration of the impacts of the road alignments on neighborhoods and natural resources, provided that the intended function of the street is not altered.

Implementation Measure 4.1.2 While local residential streets are considered a part of the Transportation Systems Plan, they are not typically shown in detail in the Plan. The alignment of local streets shall be evaluated on a project-by-project basis, but must function in coordination with the overall purposes of the Transportation Systems Plan. Other streets not shown on the Plan may also be considered, if determined necessary for safe and convenient traffic circulation or increased connectivity.

Implementation Measure 4.1.3. The Transportation Systems Plan shall be used to establish the Functional Street Classification System and the physical design characteristics (right-of way and pavement width, curbs, sidewalks, etc.) of the various street classifications.

Implementation Measure 4.1.4 All streets shall be designed and developed in accordance with the Transportation Systems Plan and street standards, except that the Development Review Board or City Council may approve specific modifications through the planned development process. Such modifications shall be made in consideration of existing traffic volumes and the cumulative traffic generation potential of the land uses being developed. At a minimum, all streets must be developed with sufficient pavement width to provide two lanes of traffic, unless designated for one-way traffic flow. However, adequate emergency vehicle access and circulation must be provided.

Implementation Measure 4.1.5 **All arterial and collector streets shall be dedicated public streets. To insure adequate protection of potential future right-of-way needs, minimum setbacks shall be retained adjacent to arterial streets. In addition, to maintain efficient traffic flows, intersections with arterial streets shall be minimized, and property owners shall be encouraged and, where feasible, may be required to consolidate driveways.**

Policy 4.2 Review all land use/development proposals with regards to consistency with the TSP transportation impacts.

Implementation Measure 4.2.1 All development proposals shall be required to provide for a transportation impact analysis by payment to the City for completion of such study by the city's traffic consultant unless specifically waived by the City's Community Development Director because the scale of the proposed development will have very limited impacts.

Implementation Measure 4.2.2. Through the Planned Development process, local streets may be approved as private streets, provided that adequate emergency access is available and that appropriate deed restrictions, homeowners' association requirements, etc. are established to insure proper maintenance.

Implementation Measure 4.2.3 Any proposed change to the Comprehensive Plan Map or existing zoning that would result in additional trips above that allowed

under the city's concurrency policies may be denied unless mitigation measures are identified and provided.

Policy 4.3 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.

I-5/Wilsonville Road IMA: (4.3a)
Implementation Measure 4.3a.1 The City will require future development to plan for and develop local roadway connections consistent with the I-5/Wilsonville Road IAMP as part of the development permit approval process.

Implementation Measure 4.3a.2 Bicycle and pedestrian connections within the IMA will be required for new development consistent with the City's Bicycle and Pedestrian Plan.

Implementation Measure 4.3a.3 System operational improvements, including signal synchronization, transportation demand management measures and incident management shall be implemented within the vicinity of the interchange to maximize the efficiency of the local street network and minimize the impact of local traffic on the interchange.

Implementation Measure 4.3a.4 The City will require future development to adhere to access management spacing standards for private and public approaches on statewide highways as adopted in the Wilsonville Road IAMP.

Implementation Measure 4.3a.5 The City will approve development proposals in the I-5/Wilsonville Road Interchange Management Area (IMA) only after it is demonstrated that proposed access and local circulation are consistent with the Access Management Plan in the I-5/Wilsonville Road IAMP.

Implementation Measure 4.3a.6 Ensure that future changes to the planned land use system are consistent with protecting the long-term function of the interchange and the surface street system.

Implementation Measure 4.3a.7 Any proposed change to the Comprehensive Plan Map or existing zoning that would result in additional trips above that allowed under the current zoning and assumed in the I-5/Wilsonville Road IAMP must include a review of transportation impacts consistent with OAR 660-12-0060.

Implementation Measure 4.3a.8 The City will provide notice to ODOT for any land use actions proposed within the I-5/Wilsonville Road IAMP Overlay Zone.

I-5/Elligsen Road Interchange (4.3b)

Implementation Measure 4.3b.1 The City will require future development to adhere to access management spacing standards for private and public approaches on statewide highways as required by the Oregon Highway Plan.

Implementation Measure 4.3b.2 Ensure that future changes to the planned land use system are consistent with protecting the long-term function of the interchange and the surface street system.

Implementation Measure 4.3b.3 Bicycle and pedestrian connections within the Interchange Area will be required for new development consistent with the City's Bicycle and Pedestrian Plan.

Implementation Measure 4.3b.4 System operational improvements, including signal synchronization, transportation demand management measures and incident management shall be implemented within the vicinity of the interchange to maximize the efficiency of the local street network and minimize the impact of local traffic on the interchange.

Goal 5: To provide for the construction and implementation of transportation facilities, improvements and services necessary to support the TSP, the Transit Master Plan and the Bicycle and Pedestrian Master Plan.

Policy 5.1 The City is responsible for planning, scheduling, and coordinating all street improvements through the on-going Capital Improvements Plan. A priority is given to eliminating existing deficiencies and in upgrading the structural quality of the existing arterial system.

Implementation Measure 5.1.1 Complete the major street system improvements shown in the Transportation Systems Plan. The City may not be able to finance all of these improvements. Some may be financed by other entities, or a combination of public and private funds.

Implementation Measure 5.1.2 Maintenance of the developed City Street System is a public responsibility. The City shall coordinate routine and necessary maintenance with the appropriate State or County agencies.

Policy 5.2 ***Individual developments shall be responsible for providing all collector and local streets. However, there may be cases where collector streets are found to benefit the entire community to a degree that warrants public participation in funding those collector streets.***

Goal 6: To maintain a transportation financing program for the construction and implementation of transportation facilities, improvements and services necessary to support the TSP, the Transit Master Plan and the Bicycle and Pedestrian Master Plan.

Policy 6.1 The City is responsible for planning, scheduling, and coordinating all street improvements through the on-going Capital Improvements Plan. A priority is given to eliminating existing deficiencies and in upgrading the structural quality of the existing arterial system.

Policy 6.2 ***To insure development of an adequate street system, the City shall collect a Systems Development Charge as development occurs. Funds collected shall be allocated through the Capital Improvements Plan as needed to provide extra capacity service.***

Goal 7: To maintain coordination with neighboring cities, counties, Metro, ODOT local businesses, residents and transportation service providers regarding transportation planning and implementation.

Policy 7.1 The City shall continue to work with the State, Metro, Clackamas and Washington Counties and adjacent jurisdictions to develop and implement a Regional Transportation Plan that is complementary to and supportive of the City's Plan while addressing regional concerns. The City expects a reciprocal commitment from the other agencies. This policy recognizes that there is a need for a collective and cooperative commitment from all affected agencies to solve existing and future transportation problems. The City will do its part to minimize transportation conflicts, but it must also have the support of County, regional, State and Federal agencies to effectively implement this Plan.

Implementation Measure 7.1.1 The City shall actively encourage the State to provide improvements to regional transportation

facilities which, due to inadequate carrying capacities, frustrate implementation of the City's Transportation Plan.