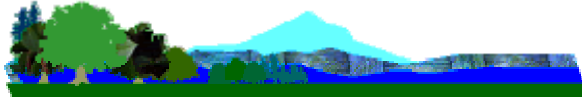


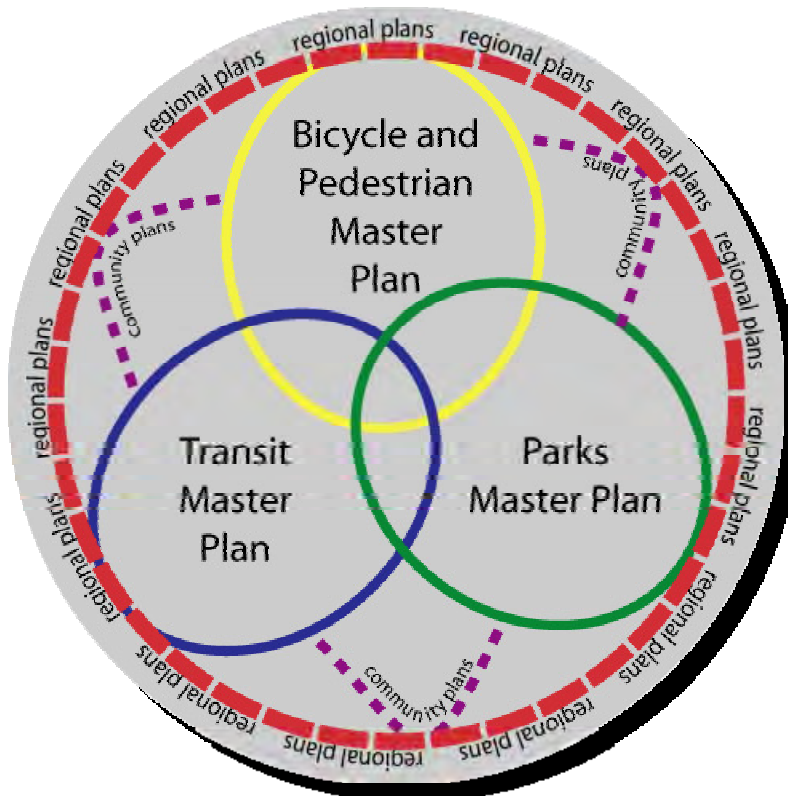
Exhibit E

Exhibit B

Exhibit 2



City of
WILSONVILLE
in OREGON



Citizen Input



Bicycle and Pedestrian Master Plan Update
Parks and Recreation Master Plan Update
Transit Master Plan

Citizen Input

Committee for Citizen Involvement Meeting, June 3, 2004

Visioning Event – September 14, 2004

Parks and Recreation Community Survey

Transit Community Survey

Charbonneau Stakeholders Meeting - January 6, 2005

Senior Stakeholders Meeting – January 14, 2005

Wood Middle School Charrette – February 23, 2005

Boeckman Primary School Student Survey – March 2, 2005

Xerox Employee Survey – March 2, 2005

Rivergreen Neighborhood Association Meeting – March 15, 2005

Wilsonville Master Planning Update Brochure – July 2005

ACMP Meetings – Open to the Public

Open House and Barbecue – June 30, 2006

**Bicycle and Pedestrian Master Plan Update
Parks and Recreation Master Plan Update
Transit Master Plan**

*Citizen Input
June 2004 – June 2006*

- *Committee for Citizen Involvement Meeting (6/3/04)* – The Planning Commission in its role as the Committee for Citizen Involvement introduced the selected consultants for assisting in the updates of the Parks and Recreation Master Plan and Bicycle and Pedestrian Master Plan to those who attended the meeting. The consultants presented a brief overview of the planning process for the two Plan's updates. Citizens were given an opportunity to question and offer suggestions to the consultants and City staff.
- *Wilsonville Visioning Event (09/14/04)* – This event was the "kick-off" for updates to the Bicycle and Pedestrian Master Plan and Parks and Recreation Master Plan updates and the Transit Master Plan. The event was co-sponsored by the Parks and Recreation Advisory Board and the Planning Commission. Invitations were mailed citywide resulting in a good attendance of over 70 attendees. The objective of the event was to gather input to create three interconnecting Plans that will promote the livability and quality of life for all of those who work and live in the City of Wilsonville.
- *Charbonneau residents meeting (01/06/05)* – Excellent attendance, with over 80 residents. Displayed posters: (a) Wilsonville Issues (b) Charbonneau cross-sections, (c) Willamette River Crossings Most residents expressed desire to complete and upgrade the sidewalk on French Prairie Drive, with notable vocal opposition from two households that back onto the missing sidewalk section.. Also good feedback on river crossings options; most encouraged use of I-205.
- *Senior Center meeting (01/14/05)* – Displayed 3 posters: (a) Wilsonville Issues (b) Charbonneau cross-sections, (c) Willamette River Crossings Options and held open house over noon hour to answer questions and hear comments. The River Crossings poster generated the most interest and comments from the seniors.
- *Wood Middle School (02/23/05)* – Met with approximately 30 students along with park and transit representatives to gain better understanding of the middle school students' perceptions and needs. Most students do not bike often in Wilsonville, and when they do, prefer to use sidewalks or low traffic volume streets rather than Wilsonville Rd. Students identified problem locations from their perspective, as well as locations they like to bike and walk.
- *Boeckman Creek Primary (03/02/05)* – Presented survey activity to Boeckman Creek students at assembly. Survey instrument examined how kids got to school, and where they would like to travel by walking or biking. Results are forthcoming.

- *Xerox (03/02/05)* – Lunchtime meeting of bicyclists and pedestrians at the Xerox campus to discuss most pressing issues from their viewpoint. The two themes that developed from the roundtable discussion were (1) Eliminate Barriers and (2) Think Regionally. At the heart of both of these themes is overall bicycle and pedestrian access to Wilsonville. Most the attendees were bike commuters traveling from cities to the north (Portland, Lake Oswego, Tualatin, etc), and all mentioned the lack of bike routes available. Additional access issues mentioned include access across the river to the south and access to Canby and the ferry.
- *Rivergreen neighborhood (03/15/05)* – City Staff met with approximately 20 Rivergreen HOA representatives to discuss the possibility of planning a public trail along the Willamette River, on property owned by the Rivergreen HOA, providing connections to the larger existing and planned trail system. Homeowner's raised issues related to parking in the neighborhood, ADA access, protection of their private boat dock, issues related to maintenance costs, and maintenance responsibilities, and vandalism. It was agreed at the end of the meeting that a survey should be send to the residents of the Rivergreen development to gauge the broader public interest. Alta has developed a survey, which is going out shortly.
- *Wilsonville Master Planning Update Brochure. (July 2005)* – A brochure explaining the master planning process and updating the progress thus far was mailed city wide. It included a color map, *DRAFT Wilsonville Master Plans Concept Map* which indicated existing and proposed: trails and bikeways, parks and open spaces, transit routes, and school sites. The brochure included a comment page which encouraged people to submit their suggestions regarding the three plans.
- *Advisory Committee for Master Planning Meetings* – 20 meetings of the ACMP, which included Wilsonville citizens and representatives from the City Council, Parks and Recreation Advisory Board, Planning Commission, and Development Review Board, were open to the public. People from the Montgomery Way and Rivergreen neighborhoods presented their issues to the ACMP. A representative from Charbonneau attended numerous meetings.
- *Open House (May 30, 2006)* – An open house was held to present the three ACMP-recommended draft Master Plans to the public prior to the plans going into public hearings before the Planning Commission to give the public opportunity to review the progress of the three Plans. The open house was held at the Clackamas County Regional Visitor Center at Town Center Park. Stations to describe the Plans were set up inside the Visitor's Center with City staff and consultants on hand to answer questions. ACMP members were also circulating to talk with attendees. A barbecue was set up outside with 160 hamburgers given away. Certificates of Appreciation and gift baskets were presented to the ACMP members.

Bicycle and Pedestrian Master Plan Update
Parks and Recreation Master Plan Update
Transit Master Plan

Citizen Input

Committee for Citizen Involvement Meeting

June 3, 2004



City of
WILSONVILLE
in OREGON



You are invited to participate in a public forum
to discuss updates to the City's:

- 🚲 Parks and Recreation Master Plan and
- 🚲 Bicycle and Pedestrian Master Plan

Thursday, June 3, 2004
7:00–9:00 pm

City Hall Community Development Annex
8445 SW Elligsen Road
Wilsonville, Oregon

Please join us for a kickoff meeting, and share your ideas with the Planning Commission, in its role as the Committee for Citizen Involvement (CCI) regarding updates to the Parks and Recreation and Bicycle and Pedestrian Master Plans. These Master Plans will help to shape the kind of community Wilsonville will be in the future. The mission of the CCI is to gather public input consistent with Statewide Planning Goal #1–Citizen Involvement.

Over the next year, the City will be updating both the Parks and Recreation and the Bicycle and Pedestrian Master Plans. Your input is critical to the success of these Master Planning efforts. Please join us to share ideas for improving Wilsonville's quality of life through development of these Master Plans.

If there are any questions, please call Chris Neamtzu, Long-Range Planner at 503-682-4960, or via email at: neamtzu@ci.wilsonville.or.us

Agenda
Committee for Citizen Involvement (CCI)
Parks and Recreation Master Plan
and
Bicycle and Pedestrian Master Plans

June 3, 2004

- | | |
|------------------|--|
| 7:00 | Introductions |
| 7:10-7:20 | Presentation on Parks and Recreation Facilities by Sally McIntyre, Moore Iacofano Goltzman (MIG), Inc. |
| 7:20-7:30 | Presentation on Bicycle and Pedestrian Facilities by Mia Birk and George Hudson, Alta Planning and Design |
| 7:30-8:30 | Public input and discussion |
| 8:30-8:45 | Discuss September's visioning process |
| 8:45 | Adjourn |

Wilsonville Committee for Citizen Involvement

**Wilsonville Community Development Annex
8445 SW Elligsen Road
Wilsonville, Oregon**

**June 3, 2004
Meeting Notes**

Chair Iguchi called the meeting to order at 7:10 p.m.

Those present:

Committee for Citizen Involvement: Debra Iguchi, Mary Hinds, Sue Guyton, with Craig Faiman arriving at 7:35 p.m.

City Council: Tim Knapp

Consultants: Sally McIntyre, MIG, Inc.; and Mia Birk and George Hudson of Alta Planning and Design; and Randy McCourt of DKS Associates.

City Staff: Arlene Loble, Eldon Johansen, Sandi Young, Chris Neamtzu, Peggy Watters, Kerry Rappold, John Michael, Robb Reed, and Linda Straessle.

Citizens: Leona Grieve, Susan Stevens, Ricky Stevens, Michael Stevens, John Duncan, Randy Wortman, and Barbara Soisson.

Presentation on Parks and Recreation Facilities by Sally McIntrye, Moore Iacofano Goltzman (MIG), Inc., and

Presentation on Bicycle and Pedestrian Facilities by Mia Birk and George Hudson, Alta Planning and Design.

The two consulting firms; MIG, which is working on the Parks and Recreation Master Plan update, and Alta Planning and Design, which is working on the Bicycle and Pedestrian Master Plan update, were introduced.

- The PowerPoint presentations offered by the two consulting firms assisting the City in updating the two plans are attached.
- The two consulting firms will be working closely together and coordinating their efforts.

Public Input and Discussion:

Those present questioned the consultants about their qualifications and intentions:

The Planning Process:

- The consulting firms:
 - * Each firm listed their qualifications and the other jurisdictions for which they have prepared plans.
 - * Will be addressing Wilsonville's uniqueness by asking community members and the school district about what their priorities are.
 - MIG will be studying the sports teams and other recreational activities to do an inventory of needs for analysis. They will be looking at the inventory to determine the shortages.
 - * Will work to bring everyone together so all parties can take ownership of the Plans.
 - * Will do a survey – they will work with the community to see what people are interested in and to find out how Wilsonville is different from other communities.
 - It was suggested that surveys don't fully tell the whole story.
 - * A visioning process is to be done in September for the Parks and Recreation Master Plan and Bicycle and Pedestrian Master Plan updates.
 - * Stressed the importance of planning for the long-term; not just reacting to short-term issues.
- The Transportation Systems Plan (TSP) recommends that a Bicycle Advocacy Committee be formed.
 - * Whether or not a Bicycle Advocacy Committee should be formed so that it can assist in the Bicycle and Pedestrian Master Plan update planning process was discussed.
 - The differences between an advisory committee and advocacy committee were discussed.
 - What the role of the Bicycle Advocacy Committee would be was discussed.
 - Ms. Birk suggested that a committee could not be formed and be functional in a timely enough manner to assist in this planning process.
- Regional perspective:
 - * Both consulting firms have assisted other jurisdictions in the region with these types of plans. Both firms listed the plans that they have done inside and outside of the region.
 - * Both firms will be looking at regional planning issues in connection with their work on the Master Plan updates.

Comments and concerns of those present included:

Note: The following statements are opinions of those present and at times are contradictory.

Willamette River Issues:

- There is a need for a safe bicycle/pedestrian crossing of the Willamette River to connect Charbonneau with Wilsonville.
- The railroad bridge, west of the river, was suggested as a possible routing for a pedestrian/bicycle crossing.
 - * A crossing at the railroad bridge would facilitate access to Champoeg Park.
 - * Charbonneau residents prefer that the Willamette River bicycle/pedestrian crossing be at this location.
- There are good bike riding areas south of the river.
- The Willamette River is a major river in this state and for the most part, it cannot be seen in Wilsonville.
- How much access does Wilsonville want to the Willamette River?
 - * ADA access to River is desired.
 - * More public input is needed on this issue.
 - * Alta Planning & Design will look at river access seriously if that is what the community wants.
 - * Ms. McIntyre suggested that showing possibilities of what could be done will generate interest in accessing the river.

Charbonneau issues:

- Pedestrian safety is a major issue in Charbonneau due to inadequate sidewalks in Charbonneau.
 - * Curb cuts on sidewalks make walking unsafe for people with mobility problems.
 - * People usually walk in the street. Issues of safety were discussed regarding this practice.
 - Speeding cars on French Prairie Drive are a problem.
 - Walkers walk at peak traffic times.
 - * The Charbonneau Golf Club has banned people from walking on the golf course paths due to liability issues.
 - * Locating a pathway will be a problem because of physical obstructions such as trees and expected resistance from property owners.
 - * Approximately one third of the city's population lives in Charbonneau, which is separated from the rest of the city. This separation of Charbonneau from Wilsonville creates a sense of isolation.
 - * A recent survey of Charbonneau residents indicated a desire for a fitness center in Charbonneau.

There is a strong desire for a public swimming pool in Wilsonville.

- It was suggested that because Charbonneau already has numerous private pools, the residents there are instrumental in voting down funding for a public pool in Wilsonville.

Connectivity is problematic for Wilsonville:

- Few existing on-street bike routes connect to anything and the off-street paths are inaccessible.
- Ravines block connectivity.
- Mr. Hudson stated that the biggest challenges are physical obstructions, which need creative solutions that people will actually use.
 - * A unique solution would entice people to use a pathway.
 - * The creative solutions often are more costly, but not always.
- It is important that the Master Plans bring all the elements together for a connected system with safe access between the pieces that don't fit together. It is a good thing that the consultants are working together to bring the pieces together.
- A safer way to get from west side to the east side is needed for bicyclists and pedestrians.
 - * This would help to get more cars off the road.
 - * The TSP contains a commitment to alternative modes of transportation.
- Retail commercial centers need to have bicycle lanes across them.

Equestrian issues:

- Clackamas County has the highest horse per capita ratio in the nation but there is no place to ride them.
- Will there be another opportunity to reconsider the ban of horses on the Graham Oaks Natural Area (Wilsonville Tract)? Manager of Long-Range Planning Chris Neamtzu explained:
 - * This issue had been well discussed at the Stakeholder Advisory Committee meetings.
 - * Interested parties can testify to Metro about allowing horses on the Graham Oaks Nature Area at Metro's June 10, 2004 final public hearing on this matter.
 - * There is a safety issue as children will be using the trail through Graham Oaks Natural Area from Villebois to the schools on Wilsonville Road.
 - * Graham Oaks Natural Area has a heavy natural resource restoration focus, and because of this dogs and horses are not allowed on the property.
 - Some joggers will not jog through the woods without their dogs because of safety issues.
- Oregon Equestrian Trails (OET) is a group of horse enthusiasts who advocate for horse trails.
- Some trails are only open seasonally to horses due to the damage they do when the trails are wet.

- Mr. Hudson stated that Alta Planning & Design would try to define appropriate trails for all uses. He noted that he was a horseman too, and is open to where equestrian opportunities could be fit in.
 - * He has worked with the OET in the past.
 - * Alta Planning & Design are also working on the Tonquin Trail Plan. The draft plan does not define areas for horse use, but there are parts of the Tonquin Trail that are not appropriate for horses.
- This is a regional issue and who knows what will happen in twenty years.
- Wilsonville's equestrian past was discussed.

Sharing of community parks with school grounds:

- School play fields have limited hours of use and limited amenities.
 - * There are not enough trashcans on shared facilities.
- Should school playgrounds be included in park inventory?
 - * Ms. McIntyre stated that school facilities are a major resource and frequently used as community parks. Whether this community wants to continue this practice needs to be addressed.

There are barriers to neighborhood parks:

- Limited geographic access.
- Exclusive to neighborhood use.
- Some people want to get away from these limitations.
- MIG will look at neighborhoods and neighborhood parks.

The West Side Master Plan includes a funding mechanism concept specifying that the City buy a property that is for sale, designate an easement across it for a pathway, and the resell the property. This is not happening, and opportunities are being missed.

Councilor Kirk reported on the status of Metro's Industrial Lands Analysis:

- Metro Councilors, today, voted 4 – 3 to bring 2/3 of the Frog Pond area into the UGB for industrial use.
 - * This vote was tentative; the final vote will be June 24, 2004.
 - * The reason given for their vote was that this area does not have as high a farm land value as other areas being considered.
- The City was not give credit for the industrial acreage that they found that was not included in the analysis.
- Metro voted to bring the area between Tualatin and Wilsonville into the UGB for industrial uses.
 - * Metro said that since Wilsonville does such an excellent job of planning, there is no doubt that they can handle this area.
- City Manager Arlene Loble reported that the Oregon Department of Agriculture voted to revise their report on the quality of agricultural land.
 - * The Frog Pond area was moved to the bottom of the list for areas appropriate for industrial uses; it is least appropriate for industrial uses.
 - * The State Agricultural Board took a stand to support Metro Councilor Hosticka's amendment opposing UGB expansion across the Willamette River.

Discuss September's visioning process.

The City Council Goals for FY 2004–05 was distributed. The goals relating to the visioning process and the Parks and Recreation Master Plan and Bicycle and Pedestrian Master Plan updates were pointed out.

Mr. Neamtzu asked for input as to how the visioning event should be done. Those present offered the following suggestions:

- The two-day process that was done for the Visual Preference Survey worked well. There was excellent participant energy and good information resulted from it.
 - * Some people can't dedicate a whole weekend for the event.
 - * When the large group was broken into subgroups, individuals' interests frequently were "buried" by more vocal members of the group.
 - * While it was good to have City staff member available, they sometimes had too much influence and "squashed" citizen interest.
- The process that was used for developing the Graham Oaks Natural Area Master Plan worked well. Several evening meetings at times when input was needed for the Plan keep the community interested throughout the process.
- The Open Houses for the Natural Resource Plan worked well with workshops held over time.
- The goals for the visioning event need to be stated up front.
- The visioning event needs to be done before the consultants begin working on the plans.
- There needs to be direction for follow-up.
 - * Mr. Neamtzu explained that because the visioning event is project-focused the vision would be carried into the plans.
 - People who want to talk about other issues should not be "shut down."
- Take a look at what was done ten years ago and see what worked; see if any of the "vision results" have changed since then.
- Format the event to expand people's thinking.
- Provide all the pieces regarding population, development, etc, to the consultants.

Mr. Neamtzu explained that the Transit Master Plan is on a similar course as the Bicycle and Pedestrian Master Plan and the Parks and Recreation Master Plan, providing an opportunity to bring many systems together.

Mr. Neamtzu stated that he would report back to the Planning Commission about the status of the visioning process at their August meeting.

The meeting adjourned at 8:55 p.m.

/ls



WILSONVILLE *Parks & Recreation* Master Plan Update

Project Goals




- Build a customized and realistic plan for the future
- Involve a wide range of citizens in the process without an excessive emphasis on process
- Build a constituency for parks and recreation

M I G

WILSONVILLE *Parks & Recreation* Master Plan Update

This plan will address:

- Parks and facilities
- Programs
- Maintenance and operations
- Financing






M I G



Public Involvement Opportunities

M I G

WILSONVILLE Parks & Recreation Master Plan Update

Community Driven Plan


- Steering Committee
- Community Advisory Committee
- Joint project coordination







WILSONVILLE Parks & Recreation Master Plan Update

Interactive Plan Development Process



```

    graph TD
      A(Plan Components) --> B(Administrative Draft Plan)
      B --> C(Draft Strategic Plan)
      C --> D(Final Strategic Plan)
      A --- A1(Steering Committee & CAC Review)
      B --- B1(Steering Committee Review)
      C --- C1(Committee Review)
      C --- C2(Council Review)
      C --- C3(Community Review)
      D --- D1(Committee, Council Review)
  
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WILSONVILLE Parks & Recreation Master Plan Update

Community Recreation Survey

Survey analysis will include:

- Population profile
- Preferences and needs
- Current use
- Support for funding
- Top 50 recreation activities
- Comparison to NW Average
- In-house & local






WILSONVILLE Parks & Recreation Master Plan Update

Community Involvement Options

- Senior Involvement
- Youth involvement
- Community Fair
- Employees






Visioning Workshop



- Core values
- Vision statement
- Mission
- Goals
- Strategy areas
- Performance measures



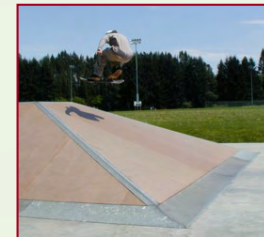
Policies and Strategies

- Guide future park, recreation, and open space planning, acquisition, development, restoration, programming, management, and partnerships.



Implementation Plan

- 5-year plan of proposed capital improvements
- Phasing plan for funding
- Map of proposed resources
- Financing Plan



WILSONVILLE *Parks & Recreation* Master Plan Update



**A customized plan
that reflects the
needs, values, and vision
of Wilsonville**




MIG, Inc.



WILSONVILLE *Parks & Recreation* Master Plan Update

MIG, Inc.

- **Building community through people, parks, and programs**



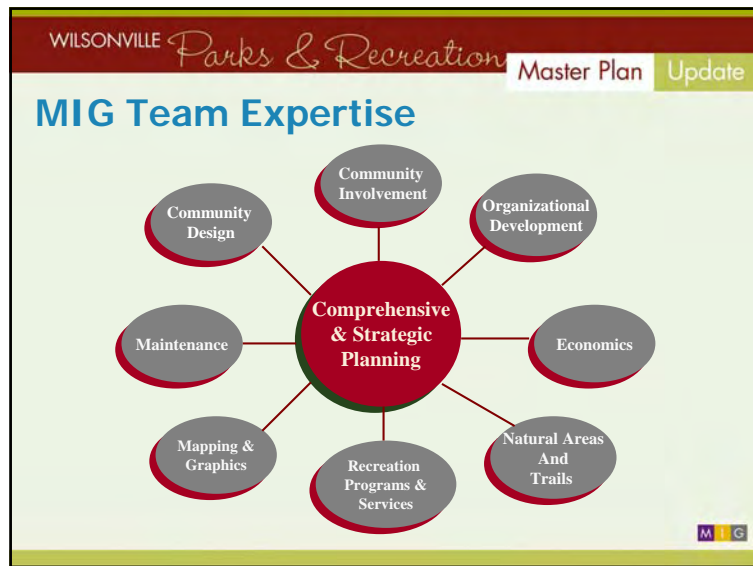



WILSONVILLE *Parks & Recreation* Master Plan Update

The MIG Team

<p>MIG, Inc.</p> <ul style="list-style-type: none"> ■ Sally McIntyre Principal-in-Charge ■ Lauren Schmitt Project Manager ■ Kevin Apperson Landscape Architect 	<p>ECONorthwest</p> <ul style="list-style-type: none"> ■ Terry Moore ■ Becky Steckler <p>Mayer/Reed</p> <ul style="list-style-type: none"> ■ Carol Mayer-Reed ■ Irene Bowers ■ Alex Schwartz
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Bicycle and Pedestrian Master Plan Update
Parks and Recreation Master Plan Update
Transit Master Plan

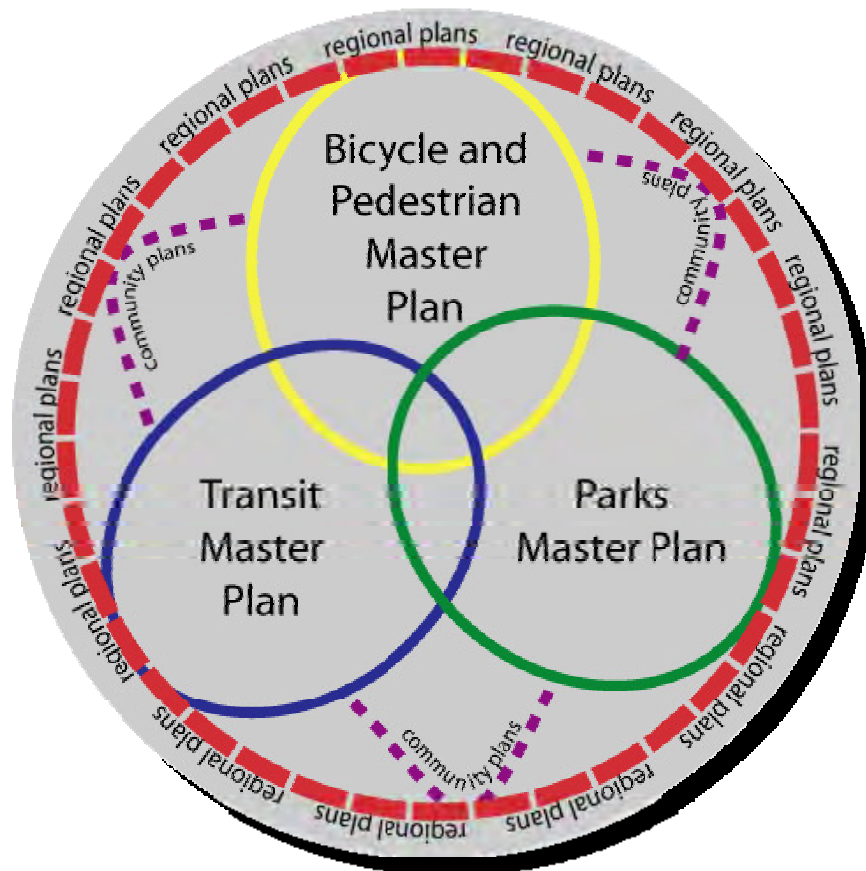
Citizen Input

Visioning Event – September 14, 2004



Three Master Plans – One Vision

Summary of the September 14, 2004 Community Visioning Meeting on the Parks and Recreation, Bicycle and Pedestrian and Transit Master Plans.



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Master Planning Public Involvement:
Report on “Visioning” Session Held September 14, 2004

Executive Summary:

Purpose of Event

On the evening of September 14th, 2004 there was a consortium at the Wilsonville Community Center who came for the sole purpose of participating in the visioning process for three Master Plans, the Bicycle and Pedestrian Master Plan, Parks and Recreation Master Plan, and Transit Master Plan, that all have one common goal; to make Wilsonville an even more livable community!

Specifically, the goal of the visioning event was to develop community interest and enthusiasm for these Master Planning projects and offer a setting that allows citizens to express their thoughts on the state of present-day Wilsonville as well as considering what they hope their community will become over the next twenty years.

The paramount objective of this information gathering is to collect input so that City staff and consultants can create a workable document for each of the Master Plans that will promote the livability and quality of life for all of those who live and work in the City of Wilsonville.

Multiple displays with maps of the city showing parks, streets and pathways; and conceptual diagrams explaining how the three master plans are interlinked and need to be thought of in unison. Many of the boards on display contained interactive exercises and questions where participants could provide their thoughts and input on a wide variety of topics.

Who Was There?

The event was co-sponsored by the Parks and Recreation Advisory Board and the Planning Commission, and was attended by approximately 70 individuals who held a variety of titles and represented a wide array of interests. Also in attendance were Mayor Charlotte Lehan and other City Council members, members of the newly appointed Advisory Committee on Master Planning (ACMP) and the Development Review Board. City Staff members from multiple departments were present to help present information, answer questions and facilitate discussion. Staff from each of the consulting firms was also in attendance, Mia Birk and Mike Rose of Alta Planning and Design (bike and pedestrian plan); Lauren Schmitt of Moore Iacofano Goltsman, Inc. (parks and recreation plan); and Christine Heycke and Jen Massa, transportation planning consultants with the City’s Transit Department - Southern Metro Area Rapid Transit (SMART). Holly Pruett of Strategies for Community Organizations facilitated the event.

There was a notable cross-section of attendees who were eager to participate in the visioning process. Some citizens arrived on bicycles; others were on foot, and most by automobile. The demographics of the group varied from elderly to toddler, husband and wife to single parents, college and high school students, to those who just left work. The room also reflected the ethnic diversity that is evident in the City of Wilsonville which helps make it a desirable destination for all.

Agenda For Meeting

- Chris Neamtzu (Long-Range Planning Manager for the City of Wilsonville), the Master of Ceremonies for the event, opened the meeting and introduced Mayor Lehan who offered a welcoming speech to the audience.
- Holly Pruettt queried the audience with a variety of questions to identify who was in attendance and what their interests were, and conducted a *Community Values* exercise followed by a second exercise titled *Community Vision*. Both exercises were designed to poll the desires and needs of the citizens in relation to the three Master Plans. She then opened the floor for comments about a variety of issues that the audience wished to share.
- Mr. Neamtzu gave a power point presentation highlighting the goals of the event, an overview of the plans as well as the “larger picture” for what is currently occurring in Wilsonville related to parks and recreation, bicycles, pedestrians and transit.
- The meeting was concluded with an evaluation of the process and a fun exercise for gauging the citizen’s intentions for participation in future meetings.
- The session was followed by an “open house” period where the consultants had set up stations to offer additional information about the projects and to solicit input from the attendees.

Solicitation of Input

There were a variety of strategies utilized to extract ideas from the public in attendance, from asking the attendees to write their suggestions down on cards to verbal interaction with the audience. Ms. Pruettt engaged the room in a fashion that promoted participation and forward thinking. Once the formal presentation was conducted, people were invited to visit the stations that were set up for an interactive exercise of placing colored dots on boards that were designed to solicit a citizen's opinion on issues relating to parks, bicycle and pedestrian facilities and transit.

Key Themes From *Community Values* Exercise

Participants were asked to list three things that they value most about living or working in Wilsonville on a note card. Once collected, Ms. Pruettt read aloud their comments. Some common themes of those participating were:

- The importance of livability/quality of life
- Friendly/nice people
- Cleanliness
- Safe/crime free community
- Small town feel

Key Themes From *Community Vision Exercise*

Participants were asked to imagine Wilsonville twenty years into the future and write down the top three things that the individuals in the audience would want Wilsonville to be known for. These suggestions were gathered and read aloud. Some highlights from these suggestions were:

- A city wide trail system for walking and biking that was networked and integrated
- Connect Wilsonville's Pedestrian /Bike paths to neighboring and regional systems
- More motor vehicle access to I-5
- More Willamette river access
- Keep planning process open, fluid and evolving
- Build indoor sporting facilities
- Keep on building parks and respect the natural environment while mixing active recreation
- Build a swimming facility for the public
- Commuter rail system to Portland
- Bus service to Portland and Salem
- Continue free/fare less transit system

What Is The Next Step In The Process

Mr. Neamtzu closed the presentation portion of the session by encouraging all attendee's to stay involved and in the loop of communication via phone or email and by visiting the city's website. Mr. Neamtzu explained that the planning process for the three master plans would take 12 to 18 months to reach fruition. The end goal is to have three tangible documents that serve as a guiding force and source of reference for the community's long-term vision.

Background:

The City of Wilsonville is updating three significant Master Plans—Parks and Recreation, Bicycle and Pedestrian, and Transit. Master Plans are critical tools that set out the community's long-term vision of what our city should look like, how it should function and how we will focus our resources for many years to come. The goal of master planning is to enhance the quality of life and livability of Wilsonville's citizens.

The master planning process kicked off with a community visioning session held September 14, 2004, co-sponsored by the Parks & Recreation Advisory Board and the Planning Commission. Nearly 70 people representing a cross-section of Wilsonville neighborhoods and interest groups attended the event.

This report details the results of the visioning session, and contains information on the next stages of the master planning process. There will be multiple opportunities to review and comment on the master plans throughout the process. Look for future mailings, articles and notices, ask to be added to the City's mailing list for these projects or check the City website (<http://www.ci.wilsonville.or.us>) for specific dates. Please continue to attend these meetings and actively participate in this process. You can help shape the future of transportation and recreation in Wilsonville.

Issues & Opportunities: Parks & Recreation:

Summary Organization

This summary is organized into two parts. The first is the summary of the park and recreation issues noted by workshop participants during the large group "issues and opportunities" portion of the workshop. The second part is the summary of responses to the interactive boards used in the open house portion of the workshop.

A. Issues and Opportunities

The comments below were made by workshop attendees about the park and recreation planning effort during the large group "issues and opportunities" portion of the workshop agenda. The comments have been sorted by general topic areas.

Issues to consider in the plan:

- Financing
- Look for alternatives to developer funding
- Industrial lands
- Truck traffic associated with industrial lands
- Conflicting interests – How will they be resolved?
- Land acquisition – It is important to acquire now, before it is gone
- Use of schools to meet community needs
- Get youth input. Go to the youth, such as to the high school
- Implementation strategies will be critical to the plan

- The plan should be easy to read and use – no “planner-ese”
- Equestrian trails are needed
- A fitness center and pool is needed
- Links to Charbonneau are needed

Park Amenities and Facilities

- Improved kayak access
- Fitness trails incorporating interactive equipment
- Dedicated sports fields
- Lighting and safety
- Better skate park!
- Youth recreation facility for all ages of youth
- Pool – It’s needed. Look at innovative partnerships and financing
- More raised seating and planting in parks – accessibility!
- Don’t cram so many uses into a park that the open character is lost
- Access to the river is needed, but the private land issue is sensitive and should be considered

Recreation Trails/Connectivity

- A route across the river for bike and pedestrian users
- Acquisition of good connections is needed (off-street)
- Pedestrian connections
- Off-street pedestrian paths are needed
- Multi-use is not always good for all. For example, mountain bikes have special needs
- Multi-use trails aren’t good for mountain biking

Other ideas

- Offer community bike events and classes, including bike safety
- The Lewis & Clark celebration could offer an opportunity
- A riverboat!

B. Interactive Board Summary

There were 5 display boards on the park and recreation master planning effort during the open house portion of the workshop. These boards asked questions about park use, priorities for providing park and recreation services, and importance of parks and recreation. The results are summarized below.

- **How important are parks and recreation to Wilsonville’s quality of life?**

Level of Importance	# of responses
1 – Very Important	32
2	3
3	0
4	1
5 – Not Important	0

The results of this question indicate that most people at the workshop value parks and recreation, and see these as important livability elements.

▪ **Which parks and facilities have you used in the last 12 months?**

Parks and Facilities		# of responses
Neighborhood Parks	Examples: Courtside Park, Hathaway Park, Willow Creek/Landover Park, River Fox Park	21
Town Center Park		16
Boones Ferry Park		11
Memorial Park		26
Natural areas/Open space	Examples: Wilsonville Tract, Natural Areas in other parks such as Memorial Park or Park at Merryfield	15
Indoor recreation facilities	Examples: Wilsonville Community Center, Tauchman House	13
School facilities	Examples: H.S. Athletic Fields, playgrounds, gymnasiums	14
Trails	(In Memorial Park or elsewhere)	21
Homeowners Association facilities	Examples: Recreation room, playground, etc.	9

In general, it was surprising how many parks and facilities were used by workshop participants. Outlined below are observations on the differences in the number of responses for some of the park categories.

Memorial Park was visited by the most participants. This is not surprising, since Memorial Park is Wilsonville’s largest park, it offers the widest range of amenities, and it is the hub for many activities.

Neighborhood parks and trails both received the next highest number of responses. This is similar to many other communities. In communities where they are available, neighborhood parks are usually highly valued and frequently used by residents. In most communities, trail activities have become very popular in the past 5 to 10 year.

Homeowners Association facilities received the least responses. This is somewhat surprising, given the number of privately owned parks and other homeowner’s association facilities in the City. It is possible that either meeting participants were not aware that some of the facilities they use aren’t City facilities, or that those with access to adequate private facilities were not well represented at the meeting.

▪ **Wilsonville currently offers a variety of recreation programs, including:**

- ⌘ Dance
- ⌘ Outdoors programs, such as hiking and canoeing
- ⌘ Sports programs, such as basketball, fencing and open gym
- ⌘ Fitness classes, such as yoga and Pilates
- ⌘ Preschool programs, such as art, music and horseback riding
- ⌘ Youth programs geared for Middle School age youth
- ⌘ Senior programs, including photography, AARP driving, and chorus
- ⌘ General recreation programs such as cooking, painting, and Spanish

Which groups need more or better recreation programs in Wilsonville? Please pick your top 2 choices.

Groups	# of responses
Preschoolers up to age 5	5
Elementary school youth ages 6 to 11	5
Middle school youth ages 12 to 14	12
High school youth ages 15 to 18	13
Adults ages 19 to 25	1
Adults ages 26 to 54	10
Older adults/seniors, ages 55 and older	6
People with disabilities	7
Other	0

Workshop participants indicated middle school and high school youth and adults ages 26 to 54, as the groups they felt most needed more or better recreation programs.

Although no one selected “other”, some program ideas were listed on a sticky note. These were:

- SMART bus for after school activities
- Salsa dance lessons for adults

- Which of the following specialized facilities are most needed in Wilsonville? Please pick your top 2 choices.

Specialized Facilities	# of responses
An indoor pool	25
River access for recreation, swimming, and boating	13
Multi-purpose community center with gymnasium	9
Formal gardens	3
Environmental education center	5
Community gardens	4
More group picnic areas or shelters	3
Another dog off-leash area	4
Teen center	5
Performing arts center or facilities	13
Adventure playground/play environment (such as at Ibach Park in Tualatin)	6
Other	2

A number of suggestions were listed on sticky notes. These were:

- ⌘ An indoor pool should include a multi-purpose community center. The participant's vote for an indoor pool was also for a multi-purpose community center.
- ⌘ Formal gardens should also include public sculpture.
- ⌘ Possibly a shared off-leash dog park such as the one Portland did as a pilot project in Sellwood Park.
- ⌘ Equestrian/bike park such as Tryon Creek in Lake Oswego.
- ⌘ Educational trail – science/ educational stations along the trail. For example, having kids figure out how old a tree stump is.
- ⌘ Fitness trail – jogging path with different stations (pull-ups, sit-ups, etc.)
- ⌘ Off-leash and more parks that are not for exclusive use of neighborhood associations on the west side.
- ⌘ Multi-use areas. Consider all user groups (equestrian, mountain bike, motorcycle/ATV, water users). These groups should have the opportunity to recreate near home. City parks are everywhere. Large parks open to differing uses are rare.

The workshop participants seemed to have interest in special facilities to supplement Wilsonville’s current recreation options. There was a high level of interest in an indoor pool among workshop participants. River access and a performing arts center or facilities were the next most popular choices.

- **Where should Wilsonville emphasize its park services? Please pick your top 3 choices.**

Areas of Park Service	# of responses
Upgrade existing parks (renovate and improve courts, playgrounds, etc.)	8
Acquire land for future parks	11
Acquire natural areas/open space	6
Improve maintenance at existing parks	2
Provide recreation programs	6
New park development	1
Increase trail development	14
Add indoor facilities (gymnasiums, meeting spaces, recreation center, etc.)	11
Add special facilities (pools and water playgrounds, amphitheater, skate parks, etc.)	18
More riverfront parks or access points	19

Workshop participants selected special facilities and more riverfront parks/access points most frequently. Trail development, indoor facilities, and acquisition of land for future parks were the next highest choices. Based on the responses to this board, as well as the others, riverfront access, special recreation facilities (including indoor facilities), and trail development are likely to be key issues in the park and recreation planning process. Providing adequate land for parks and open space to meet the needs of a growing population will be another key issue.

Issues & Opportunities: Bicycles & Pedestrians

Issues and Opportunities Exercise

Safety and Education

- Bike helmet training/bike safety
- Classes for bike rules and regulations
- Education trails/interactive
- Lighting - safety/policing
- Public awareness: littering
- Safety/awareness of bikes

Things to Consider

- Financing
- Industrial lands
- Inter-entity coordination
- Preserve future opportunities- land, right of way etc.
- Regional connections-fill in gaps
- Solicit input from teens and youth - open house at the high school
- Work with ODOT and private developers
- Access to river balanced with privacy/private land

Wants and Needs

- Better access to river for kayak
- Better connections for pedestrians – system completion
- Better signage to warn motorists
- Bike triggered signals (inductive loops/radar/video detection) (passive)
- Clean bike lanes
- Connect Town Center across I-5 and through Town Center Loop
- Crossing signals for pedestrians
- Equestrian trails
- Fitness trails
- High contrast/colored crosswalks
- Off-street pedestrian paths-away from roads
- Safe route to Charbonneau
- Sidewalks for pedestrians
- Way to cross the river by foot/bike

Other

- Lewis and Clark opportunity
- Mountain bike trails- don't improve for some at the expense of others
- Separate bike lanes from cars
- Sidewalks that go someplace
- Sponsored community bike ride

Interactive Maps

Destinations to which you would like to walk and bike

- Work
- Library
- Wilsonville High School
- Tualatin Pool
- Champoeg Park
- Boeckman Creek
- The Willamette River
- Concert Series at Villebois
- Tri-Met bus stops
- Albertson's
- Thriftway
- Starbucks

General comments related to the bicycle and pedestrian plan

- Crossings over I-5 are difficult
- We need a trails map
- We will need good routes for those who will be using commuter rail to walk or bike to their workplaces.
- Wilsonville Rd. is a barrier that is difficult to cross.
- We need an east-west route that is not on Wilsonville Rd., possibly just to the south.
- A ferry for bikes and pedestrians across the Willamette
- Better/new crossing over the Willamette

More specific comments related to the bicycle and pedestrian plan

- Cyclists cannot trigger the light near the I-5 and Boeckman over crossing
- The intersection at Wilsonville Rd. and Boones Ferry is dangerous
- We need crosswalks and bike lanes in the Town Center Loop
- Area south of Wilsonville High School is not a good place for a trail. It is too steep, dark and could become a high crime area. It is already a protected old growth area anyway.
- Using existing and proposed trails there is the potential to create a loop of almost 6 miles, through Memorial and Boones Ferry Parks, along the proposed Tonquin Trail alignment near Boeckman road and down Boeckman creek to the river.
- Connect to the Canby Ferry
- Improve grate at Miley Road over crossing
- Improve Albertson's entrance
- Some of the trails in Memorial Park have sharp/blind corners
- Cross under I-5 between Wilsonville Rd. and the river
- Would like to cross the river to Champoeg
- Finish the I-205 trail and connect to Wilsonville

Issues & Opportunities: Transit

People want safe and convenient access. This applies to crossings, commuter rail, and bus stops. They would also like more lighting for nighttime safety.

A couple of people commented about bus schedules; they would like a schedule to be posted at all bus stops so they know when the bus is coming. A number of people commented that the paper schedules are difficult to read.

There were also comments about where the bus stops, with one person wanting service to Charbonneau, one wanting after-school service between the primary schools and the Learning Tree, and one wanting more frequent service to Willamette Way East and West (Route 204). We also had several requests for weekend service and a comment that the bus takes too long, particularly when connecting with Tri-Met. There was also a comment that the 1x should be able to drop people off at the transit center in Salem and a comment that workplace/commuter options should be improved.

Finally, there was a call for more input from youth and a request for riverboat service.



Appendix A

Master Planning Public Involvement

The City of Wilsonville is updating three significant Master Plans—Parks and Recreation, Bicycle and Pedestrian, and Transit. Master Plans are critical tools that set out the community’s long-term vision of what our city should look like, how it should function and how we will focus our resources for many years to come. The goal of master planning is to enhance the quality of life and livability of Wilsonville.

The process will take time, and there will be more opportunities to review and comment on the master plans throughout the process. The following timeline shows when the public meetings will occur. Look for future mailings, articles and notices, ask to be added to the City’s mailing list for these projects or check the City website (<http://www.ci.wilsonville.or.us>) for specific dates. Please continue to attend these meetings and actively participate in this process. You can help shape the future of transportation and recreation in Wilsonville.

Future Public Meetings

Winter 2005:	Review and comment on alternative master plan concepts
Spring 2005:	Review and comment on findings and recommendations of draft master plans
Fall 2005:	Review the revised draft master plan

If you have specific questions about the master plans as they develop over the next 12-18 months, please contact the project manager directly.

Parks and Recreation-Peggy Watters - 503.570.1579	(watters@ci.wilsonville.or.us)
Transit-Christine Heycke - 503.231.3925	(smartchoices@msn.com)
Bicycle and Pedestrian-Chris Neamtzu - 503.570.1574	(neamtzu@ci.wilsonville.or.us)



Appendix B

Advisory Committee on Master Planning

- Al Levit
- Phyllis Straight-Millan
- Michelle Labrie-Ripple
- Vern Wise
- Dan Hoyt
- Martin Rockwell
- Jenna Callaghan
- Claudia Ramirez
- Dresden Skees-Gregory
- Randy Wortman
- Lourdes Islas-Ramirez
- Graciella Alvarado
- Steven Van Wechel

Alternates

- Mark Jurman
- Dana De La Rosa

- | | |
|---------------------|------------------------------------|
| Benny Holt | City Council Representative |
| Sue Guyton | Planning Commission Representative |
| Lisa Martin | Parks Board Representative |
| Heather Nelson-Kent | Metro Ex-Officio |
| Tim Woodley | WLWV School District Ex-Officio |



**Community Values Exercise Comments
September 14, 2004 Visioning Event**

“What are the top 3 things that you value about living or working in Wilsonville?”

Character

- Always has shown a growth vision for the future.
- Livability/quality of life (mentioned 5 times).
- Sense of community
- Friendly / nice people (mentioned 8 times)
- The continued improvement
- Political climate – want to hear what the citizens think/feel
- People are friendly and concerned for one another
- Connection with neighbors/community members.
- Cleanliness (mentioned 7 times)
- Sense of unified community
- Neighbors
- Safe and secure environment, no crime (mentioned 6 times)
- No awful strip mall development
- Local involvement
- The small town feel, where while walking down the street passersby smile, wave, say "hello."
- The citizens themselves and their involvedness in all aspects of the community. Their friendliness shows through and gets passed on.
- The opportunities for a young family like mine to be involved and to actually make a difference in some way.
- "Small town" feel (mentioned 7 times)
- Weather
- Sense of Community
- Neighbors
- Great community of young families who care about people and their environment.
- Small – easy access to amenities.
- Closeness of things in community
- Community that is involved
- Near the river
- Enjoyed people I've worked with in Scouts, etc.
- Community is dedicated to good, coherent planning and development.
- Small community feeling – to get involved – know lots of people in community.
- The people – friendly, supportive, caring.
- Aesthetics. It is a beautiful city.

Natural Resources/History/Green

- Woodland greenspaces – near connectivity.
- Rich history
- Views to the west and east.
- Natural/open spaces!
- Landscaping
- Beautiful overall environment – greenery, trees, nice buildings
- Natural resources – open spaces, especially Grahams Oaks Natural Area
- Historical and natural connections
- Still feels open – "wild" natural, not just
- Graham Oaks Greenspace
- Environment
- Trees are plentiful
- Green spaces
- The environment – pleasing to the eyes. Trees shrubs, flowers, water fountains, and benches along paths.
- Environmental stewardship
- Natural resources. It feels more rural than a city 25 miles from Portland.

Connections

- Close to Portland, but still has a country feeling (best of both worlds) (mentioned 3 times)
- Easy access to work (mentioned 2 times)
- Close proximity to Portland/Metro area (mentioned 5 times)
- Urban Growth Boundary
- Feels like small town but close to I-5, Portland/Salem/Eugene

Services/amenities/programs

- Great schools (mentioned 5 times)
- Memorial Park and its trails and other parks (mentioned 8 times)
- Variety of restaurants and shops.
- Programs for seniors and youth
- Diverse economy, different kinds of jobs and employers
- Convenience – shopping and restaurants
- Opportunities for service
- Government organization
- Shopping ease and transportation
- Scale and size conducive to participatory decisions
- Closeness to stores, etc.
- Senior Programs

- Community facilities
- Library (mentioned 5 times)
- Community Center
- Educational program
- Great walking area, i.e, Memorial Park, Mentor Graphic paved path
- Dog park
- Community-based focus moving toward the future with a plan.
- Planning is good
- Large multi-use (not all users) park
- Opinions and concerns valued by City officials
- Well-planned community. Attractive, appealing, forward thinking.
- Community leadership
- Smart growth...well planned city
- High quality community and businesses
- Good planning. Smart growth.
- No Wal-Mart.
- Reasonable services except notable lack of fine dining restaurant.
- Excellent job planning at controlling growth. Can't stop it, but Wilsonville does it very well.
- Public art
- Community volunteers – great participation.

Transportation

- SMART Transit free. (mentioned 3 times)
- Easy to get around.
- Ability to get around easily, especially without a car.
- That eventually new roads will be finished and the gridlock will end!
- Easy to get to and travel in
- Traffic is not heavily congested.
- Easy to walk to many services (theater, stores, restaurants, etc.)
- The roads are safer.
- Ability to "get around town" by means other than car, e.g., bus, walk, bike
- Cycling, bike paths/trails
- Consolidated and fairly easy to get around.



**Community Vision Exercise Comments
September 14, 2004 Visioning Event**

“Imagine it is the year 2024, twenty years from now. A journalist from another community gets in touch with you to find out what it’s like to live or work in Wilsonville. In particular, they want to know how people get around: is there terrible traffic like Los Angeles or Seattle? Do people bike and walk places? Are there good transit alternatives? How about the parks, and recreational opportunities and facilities? Keeping these interests in mind, what are the 3 top things you would want Wilsonville to be known for, 20 years from now?”

Bicycle and Pedestrian.

- Citywide trail system for walking and biking
- Network of pedestrian/bicycle paths/lanes/trails you can go anywhere on - at all levels of skill – Kids to competition level.
- Bike/Pedestrian trail runs around perimeter of the city limits so people don't have to drive anywhere if they don't want to.
- Wilsonville as a gateway to regional bike and trail system with connections to Tualatin, Charbonneau, Champoeg, and beyond; including a riverfront bikeway connecting to Portland.
- Great inter-neighborhood trails and connections.
- Bicycle and pedestrian easy access loops.
- Walking trails to other cities.
- Connect to regional paths.
- Bike paths that allow for good connectivity citywide and very safe.
- The city is designed with the pedestrian/biker as top priority. There are even walks that are protected from the weather in a few places.
- Neighborhoods which all connect by trails, paths and sidewalks so you can get anywhere in town (without driving), by walking and biking.
- Trails and bike paths to meet needs of seniors, youth, disabled.
- Bike paths!
- Organized system of trails and paths that connect neighborhoods, nature, and commercial areas.
- There are extensive bike paths, safely separated from vehicle lanes.
- Pedestrian and bike path in place.
- Children can walk and bike to store and school safely.
- Bike paths that extend from Wilsonville for 30-mile loop in country safely (i.e., not competing with cars for space.)
- Side walks/good roads.
- In 2024 you can still safely walk to schools, stores and parks.
- Connectivity of the community by bicycle paths and walking paths separated from traffic.
- Bike/pedestrian paths separate from cars and though natural areas.

- Paths connecting residential areas and neighborhoods-commercial.
- Pedestrian connectivity from neighborhood to neighborhood.
- Walk and/or bike anywhere within city safely.
- Excellent integrated bike/pedestrian trail system.
- Great bike network throughout town from Villebois to high school.
- Safe walking and driving

Multi-category

- A river trail from one "edge" of city limits to the other with overlooks with access to the river. Little or no commercial development.
- Parks, walking paths, bike trails throughout the entire city.
- Inter-connections with neighboring communities (paths, SMART, etc.)
- Safety important in the Parks and Recreation Master Plan and Bicycle and Pedestrian Master Plan.
- You can get to a park within a maximum five-minute walk without traveling on a road and all the parks are connected by delightful off-road paths. Transit still free and goes to all these parks.
- Safe walking paths.
- Parks have many indoor and outdoor opportunities for education, for both kids in several age groups and adults. Weekend and after school activities are abundant and easy to reach on public and transit, by bicycle or walking.
- There are great walking paths.
- City parks and green spaces are like pearls on a string of bike and walking trails.
- Access to the river for boating and swimming.
- Ribbons of greenspaces connect entire community with region.
 - Bike/pedestrian paths
 - Trails along river
 - Paddling "trail" with good landings
 - Natural spaces for wildlife
- Most people bike and walk for at part of trips, or use transit.
- Easy for all citizens to get around without cars. Bike, train, bus, and walk.
- Tonquin Trail is complete here.
- Other means besides own vehicle to get to Portland.
- River access
- Renowned parks and trails link throughout the city connecting to other communities.
- Trail system – both city and region wide.
- Great system of interconnected parks and off-street trails (bike and pedestrian).
- Great access to recreation on Willamette River
- River access and use.
- Easy access to the river.
- Graham's Oak Nature Park and connected trails.

Other

- Traffic controls for livability.
- Boones Ferry Wilsonville Riverboat.
- River maritime marine biology center.
- Having conquered the problems I-5 presents. (Gondola cars spanning I-5)
- Lots of river access. (The river helping people get around the city.)
- Clean community. Safe community. Green community. All aspects of community that enhance the land and peoples of Wilsonville.
- Another I-5 connection.
- Green always and light at night.
- I-5 Egress – Ingress
- Senior citizen discounts.
- Wilsonville's public art collection!
- Trees around the area!
- Excellent road system.
- Roads and freeway exits managed to accommodate the rapid growth and avoid major traffic congestion.
- Convenient Community Center, with City Hall, recreation and theater center.
- Better vehicle travel within city – more access to I-5.
- Community Center
- Logical growth
- A great place for seniors to live.
- Fewer and quieter cars.
- Long ago banned "lollipop trees" and planted real trees.
- Continue to support growing families and provide our children with a safe environment, and somewhere quality to pass on to future generations.
- Organized road systems
- More safety than ever.
- A better security (officers).
- 90 minutes to both coast and mountain recreational areas by auto.
- That the vision and planning did not just start in 2004, and end in 18 months later, but is ongoing and always updated.
- That the values that they held dear in 2004 can be seen, and propagated past 2024.
- That the door is never shut on the planning process or citizens, there is no "end state", and the plans will always evolve.
- Environmentally sound transportation vehicles.
- Small town

Parks and Recreation

- Parks in every neighborhood and large community parks.
- Recreation programming and facilities for all age groups.
- Lots of green space, parks and recreation facilities
- Recreation Center supports variety of youth programs, complements schools. Great place for families to live.
- Great indoor sports facilities, i.e., swimming.
- Multi-use/variety recreation
- Passive recreation is accommodated as well as active recreation – something for everyone!
- Wonderful public parkway all along the river.
- Recreation complex with pool, gym, recreation room.
- Great parks for sporty people (tennis, baseball, basketball).
- Due to extensive opportunities provided by the City, there is tremendous community involvement and participation in a multitude of recreational activities (even as good a Tualatin Hills Parks and Recreation District!)
- Good parks.
- Connectivity to regional trail systems.
- Access to natural areas.
- Protection of natural resources/assets.
- Indoors swimming pool.
- Large multi-use park.
- Great swim and athletic facilities.
- Wonderful dedicated field parks (separate soccer, baseball, tennis, basketball, etc. Picnic shelters, etc.) Something for everyone!
- Large recreational (indoor and outdoor) facility featuring lap pool, exercise and lesson pool and sports spaces.
- Mix of active and passive recreation in setting that respects natural environment.
- Parks are destinations for disabled people.
- Parks/recreation varied active to passive.
- Great sports facilities
- Great parks offering connected, safe walkways and bike paths.
- Recreation programs for youth, families, singles and seniors.
- Record percentage of open space per capita!!!
- A central town gathering place that is not a mini-mall for concerts, art fairs, outdoor theaters, etc.
- A wonderful pool.
- Fitness center for all ages.
- Parks
- Commuter train connection to MAX and other regional transportation
- Twenty years of prioritized investment in non-auto transportation:
Master Plan Vision Summary

- Replacing Town Center parking lot with a "main street" and new housing and shops.
- Adding three new I-5 crossings
- Other good stuff such as alternative-fuel buses.
- More engineer bonuses (on same card as Twenty years of prioritized investment in non-auto transportation).

Transit

- Rapid Transit (commuter train) has minimized traffic concerns.
- Easy to get around by small "SMART" buses – they take kids to their ball games and back home.
- A transit system that provides efficient connections, not just for people getting to Wilsonville employment centers, but providing transit for Wilsonville residents to metropolitan employers.
- Wilsonville Rail Station to Aurora Airport.
- Portland Urban Magnetic Levitation High Speed Elevated People Mover
- Reliable and frequent bus service.
- Employer transportation.
- Commuter Rail service to Portland, Salem, and Eugene.
- Tour buses to Oregon City, Stayton (covered bridges especially), Oregon Gardens, and Champoeg Park.
- Bus service all entwined in shopping and events.
- Continued SMART transportation.
- Commute service-connecting Portland (affordable) for everyone.
- Commuter rail with direct service to Portland.
- Great connection to all surrounding communities by regular scheduled, low-cost public transit.
- Easy transit to Portland, Washington Square Mall, and....
- The road and SMART bus is very accessible.
- SMART transit is still free.
- Our transit system goes all over town on a well-publicized schedule.
- Bus service to Portland and Salem, efficient and safe.
- Convenient transportation to Portland – train or MAX.
- SMART bus
- Fareless transit
- Very efficient public transportation.
- Free transit inside city.
- Great rail transportation links to major metropolitan area. Only 20 minutes by light rail.
- Mass transit in city with high-speed rail to valley and Portland area cities.
- Easy to use and convenient transit.
- Rail directly to Portland.
- Rail link to Portland and Willamette Valley with attractive station, parking, etc.
- Free, friendly bus service
- Transit – MAX

Visioning Event Comment Card Suggestions from the “Ideas Box”

- As a senior, I am interested in an indoor fitness center with a pool for exercise. One of my neighbors is asking for bus service on weekends and covered areas at bus stops. She is also concerned that there are no medical facilities in Wilsonville.
- My interest concerns the locations and amount of playground equipment for children. I live in the Charbonneau area and playground equipment there is almost non-existent. The equipment at Memorial Park is sparse and could certainly be added to if the taxpayers are willing. I look forward to seeing the publication of the notes taken at the meeting.
- Trails, etc, to include roller blades.
- Water Features. Additional water features are needed in our parks including both pools and fountains for aesthetic enjoyment as well as play for children. Many residents I’ve spoken to are looking forward to the water features at Town Center Park and Civic Park.
- Swim Center. Community recreation center: including swimming pool for lap swim, children’s lessons, and recreational swimming. Many other residents have approached me wondering when creation of a swim center will ever hit the ballot in Wilsonville.
- Explore Corporate Partnerships. We should focus heavily on partnering with Wilsonville’s corporate community as a valuable resource for the future of P&R planning. Many businesses call Wilsonville home, but an extraordinary number are not merely local employers, but are businesses that make Wilsonville their headquarters location (Hollywood, InFocus, Mentor Graphics). This is where the corporate decision-makers are located and their proximity should be further assayed.
- Signage at Parks. Improved and creative signage at sports fields is needed. Markers for filed numbers should be visible from far away and signage at driveways should be more explanatory and directionally oriented so that infrequent users of our parks can easily find where to go.
- Six-Mile Loop. Create a bike-pedestrian loop with minimal exposure to vehicle traffic. This Six-Mile Loop would run from Memorial Park up to the High School then on to Boeckman Road, where it would stretch all the way to the Villebois greenspace, then circling through Villebois to the Graham Oaks Nature Park, then exiting near the CREST Center through the Morey’s Landing pathway to the Water Treatment Plan, connecting though Old Town, under the bridge, and back to Memorial Park. The extension of Boeckman Road could incorporate safe bike/pedestrian pathways or trails that run beyond the normal shoulder area of the road to create a more natural setting for the Loop. Much of this Loop is already in place or is currently planned...it’s merely a matter of connecting the features.
- Urban Park or Square. Just as Portland has Pioneer Courthouse Square and Tualatin has its Commons, perhaps Wilsonville could eventually support an Urban Park such as these that function more as a public square than other parks. These urban parks in other cities have become the heart of the city and help to define the image of the city. The future Civic Park may be an appropriate location.
- Streets Without Cars. Future retail centers should have open boulevards that are free of vehicles for pedestrian traffic...much like a European Village.
- More Parks Along River. In the city of Eugene, the river is bound on its shores by a series of parks, with very little residential or commercial development along the river. These parks are filled with bike and pedestrian paths. Although much of Wilsonville’s river frontage is already lost to development, future growth of the city should protect the river frontage with a buffer of parks and nature areas.
- Pedestrian Bridge. Also in Eugene, the river can be traversed at multiple locations by pedestrian/bike bridges. A pedestrian bridge connecting Charbonneau to the city north of the river would be an ambitious, but imaginative way to connect the north and south of the city.

- River Access. A viable and easily accessible entry point to the river for the boating community should be created. Building a boat ramp at Boones Ferry Park seems a logical location.
- BMX Track. One resident suggested that a BMX bicycle track for kids who like to ride on dirt would be a valued recreational amenity.
- Graham Oaks. Since the residents of Wilsonville will benefit most from Metro's development of the Graham Oaks Nature Part (FKA Wilsonville Tract), the City of Wilsonville should continue to take a hands-on approach in supporting Metro. City-sponsored work groups should be promoted, and the City should donate time and resources to make this nature park a functional place. If Metro is left to develop the park alone, it could be 10-15 years before it is fully developed and can be fully enjoyed and utilized. Wilsonville should try to cut this timeline in half to 5-7 years.
- SMART. Our local transit is excellent. Continuing to expand SMART routes into new areas (such as Frog Pond and Villebois) and keeping SMART free is important.
- Complete Existing Bike Paths. There appears to be numerous bike lanes in existence around the city that don't seem to connect properly. The existing structure of bike paths needs to be completed, then expanded.

Bicycle and Pedestrian Master Plan Update
Parks and Recreation Master Plan Update
Transit Master Plan

Citizen Input

Parks and Recreation Community Survey



WILSONVILLE PARKS AND RECREATION MASTER PLAN UPDATE

Community Recreation Survey

February 2005



Prepared by MIG, Inc., Eugene & Portland, Oregon,
www.migcom.com

In association with Northwest Survey & Data Systems
(NSDS), Inc.

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INTRODUCTION

A statistically valid survey designed to elicit information about recreation interests, behavior, attitudes, and participation was conducted in Wilsonville between November 2004 and January 2005. This community-wide survey included a random sampling of households in Wilsonville. The survey is part of the public involvement program to include the preferences of Wilsonville residents in updating the Parks and Recreation and Bicycle and Pedestrian Master Plans.

KEY FINDINGS

Key findings from the survey include:

- **Wilsonville is an active community.** Participation results indicate that Wilsonville residents are highly involved in recreation activities. Participation in the most popular activities was higher in Wilsonville than in many other communities surveyed by MIG. The percentage of residents who have participated in City-sponsored programs is also high (33%).
- **Most residents use parks.** Eighty-two percent of respondents reported using parks. Of these, 24% used parks primarily to enjoy nature or the outdoors, and another 20% used parks to walk or bike for exercise.
- **More parks are needed.** Most respondents (85%) felt that more parks are needed in Wilsonville. Most (27%) desired nature parks with trails.
- **Trail-related activities are significant.** 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. Trail-related recreation is very popular throughout the Northwest and nationwide. This interest translates into a high demand for trails, bikeways, and related facilities. Ninety percent of survey respondents indicated that more bikeways and walkways are needed.
- **A pool is a priority.** Nearly 30% of respondents indicated that a swimming pool is the top priority facility needed in Wilsonville. Swimming participation is strong, and residents would like to spend

more time swimming (both indoor and outdoors) than they currently do.

- **River access is desired.** Nearly two-thirds (65%) of respondents feel that greater access to the Willamette River is needed, especially for active use, such as swimming, boating, and fishing.
- **Residents support the cultural arts.** Ninety-one percent of respondents support the City in providing cultural arts programs and services, particularly concerts in the park and performing arts programs.
- **Activity preferences support the need for a pool, trails, and cultural events programming.** If facilities were available, residents would spend far more time participating in these activities than they currently do: swimming (indoors), cultural events (attend), crafts, drama (attend), and hiking/backpacking.
- **ACMP members are more involved with City parks and recreation.** In general, ACMP members are more likely than respondents as a whole to have lived in Wilsonville for more than 11 years, to use trails at least monthly, to use trails and parks for exercise, to participate in City-sponsored programs, to support active recreation even in natural areas, and to support funding for parks and recreation.

SURVEY METHODOLOGY

Sample Selection

The recreation survey utilized a random sample of 1,425 addresses selected from a current list of residential telephone subscribers in Wilsonville. Addresses were chosen so that every household would have an equal chance of being selected. Questionnaires were then mailed to these addresses.

The survey sample included a geographically representative population from Wilsonville. For a community this size, a random sample matches all geographic parameters within a plus or minus 3 percent.

Survey Administration

Each randomly selected household was mailed a questionnaire with a postage-paid envelope to facilitate return. Three weeks after the initial mailing, a second questionnaire was mailed to households that had not responded.

A total of 408 questionnaires were completed, resulting in an overall response rate of 34.3 percent. This response rate is high, even though 334 of the 1,425 surveys mailed (23% of the sample) were returned as non-deliverable.

For the total sample, the responses exceeded the minimum needed to achieve a 95% confidence level with a margin of error of no greater than 5 percent. With 408 survey returns, the margin of error for Wilsonville's population of 16,250 is 4.79 percent for the household survey. In other words, the survey findings vary no more than 4.79 percent from the results that would have been obtained if everyone in the City had been surveyed.

Sub-sample Results

In some cases, survey responses were divided for analysis based on the age group of the respondent. Although these sub-sample results do not meet the same standards for reliability as the recreation survey as a whole, the results are noted where a pattern of use is clearly indicated for a particular age group.

Advisory Committee on Master Planning

Members of the Advisory Committee on Master Planning (ACMP) also participated in the recreation survey. ACMP results were tabulated separately from the random sample and are presented within this document for comparison to community-wide results.

Questionnaire Overview

The survey instrument (Appendix A) was designed to obtain a variety of information, including the demographic characteristics of survey respondents. Survey questions solicited the following information relating to parks, recreation facilities, programs, and participation:

- Parks and pathways (use, development, and maintenance);
- Programs, services, and special events (scheduling, participation, and cultural arts programming);
- Community priorities (park facilities, sports fields, river access, and natural open space);
- Funding;
- Bikeway and trail use;
- Senior citizen programming; and
- Recreation participation and preferred activities.

Respondents were instructed to fill out the first 27 of 29 questions in the survey to represent the perceptions and behaviors of everyone in the household. The final two questions, relating to recreation participation, were filled out individually by each person in the household age 10 or older. Respondents were asked to indicate their age group with these participation questions. Data tables of complete survey results are available under separate cover.

HOUSEHOLD SURVEY RESULTS

In the discussion below, N equals the total number of responses to each question. Handwritten comments are presented in Appendix B.

Demographic Questions

Question 1: How many people are in your household?

Table 1
Question 1 Results Summary

(N = 400)	
Mean	2.5 people
Range of responses	1 person to 6 people

- According to survey responses, the average household size in Wilsonville is 2.5 people. These findings are slightly higher than data taken from the 2000 U.S.Census, which indicates that 2.34 people typically share a residence.
- The household size of respondents ranged from 1 to 6 people, with 51% of respondents reporting that they live in a 2-person residence.
- The household size of ACMP members averaged 2 people.

Question 2: How many members of your household work in Wilsonville?

Table 2
Question 2 Results Summary

(N = 131)	
Mean	1.4 people
Range of responses	1 person to 5 people

- Over 70% of residents who responded to this question indicated that only one person in the household works in Wilsonville. Another 25% of respondents reported that 2 household members work in the City. This data may indicate that many residents live in Wilsonville but work elsewhere. For adults who work outside the city, their availability for participation in recreation activities in Wilsonville is limited to non-work hours and weekends.
- The average number of workers per household is 1.4 people.
- ACMP members averaged 1.6 household members working in Wilsonville, slightly higher than community survey respondents.

Question 3: How long have you lived in Wilsonville?

Table 3
Question 3 Results Summary

Response (N = 407)	Percent
3 years or less	25%
4-6 years	18%
7-10 years	17%
11-19 years	25%
20+ years	14%

- One-fourth of respondents have lived in Wilsonville for 3 years or less. It appears that Wilsonville has added a number of residents in

the last 3 years. A high percentage of new residents may indicate or influence changing recreation priorities.

- Another 25% of respondents have lived in Wilsonville for 11-19 years.
- Although Wilsonville has been growing rapidly, there are many neighborhoods in the city that are older. The U.S. Census indicates that more than 37% of homes in Wilsonville were built before 1979, and another 13% were built before 1989.
- Two-thirds of ACMP members have lived in Wilsonville for 11 to 19 years. Only one member has lived in the City for less than 6 years. The perspective of new residents, a significant population in Wilsonville, may not be represented by the ACMP.

Question 4: Please describe your family’s housing.

Table 4
Question 4 Results Summary

Response (N = 400)	Percent
Own a single family home, town home or condo	75%
Rent a single family home or duplex	1%
Rent an apartment, town home or condo	17%
Own or rent a manufactured home, trailer, or other unit	7%

- The responses indicate that 75% own their residence, 18% rent, and 7% own or rent manufactured homes or other units.
- The U.S. Census indicates that about 54% of residential units in Wilsonville are owner-occupied, and about 46% are renter-occupied. The percentage of survey respondents who rent is lower than reflected in the census. Renters typically participate in surveys of this nature less frequently than homeowners.
- Seven percent of respondents indicated they own or rent a manufactured home, trailer, or other unit. This is consistent with

census data, which indicates that about 6% of residences in Wilsonville are mobile homes.

- ACMP members reported a slightly higher rate of home ownership, with 80% owning their residence and 20% renting.

Question 28: My age is:

Table 5
Question 28 Results Summary

Response (N = 408)	# of Responses
Did not indicate age	140
10-14	3
15-17	3
18-24	4
25-34	25
35-44	40
45-54	37
55-64	49
65+	107

- For the primary person filling out the survey, less than two-thirds indicated their age. For a summary of the ages of additional household members who completed Question 29, see page 35.
- Respondents ages 65 and older are slightly overrepresented in this survey. According to the survey, about 27% of respondents indicated they were 65 or older. According to 2000 U.S. Census data, only 22% of Wilsonville households include someone age 65 or older.
- Eighty percent of ACMP members are over age 35.

Opinion Questions

Question 5: In general, what are the primary reasons you and your family use parks in Wilsonville? Please select your top 2 choices.

Table 6
Question 5 Results Summary

Response (N = 398)	Percent
Enjoy the outdoors or nature	24%
Walk or bike for exercise	20%
Don't use parks	18%
Family activities and outings	11%
Picnic and general leisure activities	10%
Play sports	9%
Use a specific facility at a park	6%
Meet friends	2%

- Almost 82% of respondents use parks. Only 18% of respondents indicated they do not use parks in any capacity. This is typical of the level of park use MIG has noted in other communities.
- Nearly 25% of respondents use parks primarily to enjoy the outdoors or nature, and another 20% use parks to walk or bike for exercise.
- Playing sports, meeting friends, and using specific facilities at a park ranked lowest.
- In write-in comments, several community members noted that they use parks to exercise their dogs (Appendix B).
- The top reason ACMP members use parks is walking and biking for exercise. Playing sports and picnicking or enjoying general leisure activities are the second most common reasons for park use cited by ACMP members. This differs from the general community survey results, where enjoying nature was the top choice among respondents. In addition, all ACMP members use parks in some capacity.

Question 6: What type of park is most needed in Wilsonville? Please select your top 2 choices.

Table 7
Question 6 Results Summary

Response (N = 375)	Percent
Natural areas with trails	27%
Parks with river or creek frontage	19%
Large multi-use parks that serve the whole community	18%
No additional parks or natural areas are needed	15%
Small parks in my neighborhood	13%
A park consisting primarily of sports fields	8%

- There is strong community consensus that more parks are needed in Wilsonville. A substantial 85% of respondents felt that some type of park is needed.
- More than 25% of respondents desired more natural areas with trails. The City currently owns few natural areas, although there is a significant amount present in the community. This result is consistent with results about interest in trail use, reviewed later in this document.
- Parks with river or creek frontage were favored by 19% of respondents. Three of Wilsonville’s existing parks have frontage on the Willamette River, but accessibility to the water’s edge is limited due to the steep banks. Question 21 corroborates a community interest in additional river access.
- Large multi-use parks are desired by 18% of respondents. Currently, Memorial Park is the only park in Wilsonville that supports multiple uses.
- A lesser need (13%) is noted regarding neighborhoods parks and sports field facilities (8%).

- The top priorities for ACMP members were natural areas with trails (39%) and parks with river or creek frontage (28%). This is consistent with the results of the community survey.

Question 7: How should dogs be treated in public spaces?

Table 8
Question 7 Results Summary

Response (N = 382)	Percent
Enforce current laws requiring dogs to be leashed in parks	50%
Create special off-leash areas for dogs within several parks	32%
Create a park specifically for dogs off-leash	18%

- Half of respondents want leash laws to be enforced, and half would like to see designated off-leash areas. The issue of dogs in parks has been a polarizing topic in many communities in recent years, and Wilsonville appears to be consistent with that trend.
- Respondents ages 65 and older tended to favor enforcement (68%) over the two off-leash options.
- All ACMP members want off-leash dog areas to be created within several parks (60%) or in one park (40%). The opinions of ACMP members are not consistent with community views on this issue.

Question 8: Using a scale of 1 to 5 with #1 being poor and #5 being excellent, please rate the parks and trails in Wilsonville in EACH of the following categories.

Table 9
Question 8 Results Summary

Response (N = varies)	Average Rating	% Rating 4 or 5
Condition of grass, landscaping, and trees	3.9	71%
Condition of sports fields (grass, bleachers, backstops, dugouts, etc.)	3.7	57%
Cleanliness of parks, trails, playgrounds, and picnic areas	4.0	76%
Condition of natural resource areas and trails (less irrigation, more natural areas, etc.)	3.9	69%

- Survey results indicate that residents are generally satisfied with park condition and overall park maintenance in Wilsonville. All areas were rated above average.
- The condition of sports fields received the lowest rating (3.7) of all categories; however respondents were not overly dissatisfied with sports fields condition. The City maintains designated sports fields at Memorial Park. The remainder of sports fields within Wilsonville are at school sites and are not maintained by City staff. There is no indication of whether this ranking is applicable to City fields or all fields in the City.
- Similar above-average results were provided by ACMP members. The largest difference was noted in the condition of grass, landscaping, and trees, which received a 3.4 average rating from the ACMP.

Question 9: What are the primary reasons to develop more bikeways and walkways in Wilsonville? Please select your top 2 choices.

Table 10
Question 9 Results Summary

Response (N = 380)	Percent
To exercise	33%
To increase non-motorized transportation options	20%
To experience nature	14%
To recreate	13%
No additional bikeways or walkways are needed	11%
To improve children’s access to schools	10%

- Almost 90% of respondents believe more bikeways or walkways are needed. Only 11% felt that none are needed.
- One-third of respondents cited exercise as the primary reason for developing more bikeways and walkways.
- Increasing non-motorized transportation options was the second most-frequent response, cited by 20% of respondents.
- Responses from ACMP members echo the top two choices. Exercise is the primary reason for developing more bikeways and walkways (43%), and increasing non-motorized transportation options is the second most popular option (33%).

Question 10: If a comprehensive bikeway/walkway system were created, how often would you or your family members use it?

Table 11
Question 10 Results Summary

Response (N = 391)	Percent
Often (an average of once per week)	32%
Sometimes (an average of once per month)	24%
Never	20%
Hardly ever (once or twice a year)	13%
Daily	10%

- The results of this question indicate that there is significant community interest in a comprehensive trail system. Over 65% of respondents would use bikeways and walkways at least monthly. Nearly one-third would use it once a week.
- Twenty percent of respondents indicated that they would never use a bikeway and walkway system. Most of these respondents (40%) were age 65 and older.
- ACMP members are more likely to use a bikeway and walkway system often (40%), daily (30%) , and even sometimes (20%). All but one ACMP member would use the trail system at least monthly.

Question 11: What type of pathway or trail is most needed in Wilsonville? Please select your top 2 choices.

Table 12
Question 11 Results Summary

Response (N = 365)	Percent
Off-street paved pathways for bicycling, walking, rollerblading, etc.	30%
Unpaved trails reserved for walking and hiking	16%
Multiple use trails shared by bikers, walkers, and equestrian users	16%
Pedestrian sidewalks	14%
Don't need more trails or pathways	12%
On-street commuter bicycle lanes	8%
Unpaved mountain bike trails	3%
Equestrian trails	1%

- Thirty percent of respondents expressed a need for off-street paved pathways.
- Unpaved trails and multiple use trails were also noted frequently, with 16% of respondents indicating a need for each of these types of trails.
- Respondents indicated that unpaved mountain bike trails and equestrian trails are the lowest priority trail needs. However, national trends show that extreme sports, including freestyle mountain biking, appeal to youth and young adults. According to sub-sample results, the 25-34 year old age group indicated a higher interest in mountain bike trails (13%) than any other age group.
- Like community survey respondents, ACMP members favor off-street paved pathways (35%), followed by multiple use trails (25%).

Question 12: If you do not currently use pathways or trails in Wilsonville, what are your primary reasons? Please select your top 2 choices.

Table 13
Question 12 Results Summary

Response (N = 275)	Percent
Don't know where they are located	22%
Not interested in using trails or pathways	20%
Lack of trails and connections	19%
Too far away, not conveniently located	18%
Feel unsafe	10%
Not accessible for my mobility needs	8%
Conflicts with other types of trail users	3%
Poorly maintained	1%

- According to results, there is a need for increasing community awareness about trails and bikeways. Twenty-two percent of respondents indicated that they do not know where trails and pathways are located. This may indicate a need for better signage and wayfinding, trail maps, improved community outreach, or other techniques to raise community awareness.
- Twenty percent of respondents indicated they were not interested in using pathways or trails. These results are consistent with responses to Question 10, where 20% said they would never use a comprehensive bikeway/walkway system.
- The lack of a connected system is a significant reason for not using pathways and trails. Nearly 20% of respondents cited lack of trails and connections and 18% cited distance or inconvenience as the major reasons for not using pathways or trails.
- According to the U.S. Census, about 8.2% of Americans have a disability that limits physical activity. Eight percent of survey respondents reported that they do not use trails in Wilsonville because they are not accessible for their mobility needs. New park development and parks that are substantially renovated are required

by law to be accessible to people with disabilities. The Access Board has published draft standards for accessible trails, which will be incorporated into the American with Disability Act (ADA) Guidelines when finalized.

- Lack of accessibility was the third highest reason for not using trails among the 65 and older age group, more significant than other age groups. This may point to a need for additional outreach to older adults for additional input about mobility issues.
- In write-in comments, several residents noted that they use private trails in Charbonneau (Appendix B).
- Half of ACMP members do not use trails in Wilsonville, citing lack of connections (33%) and safety (33%) as the two top reasons.

Question 13: Have you or someone in your household participated in recreation activities, special events, or sports programs offered by the City of Wilsonville within the past 12 months?

Table 14
Question 13 Results Summary

Response (N = 390)	Percent
Yes	33%
No	67%

- One-third of respondents have participated in City-sponsored programs, which is high in comparison to other communities. The average for communities on the West Coast that MIG has surveyed is approximately 23% participation. This is significant, particularly since Wilsonville does not offer some of the programs (such as swim lessons) typically found in communities with a high level of participation.
- Sub-sample responses revealed that respondents ages 55-64 (69%) and 65+ (79%) had lower levels of participation than most other age groups, despite the City’s focus on senior programming. This is typical for many communities.

- ACMP members (80%) are more likely to have participated in City activities than respondents as a whole.

Question 14: If no one in your household has participated in recreation activities sponsored by the City, what were the reasons? Please select all that apply.

Table 15
Question 14 Results Summary

Response (N = 256)	Percent
Too busy; no time	24%
Not aware of programs offered	23%
Don't offer activities I'm interested in	18%
Other (please list)	17%
Program times are not convenient	8%
Can't afford the cost	5%
Need child care in order to participate	2%
Transportation problems	2%
Facilities are inadequate	1%

- Almost one quarter of participants are too busy to participate in City-sponsored programs, which is often the most common response for communities previously surveyed by MIG.
- Many respondents (23%) were not aware of the programs offered by the City. However, in other communities surveyed by MIG, as many as 30% of respondents typically are unaware of program offerings.
- Eighteen percent of respondents noted that the City does not offer activities that they find interesting, which is slightly higher than average for Northwest communities, but well within typical ranges. Since Wilsonville does not have specialized recreation facilities, such as an aquatic center and gymnasium, the range of programs that can be offered is more limited than in other communities.
- The results of this question indicate that program costs, transportation, childcare, and facilities are not significant barriers to

participation. Inconvenient programming times also is not a major reason for non-participation.

- In open-ended responses, other reasons cited for not participating included age and participation in non-City sponsored activities (Appendix B).
- Most ACMP members have participated in City-sponsored programs. The few who have not cited a lack of awareness, a lack of interest in current offerings, and busyness as the reasons, consistent with the community survey responses.

Question 15: How do you and your family generally find out about recreation programs and services offered by the City? Please select all that apply.

Table 16
Question 15 Results Summary

Response (N = 354)	Percent
Through the newspaper	28%
City community programs brochure	24%
From special flyers, mailers, or postings	23%
From friends or word of mouth	14%
Through the schools	8%
City of Wilsonville website	2%
City of Wilsonville cable access channel	0%

- Most participants (28%) said they find out about programs through the newspaper. Many also find out about programs through the community recreation brochure (24%) and through special flyers or mailings (23%). According to the Community Services Director, the City is selective about advertising through the newspaper, special mailings, and special flyers. These results suggest that the City is extremely effective at choosing when and where to advertise.
- When results are reviewed by age group, the 65+ age group (39%) were more likely to find out about programs from the newspaper

than respondents as a whole (28%), which may indicate this method is a particularly good way of reaching older adults.

- Only 8% obtain programming information through the schools, which is slightly lower than in most communities. The City currently does not distribute flyers through the schools due to District rules.
- According to respondents, the City website (2%) is not currently a significant way to obtain program information, which is consistent with most communities. Given the high level of computer use in Wilsonville (noted in Question 29), there may be opportunities to increase the use of the website for publicity.
- ACMP members cited the newspaper (21%) and special flyers (21%) as the top methods of finding out about programs. This is consistent with community survey results.

Question 16: What types of cultural arts programs and activities are most needed in Wilsonville? Please select your top 2 choices.

Table 17
Question 16 Results Summary

Response (N = 358)	Percent
Concerts in the park	29%
Performing arts programs (theater, dance, music, etc.)	22%
Community art festivals and special events	16%
Visual arts classes (drawing, painting, photography, etc.)	9%
Art classes and programs for children	9%
I do not support the City providing cultural arts programs and services	9%
Art in public places, such as murals, sculptures, and statues	6%

- Concerts in the park (29%) and performing arts programs (22%) were the top choices for cultural arts programs needed in Wilsonville. MIG has noted the popularity of concerts in the park in

many other Northwest communities where we have conducted surveys.

- Nine percent of respondents do not believe the City should provide cultural arts programming. Those age 55 and older selected this response more frequently than other age groups.
- A lesser need was identified for visual arts classes (9%), children’s classes and programs (9%) and art in public places (6%). The City already offers children’s art and music programs, and programming through the library.
- ACMP members favored concerts in the parks (35%) and performing arts programs (25%), consistent with community survey results.

Question 17: What are the most convenient program times for you and others in your household to participate in recreation programs? Please select your top 2 choices.

Table 18
Question 17 Results Summary

Response (N = 335)	Percent
Weekend afternoons	22%
Weekday evenings	19%
Drop-in formats are best, rather than weekly activities	17%
Weekend mornings	12%
Weekend evenings	12%
Weekday afternoons	11%
Weekday mornings	7%

- According to respondents, weekend afternoons (22%) and weekday evenings (19%) are the most popular program times.
- Drop-in formats are most convenient for 17% of respondents. The 65+ age group (28%) favored this option more than respondents as a whole.

- Respondents indicated a lesser preference for programs on weekday afternoons (11%) and mornings (7%). The 65+ age group (19%) favored weekday afternoons more than other age groups.
- Like survey respondents, ACMP members preferred programs scheduled on weekday evenings (24%). However, they preferred weekend mornings (24%) rather than weekend afternoons, which is different from the community survey responses.

Question 18: If funding were available, which of the following facilities should be the highest priorities in Wilsonville? Please select your top 2 choices.

Table 19
Question 18 Results Summary

Response (N = 341)	Percent
A swimming pool and/or water playground	29%
A large recreation center incorporating multiple facilities	20%
Development of a citywide trail system	14%
A teen center	9%
Adventure playground (for example – Ibach Park in Tualatin)	9%
A cultural/performing arts center	8%
More fields for soccer, baseball, and football	5%
An indoor gymnasium	3%
An environmental education center	2%

- Most respondents (29%) indicated that a swimming pool is the top priority for Wilsonville. This is consistent with participation findings from this survey and with past swimming pool studies in the community.
- Many respondents also desired a large recreation center (20%) and a citywide trail system (14%).

- Except for the pool, facilities that tend to serve a single interest only, such as a cultural arts center, a gymnasium, and sports fields, were less favored.
- According to respondents, an environmental education center is a low priority for Wilsonville. These results may reflect an awareness of the existence of the public environmental education center at the CREST, adjacent to Graham Oaks Natural Area and Boones Ferry Primary School.
- Like the community survey respondents, ACMP members felt that a swimming pool (29%) is a priority facility. However, members also expressed a need for a teen center (24%) and a city-wide trail system (24%) in greater proportion to community survey respondents, who favored a large recreation center more than these two other facilities.

Question 19: How do you and your family use sports fields? Please select all that apply.

Table 20
Question 19 Results Summary

Response (N = 374)	Percent
No one in my household uses sports fields	68%
Scheduled youth league games and practices	18%
Unorganized pickup games	11%
Scheduled adult league games and practices	3%

- Most respondents (68%) indicated that no one in their household uses sports fields. Respondents age 55 and older were more likely to indicate that no one in their household uses sports fields than other age groups.
- Nearly one-third of households used sports fields in some way.
- Youth leagues (18%) and unorganized pickup games (11%) were the most frequently cited uses for sports fields, with adult leagues accounting for only 3% of use by respondents.

- In write-in comments, several community members noted that they play tennis at clubs outside of Wilsonville (Appendix B).
- Among ACMP members, 60% report that no one in their family uses sports fields. The remaining members use fields primarily for youth leagues (30%), with none reporting unorganized pickup game use.

Question 20: How often do you or members of your family use sports fields outside of Wilsonville? (Average number of times per month when the sport is in season.)

Table 21
Question 20 Results Summary

(N = 94)	
Mean	7.4 times per month
Range of responses	1 to 80 times per month

- Nearly 73% of the households that use sports fields (94 of the 129 identified in Question 19) go outside the City at least once a month for field use.
- Respondents use non-City fields on average 7.4 times per month. The most frequent responses to this question was 4 times per month.
- In write-in comments, several residents reported using other types of facilities in other cities, including private indoor sports facilities and the Tualatin Skateboard Park.
- Of the three ACMP members reporting use of sports fields outside of Wilsonville, two cited using outside fields 25 times a month, and one cited using outside fields once a month.

Question 21: Should Wilsonville seek more access to the Willamette River for recreation?

Table 22
Question 21 Results Summary

Response (N = 362)	Percent
No additional access is needed	34%
Yes, for active use (swimming, boating, fishing, etc.)	30%
Yes, for passive recreation opportunities (viewpoints, nature watching, etc.)	19%
Yes, for transportation (kayaking, canoeing, riverfront trails, etc.)	16%

- Nearly two-thirds (65%) of those who responded felt that additional access to the Willamette River is needed. This indicates a strong interest in these types of improvements. River-related activities are very popular in Oregon and the Northwest in general.
- Access for active uses such as swimming, boating, and fishing was desired by 30% of respondents.
- Passive access (19%) and transportation (16%) were also desired by a significant number of residents.
- Approximately 45% of respondents ages 55 and older suggested that no additional access to the river is needed, indicating that older residents may be less supportive of these improvements.
- In write-in comments, several residents indicated that there is a perception that the river is “dirty.” This perception may affect the desire for more river-related recreation and could also be affecting the perceptions of older residents to a greater extent (Appendix B).
- Nearly three-quarters (71%) of ACMP members favored additional river access for transportation, the least popular choice among community survey respondents.

Question 22: How should future natural open space areas be used?

Table 23
Question 22 Results Summary

Response (N = 358)	Percent
Depends on the site	35%
Combination of limited public use and some active recreation use	33%
Limited public use – trails, viewpoints, etc.	19%
Some active recreation uses – mountain bike trails, group picnic areas, etc.	8%
No public use – habitat protection only	5%

- Nearly all respondents (95%) felt that some type of public use of natural open space areas was appropriate. Only 5% felt that these sites should be used for habitat protection only.
- In general, it appears that most respondents feel that the level of use is a site-specific decision. Slightly more than a third (35%) felt use should depend on the site, and another third felt a combination of limited public use and some active recreation use was most appropriate.
- Only 8% indicated that active recreation uses such as mountain biking and group picnicking should occur at future natural open space areas, indicating limited support for these activities.
- All ACMP members believe that some level of use should occur in natural areas, and 30% indicated that the level of use depends on the site. Unlike the community survey respondents, 40% wanted to see some type of active use in future natural open space areas.

Question 23: In general, would you support a tax measure to maintain and improve existing parks and trails, acquire more parks and natural areas, or develop more trails, parks, and recreation facilities?

Table 24
Question 23 Results Summary

Response (N = 358)	Percent
Yes, I would support it	19%
I would support it, depending on the amount	18%
I would support it, depending on the projects proposed	31%
No, I would not support it	32%

- Most respondents (68%) indicated that they would support a tax measure of some type for parks, trails, and recreation facilities, depending on the projects proposed and the total amount of the bond. Only 19% would unequivocally support such a measure.
- A number of respondents to this question selected both “I would support it, depending...” options, which invalidated their responses. This means that there was a slightly higher level of conditional support for a tax measure than is reflected in the results above.
- Nearly one-third (32%) said they would not support a tax measure. This is higher than in other Northwest communities that MIG has surveyed, where the percentage who would not support a tax measure averages approximately 20%. Respondents aged 55-64 (39%) and 65+ (46%) were less likely to support a tax measure than respondents as a whole. This is a concern should the City pursue a tax measure in the future.
- All ACMP members reported that they would support a tax measure, but for most (60%), their support depends on the projects proposed. There is more support among ACMP members for a tax measure than among community survey respondents.

Question 24: If you would support a tax-supported measure for park, trail, and recreation facilities, how much would you be willing to pay?

Table 25
Question 24 Results Summary

Response (N = 243)	Percent
Up to \$25 annually per household	53%
Up to \$50 annually per household	26%
Up to \$100 annually per household	18%
More than \$100 annually per household	3%

- Of those who were willing to support a tax measure for park, trail, and recreation facilities, more than half said they would be willing to pay up to \$25 annually, and willingness decreased as the annual amount increased. This indicates that it may be difficult to get voter support for a larger, comprehensive bond measure.
- Like community survey respondents, a majority of ACMP members (56%) tended to be willing to fund a tax measure of up to \$25 annually per household, with less support for larger amounts.

Question 25: How would you or your family members use a bikeway/walkway system in Wilsonville? Please select all that apply.

Table 26
Question 25 Results Summary

	# of Responses : You	# of Responses: Others in household	Total # of Responses
To commute to work	24	15	39
To commute to school	6	47	53
Other transportation	38	36	74
For recreation	190	136	326
For exercise	248	153	401
For experiencing nature	142	99	241
Not at all	91	72	163
Other	6	3	9

- According to respondents, the top uses for a bikeway/walkway system in Wilsonville are for exercise, for recreation, and for experiencing nature. These were cited most often for both individual respondents and their households.
- In write-in responses, several residents mentioned connecting Charbonneau with the rest of the City and bridging the river (Appendix B).
- ACMP members most frequently cited that they would use a bikeway and walkway system for exercise (9 responses), recreation (6 responses) , and transportation (6 responses).

Question 26: Have you or others in your household used trails in Wilsonville or the region? Please select all that apply.

Table 27
Question 26 Results Summary

Trail or Bikeway	# of Responses per Category						
	Bike	Walk	Skate	Wheelchair	Equestrian	With other adults	With children
Memorial Park trails	60	181	14	0	2	63	76
Boeckman Creek Trail	20	65	2	0	1	19	23
Wilsonville Road bike lanes	77	38	4	0	0	20	23
Trails in other City parks	27	77	3	0	2	32	31
Willamette River / Eastbank Esplanade/Springwater Corridor in Portland	31	67	2	0	40	35	22
Other trails in the region	40	109	4	0	3	48	42

- Memorial Park trails received the highest overall use (396) of any of the trails or bikeways listed in Question 26, followed by the Willamette River/Eastbank Esplanade/Springwater Corridor in Portland (197).

- Wilsonville Road bike lanes received the highest number of bike uses (77) of any of the trails or bikeways listed. According to results, it also receives use from a surprising number of walkers (38), considering the level of traffic on the street.
- The number of equestrian users was low in general, except on the Willamette River/Eastbank Esplanade/Springwater Corridor (40), where equestrian users outnumbered bike users (31).
- No one indicated use of any of the trails in a wheelchair. This may indicate that a limited number of people with mobility limitations responded to this survey. This is to be expected since only approximately 8% of the population has a disability that limits physical activity and not all of these are wheelchair users.
- ACMP members generally use trails more than community respondents and report higher bike use. There was no wheelchair use reported by ACMP households, and limited equestrian use.

Question 27: If everyone in your household is under age 55, skip to question 22. If you or members of your household are 55 years or older, please fill out the table below to let us know the reasons you do or do not participate in Wilsonville’s senior programs.

Table 28

Participation in Senior Programming for Ages 55 +

Response (N = 174)	Percent
Yes	24%
No	76%

- Almost one-fourth (24%) of those respondents age 55 and older participate in Wilsonville’s senior programs.
- Write-in comments suggest that seniors living in retirement communities may have some of their programming needs met at the living facility. Also, some people identified poor health or general age as being a personal or perceived barrier to participation,.

- Only 3 ACMP members were 55 and older, and 2 of the 3 indicated they participate in Wilsonville’s senior programs.

Table 29

Reasons for Not Participating in Senior Programming for Ages 55 +

# of Responses	Reasons
91	Too busy with other activities.
37	Not interested in the activities offered.
30	I’m too young.
21	I attend senior programs offered by other agencies or groups (churches, other senior centers, apartment complex).
12	No evening programs offered.
5	The Community Center is not conveniently located.
3	Don’t have transportation.

- The top three reasons cited for not participating are being too busy, not interested, and too young. Many cities in Oregon and nationwide are restructuring these senior programs to create greater appeal for today’s more active and younger seniors.
- Programming by other agencies is serving a portion of Wilsonville’s older adults. Written comments indicate that apartment complexes and assisted living facilities may provide services to residents.
- Location and transportation were not significant reasons for lack of participation.

Table 30

Reasons for Participating in Senior Programming for Ages 55+

# of Responses	Reasons
27	To exercise.
26	Learn something new.
21	To socialize.
20	Motivation to stay active.
18	Stay connected with the community.
17	Volunteer/Be of service.
11	Attend trips only.

- While some attend senior trips only, most who participate in senior programs attend a variety of activities for a range of reasons.
- The top reasons for participating are to exercise and to learn something new.
- All ACMP members who participate in senior programs cited all of the reasons for participating, except *attend trips only*. The one reason cited for not participating was *too busy with other activities*.

PARTICIPATION RESULTS

The two final questions in the survey were filled out by each member of the household age 10 or older. A total of 763 responses were received.

Question 28: My age is:

Table 31
Question 28 Results Summary

Response (N = 763)	# of Responses
Did not indicate age	157
10-14	32
15-17	18
18-24	18
25-34	59
35-44	80
45-54	98
55-64	91
65+	210

- All household members were asked to respond to this question. Approximately 80% (606 out of 763) listed their age. Responses to the participation questions that did not include an age could not be counted in the sub-sample results.
- Over 27% of respondents who listed their ages were 65 years or older. Over half (52%) were over age 45.

Current Recreation Participation

Recreation demand is difficult to quantify because of the many factors that influence recreation participation and interests. Many approaches have been used to identify this demand, ranging from the use of national surveys and standards to measuring actual participant hours. Recognizing this problem, MIG began accumulating recreation participation information on communities throughout the Northwest. By making comparison to other similar communities or with the MIG AVERAGE (the average participation of the last 15 communities

surveyed by MIG), the data reveal where specific activities are above or below the norm.

Many factors influence participation levels. These include:

- Demographics
- Lack or condition of facilities
- Climate
- Current recreation trends
- Cost of using facilities and programs
- Present economic conditions
- Amount of recreation programs and services offered

Table 32 shows participation rates for both indoor and outdoor recreation activities in Wilsonville, as reported by the survey respondents. The per capita occasions for a 30 day period refers to the average number of times each person participated in the activity when the activity is in season in a 30-day period. These activities are ranked so that the most popular activities in Wilsonville appear first.

Question 29 (Part 1): When the following activities are in season, how many times in a 30-day period do you participate either in Wilsonville or elsewhere? Please answer EACH item for yourself only by checking the appropriate box.

Table 32
Current Recreation Participation in Wilsonville, 2004

Rank	Activity	Per Capita Occasions per 30 Days	
		City of Wilsonville	MIG AVERAGE
1	Computers (personal)	10.77	6.17
2	Walking for Exercise	7.08	--
3	Walking for Pleasure	6.02	4.55
4	Exercising/Aerobics	5.78	3.39
5	Dog Walking	3.65	3.10
6	Golf (play)	2.94	1.56
7	Bicycling for Pleasure	2.90	2.49
8	Playground (visit/play)	2.68	2.40
9	Bird Watching/Feeding	2.65	1.80
10	Nature Walks	2.57	1.67
11	Swimming (outdoors)	2.53	2.43
12	Jogging/Running	2.33	2.25
13	Swimming (indoors)	2.30	1.88
14	Golf (driving range)	2.15	1.56
15	Basketball	1.70	1.92
16	Arts (drawing, photography)	1.64	1.92
17	Picnicking	1.63	1.84
18 (tie)	Cultural Events (attend)	1.60	1.46
18 (tie)	Needlecraft/Sewing	1.60	0.79
20	Musical Instruments (playing)	1.59	1.95
21	Crafts (pottery, ceramics, etc.)	1.38	1.16
22	Creative Writing	1.35	1.85
23	Soccer	1.30	1.56
24	Hiking/Backpacking	1.27	1.67
25	Natural Resource Conservation	1.25	--
26	Baseball	1.15	1.73
27	Football	1.08	1.48
28	Drama (attend)	0.94	1.24
29	Bicycling (unpaved)	0.81	0.59
30	Yoga/Tai Chi/Pilates	0.73	--

Table 32 (cont.)
Current Recreation Participation in Wilsonville, 2004

		Per Capita Occasions per 30 Days	
Rank	Activity	City of Wilsonville	MIG AVERAGE
31 (tie)	Horseback Riding	0.72	0.85
31 (tie)	Tennis	0.72	1.11
33	Bicycling (commute)	0.62	1.38
34	Dancing (social)	0.59	0.99
35 (tie)	Canoeing/Kayaking	0.58	0.70
35 (tie)	Softball	0.58	1.34
37	Roller Skating/In-Line Skating	0.55	1.04
38	Skateboarding	0.47	0.96
39	Model Airplanes/Cars	0.45	--
40	Volleyball	0.39	0.88
41	Dancing (ballet, tap, etc.)	0.33	0.77
42	Drama (participate)	0.28	0.88
43	Fencing	0.17	0.72
44	Judo-Karate	0.15	2.62
45	Rock Climbing	0.14	1.05
46	Lacrosse	0.11	0.51
47	Rowing/Sculling	0.03	0.15

- City of Wilsonville per capita occasions are shown in **bold** when the MIG Average is exceeded. In general, Wilsonville residents are very active compared to other communities. Participation in all but two of the top 15 activities in Wilsonville exceed the MIG Average.
- The use of personal computers is the most popular recreation activity in Wilsonville. Residents use personal computers more than the MIG average. This indicates that Wilsonville is a computer-savvy community, and there may be potential to utilize computers to a greater extent to provide public information about parks and recreation or programming. However, computer use is also a risk factor in obesity. Although the survey sub-sample for Wilsonville youth is very small, those who responded used personal computers more than all respondents – an average of 13.05 times per month – indicating that youth may have an even higher participation rate than the general Wilsonville population.

- Walking is extremely popular in Wilsonville. Three types of walking (for pleasure, for exercise or to walk the dog) ranked in the top five most popular activities in Wilsonville. If all types of walking were combined, walking would outrank computers as the number one recreation activity in Wilsonville. Participation in walking for recreation activity in Wilsonville. Participation in walking for exercise was the second most popular recreation activity and the most popular type of walking. There are no comparables in the MIG Average since it is a newly listed activity.
- Indoor and outdoor swimming is very popular in Wilsonville, and both ranked in the top 15 most popular activities. Since Wilsonville does not have a public pool, these facility needs are likely being met outside the community or at private facilities in Wilsonville, such as in private developments.
- Golf also is very popular in Wilsonville. Both playing golf (6th most popular activity) and using the driving range (14th most popular activity) ranked in the top 15 most popular 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.
- Basketball is the first traditional organized sport to appear on the list at number 15, and soccer is next most popular at number 20. Participation in these and the other traditional organized sports (baseball, softball, football, volleyball) in Wilsonville is lower than the MIG Average.
- Natural Resource Conservation is an activity listed specifically for Wilsonville due to the City's successful WERK day event and multiple environmental programs and activities. While there are no comparisons with other cities, respondents indicated a level of participation in conservation activities about as high as hiking, and higher than traditional sports such as baseball, softball, and football.
- The top ten activities for respondents ages 55+ included the following in ranked order:
 - Computers (personal) 9.78
 - Walking for Exercise 8.36
 - Walking for Pleasure 6.70
 - Exercising/Aerobics 4.69

▪ Golf (play)	3.93
▪ Dog Walking	3.44
▪ Bird Watching/Feeding	3.33
▪ Golf (driving range)	2.72
▪ Bicycling for Pleasure	2.36
▪ Needlecraft/Sewing	2.30

The activities that differ from the community ranking overall include golf (driving range) and needlecraft/sewing. This age group also reports higher per capita participation in walking (for exercise and pleasure), golfing, and bird watching/feeding.

- The 18-54 year olds were more likely than survey respondents as a whole to participate in running/jogging, visiting a playground, bicycling for pleasure, personal computers, and exercise/aerobics. Again, this profile is one of very active adults.

Preferred Recreation Activities

Respondents were also asked to rank their top ten preferred activities that they would most like to do if facilities were available. The activity rankings were then scored with a weighted value by giving a first choice a value of ten, a second choice a value of nine, etc. In this manner, the total weighted score was calculated for each activity. Table 33 shows the 20 highest-ranking activities. The weighted score is shown only for ranking purposes.

In Table 33, the first column lists the activity the respondent would most like to do if facilities were available, in their ranked order. The last column lists the current participation ranking from Table 32. The difference between what residents are currently doing (column 4) and what they would like to be doing (column 1) is called the latent demand. The greater the two numbers vary from each other, the greater the latent demand. Activities with a low latent demand value (1 to 5) are highlighted in light gray, and activities with a high latent demand value of (6 or greater) are highlighted in darker gray.

Question 29 (Part 2): From all of the recreation activities listed on this page, pick the ten (10) activities you would most like to do if the facilities were available. Rank them in order of your preference in this column. For example, write 1 next to your top ranked activity; write two next to you second choice, etc.

Table 33
Preferred Activities and Latent Demand in Wilsonville, 2004

Preferred Ranking	Activity	Weighted Score	Participation Ranking
1	Walking for Pleasure	1710	3
2	Walking for Exercise	1706	2
3	Swimming (indoors)	1573	10
4	Golf (play)	1026	6
5	Bicycling for Pleasure	1017	7
6	Nature Walks	953	10
7	Swimming (outdoors)	846	11
8	Golf (driving range)	707	12
9	Exercising/Aerobics	684	4
10	Computers (personal)	627	1
11	Cultural Events (attend)	591	18
12	Dog Walking	569	5
13	Arts	500	16
14	Crafts	474	21
15	Picnicking	436	17
16	Drama (attend)	396	28
17	Playground (visit)	374	8
18	Bird Watching/Feeding	351	9
19	Hiking/Backpacking	335	24
20	Jogging/Running	326	12

- Although Wilsonville residents are generally very active, there is latent demand for the majority of the 20 most preferred activities. Activities with the highest latent demand include:
 - Swimming (indoors)
 - Cultural events (attend)
 - Crafts
 - Drama (attend)
 - Hiking/backpacking
- Four of the top ten preferred activities are trail-related: walking for pleasure, walking for exercise, bicycling for pleasure, and nature walks. This is consistent with the desire expressed by many respondents for more bikeways and walkways and greater connectivity.
- Both outdoor and indoor swimming are in the top ten preferred activities, and both have latent demand. The high latent demand for indoor swimming is likely due to the lack of a facility in Wilsonville. There are small outdoor pools available in Charbonneau, and outdoor swimming has a lower latent demand than indoor swimming.
- Even though golf and driving range use have higher than typical levels of participation in Wilsonville, both are in the top ten preferred activities and both have latent demand, indicating that respondents would like to spend more time golfing than they currently do.

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APPENDIX A: SURVEY INSTRUMENT

Each person age 10 or older respond to these questions 28 and 29.

- (195) 28. My age is: 1. ____ 10-14 3. ____ 18-24 5. ____ 35-44 7. ____ 55-64
 2. ____ 15-17 4. ____ 25-34 6. ____ 45-54 8. ____ 65+

29. Part 1 - Recreation Participation

When the following activities are in season, how many times in a 30-day period do you participate either in Wilsonville or elsewhere? Please answer EACH item for yourself only, by checking the appropriate box.

Recreation Activity	None	1-5 times	6-10 times	11-15 times	16-20 times	21-30 times
(200) Arts (drawing, photography)						
(201) Baseball						
(202) Basketball						
(203) Bicycling for Pleasure						
(204) Bicycling (unpaved)						
(205) Bicycling (commute)						
(206) Bird Watching/Feeding						
(207) Canoeing/Kayaking						
(208) Computers (personal)						
(209) Crafts (pottery, ceramics, etc.)						
(210) Creative Writing						
(211) Cultural Events (attend)						
(212) Dancing (ballet, tap, etc.)						
(213) Dancing (social)						
(214) Dog Walking						
(215) Drama (attend)						
(216) Drama (participate)						
(217) Exercising/Aerobics						
(218) Fencing						
(219) Football						
(220) Golf (play)						
(221) Golf (driving range)						
(222) Hiking/Backpacking						
(223) Horseback Riding						
(224) Jogging/Running						
(225) Judo/Karate						
(226) Lacrosse						
(227) Model Airplanes/Cars						
(228) Musical Instruments (playing)						
(229) Nature Walks						
(230) Natural Resource Conservation						
(231) Needlecraft/Sewing						
(232) Picnicking						
(233) Playground (visit/play)						
(234) Rock Climbing						
(235) Roller Skating /In-line Skating						
(236) Rowing/Sculling						
(237) Skateboarding						
(238) Soccer						
(239) Softball						
(240) Swimming (indoors)						
(241) Swimming (outdoors)						
(242) Tennis						
(243) Volleyball						
(244) Walking for Pleasure						
(245) Walking for Exercise						
(246) Yoga/Tai Chi/Pilates						
(247) Other (please list)						

29. Part 2 - Top Ten

From all of the recreation activities listed on this page, pick the ten (10) activities you would most like to do if the facilities were available. Rank them in order of your preference in this column. For example, write 1 next to your top ranked activity; write 2 next to your second choice, etc.

- (21) Arts (drawing, photography)
- (22) Baseball
- (23) Basketball
- (24) Bicycling for Pleasure
- (25) Bicycling (unpaved)
- (26) Bicycling (commute)
- (27) Bird Watching/Feeding
- (28) Canoeing/Kayaking
- (29) Computers (personal)
- (30) Crafts (pottery, ceramics, etc.)
- (31) Creative Writing
- (32) Cultural Events (attend)
- (33) Dancing (ballet, tap, etc.)
- (34) Dancing (social)
- (35) Dog Walking
- (36) Drama (attend)
- (37) Drama (participate)
- (38) Exercising/Aerobics
- (39) Fencing
- (40) Football
- (41) Golf (play)
- (42) Golf (driving range)
- (43) Hiking/Backpacking
- (44) Horseback Riding
- (45) Jogging/Running
- (46) Judo/Karate
- (47) Lacrosse
- (48) Model Airplanes/Cars
- (49) Musical Instruments (playing)
- (50) Nature Walks
- (51) Natural Resource Conservation
- (52) Needlecraft/Sewing
- (53) Picnicking
- (54) Playground (visit/play)
- (55) Rock Climbing
- (56) Roller Skating /In-line Skating
- (57) Rowing/Sculling
- (58) Skateboarding
- (59) Soccer
- (60) Softball
- (61) Swimming (indoors)
- (62) Swimming (outdoors)
- (63) Tennis
- (64) Volleyball
- (65) Walking for Pleasure
- (66) Walking for Exercise
- (67) Yoga/Tai Chi/Pilates
- (68) Other (please list)



Dear Residents of Wilsonville:

The City of Wilsonville is preparing long-range master plans for parks, recreation facilities and programs, and bicycle and pedestrian facilities. We would appreciate your input to help us understand community priorities, best meet the needs of our community and maintain its livability into the future.

Because only a select number of households are contacted for this survey, your participation is vital for the success of this project.

You can help us by taking a few minutes to answer the following questions. Please respond to questions 1 through 27 on behalf of your household. Unless otherwise instructed, please select only ONE ANSWER to each question.

Multiple copies of questions 28 and 29 have been provided. Please have EACH person in your household age 10 or older respond to these questions, which will provide us with important information on recreation participation patterns in Wilsonville.

If you have any questions, please contact Peggy Watters, Community Services Director, at 503-570-1579 or via email at watters@ci.Wilsonville.or.us.

Thank you for participating!

Charlotte Lehan
Mayor



Please answer questions 1 - 27 on behalf of your household.

1. How many people are in your household? ____
(21)
2. How many members of your household work in Wilsonville? ____
(22)
3. How long have you lived in Wilsonville?
(23) 1. ____ 3 years or less
2. ____ 4-6 years
3. ____ 7-10 years
4. ____ 11-19 years
5. ____ 20+ years
4. Please describe your family's housing:
(24) 1. ____ Own a single family home, town home, or condo
2. ____ Rent a single family home or duplex
3. ____ Rent an apartment, town home, or condo
4. ____ Own or rent a manufactured home, trailer, or other unit
5. In general, what are the primary reasons you and your family use parks in Wilsonville? *Please select your top 2 choices.*
(25) 1. ____ Enjoy the outdoors or nature
(26) 2. ____ Use a specific facility at a park
(27) 3. ____ Play sports
(28) 4. ____ Picnic and general leisure activities
(29) 5. ____ Walk or bike for exercise
(30) 6. ____ Meet friends
(31) 7. ____ Family activities and outings
8. ____ Don't use parks
6. What type of park is most needed in Wilsonville? *Please select your top 2 choices.*
(32) 1. ____ Small parks in my neighborhood
(33) 2. ____ Large multi-use parks that serve the whole community
(34) 3. ____ Natural areas with trails
(35) 4. ____ A park consisting primarily of sports fields
(36) 5. ____ Parks with river or creek frontage
6. ____ No additional parks or natural areas are needed
7. How should dogs be treated in public spaces?
(37) 1. ____ Create a park specifically for dogs off-leash
2. ____ Create special off-leash areas for dogs within several parks
3. ____ Enforce current laws requiring dogs to be leashed in parks
8. Using a scale of 1 to 5 with #1 being poor and #5 being excellent, please rate the parks and trails in Wilsonville in EACH of the following categories.
(38) ____ Condition of grass, landscaping, and trees
(39) ____ Condition of sports fields (grass, bleachers, backstops, dugouts, etc.)
(40) ____ Cleanliness of parks, trails, playgrounds and picnic areas
(41) ____ Condition of natural resource areas and trails. (less irrigation, more natural areas, etc.)
9. What are the primary reasons to develop more bikeways and walkways in Wilsonville? *Please select your top 2 choices.*
(42) 1. ____ To increase non-motorized transportation options
(43) 2. ____ To experience nature
(44) 3. ____ To improve children's access to schools
(45) 4. ____ To exercise
(46) 5. ____ To recreate
6. ____ No additional bikeways or walkways are needed
10. If a comprehensive bikeway/walkway system were created, how often would you or your family members use it? *Please select one answer only.*
(47) 1. ____ Daily
2. ____ Often (an average of once per week)
3. ____ Sometimes (an average of once a month)
4. ____ Hardly ever (once or twice a year)
5. ____ Never

11. What type of pathway or trail is most needed in Wilsonville? *Please select your top 2 choices.*

- (48) 1. ___ On-street commuter bicycle lanes
- (49) 2. ___ Off-street paved pathways for bicycling, walking, rollerblading, etc.
- (50) 3. ___ Unpaved trails reserved for walking and hiking
- (51) 4. ___ Unpaved mountain bike trails
- (52) 5. ___ Multiple use trails shared by bikers, walkers, and equestrian users
- (53) 6. ___ Equestrian trails
- (54) 7. ___ Pedestrian sidewalks
- 8. ___ Don't need more trails or pathways

12. If you do not currently use pathways or trails in Wilsonville, what are your primary reasons? *Please select your top 2 choices.*

- (55) 1. ___ Too far away, not conveniently located
- (56) 2. ___ Lack of trails and connections
- (57) 3. ___ Feel unsafe
- (58) 4. ___ Poorly maintained
- (59) 5. ___ Conflicts with other types of trail users
- (60) 6. ___ Don't know where they are located
- (61) 7. ___ Not interested in using trails or pathways
- 8. ___ Not accessible for my mobility needs

13. Have you or someone in your household participated in recreation activities, special events, or sport programs offered by the City of Wilsonville within the past 12 months?

- (62) 1. ___ Yes 2. ___ No

14. If no one in your household has participated in recreation activities sponsored by the City, what were the reasons? *Please select all that apply.*

- (63) 1. ___ Not aware of programs offered
- (64) 2. ___ Don't offer activities I'm interested in
- (65) 3. ___ Program times are not convenient
- (66) 4. ___ Need childcare in order to participate
- (67) 5. ___ Too busy; no time
- (68) 6. ___ Transportation problems
- (69) 7. ___ Can't afford the cost
- (70) 8. ___ Facilities are inadequate
- (71) 9. ___ Other _____

15. How do you and your family generally find out about recreation programs and services offered by the City? *Please select all that apply.*

- (72) 1. ___ City of Wilsonville website
- (73) 2. ___ Through the schools
- (74) 3. ___ City Community Programs brochure
- (75) 4. ___ City of Wilsonville cable access channel
- (76) 5. ___ From friends or word of mouth
- (77) 6. ___ Through the newspaper
- (78) 7. ___ From special flyers, mailers, or postings

16. What types of cultural arts programs and activities are most needed in Wilsonville? *Please select your top 2 choices.*

- (79) 1. ___ Performing arts programs (theater, dance, music, etc.)
- (80) 2. ___ Visual arts classes (drawing, painting, photography, etc.)
- (81) 3. ___ Art classes and programs for children
- (82) 4. ___ Community art festivals and special events
- (83) 5. ___ Art in public spaces, such as murals, sculpture, and statues
- (84) 6. ___ Concerts in the park
- 7. ___ I do not support the City providing cultural arts programs and services

17. What are the most convenient program times for you and others in your household to participate in recreation programs? *Please select your top 2 choices.*

- (85) 1. ___ Weekday mornings
- (86) 2. ___ Weekday afternoons
- (87) 3. ___ Weekday evenings
- (88) 4. ___ Weekend mornings
- (89) 5. ___ Weekend afternoons
- (90) 6. ___ Weekend evenings
- (91) 7. ___ Drop-in formats are best, rather than weekly activities

18. If funding were available, which of the following facilities should be the highest priorities in Wilsonville? *Please select your top 2 choices.*

- (92) 1. ___ More fields for soccer, baseball and softball
- (93) 2. ___ A swimming pool and/or water playground
- (94) 3. ___ A teen center
- (95) 4. ___ An indoor gymnasium
- (96) 5. ___ A large recreation center incorporating multiple facilities
- (97) 6. ___ Development of a citywide trail system
- (98) 7. ___ A cultural/performing arts center
- (99) 8. ___ An environmental education center
- (100) 9. ___ Adventure playground/play environment (For example - Ibach Park in Tualatin)

19. How do you and your family use sports fields? *Please select all that apply.*

- (101) 1. ___ Scheduled youth league games and practices
- (102) 2. ___ Scheduled adult league games and practices
- (103) 3. ___ Unorganized pick-up games
- 4. ___ No one in my household uses sports fields

20. How often do you or members of your family use sports fields outside of Wilsonville?

- (104-105) An average of ___ times per month when the sport is in season.

21. Should Wilsonville seek more access to the Willamette River for recreation? *Please select one answer only.*

- (106) 1. ___ Yes, for active use (swimming, boating, fishing, etc.)
- 2. ___ Yes, for passive recreation opportunities (viewpoints, nature watching, etc.)
- 3. ___ Yes, for transportation (kayaking, canoeing, riverfront trails, etc.)
- 4. ___ No additional access is needed

22. How should future natural open space areas be used? *Please select one answer only.*

- (107) 1. ___ No public use - Habitat protection only
- 2. ___ Limited public use - Trails, viewpoints, etc
- 3. ___ Some active recreational uses - Mountain bike trails, group picnic areas, etc
- 4. ___ Combination of 2 & 3 above
- 5. ___ Depends on the site

23. In general, would you support a tax measure to maintain and improve existing parks and trails, acquire more parks and natural areas, or develop more trails, parks, and recreation facilities?

- (108) 1. ___ Yes, I would support it
- 2. ___ I would support it, depending on the amount
- 3. ___ I would support it, depending on the projects proposed
- 4. ___ No, I would not support it. *(Skip to question 25)*

24. If you would support a tax-supported measure for park, trail, and recreation facilities, how much would you be willing to pay?

- (109) 1. ___ Up to \$25 annually per household
- 2. ___ Up to \$50 annually per household
- 3. ___ Up to \$100 annually per household
- 4. ___ More than \$100 annually per household

25. How would you or your family members use a bikeway/walkway system in Wilsonville? *Please select all that apply.*

	You	Others in your household
(110) To commute to work	<input type="checkbox"/>	<input type="checkbox"/> (118)
(111) To commute to school	<input type="checkbox"/>	<input type="checkbox"/> (119)
(112) Other transportation	<input type="checkbox"/>	<input type="checkbox"/> (120)
(113) For recreation	<input type="checkbox"/>	<input type="checkbox"/> (121)
(114) For exercise	<input type="checkbox"/>	<input type="checkbox"/> (122)
(115) For experiencing nature	<input type="checkbox"/>	<input type="checkbox"/> (123)
(116) Not at all	<input type="checkbox"/>	<input type="checkbox"/> (124)
(117) Other _____	<input type="checkbox"/>	<input type="checkbox"/> (125)

26. How have you or others in your household used trails in Wilsonville or the region? *Please select all that apply.*

	Bike	Walk	Skate	Wheelchair	Equestrian	With other adults	With children
(126-132) Memorial Park trails	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(133-139) Boeckman Creek Crossing Trail	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(140-146) Wilsonville Road bike lanes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(147-153) Trails in other City parks	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(154-160) Willamette River / Eastbank Esplanade/ Springwater Corridor in Portland	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(161-167) Other trails in the region	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

27. If everyone in your household is under age 55, skip to question 28. If you or members of your household are 55 years of age or older, please fill out the table below to let us know the reasons you do or do not participate in Wilsonville's senior programs.

(168) ___ I DO participate.

Please select all reasons that apply.

- (169) Attend trips only
- (170) To socialize
- (171) To exercise
- (172) Volunteer/Be of service
- (173) Stay connected with the community
- (174) Learn something new
- (175) Motivation to stay active

___ I DO NOT participate.

Please select all reasons that apply.

- (176) The Community Center is inconvenient
- (177) Too busy with other activities
- (178) Don't have transportation
- (179) Not interested in the activities offered
- (180) Too young
- (181) No evening programs offered
- (182) Attend other senior programs (at church, other senior centers, apartment complex, etc.)

APPENDIX B: ADDITIONAL COMMENTS

Appendix B presents the additional responses and comments that were handwritten on the survey. These include:

- **Other Responses:** The survey instrument contained three questions that allowed residents to write-in “other” responses in addition to selecting from the choices offered.
- **Write-in Comments:** Some residents provided written comments that were not specifically requested in response to several questions.
- **General Comments:** Some respondents provided general comments that were not tied to a particular question.

Open-ended questions that asked for numerical data on demographic information (Questions 1 and 2) and sports field use (Question 20) are discussed in the body of the report.

Other Responses

The survey instrument contained two opinion questions (Questions 14 and 25) that allowed residents to write-in “other” responses in addition to selecting from the choices offered. Also, the two-part question on recreation participation and preferred activities (Question 29) allowed for “other” responses. This section presents these comments.

Opinion Questions

Question 14: If no one in your household has participated in recreation activities sponsored by the City, what were the reasons? Please select all that apply.

- Other reasons cited for not participating in City-sponsored recreation activities included:
 - Age (19).
 - Participation in other (non-City) recreation activities (8).
 - Live at Charbonneau and have our own walking paths.
 - Our community already has all that we need.
 - Charbonneau fulfills needs.
 - Have other options.

- Have own activities.
- Do my own.
- Use nearby.
- Use senior center.
- Not interested (6).
- Health reasons (3).
- Not present (3).
 - Not here long enough.
 - Seasonal residences.
 - Out of state.
- No public pool (2).
- Physical limitations (2).
- New to community (2).
- Scheduling (2)
 - I would love to participate more but the times are not convenient.
 - Not well scheduled i.e. drop-in gym only offered on occasion.
- No one called me back.
- Kids grown.
- Prefer non-organized activities.
- No good excuse.
- Learned too late.
- We don't play well with others.
- Concerts.
- Not handicapped accessible.
- #201 or 203 SMART bus doesn't run on weekends or evenings.

Question 25: How would you or your family members use a bikeway/walkway system in Wilsonville? Please select all that apply.

- In addition to the choices offered, other responses included:
 - To connect Charbonneau with the rest of the City (bikeway/walkway attached to I-5 bridge).
 - We lived in Eugene and used 5 bike bridges over the Willamette the same width as here.

Current Recreation Participation

Question 29 (Part 1): When the following activities are in season, how many times in a 30-day period do you participate either in Wilsonville or elsewhere? Please answer EACH item for yourself only by checking the appropriate box.

- Other activities listed by respondents included:
 - Walking to commute (2)
 - Playing bridge (2)
 - Cooking (2)
 - Sailing/boating (2)
 - Fishing/fly fishing (2)
 - Ice hockey rink
 - Ice skating
 - Flying
 - Language classes - Spanish
 - Singing
 - Shopping
 - Mudding
 - Cow
 - Genealogy
 - Red Hat Society
 - Since we live in Charbonneau, we don't use the Wilsonville parks. We walk in Charbonneau or swim.
 - Would swim every week if it were here
 - Would like to have yoga/tai chi/Pilates in Charbonneau
 - Would like model airplanes/cars
 - Don't participate/not applicable (3)

Preferred Recreation Activities

Question 29 (Part 2): From all of the recreation activities listed on this page, pick the ten (10) activities you would most like to do if the facilities were available. Rank them in order of your preference in this column. For example, write 1 next to your top ranked activity; write two next to you second choice, etc.

- Other activities listed by respondents included:
 - Fishing (2)
 - Cooking (2)
 - Mudding (2)
 - Boating/sailing (2)
 - Playing pool (2)
 - Pool please!
 - Swimming (not available)
 - Wake boarding
 - Indoor play park for kids
 - Indoor gymnasium
 - Indoor sports pool/table tennis
 - Top choice trap shooting
 - Petanque
 - Language classes – Spanish
 - Racquetball
 - Croquet
 - Singing
 - Shopping
 - Genealogy
 - Red Hat Society
 - Playing cards
 - Volunteering
 - Concerts
 - Hunting
 - Dog training
 - Unable for health reasons
 - Have vacation home
 - Facilities are available
 - Facilities are available – Quit spending taxes
 - Don't need city to provide any of these
 - Don't want taxes to pay for any of these

Write-in Comments

Respondents wrote in comments for several questions in addition to selecting a response to provide additional detail about their answers. These comments are noted below.

Question 5: In general, what are the primary reasons you and your family use parks in Wilsonville? Please select your top 2 choices.

- Comments about park use included:
 - Use the dog park (3).
 - Use playground.
 - Church activities and outings.
 - Walk or bike for exercise with dogs.

Question 6: What type of park is most needed in Wilsonville? Please select your top 2 choices.

- Additional comments included:
 - Water – Swimming!
 - A swimming pool (indoors) would be great!
 - Good skate park.
 - Boat launch.
 - Would like more natural areas trails for running.
 - Park amenities for seniors, i.e., putting green, bocce ball.
 - Our schools come first.

Question 7: How should dogs be treated in public spaces?

- Three respondents wrote in comments:
 - Pick up feces.
 - Keep them [dogs] out.
 - We have a dog park.

Question 9: What are the primary reasons to develop more bikeways and walkways in Wilsonville? Please select your top 2 choices.

- Three respondents wrote in comments:
 - Bikeways/walkways are needed in Charbonneau to keep people from walking on French Prairie.
 - Only if a connection is created across Boones Bridge.
 - To be safe.

Question 10: If a comprehensive bikeway/walkway system were created, how often would you or your family members use it?

- Three respondents wrote in comments:
 - Would use a bikeway/walkway system often if there was a bridge from Charbonneau.
 - Probably use more than once a week, but not daily.
 - Would use often, weather permitting.
 - I use Charbonneau's two to three times a week.

Question 11: What type of pathway or trail is most needed in Wilsonville? Please select your top 2 choices.

- Additional write-in comments included:
 - Need a bike trail bridge over Willamette.
 - Biking and walking compatible, not rollerblading.
 - In Charbonneau, people walk on French Prairie Road even though there are paths on part of it. Walking on French Prairie is dangerous and someone will eventually get killed.

Question 12: If you do not currently use pathways or trails in Wilsonville, what are your primary reasons? Please select your top 2 choices.

- Respondents wrote in the following reasons for lack of use:
 - Walk daily in . . . [illegible].
 - Construction.
 - Live in Charbonneau.
 - Have them in Charbonneau.
 - Too old.
 - Stops without warning.
 - More sidewalks on parkway going to Costco/Target shopping area and along 95th from Commerce Circle all the way to Boeckman. Also, a bike path/pedestrian walkway over the freeway from Rite Aid/Hollywood Video area on Boones Ferry Road to Frye's/McDonald's side. I think a lot of people would use it, especially at lunch time to cross town to get fast food, etc. Plus to get a little exercise in. It would help connect east and west. I know this is do-able because I-205 has the suspended walkway over the freeway. Please consider this. Any questions, call me – Kim, 503-582-1127.

Question 16: What types of cultural arts programs and activities are most needed in Wilsonville? Please select your top 2 choices.

- One respondent commented that the City currently has a good selection of cultural arts programs.

Question 18: If funding were available, which of the following facilities should be the highest priorities in Wilsonville? Please select your top 2 choices.

- Respondents' comments about their highest priority facility for Wilsonville included:
 - Golf course.
 - Connection to Charbonneau District.
 - Good concrete skate park.
 - Hockey rink.
 - Pool for high school teams and tournaments and water aerobics.
 - Restoration of Boones Ferry Landing.
 - Don't want any more taxes.
 - Quit spending.
 - User fee to pay for things.
 - Develop with school system.

Question 19: How do you and your family use sports fields? Please select all that apply.

- Three respondents wrote in comments:
 - Play tennis outside of Wilsonville (2)
 - Play in Lake Oswego

Question 20: How often do you or members of your family use sports fields outside of Wilsonville?

- Some respondents noted using facilities outside Wilsonville that are not sports fields. Several respondents noted using Club Sport or Bally. One respondent uses the Tualatin Skateboard Park about 8 times a month.

Question 21: Should Wilsonville seek more access to the Willamette River for recreation?

- Write-in comments included:
 - Need boat ramp.
 - No additional access is needed – dirty river.
 - Only if river is cleaned up!
 - The river is too dirty to swim in.
 - Repair and develop Boones Ferry Landing for non-motorized boating.

Question 22: How should future natural open space areas be used?

- Write-in comments included:
 - User fee sites only.
 - For people – Forget habitat.

Question 24: If you would support a tax-supported measure for park, trail, and recreation facilities, how much would you be willing to pay?

- Write-in comments included:
 - Depends on projects.
 - We would never use.
 - No new taxes.
 - Amount depends on what is proposed.

Question 26: Have you or others in your household used trails in Wilsonville or the region? Please select all that apply.

- Write-in comments included:
 - Use French Prairie for biking and walking.
 - Use Charbonneau trails.
 - Use Wilsonville Road sidewalks.

General Comments

Some respondents wrote general comments on their questionnaires that were not tied to a particular question. These comments are listed below, grouped by category.

Planning

- Build more roads north of Wilsonville Road.
- Move the Honda dealership.
- City landscaping is terrible – near flags, etc.
- The Boones Ferry Landing is not only unsightly, it is hazardous. Old town residents are overlooked and need this area improved desperately.

Parks and Facilities

- Wilsonville really needs a swimming pool.
- The State of Oregon has plenty of recreation. Each city does not have to provide all these amenities.
- Not all residents are bikers and/or walkers. Take a poll to find a percentage. Spending money for a certain segment isn't considering the needs of all.
- We need a skate park or some "free" activity to keep our teens/kids out of trouble.

Age

- I live in Spring Ridge, and most of this does not apply.
- I live in Spring Ridge of Charbonneau, a retirement place.
- Due to age and health reasons, we do not attend very many things.
- Sorry. I couldn't answer more of the questions, but at my age, I don't do any of the things asked.

- I filled this out partially but since I am in an assisted living facility I can't really speak to all this.
- I'm sorry, most of this I can't use at all. I'm thankful for free buses. I have osteoporosis and recently had a hip replacement.

Other

- Too many meaningless questions.
- No more taxes.

Bicycle and Pedestrian Master Plan Update
Parks and Recreation Master Plan Update
Transit Master Plan

Citizen Input

Transit Community Survey



Purpose of the *SMART* Survey

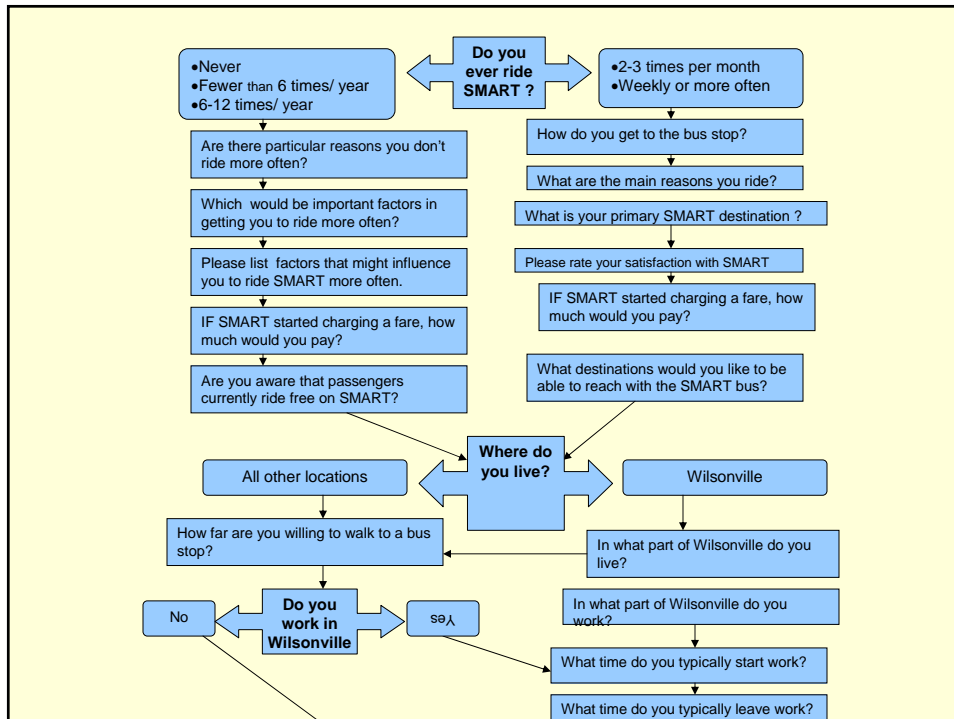
- Who rides SMART?
- Where are they coming from/going?
- What are their travel times?
- What improvements would they like to see
- What are the reasons people don't ride?
- What could SMART do to attract new riders?
- What destinations would people like to reach?
- Who want to ride commuter rail?

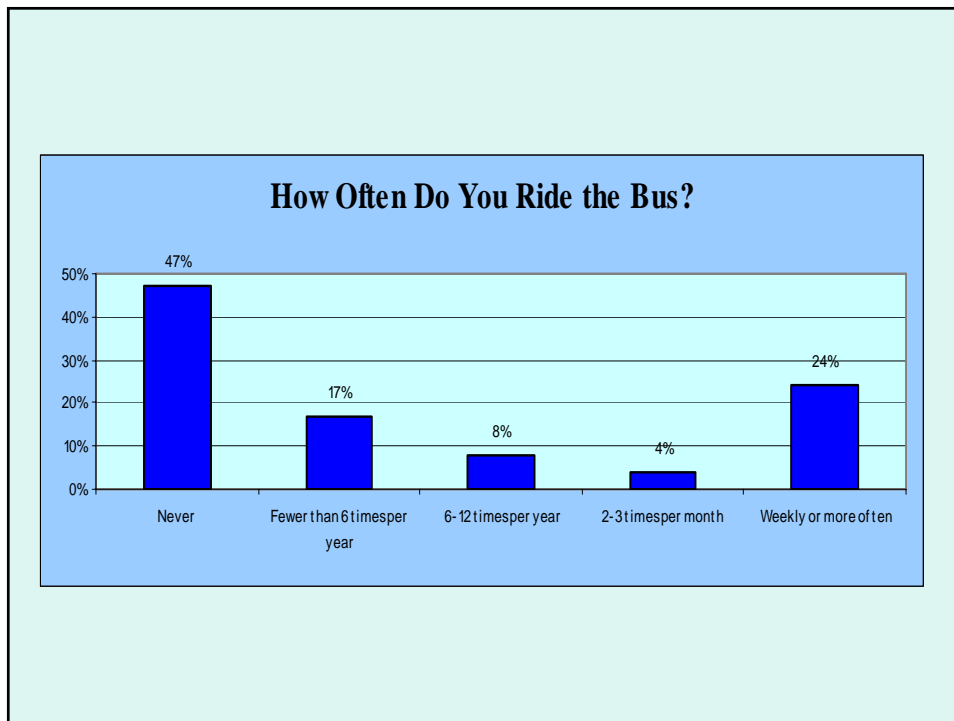
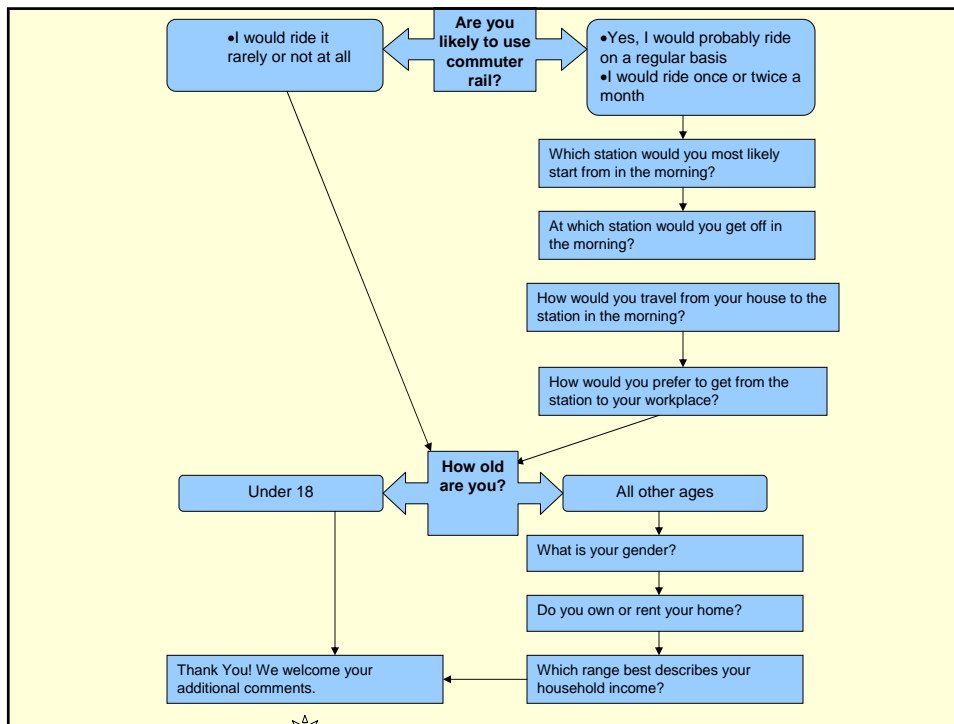
SMART Survey Results

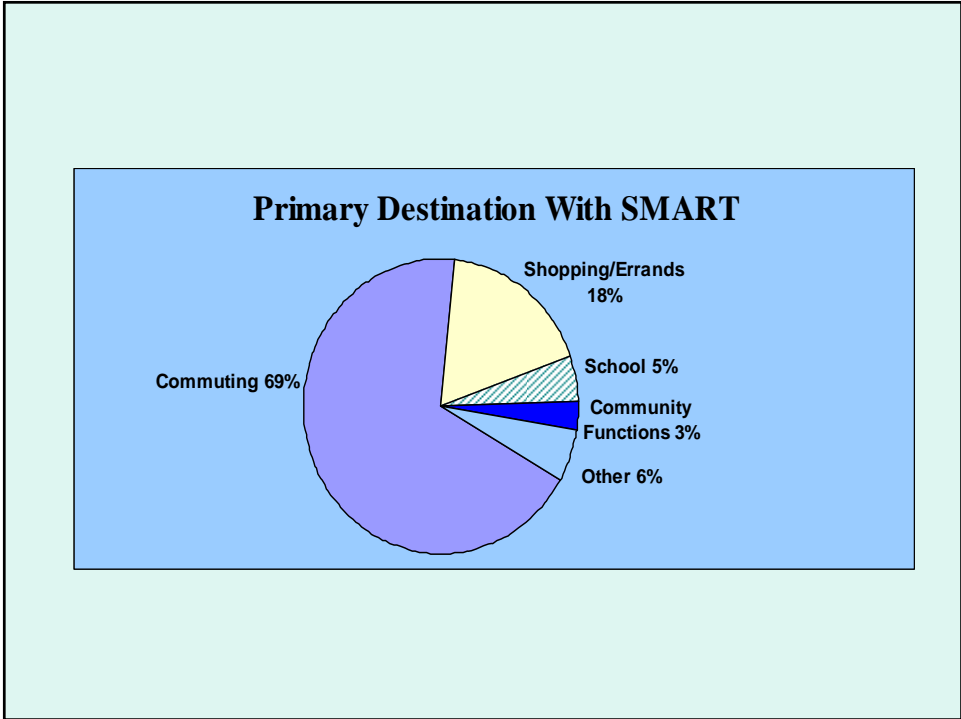
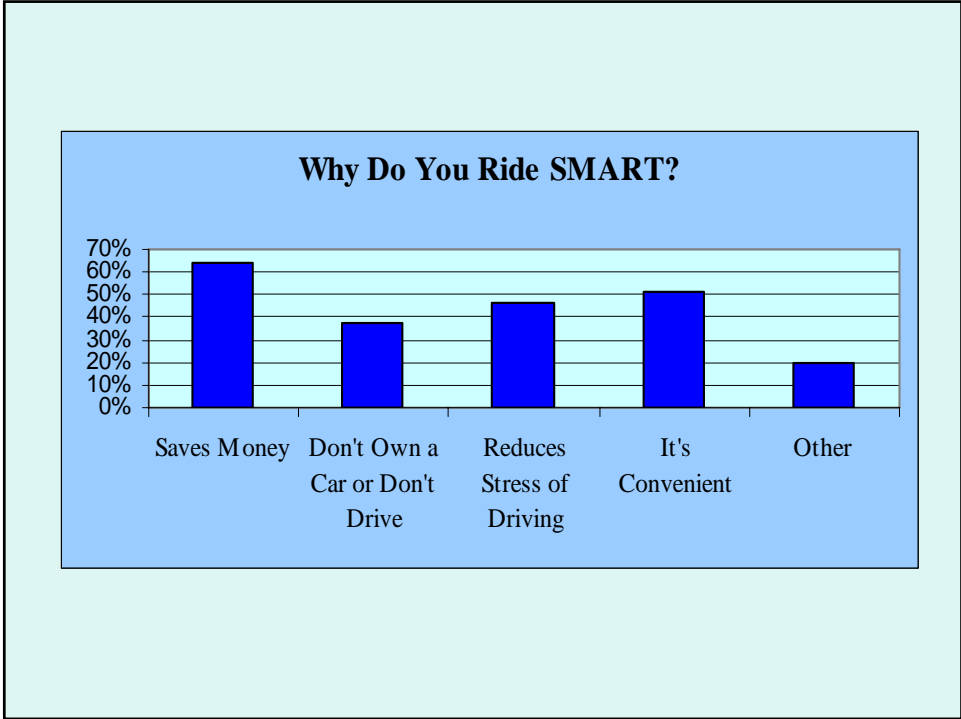
- 574 usable surveys
- 347 on-line, 215 paper, 12 phone
- 34 in Spanish
- 185 children (middle- and high school)

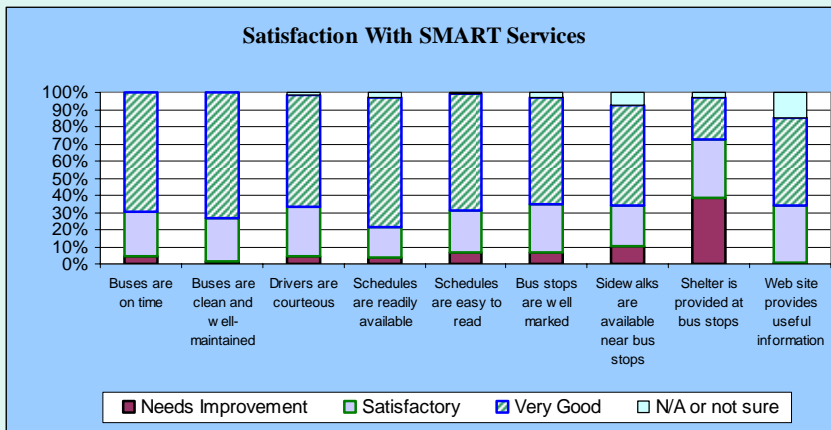
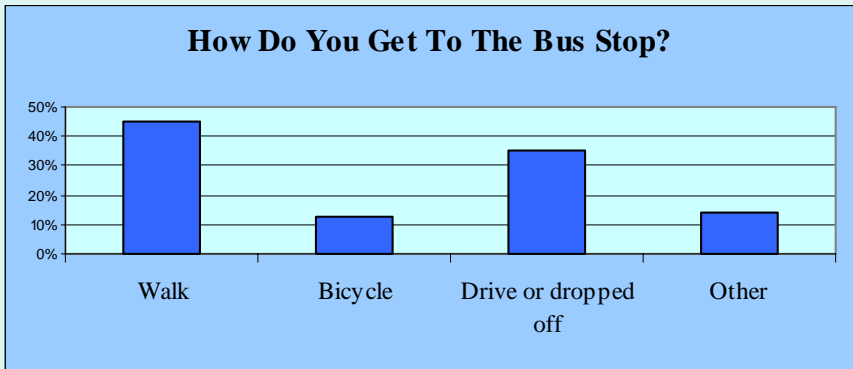
SMART Survey Respondents

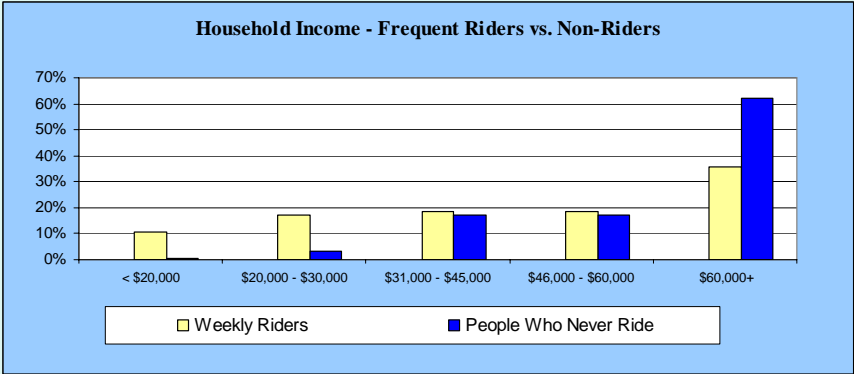
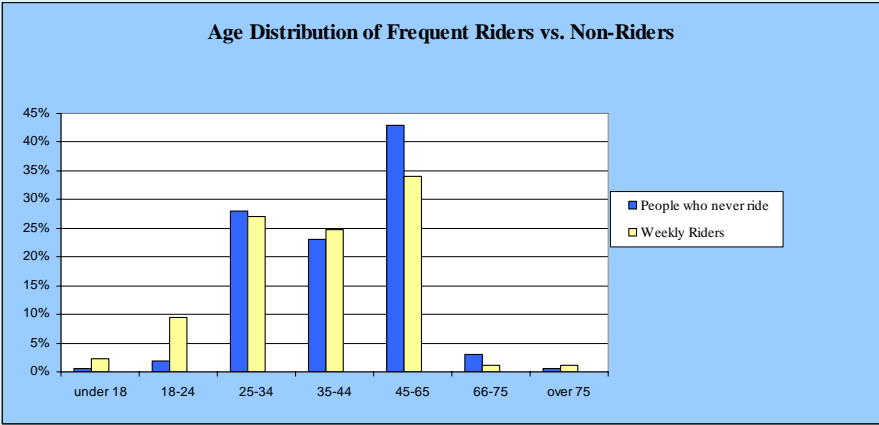
- 53% male, 47% female
- 32% live in Wilsonville
- 70% work in Wilsonville
- 72% homeowners
- 47% household income over \$60,000

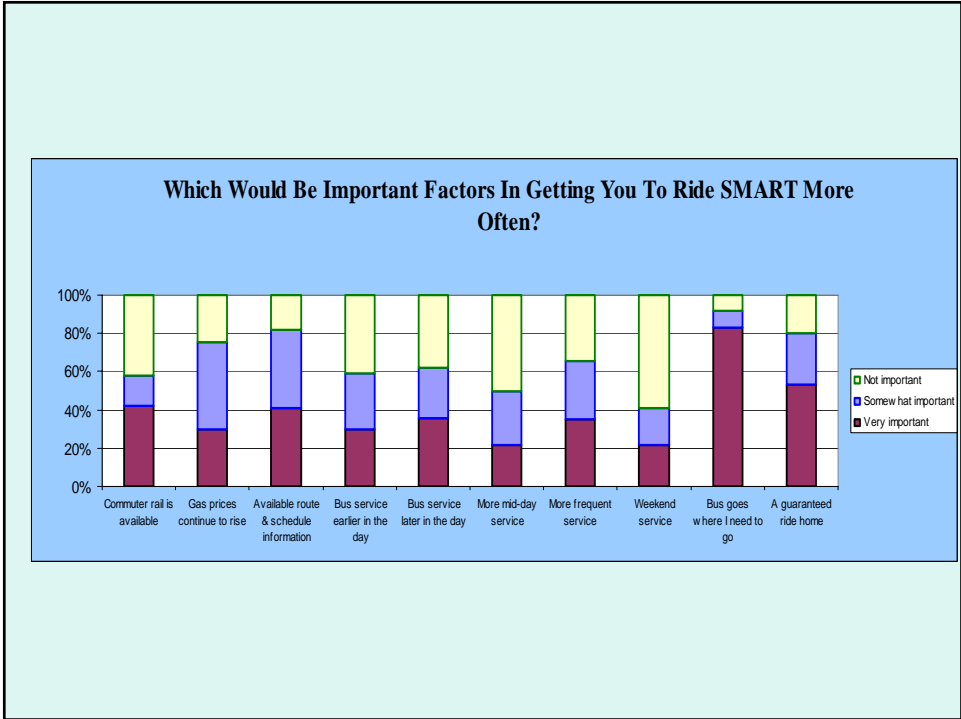
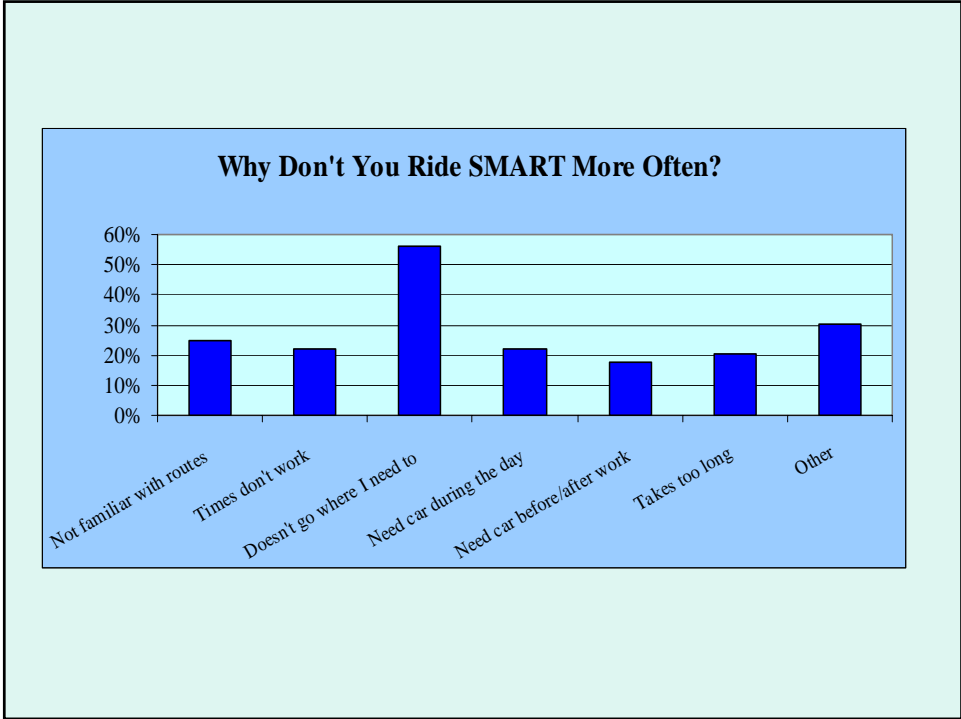


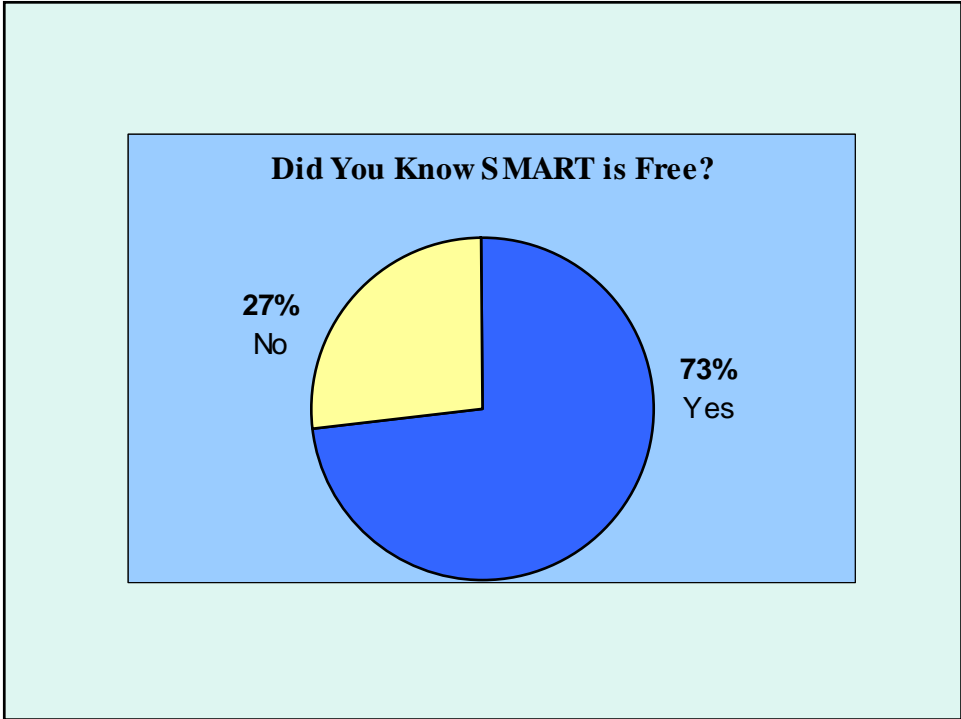
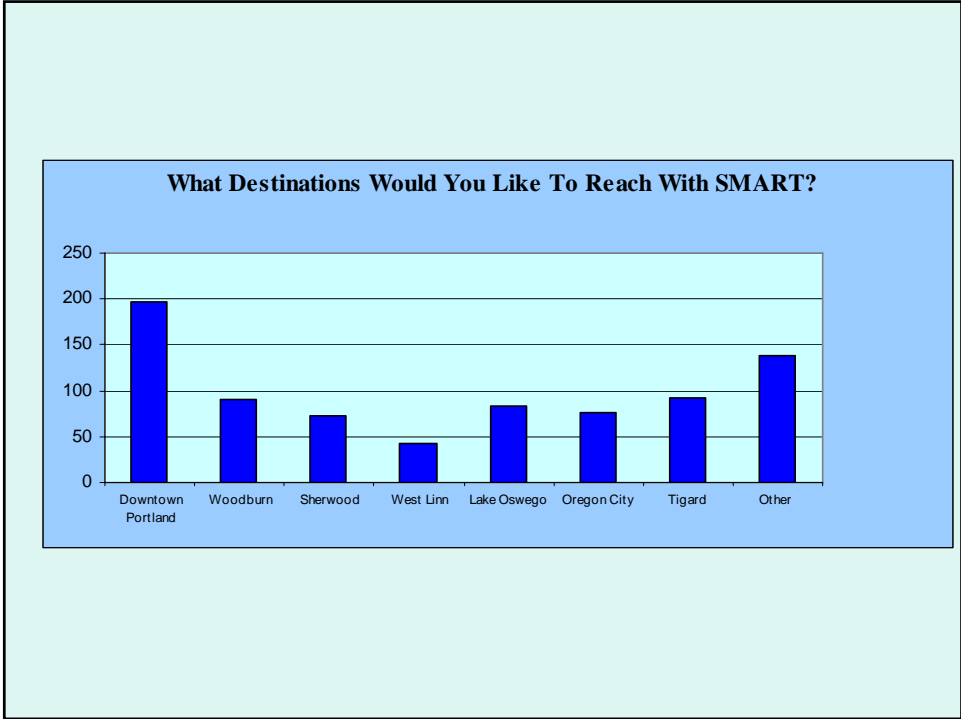


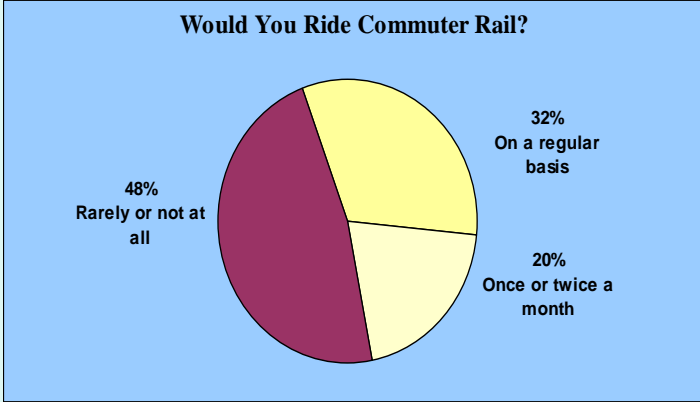
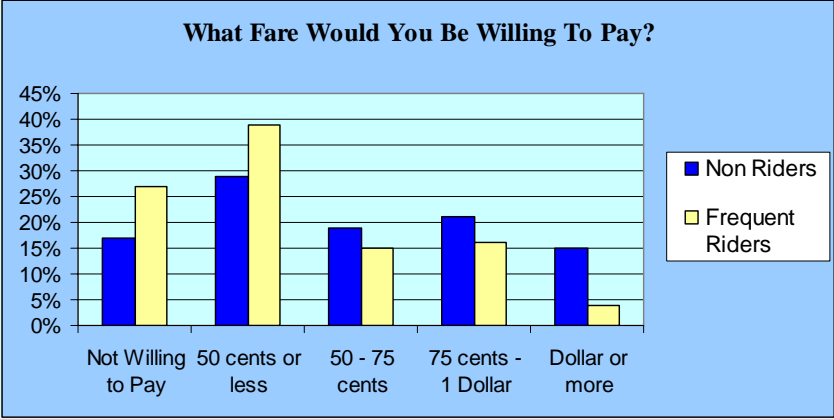


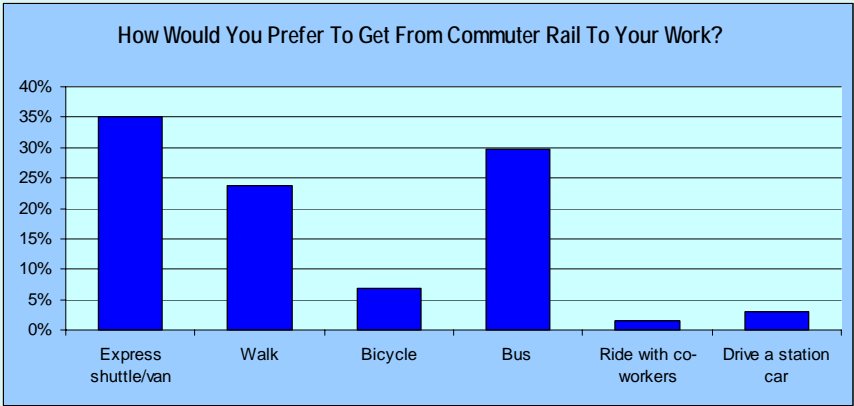
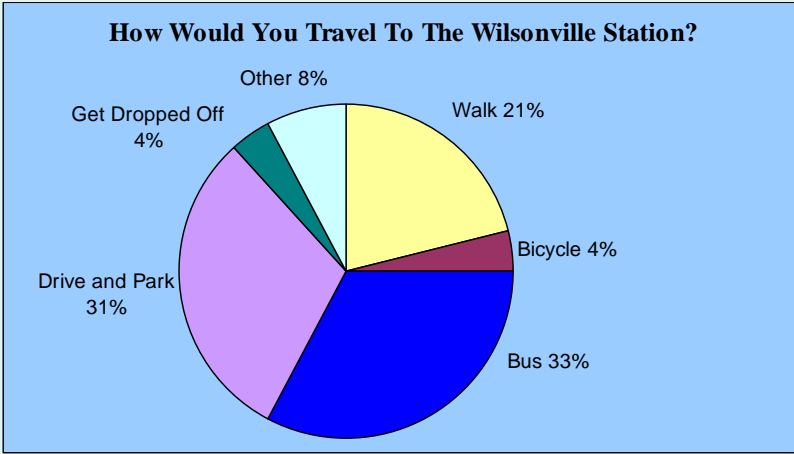












Kids' Survey



Who's riding?

- 11% ride weekly
- 204 is most popular route
- Destinations –school/shopping
- 95% walk to bus stop
- 50% want more shelters

Reasons they don't ride

1. Parents drive me
2. I take the school bus
3. I live close to school and walk
4. Not allowed to/not safe

SMART Wish List

- Bus/shuttle service to and from Commuter Rail
- Connections to Portland, Woodburn and...
- More Shelters
- More information
- Better connections between routes
- Better sidewalk access to bus stops
- A guaranteed ride home
- Service later in the day
- More frequent service
- No fares



Bicycle and Pedestrian Master Plan Update
Parks and Recreation Master Plan Update
Transit Master Plan

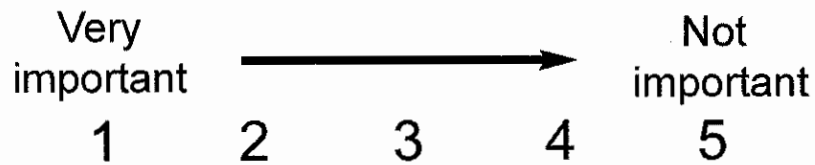
Citizen Input

Charbonneau Stakeholders Meeting

January 6, 2005

Parks & Recreation Master Plan Update

How important are parks and recreation to quality of life in Wilsonville?



28	1	4		
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City of Wilsonville



Parks & Recreation Master Plan Update

Where should Wilsonville emphasize its park services?

(Please pick your top 3 choices.)

1	Improve accessibility of shelters, playgrounds, etc.	
4	Acquire land for future parks	
11	Acquire natural areas/open space	
1	Improve maintenance at existing parks	
--	Provide additional recreation programs	
--	New park development	
5	Increase trail development	
5	Add indoor facilities (gymnasiums, meeting spaces, recreation center, etc.)	
11	Add special facilities (pools and water playgrounds, amphitheater, skate parks, etc.)	
20	More riverfront parks or access points	




Parks & Recreation Master Plan Update

Wilsonville currently offers a variety of recreation programs, including:

- Trips
- Outdoors programs, such as hiking and canoeing
- Sports programs, such as basketball, fencing and open gym
- Fitness classes such as yoga and Pilates
- Preschool programs, such as art, music and horse back riding
- Youth programs geared for Middle School age youth
- Senior programs, including photography, AARP driving, and chorus
- General recreation programs such as cooking, painting, and Spanish

Which groups need more or better recreation programs in Wilsonville? (Please pick your top 2 choices.)





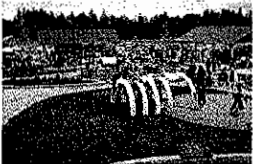
2	Preschoolers up to age 5	
3	Elementary school youth ages 6 to 11	
7	Middle school youth ages 12 to 14	
7	High school youth ages 15 to 18	
--	Adults ages 19 to 25	
2	Adults ages 26 to 54	
2	Older adults/seniors, ages 55 and older	
2	People with disabilities	
--	Other	



Parks & Recreation Master Plan Update

Which of the following specialized facilities are most needed in Wilsonville?

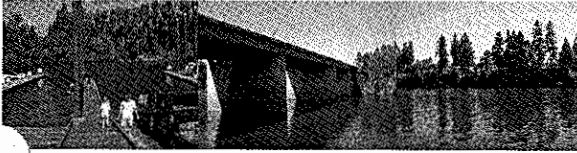
(Please pick your top 2 choices.)

15	An indoor pool	
7	River access for recreation, swimming, and boating	
7	Multi-purpose community center with gymnasium	
1	Formal gardens	
1	Environmental education center	
2	Community gardens	
1	More group picnic areas or shelters	
4	Another dog off-leash area	
4	Teen center	
6	Performing arts center or facilities	
2	Adaptive or Interpretive Trails	
--	Other	



From the recreation activities listed below, pick the five (5) activities you would most like to do if the facilities were available. Place a colored dot in the box to the right of the activity.

Arts (draw, paint, photo)	1
Baseball	
Basketball	
Bicycling	6
Bird Watching/Feeding	1
Canoeing/Kayaking	9
Card games	
Computers (personal)	1
Crafts (pottery, beads, etc.)	
Creative Writing	1
Cultural Events (attend)	3
Dance (line, folk, tap)	4
Dance (social)	6
Dog Walking	4
Drama (attend)	1
Drama (participate)	
Escorted Trips	2
Exercise/Aerobics	11
Fencing	
Football	
Gardening	4
Golf	
Hike/Nature Walks	2
Horseshoes (game)	
Horseback Riding	
Jogging/ Running	1
Martial Arts	1
Model Airplanes/Cars	1
Musical Instruments (play)	
Needlecraft/Sewing	
Picnicking	
Row & Scull	2
Soccer	
Softball	
Special Events (attend)	2
Swimming (indoors)	12
Swimming (outdoors)	
Tennis	2
Walking	13
Yoga/TaiChi/Pilates	7
* Need Adapted Activities	
**Other – write in	



Crossing the Willamette River

How should we create a Willamette River bicycle and pedestrian crossing?

Option 1: Bike Ferry

(photos courtesy of Local Motion Vermont)

7

Successful bike ferries offer small, quick moving vehicles designed for pedestrian and bike travel. One potential route is from the Marina to Boones Ferry Park. Requires operating costs and schedules.

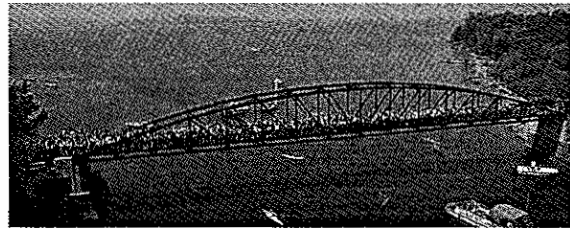


Option 2: New bicyclist/pedestrian bridge

(photo courtesy of Local Motion Vermont)

6

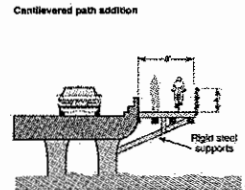
A new pedestrian and bicyclist bridge could be built to span the Willamette River. There are a number of potential locations for siting a new bridge. Likely to be expensive and challenging. (See map to indicate where you suggest locating such a bridge)



Option 3: Bike/pedestrian bridge off I-5 bridge

29

A pedestrian and bicyclist bridge could be hung off the side of the existing I-5 bridge to provide a separated path for non-motorized travel across the Willamette River. Depends on ODOT approval.



Option 4: Making use of the railroad bridge

1

The existing private railroad bridge that spans the Willamette River just west of the marina could be possibly used by bicycles and pedestrians by adding a bike and pedestrian span. Depends on railroad cooperation.



Option 5: Do Nothing

— —

The current options for crossing the river are sufficient in meeting the needs of bicyclists and pedestrians.

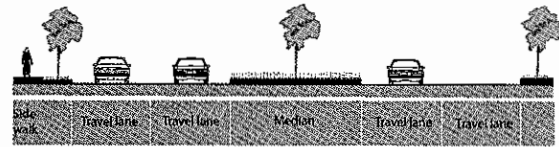
Bicycle Circulation Along French Prairie Drive

How do we improve bicycle travel through Charbonneau?

4

Option 1: Do Nothing

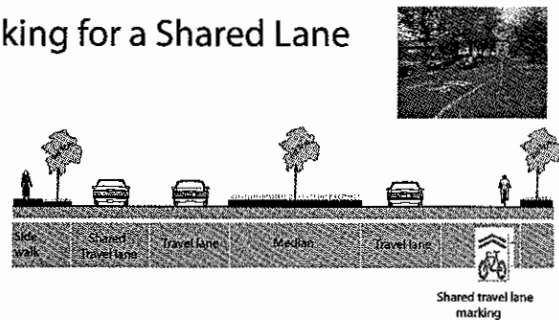
Residents continue using the sidewalks, paths, and roadways as they are, without any specific improvements.



5

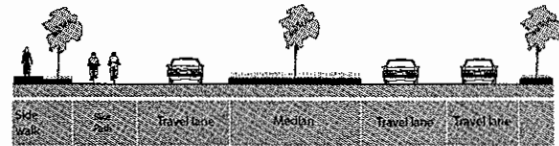
Option 2: Signage and Marking for a Shared Lane

Add signs and roadway markings around French Prairie Drive indicating that the outside lane is a shared-use lane and to expect bicyclists in the road. This type of treatment is used primarily in California cities.



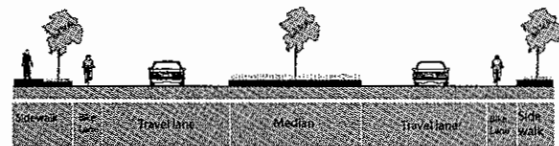
Option 3: Convert one outside travel lane to 2-way bike path

Convert one of the travel lanes on French Prairie Drive into a two-way bicycle path. Creates a dedicated lane for bicyclists, improving the safety and increasing their comfort level. May impact traffic flow along French Prairie Drive at times.



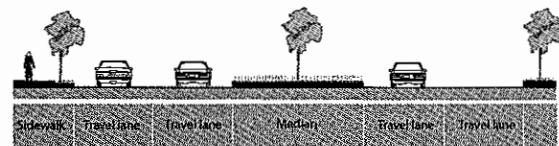
Option 4: Convert outside travel lanes to bike lanes/pedestrian path

4a. Use 6' of each outside lane for a one-way bicycle lane, leaving one 18' motor vehicle lane in each direction.
4b. Convert each 12' outside lane into a one-way shared bicycle lane/pedestrian path. May impact traffic flow along French Prairie Drive at times.



Option 5: Complete and widen the sidewalk

Complete and widen the current sidewalk along French Prairie Drive to create a multi-use path with bicyclists and pedestrians sharing the space. Roadway intersections must be carefully designed.



(May be combined with Pedestrian Option #2)

10



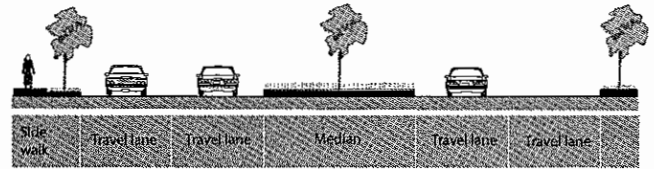
Pedestrian Circulation on French Prairie Drive

How do we improve pedestrian travel through Charbonneau?

Option 1: Do Nothing

1

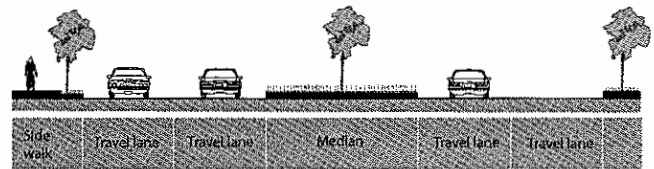
Residents continue using the sidewalks, paths, and roadways as they are, without any specific improvements.



Option 2: Complete and Widen the sidewalk

26

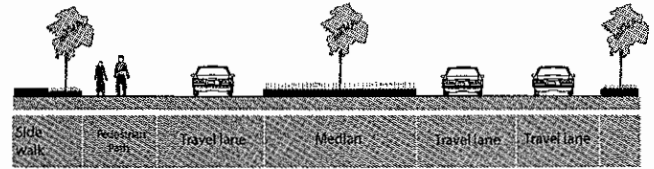
Complete and/or widen the current sidewalk along French Prairie Drive. Although on public right-of-way, impacts several property owners. (Same as Bicycle Option #5)



Option 3: Convert one outside travel lane to 2-way pedestrian path

3

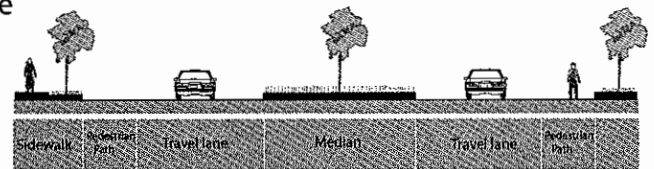
Convert one of the travel lanes on French Prairie Drive into a two-way pedestrian path. Creates a dedicated lane for pedestrians, improving the safety and increasing their comfort level. May impact traffic flow along French Prairie Drive at times.

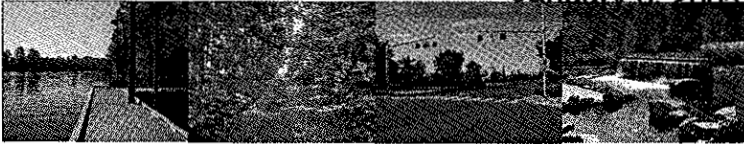


Option 4: Convert outside travel lanes to pedestrian paths

4

4a. Use 6' of each outside lane for a one-way pedestrian path, leaving one 18' motor vehicle lane in each direction.
4b. Convert each 12' outside lane into a one-way shared bicycle lane/pedestrian path. May impact traffic flow along French Prairie Drive at times.





Wilsonville Bicycle and Pedestrian Issues

Which of the Issues identified to date do you consider the most urgent?

- 1** Completing the Bicycle/Pedestrian Network
- 1** Creating a Trail Loop System in Wilsonville
- 14** Bicycle and Pedestrian Circulation in Charbonneau
- 2** Improving Bicycle/Pedestrian Conditions in Town Center
- 7** Bicycle and Pedestrian Access to the Willamette River
- 24** Crossing the Willamette River
- Pedestrian / Bicyclist Access to Transit
- 1** Pedestrian / Bicyclist Access to Schools
- Improving Pedestrian Crossings of Major Roads

Additional Comments/Issues

SMART Master Plan

Charbonneau, January 6, 2004

Where would you like the bus to stop in Charbonneau?

Charbonneau Village Center – 7

Near the second entry way – 6

Country Club Estates - 1

Where would you like to be able to travel with the SMART Bus?

Airport – 5

Portland – 4

Clackamas Town Center – 2

Barbur Blvd. Park & Ride

Where would you go with the bus?

Shopping – 8

Library – 7

Community Events – 5

Bank – 4

Other – 4

Errands – 3

Work – 2

Parks – 0

Additional Comments:

- There is no parking at Springridge; the bus needs to stop at Village Center, where there is parking (5 people)
- Would like express service to Portland. (several people)
- Would like evening and weekend bus service, particularly to connect with Metro.
- Bus schedules need to be better coordinated for better connections.
- Bus schedules need to be posted at bus stops.

COMMENTS FROM THE JANUARY 6, 2005 CHARBONNEAU STAKEHOLDERS' MEETING

Recommend one lane (outer) of French Prairie Drive East for pedestrian and cyclists only leaving one lane to Miley Road for auto/truck lane. Each intersection would have posts to stop auto traffic in walk lane. Dick Bernard

Allow golf carts to travel on pedestrian paths to cross the Willamette River and travel downtown Wilsonville. Golf carts are used quite frequently in Florida for shopping in the strip malls.

Drainage problems with properties along proposed "competition area." Sidewalk would be acceptable if replaced fencing with 6-ft. brick wall. Much more cost effective in long run. (Diagram was drawn to show what was being suggested.) Shirley Barrett

Level off existing paved pathways (cracks, tree roots, etc.).

Walkers need to take personal responsibility by wearing light clothing or reflective clothing. If they don't and they are walking where they shouldn't be for their own safety, give them a ticket. Likewise, ticket drivers who are breaking the law.

Can some of the most interesting charts from tonight's meeting be exhibited at City Hall in the Sun Room or corridors, for example?

Pedestrian circulation on French Prairie Drive: placing the sidewalk along the east side fence between Miley Road and Country View Lane isn't acceptable to homeowners backing up to the fence. It's been tried before and stopped. A better option is #5. Remove trees in the center median and install a pedestrian mall. Current situation is unsafe – too dark, trees interfere with driver visibility and are very high maintenance. Sidewalk would be acceptable if fence was replaced with a 6-ft. brick wall. Drainage is an issue that needs to be corrected also. Mike Kern

As a walker, I find the Charbonneau sidewalks in many places are in poor repair. Between Louvonne, where I live, and Springridge, the sidewalk is full of water when it rains, muddy in the spring and icy when it freezes. I then walk on French Prairie Drive – early in the a.m. – but the Springridge folks – who have limited physical strength, take a risk when walking this area. They should be able to walk safely – and we all should be encouraged to get out and walk. Medical reports continually encourage and stress the importance of walking. Thank you so much for this opportunity. Audrey Graham

The walking path in front of Springridge is terrible. The path is uneven, fills with water during rain storms and is icy in winter. As a 6:00 a.m. daily walker, I walk in the streets during those times. I would really like to see single-car lane and a shared lane with bikes and walkers.

Lina White.

Chris, just a note to tell you I think you and the City are doing a fine job. The streets (French Prairie Drive) are kept very clean, the trees are beautiful, etc. As far as walking paths in Charbonneau, what we have is fine too. It isn't like walking on I-5 here. If everyone knew and followed the rules of the road, both walking and driving, it would be great. Some people don't understand what it costs to do what they think is so easy to do. Trying to please everyone is impossible, as you know better than I. Good luck with the fine people of Charbonneau.

We are unable to attend the open house tonight at Charbonneau, however we had some thoughts to pass on as a residents of Charbonneau.

- First, it would be much safer to get on and off the freeway enroute to Wilsonville if we did not have to merge with the lane to the left of the ramp going to Wilsonville. Many of the people getting onto the freeway are on their way to Wilsonville. Merging into traffic is a safety issue for those who merely wish to get off again at Wilsonville. The same would be true moving from Wilsonville to the Charbonneau exit, however right now there appears to be a lane shortage on the bridge.
- Second, we have an incomplete sidewalk along French Prairie around the perimeter of Charbonneau. When people get to the end of the sidewalk they often walk on French Prairie Road. This has been a concern for many residents, both walking and driving, when pedestrians can not be seen. It would seem logical to install a sidewalk the rest of the way around the perimeter of Charbonneau along French Prairie for the sake of safety.
- Third, there are a few places in our neighborhoods where an additional streetlight could be used-- this would make residents safer at night when walking. One such place is the black area between Lake Point Drive and the first house on Middle Greens Road (closer to Lake Point). When cars come around the corner there going onto Middle Greens road, it is unsafe at night if there are any pedestrians. A bright flashlight is a necessity.
- Fourth, there has been some comment about a possible footbridge between Charbonneau and Wilsonville. Although this sounds like a good idea at first, we have had experience with "shortcuts" through the back of neighborhoods at our old home. We began to experience more vandalism and theft after easy access was given to our neighborhood through a "back door" area. We believe this may be the case if a footbridge were installed and we would oppose this idea. We believe the nature of the winding roads and complicated access to our neighborhoods helps to protect our homes from vandalism and theft. Also, given the nature of the Willamette River's use, it would be an expensive venture since shipping and sailboats, etc. would need to clear the bridge at high water.
- Fifth, we appreciate the services of SMART and the help it gives to residents who can not drive. This service should continue and be given the funding needed to provide services to our residents.
- Sixth, the road congestion on Wilsonville Road will continue to worsen as new residences are built in the city. We continue to reject the idea of placing a super store such as Fred Meyer in the Wilsonville Road area. It would make our congestion as impossible as Tualatin's traffic mayhem. We do not need another store the size of Fred Meyer in Wilsonville. We have the Argyle area now as well as the new Lowrie's Market area. Please hold the line on our traffic through Wilsonville so we do not loosen the rules to satisfy commercial interests while forgetting about the quality of life issues we all value. Many of our small businesses would also be hurt if a large store such as Fred Meyer gained a position in the town.
- We favor the light rail program that is underway to provide transportation via rail to Portland. Right now it appears that it will go to Beaverton, with connections to Portland. Eventually it seems that a light rail would be needed through the I-5 corridor, just as it moves through I-84 to Gresham. We hope that this is on the list of developments for the future of the Willamette Valley transportation.

Please consider these suggestions during your review of the traffic and transportation developments in Wilsonville and Charbonneau. Thank you for your continued service to our community. Andy and Kathy Miller

Re: SMART Bus Service: would like a permanent service on a definite schedule to Wilsonville (from Charbonneau) or to other close-by suburbs (charge service, of course). Also, the joggers and walkers on French Prairie Road are an annoyance because there is a sidewalk and some is going to be hit by a car some day. Is there no way to fine these people? Jean Cogger

Our concern is speed control on French Prairie Drive. Several solutions:

- Paint "25 MPH" several places on the road.
- Nice signs at each entrance: "Please Respect 25 MPH, Thank you."
- Permanent electronic mph readers (like they have by the High School)

My "two cents" on this issue is, based on personal experience:

1. Exercise is necessary for good health. Walking is cheap, free, and good for us.
2. The walking paths are bumpy and slanted. This is fine for the souls who are hardy and who have good orthopedics. If you have hip, knee or foot problems, or are on crutches, the walking paths are not easy. The footing is much better in the street and the surface causes less pain.
3. We need to keep Charbonneau's sidewalks and streets open to all people to walk, bike, cart and drive. We have to learn to live with each other and enjoy the beauty of the place we have. It is important to keep the walking paths available, and as smooth as possible.
4. It's too bad people haven't shown good sense in the past so we could continue to walk on the golf course, but I've seen too many idiots (women with babies, etc.) walking right alongside the players with total disregard, so I think we have to keep the course closed to walkers except for early and late in the day. Joan and Ron Anderson

Bicycle and Pedestrian Master Plan Update
Parks and Recreation Master Plan Update
Transit Master Plan

Citizen Input

Senior Stakeholders Meeting

January 14, 2005

SMART

South Metro Area Rapid Transit

Funded by Wilsonville Businesses

Which SMART services do you use?

8	Dial-A-Ride
8	Community Center Trips
12	Medical Trips
8	Regular Bus Service



How important is the bus service to your quality of life?

Very Important



Not Important



1	2	3	4	5
18		1		1

SMART

South Metro Area Rapid Transit

Funded by Wilsonville Businesses

Are there particular reasons you don't use the regular bus service?

4	Not familiar with the routes or schedules	
3	Times and destinations aren't right for me	
0	There is no bus stop close to me	
1	Not safe or practical to get to the bus stop	
1	I have a disability that prevents me from using the bus	
2	I'd rather use Dial-A-Ride	
5	I drive a car or have a friend who drives	
4	I'm not sure how to use the bus	
2	Other _____ Shelters that block wind and rain _____	

SMART

South Metro Area Rapid Transit

Funded by Wilsonville Businesses

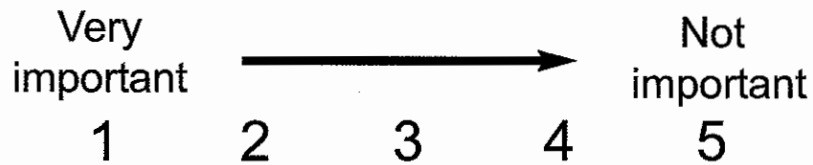
What improvements might enable you to use the regular bus service?

2	I am provided with schedule information
3	Someone shows me how to use the bus
1	Someone helps me get to the bus stop
5	Routes and schedules fit my needs
0	Sidewalks are improved between my residence and the bus stop
3	Shelter is provided at the bus stop
	Other _____
	Other _____



Parks & Recreation Master Plan Update

How important are parks and recreation to quality of life in Wilsonville?

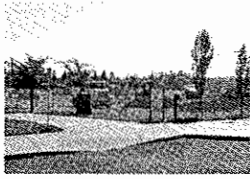







25		2		
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Parks & Recreation Master Plan Update

Where should Wilsonville emphasize its park services? (Please pick your top 3 choices.)

∅	Improve accessibility of shelters, playgrounds, etc.	
3	Acquire land for future parks	
4	Acquire natural areas/open space	
3	Improve maintenance at existing parks	
4	Provide additional recreation programs	
∅	New park development	
6	Increase trail development	
10	Add indoor facilities (gymnasiums, meeting spaces, recreation center, etc.)	
9	Add special facilities (pools and water playgrounds, amphitheater, skate parks, etc.)	
6	More riverfront parks or access points	
14	PRESERVE THE CHURCH	



Parks & Recreation Master Plan Update

Wilsonville currently offers a variety of recreation programs, including:

- Trips
- Outdoors programs, such as hiking and canoeing
- Sports programs, such as basketball, fencing and open gym
- Fitness classes such as yoga and Pilates
- Preschool programs, such as art, music and horse back riding
- Youth programs geared for Middle School age youth
- Senior programs, including photography, AARP driving, and chorus
- General recreation programs such as cooking, painting, and Spanish

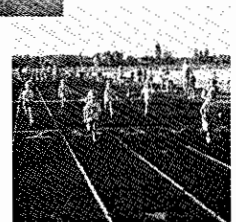
Which groups need more or better recreation programs in Wilsonville? (Please pick your top 2 choices.)

1
2
4
16
5

Preschoolers up to age 5



Elementary school youth ages 6 to 11



Middle school youth ages 12 to 14

High school youth ages 15 to 18



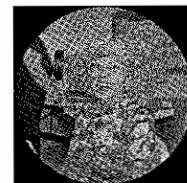
Adults ages 19 to 25

Adults ages 26 to 54

Older adults/seniors, ages 55 and older



People with disabilities

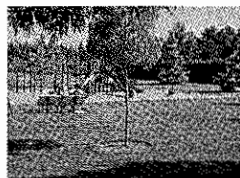

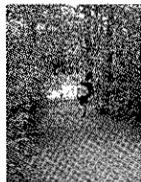


Other



Parks & Recreation Master Plan Update

Which parks and facilities have you used in the last 2 years?





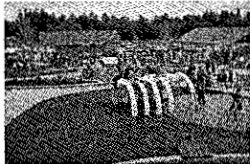
9	Neighborhood parks	Examples: Courtside Park Hathaway Park Willow Creek/Landover Park River Fox Park
4	Town Center Park	
8	Boones Ferry Park	
9	Memorial Park	 
5	Natural areas/Open space	Examples: Wilsonville Tract Natural Areas in other parks such as at Memorial or Park at Merryfield
10	Indoor recreation facilities	Examples: Wilsonville Community Center Tauchman House
3	School facilities	Examples: H.S. Athletic Fields Playgrounds Gymnasiums
8	Trails (in Memorial Park, Charbonneau, etc.)	
2	Homeowner's Association or senior residence facilities (rec. room, etc.)	



Parks & Recreation Master Plan Update

Which of the following specialized facilities are most needed in Wilsonville?

(Please pick your top 2 choices.)

14	An indoor pool	
6	River access for recreation, swimming, and boating	
7	Multi-purpose community center with gymnasium	
2	Formal gardens	
3	Environmental education center	
1	Community gardens	
0	More group picnic areas or shelters	
3	Another dog off-leash area	
5	Teen center	
9	Performing arts center or facilities	
2	Adaptive or Interpretive Trails	
14	Other PRESERVE THE CHURCH	



January 14, 2005 Senior Stakeholders Mtg

From the recreation activities listed below, pick the five (5) activities you would most like to do if the facilities were available. Place a colored dot in the box to the right of the activity.

Arts (draw, paint, photo)	4
Baseball	1
Basketball	2
Bicycling	1
Bird Watching/Feeding	
Canoeing/Kayaking	1
Card games	2
Computers (personal)	2
Crafts (pottery, beads, etc.)	4
Creative Writing	
Cultural Events (attend)	4
Dance (line, folk, tap)	15
Dance (social)	4
Dog Walking	2
Drama (attend)	3
Drama (participate)	2
Escorted Trips	9
Exercise/Aerobics	5
Fencing	2
Football	
Gardening	1
Golf	1
Hike/Nature Walks	12
Horseshoes (game)	
Horseback Riding	
Jogging/ Running	
Martial Arts	
Model Airplanes/Cars	1
Musical Instruments (play)	2
Needlecraft/Sewing	11
Picnicking	5
Row & Scull	2
Soccer	1
Softball	2
Special Events (attend)	1
Swimming (indoors)	23
Swimming (outdoors)	
Tennis	
Walking	4
Yoga/TaiChi/Pilates	5
* Need Adapted Activities	
**Other - write in	

SINGING

1



Crossing the Willamette River

How should we create a Willamette River bicycle and pedestrian crossing?

Option 1: Bike Ferry

(photo courtesy of LocalMotion Vermont)

14

Successful bike ferries offer small, quick moving vehicles designed for pedestrian and bike travel. One potential route is from the Marina to Boones Ferry Park. Requires operating costs and schedules.



Option 2: New bicyclist/pedestrian bridge

(photo courtesy of LocalMotion Vermont)

1

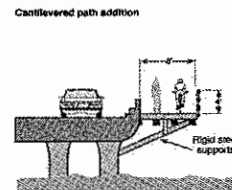
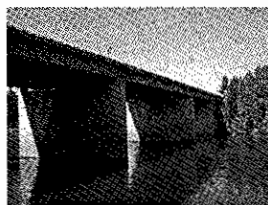
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Option 3: Bike/pedestrian bridge off I-5 bridge

12

A pedestrian and bicyclist bridge could be hung off the side of the existing I-5 bridge to provide a separated path for non-motorized travel across the Willamette River. Depends on ODOT approval.



Option 4: Making use of the railroad bridge

11

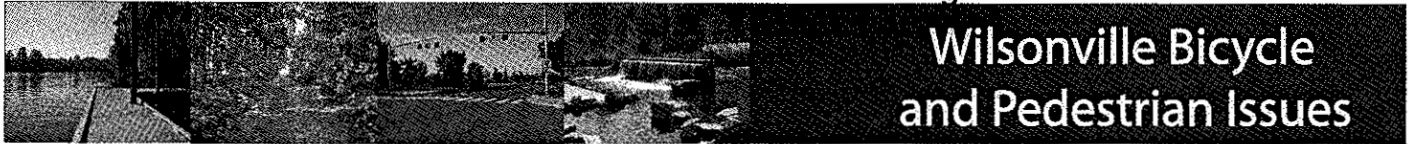
The existing private railroad bridge that spans the Willamette River just west of the marina could be possibly used by bicycles and pedestrians by adding a bike and pedestrian span. Depends on railroad cooperation.



Option 5: Do Nothing

φ

The current options for crossing the river are sufficient in meeting the needs of bicyclists and pedestrians.



Wilsonville Bicycle and Pedestrian Issues

Which of the Issues identified to date do you consider the most urgent?

2

Completing the Bicycle/Pedestrian Network

5

Creating a Trail Loop System in Wilsonville

4

Bicycle and Pedestrian Circulation in Charbonneau

∅

Improving Bicycle/Pedestrian Conditions in Town Center

3

Bicycle and Pedestrian Access to the Willamette River

14

Crossing the Willamette River

3

Pedestrian / Bicyclist Access to Transit

∅

Pedestrian / Bicyclist Access to Schools

3

Improving Pedestrian Crossings of Major Roads

Additional Comments/Issues

Senior Stakeholders' Meeting
January 14, 2005
Comments

Transit. Would really be glad to have a bus shelter at the bus stop on Parkway Avenue at the Thunderbird Mobile Club.

Keep blackberry vines cut on Tranquil Park walkways. No sidewalks please.

Transit. Would like benches to sit on while waiting at bus stop.

Transit. Would like more "marketing to seniors" about "how to ride." It is important and not well attended (the "how to" classes).

Interested in having our voice heard in the alignment of future paths near our neighborhood, "Merryfield Park." We would like continued communication as to planning and design phase of such paths – "Grahams Oaks" and "Merryfield Park." Looking forward to working with the planners involved and appreciate all the hard work already done. Chris Neamtzu and Alta are very attentive to our needs as a neighborhood. Thanks. Mary Cutler, Park at Merryfield Homeowners Association.

I'd like to see a path or some way to cross I-5 on Boeckman Road.

Add a lane on the I-5 bridge, northbound, for auto traffic from Charbonneau.

Bicycle and Pedestrian Master Plan Update
Parks and Recreation Master Plan Update
Transit Master Plan

Citizen Input

Wood Middle School Charrette

February 23, 2005

**Master Planning for the
Bicycle and Pedestrian Master Plan
Parks and Recreation Master Plan
Transit Master Plan**

**Wood Middle School
Charrette**

6th, 7th, and 8th Grade Science Classes

February 23, 2005

Summaries

MEMORANDUM

To: MIG

CC: Peggy Watters
Chris Neamtzu

From: Justin D. Cutler, CPRP – Recreation Coordinator

Date: February 25, 2005

RE: Summary for the Middle School Charrette on Wednesday, February 23, 2005

General statistics of participants:

	<u>Male</u>	<u>Female</u>	<u>Total</u>
8th grade	7	5	12
7th grade	5	2	7
6th grade	5	3	8
Totals	17	10	27 participants

Part I: Where

An aerial photo was flagged with popular locations for youth. Students placed sticky dots on cards representing the different facilities that they have been to in the last year. Below are the results. Unfortunately we forgot to include the bowling alley on this map, however the activities listing exercise compensated for that error.

Where do you spend most of your free time? (Any place that you have been with in the last year to hang out with friends?)

Fry's Electronic:	27
Wilsonville Cinemas:	27
Wood Middle School:	27
Memorial Park:	25
Wilsonville High School:	24
Family Fun Center:	23
Boones Ferry Primary:	19
Town Center Park:	19
Boeckman Creek Primary:	18
Memorial Park Skate Park:	17
Wilsonville Community Center:	16
Boones Ferry Park/ Tauchman House:	10

Part II: What

A blank easel pad allowed students to write all the activities that they currently participate in. A check mark was used to indicate duplication of choice.

What kinds of recreational activities do you currently participate in?

Baseball	7	Hockey	2	Sleep	14
Basketball	15	Horse back riding	2	SMART Bus	2
BMX	2	Hunting	2	Snowboard	6
Bowling	13	Lacrosse	4	Soccer	13
Computers	4	Motor-cross	5	Softball	1
Cross Country Skiing	1	Movies	27	Swimming	6
Exercise w/ dog	5	Park	5	TV	20
Fishing	4	Sail	3	Video Games	11
Golf	4	Skate	6	Water sports (w/boat)	6
Hang with Friends	17	Skiing	1		

If there was one thing that the City of Wilsonville could improve what would it be?

Improve the skate park	6
More basketball	2
Swimming Pool	7
Dog Park, bigger & greener	2
Mini Water Park	2
More restrooms at the parks	4

Part III: Why

This part of the charrette focused on the “why” our youth participate in recreational activities. The youth wrote their responses to the questions on cards and then submitted them anonymously in an envelope to assure quality answers that are not swayed by their peers.

What makes a good recreation experience?

- A cool place to hang out and get a drink and to be active with an indoor basketball court.
- A place to hang out with friends.
- I like a place where I can go out and be active. Obviously I do not like a place that is dirty and run down so I'd like a place with good facilities and like a nice quiet place to walk or hike in the woods. The active place would be loud not to cars through but the woods quiet.
- Sounds fun, fear and competition.
- Action
- Hang out with friends
- To do something.
- Lots of active stuff.
- Got to have a playground, field, baseball field, bathrooms, water fountains (many) basketball courts huge pool or mini water park.

- Fun, entertaining, friends participating, good environment.
- Something that gives me a high amount of adrenalin and excites me.
- Fun. If I have fun and it makes me have to at least try I'll like it.
- Swimming is really fun to do because you get exercise and you can do it with other people. The best parts are the slides and diving boards.
- First of all because all my friends do basketball
- Fun things to do and if I am able to hang with my friends
- Fun, something to do with friends, pets, family, etc.
- Nice, pretty to look at.
- Skate park, BMX Track, ice cream store at memorial park.
- Friends, quality equipments, more than one thing to do.
- Basketball courts.
- Lots of sports make it fun.
- A good recreation experience for me would probably be at parks because usually parks have a lot of room and places to hang out and stuff.
- Funny activities, involving everyone being able to do things with handfuls of people instead of just being with maybe 4 or 5.
- A lot of fun with no more that 30 kids.
- Quiet peaceful, things to do, landscape plants, water, pond, animals, fish & paths.
- It has plenty of area and it will have a skate park or area for everyone. Like dog place, playground, track, football, soccer field, skate park, bike track and easily accessible.

Reflection on answers:

It seems that at this age the youth in Wilsonville are seeking activities to do with their peers. Either "hanging out" or something active are key elements to them having a good experience. There is a desire for competitive activities that are sports related as well as activities that are just competitive in nature. The youth also would like there to be some element of risk involved with the activity. In regards to facilities the youth would like to see more bathrooms, clean and well kept facilities with good equipment for them to use.

In talking with the youth one of them mentioned the fact that there is no place to go in Wilsonville "like the old soda fountains like our grandparents had, in order to get a pop or some ice-cream". This is a great observation as to the evolution of our recreational facilities and the desire of the youth for a local, down home type facility were the youth can hang out at their leisure, with friends and refreshments.

What about an activity draws your attention or motivates you to attend?

- I love to skateboard and skate parks always draw my attention.
- Something I have interest in, music food, games.
- Basketball team that doesn't cost
- A fishing pond.
- Game that involves teams like football, basketball dodge ball capture the creature.
- Something that motivates me is something to do other then just walk around like if the place has swings I'll go.
- Sports and fun.
- Basketball motivates me because it is so fun.

- People already there telling me they had a good time. Ask if it looks cool I'd be more likely to go there.
- Organized, pretty, clean, fun
- If my friends can hang out and go or do it with me.
- Intense athletic sports
- Lots and lots of action. It has to draw my attention and then keep it.
- The same as #1
- I would love it if there was a book store closer to my house, maybe near Fry's
- I wish public bathrooms were cleaner
- I wish there was an anime/manga store near by. (Japanese cartoons)
- Athletic, must be athletic competition, must be big, water.
- Competition, exercise and fun.
- Friends do it (Which shows that it is fun).
- Action, Exercise & friends
- Basically the same as the 1st one.
- I like just getting out and running around I don't really care what but I like competition.
- It energizes me.
- More fun things to do like sports.

Reflection on answers:

In answering this question two of the youth saw this question as a duplicate of the first one. This may have been the reason that numerous answers here are similar to the ones asked in the other question placed on the card.

Again two major themes emerge: active activities and opportunity to be with their friends. A couple of participants acknowledged that they want to hear back from their friends as to whether or not the place is cool before they go to the event. This may make it hard to market new programs without having youth who may have been involved in the planning and can validate the coolness of the program ahead of time because they helped plan the event. This input strengthens the value a Youth Advisory Council that is active in planning events and activities for youth participation.

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Wood Middle School Feedback on SMART

Why is transit important to a community? Wood Middle School students suggested that SMART is especially good for people who don't drive, such as kids and seniors and people who don't own cars. They were quick to recognize the role that transit plays in reducing air pollution and traffic congestion. They also mentioned that it saves people money.

Although many of them ride the school bus and get rides from their parents, they talked about SMART being available for them when they need it; such as to get home from a basketball game, to meet friends, or if they are bike riding and get tired. Most of them wanted to use the bus to go to places in Wilsonville (Bullwinkle's, movies, parks, the river), but there was also interest in going to shopping malls, Portland, and places like Woodburn and West Linn, to visit friends. A few students were adamant that the bus should go into Memorial Park.

After looking at SMART schedules, there was some discussion of the design of the bus schedule. One student mentioned that the maps should be more "kid-friendly" because the street names are not a frame of reference for them. They suggested that the schedule include symbols for locations such as the bowling alley, Fry's, and McDonalds. Other students agreed and suggested other locations such as the movie theatre and parks.

There was also some discussion of schedule times and that they are not designed for the travel needs of kids. They want to use the bus on the weekends and they want it to serve their favorite destinations (parks, bowling, movies). And, as one student observed, the bus goes to the movie theatre, but it doesn't get you there at the right time to see a movie.



Memorandum

To: Chris Neamtzu
From: Mike Tresidder and Mia Birk
Date: March 7, 2005
Re: Wood Middle School Workshop

This memo summarizes the bicycle and pedestrian portion of the Wilsonville master planning workshop held at Wood Middle School on Wednesday February 23, 2005.

Where the Students Live

At the outset of the workshop, the students who participated in the workshop had the opportunity to place a sticker on their house on aerial maps of Wilsonville (Map 1). 9 of the 28 students (32%) who placed stickers live within one mile of the school. A two-mile buffer around Wood Middle School reaches just east of Memorial Park, and includes 17 of the 28 students (61%).

Discussion

During the discussion session, the students were asked a number of different questions regarding bicycling and walking in Wilsonville. The students were asked to identify:

1. In general, what they like about walking and biking.
2. Destinations that they like, or would like, to reach by walking or biking.
3. What barriers prevent them from walking or biking more?
4. What the city of Wilsonville might do to improve the atmosphere for biking and walking?

1. Biking and Walking

The students consistently identified similar reasons that they all liked for biking and walking. The reasons were:

- Convenient (in some areas)
- Walking allows talking with friends
- Paths are convenient and useful
- Kills time
- Fun

2. Destinations

The students highlighted a number of different destinations that they would like to reach by walking or biking. These destinations include:

- Memorial Park
- Town Center Loop
- Library
- 7-11
- Starbucks
- Burger King
- Albertsons
- Bowling alley
- Willamette River

3. Barriers

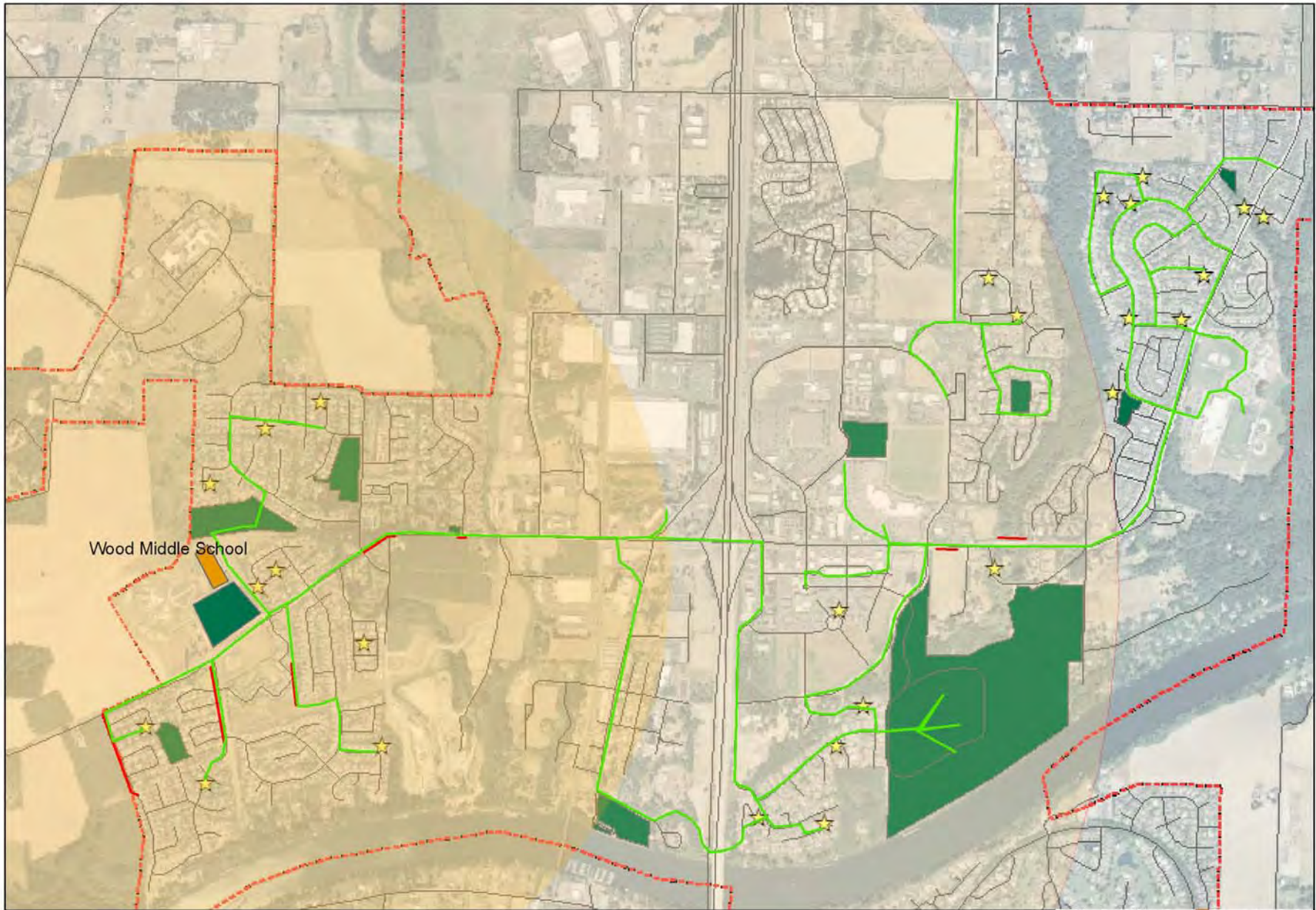
Many of the barriers identified by the students had to do with missing gaps in the Wilsonville bicycle and pedestrian system. Additional barriers identified were:

- Wilsonville Rd construction
- The freeway
- Some parents feel uncomfortable with kids riding by themselves
- Missing sidewalks (Wilsonville Rd east of Town Center Loop towards the schools, across from Montebello)
- Sidewalk only on one side, then switches sides with no crosswalk
- Bike lane to the left of the turn lane makes it difficult

4. Additional City Steps

The students had a number of great ideas for ways (both large and small) that the city of Wilsonville could work to improve bicycling and walking. These are:

- Consistent, wide bike lanes
- Control HS overflow parking into nearby residential streets, makes the road narrow and uncomfortable
- Complete the missing gaps with sidewalks and/or bike lanes
- Create separate trails
- Add lighting to Merryfield Park
- Direct connections are important
- More paths in parking lot @ Thriftway
- Add paved Boeckman Creek path
- Connect across Boeckman Creek more
- Utility covers
- Wider sidewalks
- Willamette River crossing
- Improve the skatepark
- Better-informed motorists
- More docks along the Willamette



Map 1: Wood Middle School Workshop



- Students' Paths
- Gaps
- ★ students houses
- Parks
- Two mile buffer
- One mile buffer

Bicycle and Pedestrian Master Plan Update
Parks and Recreation Master Plan Update
Transit Master Plan

Citizen Input

Boeckman Primary School Student Survey

March 2, 2005

Boeckman Creek Master Plan Data Analysis:

Question I:

Here the students were asked to circle their three favorite park activities. In some cases students would circle more than three answers. As we do not know what their three favorite activities were, we added the extra answers to the data as well. Listed below are the top five answers and the lowest two:

1. Climbing:	186
2. Basketball:	149
3. Soccer:	124
4. Fishing:	105
5. Bicycling:	105
18. Log Jumping:	15
19. Hop-scotch	13

Analysis:

In looking at the data, it is evident that the students enjoy active activities that have some intrinsic or extrinsic element of challenge and skill. The students also enjoy activities with their peers. This is evident in their desire to play team sports like basketball and soccer. One caution here though is that it cannot be distinguished if they like “shooting hoops” or playing organized basketball games in the park. Slides, Skateboarding and Swinging were high ranking as well.

One observation is the ratio of active scenes compared to passives scenes. All but one of the pictures depict active forms of recreation involving a challenge or skill. Other activities such as bird watching, flora identification, photography, sleeping and reading were not included in the scenes.

Question II:

The students were asked to draw their vision of the most fun park they could think of. Some kids drew a park layout. Others drew specific elements they would like to see at the park. Below are the top seven themes:

1. Slides:	84
2. Swings:	78
3. Rock Climbing:	68
4. Pool:	64
5. Monkey Bars:	62
6. Playground:	59
7. Nature Scene:	57

Boeckman Creek Primary School

Activity for Master Plan Updates

All-school Assembly

- Overview of master plans (2 minutes)
 - My job is to help you all get around Wilsonville by walking, bicycling, or by taking our free bus system called SMART. My job is also to create and improve our parks, so that you can have fun and safe places to enjoy with your families.
 - Why do we do this? Well, it's good for the air and water to get around by foot, bicycle, or bus, instead of driving. Your whole family can take the bus or bicycle together. You can go to the park, the library, the movie theatre or over to a friend's house. You can even take your bike on the bus. How many of you knew that you could take a bike on the bus? Next time you see a bus, look for the bike racks on the front. The bus drivers are happy to help you put a bike in the rack; it's pretty easy.
 - Also, it's good for you to have safe places to play.

- Now we're going to ask you some questions. Please stand-up if your answer is YES, and then sit down when I tell you to.
- Bike/pedestrian plan
 - How did you travel to school today?
 - Bike
 - Walk
 - Skateboard
 - Scooter
 - Bus (driven to bus)
 - Bus (walk to bus)
 - Drive with only one kid
 - Drive with other kids
 - SMART (City bus)
 - Other

- Parks Plan
 - Have you been to a park within the last week?
 - How about within the last month?
 - Do you play on a sports team, such as a baseball, soccer, basketball, or swim team?
 - Have you taken classes for fun that aren't part of school, like ballet, art, or karate?

- Have you participated in a special camp for sports, science, music, art, or drama?
- SMART Plan
 - Have you ever taken the bus?
 - Have you ever been on the trolley?

Circle your favorite 3 activities to do in a park!

1



2



3



4



5



6



7



8



9



10



11



12



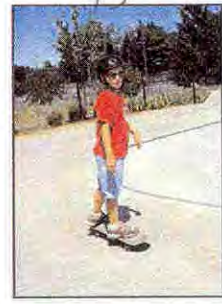
13



14



15



16



17



18



19



Imagine that you're the Grand Ruler of Wilsonville, and you've decided to build the most fun park you can imagine. What would you be able to do there? What sort of things would be there?

Hint: think of all the things you like to do (or would like to be able to do) and the places you like to be, then think about all the things that are special about Wilsonville (and what's around Wilsonville), and put them together into one, "most-fun" place.

Draw or write down your ideas about your "most fun" place!

A large, empty rectangular box with a thin black border, intended for the student to draw or write their ideas about their "most fun" place.

Totals
for 3 pages

III. How do you get to School?

(53)	#1-Bike 25	
(121)	#2-Walk 45	
(30)	#3-Scooter 15	
(268)	#4-Car 100	
(19)	#5-Skateboard 5	
(264)	#6-Schoolbus 90	

IV. What places would you like to bicycle or walk to?

(306)	#1-Bullwinkle	
(213)	#2-McD's	
(178)	#3-Frys	
(218)	#4-Subway	
(166)	#5-playground	
(159)	#6-Park	
(277)	#7-Friend's	
(226)	#8-Movie	
	#9-Other (list theme and check duplicates)	_____

III. How do you get to School?

#1-Bike 20	
#2-Walk 55	
#3-Scooter 10	
#4-Car 110	
#5-Skateboard 10	
#6-Schoolbus 110	

IV. What places would you like to bicycle or walk to?

#1-Bullwinkle 196	
#2-McD's 128	
#3-Frys 93	
#4-Subway 133	
#5-playground 111	
#6-Park 99	
#7-Friend's 172	
#8-Movie 136	
#9-Other (list theme and check duplicates)	

III. How do you get to School?

#1-Bike 8	
#2-Walk 21	
#3-Scooter 8	
#4-Car 58	
#5-Skateboard 4	
#6-Schoolbus 64	

IV. What places would you like to bicycle or walk to?

#1-Bullwinkle 110	
#2-McD's 85	
#3-Frys 85	
#4-Subway 85	
#5-playground 55	
#6-Park 60	
#7-Friend's 105	
#8-Movie 90	
#9-Other (list theme and check duplicates)	

Bike Tracks
①

- 5 Library |||
- 1 Club Sport | We
- 2 Golf course ||
- 5 Thriftway |||
- 12 Holly wood ✓ |||
- 16 Jamba Juice |||
- 16 Target |||
- 3 Costco |||
- 8 Petco |||
- 5 Izzy's |||
- 6 Red Robin |||
- 5 Sushi Trak |||
- 2 Albertsons ||

- 1 The Palm |
- 3 Wendys |||
- 7 Coldstone |||
- 2 Ballys |||
- 7 Bowling |||
- 7 Taco Bell |||

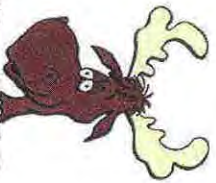
- 1 Dominos ①
- 4 Burger King |||
- 1 Four Seasons Hair ①
- 2 Starbucks ||
- 14 Pool |||
- 5 Skate Park |||
- 1 Radio Shack ①
- 7 Chuck E Cheese |||
- 1 Paintball |
- 8 Game Crazy |||

**HOW DO YOU GET TO SCHOOL?
Circle as many as you want.**



Imagine that you are the Grand Ruler of Wilsonville!

What places would you like to bicycle or walk to? Circle as many as you want!



**Bullwinkle's
BAR & GRILL**



Fry's
ELECTRONICS



Hang out at a friend's house



Draw or write any other places to where you would like to bicycle or walk



Funded By Wilsonville Businesses.

Survey for Kids

Please check one answer for each question.

1. What's the name of the bus system in Wilsonville?
 - South Metro Area Rapid Transit (SMART)
 - Wilsonville Area Rapid Transit (WART)
 - Bay Area Rapid Transit (BART)
 - Dundee Urban Mass Bus (DUMB)
2. How much does it cost to ride the bus in Wilsonville?
 - It's free
 - 50 cents
 - A dollar
3. Do you ever ride the bus?
 - Sometimes
 - A lot
 - Never
4. Where can the bus take you?
 - Around town in Wilsonville
 - To parks and playgrounds
 - To the movie theatre
 - To Canby and Salem
 - All of the above
5. Where would you like to be able to go with the bus?



V. SMART Survey for Kids (one answer for each question)

#1-Name (359) (31) (11) (12)	<input type="checkbox"/> SMART <input type="checkbox"/> WART <input type="checkbox"/> BART <input type="checkbox"/> DUMB
#2-Cost (31) (34) (49)	<input type="checkbox"/> Free <input type="checkbox"/> 50cents <input type="checkbox"/> Dollar
#3-Ride the bus (230) (86) (86)	<input type="checkbox"/> Sometimes <input type="checkbox"/> A lot <input type="checkbox"/> Never
#4-Where (158) (35) (20) (13)	<input type="checkbox"/> Around Town <input type="checkbox"/> To Parks/Play <input type="checkbox"/> To Movie <input type="checkbox"/> To Canby/Salem
#5-Like to go? 5 1 25 4 20 25 1 19 2 5	<input type="checkbox"/> *Library <input type="checkbox"/> *Toy Store <input type="checkbox"/> *Theater <input type="checkbox"/> *OMSI <input type="checkbox"/> *Bullwinkles <input type="checkbox"/> *Friends House <input type="checkbox"/> *YMCA childcare center <input type="checkbox"/> *Get something to eat - restaurant <input type="checkbox"/> *Tae kwon do dojos <input type="checkbox"/> *Theme Park <input type="checkbox"/> *Park <input type="checkbox"/> *Disneyland <input type="checkbox"/> *TRAO BELL <input type="checkbox"/> *MALL <input type="checkbox"/> *Candy Store <input type="checkbox"/> *ZOO <input type="checkbox"/> *Dollar Tree <input type="checkbox"/> *Skate Park <input type="checkbox"/> *Parties <input type="checkbox"/> *Donald <input type="checkbox"/> *Horse Farm <input type="checkbox"/> *Video Game Store *OPERA *Book Store *Fishing

- 1 * Fred Meyer 1
- 2 * Bowling 11
- 3 * Target 111
- 1 * Motorcycle track + shop 1
- 1 * Police Dept 1
- 3 * Safari Sams 111

- 3 * Portland 111
- 1 * Blazer game 1
- 10 * To front of school 11111
- 3 * swimming pool 111
- 1 * club 5 part 1
- 2 * mt. Hood - timberline 11
- 2 * Tualatin 11
- 21 * China, New York City, Chicago, L.A., North Pole MAW LAS VEGAS

- 1 * kid trip 1
- 1 * Cousins house 1
- 1 * downtown 1
- 9 * anywhere 111111
- 2 * nowhere 11
- 10 * grandma / pa 11111
- 5 * beach 111
- 2 * Salem 11

Bicycle and Pedestrian Master Plan Update
Parks and Recreation Master Plan Update
Transit Master Plan

Citizen Input

Xerox Employee Survey

March 2, 2005



Memorandum

To: Chris Neamtzu
From: Mike Tresidder and Mia Birk
Date: March 9, 2005
Re: Xerox Workshop

This memo summarizes the bicycle and pedestrian meeting held on the Xerox campus on Wednesday March 2, 2005. The meeting began with a short discussion of the master planning process currently going on in Wilsonville, and how input gathered at the meeting will be used to inform the bicycle and pedestrian plan. The employees were then given the opportunity to state where they bicycle from and highlight a few areas where improvements are needed.

Discussion

As the discussion went around the room, it became clear that very few of the bicycle commuters live within Wilsonville. Only two of the approximately twenty-six employees actually live in the city limits, the majority of the riders were coming from north of Wilsonville. Two major themes emerged during the discussion session (1) eliminate barriers and (2) think regionally.

1. Eliminate Barriers

In general, people felt that it was difficult to get in and out of Wilsonville by bicycle (Map 1). Locations cited include:

- Crossing the Willamette River: A number of people said that when they wish to ride south of Wilsonville, they drive across the river instead of ride. One employee supported a “fast” option, such as a separated bicycle/pedestrian bridge, versus a “slower” option, such as a bicycle ferry for crossing the river.
- Reaching Newberg: Wilsonville Rd. becomes narrow and more dangerous shortly past Boones Ferry Elementary School.
- Any major northern route: including Boones Ferry Rd, Grahams Ferry Rd, 65th Ave and Stafford Rd.

Missing gaps in the bicycle and pedestrian network are the largest barrier employees have to overcome on their commute. The major gaps identified were:

- Boones Ferry Rd between Norwood and Day
- Stafford Rd from I-205 to Gage
- 65th Ave from Norwood Rd. to Stafford Rd
- Boeckman Rd between Wilsonville Rd and Canyon Creek

- Wilsonville Rd west to Bell Rd

All of these routes have one or more of the following conditions that make it difficult for safe riding: no bike lanes or striped shoulders, higher traffic volumes, higher traffic speeds, poor visibility, and difficult terrain. Suggested improvements for these locations vary from widening the shoulder to creating a separated multi-use trail.

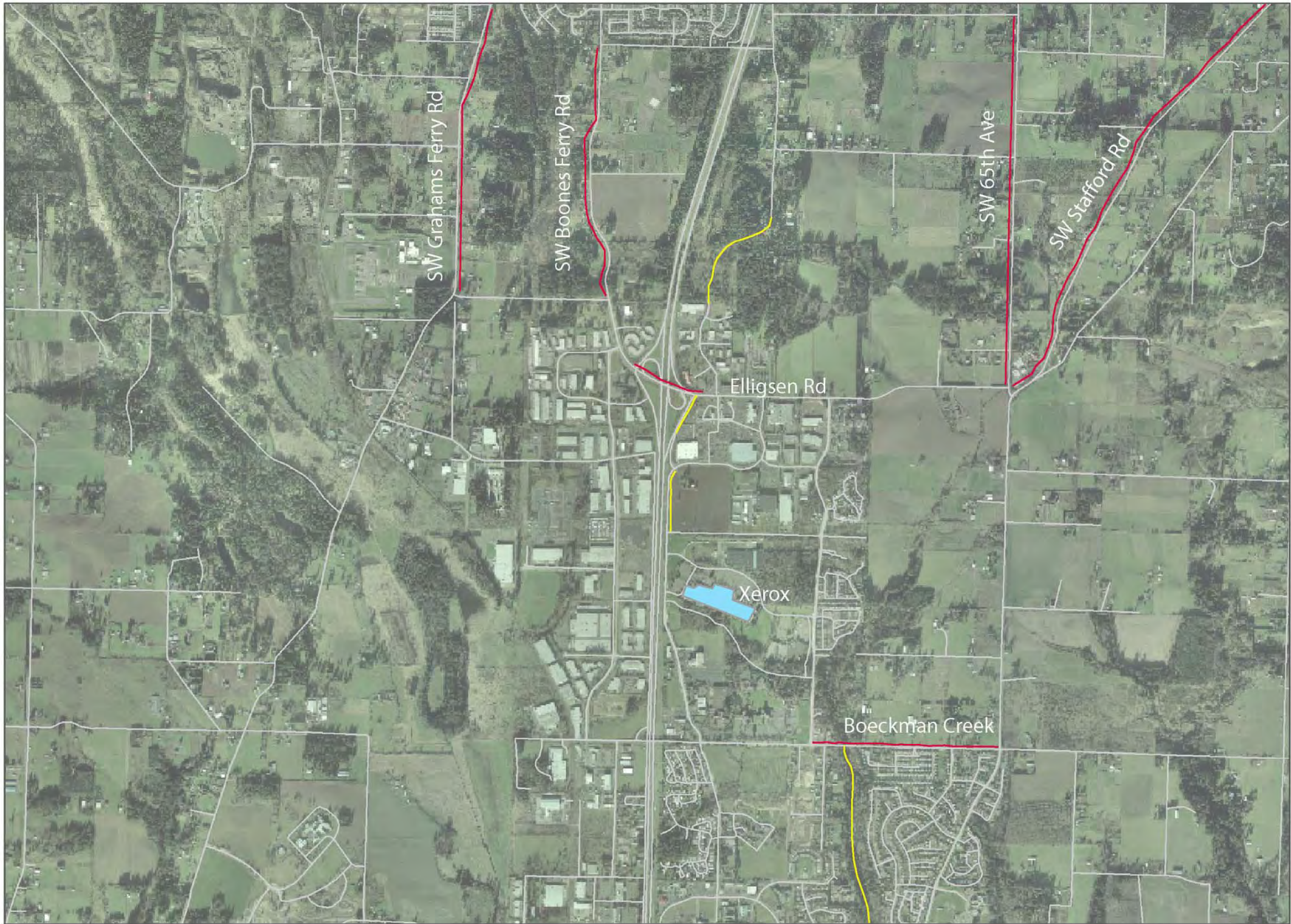
2. Think Regionally

The second major theme that was repeated in various forms was to “think regionally”. For some of the employees, this means improving coordination between the nearby jurisdictions such as Tualatin, Sherwood, and Newberg. This reflects the concern that surrounding cities should prioritize and coordinate improvements so that gaps are eliminated. For others, this meant an emphasis on supporting the regional trails system, such as the Tonquin Trail, to create important regional connections to and from Wilsonville. Additionally, some feel that Wilsonville needs stronger regional transit connections to locations other than the Barbur Transit Center. This would make it easier to bike one-way while ensuring that a ride existed for the other half of the trip.

3. Additional Comments

Besides touching on the two major themes of the discussion, additional comments included:

- Emphasize good bicycle parking and ensure that bicycle parking continues to be incorporated into new projects and developments.
- Sweep the major bicycle routes more. Elligsen and Boones Ferry Rd were mentioned by a number of people as having glass and debris along the shoulders and side of the road.
- Since Costco located on Elligsen Rd, the higher traffic volumes have increased the danger to bicyclists, particularly in the eastbound direction.
- Discontinuous paths and sidewalks in Wilsonville make it difficult to travel safely and conveniently around the city.
- Town Center Loop feels dangerous, particularly to bicyclists. Some people noted that they would ride on East Town Center Loop, but not West Town Center Loop.
- Extend Parkway Ave access road to Elligsen Rd as a bicycle/pedestrian path to create a safer route from the Elligsen interchange to Parkway Ave.
- Create a bicycle pedestrian connection from SW 82nd Ave south to SW Parkway Ave.
- Support for a Boeckman Creek Trail.



Map 1: Opportunities and Constraints

1,400 700 0 1,400 Feet

- Opportunities
- Constraints

Bicycle and Pedestrian Master Plan Update
Parks and Recreation Master Plan Update
Transit Master Plan

Citizen Input

Rivergreen Neighborhood Association Meeting

March 15, 2005

Rivergreen Neighborhood Homeowner's Survey

Responses

August 25, 2005

There were 45 respondents to the survey (updated August 25, 2005). Each respondent was assigned a number and the numbers on the question response lists correspond to that person's response. (Example: #1 response for each question reflects the responses for each question on one survey.)

Should the Master Plan connect the west end of the Morey Landing's Greenway path to the Willamette River with Potential Trail 1? Why or why not?

1. No. Too much outside foot/vehicle traffic in and around the neighborhood which leads to increased security problems to our homes and private dock.
2. Yes.
3. Yes, we would like to see trails through natural setting.
4. Yes, we should be using the green space under the powerlines in an effective way for more people to enjoy.
5. Yes, Excellent Idea.
6. Privacy – security. A big NO – forget it. “Save Your Money.”
7. Yes. Having good walking/bike paths increases property values. The path in Morey's Landing is used frequently – especially by me.
8. I think it would be great. Potential trail 1 would go where few people can go right now.
9. I like the idea of trails. It would be nice but we have to think through the possible problems.
10. Ultimately, the trail plan is a good idea. However, as a homeowner that is directly adjacent to the proposed path site, I would need assurance that concerns listed below are addressed.
11. No, because this will become a stepping stone to using Rivergreen property.
12. Yes, easier access to river views.
13. No, Rivergreen's trails and riverfront is theirs. I would prefer to keep it more private.
14. No.
15. No! The security of the boat dock and boats will be at risk. There have been several robberies already and non-residents using the dock. Past problems with unsupervised youths drinking at the river! River access should be at a park where it can be patrolled.
16. No, privacy. This is why Rivergreen never developed this property. We bought the property/home for the private greenspaces with privacy. The east lookout would look into my backyard.
17. Yes.
18. Yes.
19. No response given.
20. No – vandalism.
21. Yes. I think it is a good way to tie the community and get better use of this green space.
22. Yes, I would love to be able to travel as far as possible along trails without having to use Wilsonville Road.
23. Yes. Biking/walking trails are always an asset to community connectedness, but how to address out of the way “viewpoints” becoming a hang-out spot (after dark) for whomever. Seclusion/safety issues.

(Continued) Should the Master Plan connect the west end of the Morey Landing’s Greenway path to the Willamette River with Potential Trail 1? Why or why not?

24. Yes, a continuous trail would be better than disjointed sections – but some of the homeowners in that area might not like more strangers coming and going behind their houses.
25. Yes. This will improve walking and biking opportunities, as the Villebois Development is adding huge! Car volume. Not to mention the land is not being utilized.
26. No. It takes private property for public use.
27. I feel that both trail 1 and trail 2 should connect and be continued to the Metro property, as stated – it would improve the off street connectivity to the various destinations.
28. No response given.
29. Yes, there is currently very little access to the river. This would make river access much easier. However, my concern is for the houses that back up to the proposed path.
30. Trail #1 would be ok with cement pad so people can see river. No access to dock or river – city to maintain grass.
31. No. Because this would be a taking of private property for public use; and all the related issues.
32. Those who live in Morey’s Land and use the paths think they’re nice, but those who live around them know the problems that the paths create (damage to property, trash, and noise).
33. Yes, we are in favor of Trail 1.
34. Yes – it would give residents additional options while waling, jogging, and biking in the area.
35. Yes – good use/logical of existing land that cannot be developed otherwise. Good for residents of the City.
36. Sounds good.
37. Yes. Inter-community relations. Health and wellness. Property value increase.
38. Yes. Utilizing existing wide access area as long as trash facilities and maintenance are provided.
39. No. This is private property for the use of residents only. Vandalism, secluded area, not able to “close @ dusk,” lack of security.
40. No. Trail 1 would run directly uphill along our back yard – with no option of a fence that would allow any security, and privacy to our yard and home. We are extremely concerned about vandalism, crime and disruption (noise). * See (#40 under additional comments) below.
41. Yes. It would be great if we as neighbors could all share the river view by having a path for all to use.
42. No response given.
43. Only if the trail is patrolled and maintained. What about lighting?
44. Yes. People seem to enjoy walking in our neighborhood.

27 people said Yes to Trail 1.

12 people said No to Trail 1

1 person (response #32) said trails were nice but listed reasons for not doing them.

1 person (response #43) responded only under certain conditions.

3 no responses given

Should the Master Plan connect Potential Trail 2, a trail through the common tract along the Willamette River to Metro property? Why or why not?

1. No. Refer to answer on #1 (of 1 above).
2. No, privacy as well as upsetting wildlife habitat.
3. Yes, we agree with the plan – would be nice to have a trail along the river.
4. Although I'd like to say yes, I am not as excited about this one as it would increase traffic (bike, pedestrian, dogs, etc.) too close to my home.
5. Yes.
6. No. See comments for Question #1 (respondent 6) above.
7. Yes. This would make a nice "loop" to walk around our subdivision.
8. I always wished that a trail would go along the river so that entire green space could be accessible.
9. No response given.
10. Good in theory, but the slip owners already experience vandalism without "public access" to the dock area. Additional security features such as a video surveillance camera linked to the Sheriff would help alleviate concerns.
11. No. This is private property, owned by Rivergreen Association. This will bring non-owners into the common area and rob us of our privacy, bring litter, animal waste to our street.
12. Yes, easier access to river view
13. No. Same as above.
14. Yes. Covers more scenic areas. Longer trails.
15. No. See (15) above.
16. No, same as #1 (16 above) and this would allow more public access to the dock entry – we already have problems with trespassing.
17. If it can be done in a way that does not increase crime and vandalism, and doesn't overburden the area with traffic.
18. Yes.
19. No response given.
20. No. Vandalism – Privacy.
21. Yes. This is green space and needs to be used as such.
22. Yes, I would like to see the Wilsonville public have more access to the river and I think trails are a great idea.
23. Yes, but how to address out of the way "viewpoints" becoming a hang-out spot (after dark) for whomever. Seclusion/safety issues.
24. Yes, because now the Metro property south of Wilsonville Road is almost inaccessible; it should be opened up.
25. Yes. Same core answer as above (25 above). Also, Trail #2 is needed to connect Trail #1 to the regional trails, correct?
26. No. Again this is private property. As the developer of Rivergreen, we have represented this parcel for its approved use, as the private property of the association and not the general public.
27. I feel that both trail 1 and trail 2 should connect and be continued to the Metro property, as stated – it would improve the off street connectivity to the various destinations.
28. No response given.
29. Yes, see (29) above.

***(Continued)* Should the Master Plan connect Potential Trail 2, a trail through the common tract along the Willamette River to Metro property? Why or why not?**

30. No response given.
31. No. After owning Rivergreen property for many years, I recently retired and built my own home on Lot 18 (Lot 17 held), surely not expecting an increase of public activity between my back yard and the river.
32. No. We've spoken to neighbors along the waterfront and the neighborhood already has enough foot-traffic in this area that creates vandalism, pollution, and noise problems. Boats have been burglarized and homes threatened with fireworks. This is a private neighborhood – we don't need or want public access.
33. We are in favor of Trail 2 but no reason to connect to Metro property.
34. Yes – we would enjoy having access along the riverfront.
35. Yes, same as (35) above.
36. Yes – we don't even have access to the river unless we fork over \$100 to get a dock key. I'd love to see it become public.
37. Yes. Safety – kids do it now without a trail. Increased property value. Intra-community relations.
38. No. This is a “private” space currently being developed, and maintained, by Rivergreen.
39. No. This is also private property established for the use of residents only. There is also already an issue with unauthorized use of the adjacent neighborhood dock which holds thousands of dollars of boats/equipment. Opening this up to all Wilsonville and beyond is a very bad idea.
40. No. Rivergreen Home Owners dock is in that area. We have already experienced vandalism and trespassing in this area. This dock is for private use and access and all repairs are paid by the dock slip owners.
41. That would be quite an undertaking. My question is who provides the funds for the maintenance of such a path?
42. No response given
43. Only if the trail is patrolled and maintained. What about lighting?
44. Yes! More/longer options for walking.

20 people said Yes to Trail 2

14 people said No to Trail 2

3 people (responses #10, #17 and #43) said Yes if concerns could be addressed.

1 person (response #4) would like to say Yes, and then listed reasons for No.

1 person (response #41) did not state a position.

5 no responses given

What concerns do you have about potential trails? For example, some have expressed concern about keeping bicyclists separate from pedestrians, while others would like to see an emphasis on personal safety. Your thoughts.

1. No trail at all...we bought in this neighborhood for the quietness and peace and safety! This will carry too high a risk for future problems.
2. As avid bicyclists, we would like to see the paths/trails available for bicyclists as well as walkers.
3. Keep the trails as natural as possible. Don't want to negatively impact wildlife/natural resources. Don't want an eyesore – make it fit in with natural landscape.
4. I am most concerned about increased traffic in the area which is already busy with the dock. This, in turn, could increase the threat of vandalism, personal safety and safety of property on the dock, which residents pay a lot of \$\$\$ for the privilege of using.
5. No response given.
6. Leave "Well Enough Alone." Quit spending tax payer's money. Stop the Growth.
7. I think bicyclists and pedestrians are very courteous on the Morey's Landing path. It's not a concern to me.
8. I think if the rail is 10 to 12-ft. wide, there should be plenty of room for both bicycles and pedestrians. Perhaps posted signs – bikes to the right – walkers to the left?
9. Personal safety is always an issue. Traffic is also a concern. Kids after dark on the trails create concern. (A nice little place to party by the river.)
10. Dock security/vandalism. Frequency of city maintenance on trails. Volume of trail users/privacy. Limits on use at night. Parking on Belnap Court by trail users.
11. Trail weaves through private neighborhood, separating us from the river.
12. Safety of adjacent homes is a concern.
13. No response given.
14. Personal safety is main concern.
15. The Rivergreen Residents recently took out a rope swing on the river because teenagers were drinking and using drugs there. We do not want to create a spot for unsupervised youths to congregate! Especially since a group of us put in an expensive dock and our boats.
16. No response given.
17. Vandalism. People using the areas for illegal activities.
18. No response given.
19. No response given.
20. Traffic behind my house!
21. Police for the trails to keep them safe.
22. I think bicyclists and pedestrians can share paths along as they make room for each other.
23. How to address out of the way "viewpoints" becoming a hang-out spot (after dark) for whomever. Seclusion/safety issues.
24. Not sure what the personal safety issues are. This should be better defined. I would be concerned about the potential for litter, graffiti, and vandalism along the trails.
25. None that could not be worked out. Periodic signage that outlines rules, regulations, and points of interest, mile markers, rest stations, etc. Signage would be designed to match City signage already in existence.
26. Drowning, no lifeguard, swimming off the river bank or boat dock.

(Continued) What concerns do you have about potential trails? For example, some have expressed concern about keeping bicyclists separate from pedestrians, while others would like to see an emphasis on personal safety. Your thoughts.

27. Trails, if accessible, should be for all: bicyclists, pedestrians, roller blades, etc. Key is safety and watching out for others.
28. No response given.
29. Major concerns: Vandalism. Cleanliness – who will control waste and maintenance? Existing home with damaged or no fences that will now back up to the trail. This is not safe for the homeowners and is an eyesore for the new trail.
30. (Trail #2) I am most concerned about vandalism, leaving garbage. I would not want light – too distracting to homeowners.
31. Crime and trespassing would increase in the neighborhood with expanded public exposure.
32. Safety, upkeep, vandalism, noise problems, pet clean-up, etc.
33. Personal safety of children.
34. I do not have concerns about a mixed-use trail – I find most Wilsonville residents to be respectful of others and don't feel there would be a problem.
35. Concern over parking in neighborhood for non-neighborhood residents.
36. My concern would be that it is kept safe for all and, of course, not vandalized.
37. No concerns.
38. Trail 1 – steepness near river should have some switchbacks to ease transition. Use/access hours should be posted.
39. Making a private owned greenspace a “freeway” open to any and all with no way to secure it at dusk and no public security forces to go with it. This is physically secluded from oversight of nearby homes and easily “swimmable” by kids to the dock. Liability issues, safety issues, potential tragedy issue.
40. First, there would be disruption for the wildlife in this area, i.e. deer. Also, this reduces the safety for all homeowners along the trail by giving easy access to unwanted people. Our property was purchased in large part because of the privacy it afforded.
41. No response given.
42. No response given.
43. Keep dogs on leash, large fines for owners – clean up after dogs. No motorized vehicles. Hours trail open?
44. I see no problem as long as bicyclists respect those who are walking.

The table below identifies some of the issues that came out of the HOA meeting. Please rate your level of concern with respect to each issue.

How concerned are you with respect to the following issues regarding a potential trail?	Extremely Concerned	Concerned	Somewhat Concerned	Not Concerned
Vandalism	26	9	7	3
Trail User Safety	13	13	11	5
Parking in the neighborhood	18	11	6	10
ADA access	3	3	15	14
Trail Maintenance issues	16	9	8	10
Boat dock access and safety	16	5	8	15
Privacy	21	7	6	11
Public Access	20	6	9	6
Natural resource protection	11	15	7	8
Wildlife habitat impacts	12	15	7	7

Additional comments written on survey table:

- Is “ADA” defined anywhere?
- Don’t want any public access.
- No parking on Belnap already
- Extremely concerned about too much public access.
- ADA access – not concerned, but needs to be addressed.
- Natural resource protection and Wildlife habitat impacts must be in plan.
- Important to minimize the impact of the trail to natural resource protection and wildlife habitat impacts
- Public Access – I’d like to be.

One respondent only filled out the chart – no other comments.

Please feel free to add any additional comments below.

1. This will not benefit the homeowners...we already have river access, and chose to live here for the private access this neighborhood provides us. Not interested in opening this access up to the public any more than it already is.
2. No comments listed.
3. Would really like to see the additional 2 trails and potential regional trails.
4. Thank you for asking for our feedback.
5. No comments listed.
6. Wilsonville – A great place to be “from” not living in.
7. I would like to be able to walk our dog on those paths. I would recommend placing garbage cans along the path, but who would pay to empty them? I do know that one of the reasons I pick up and dispose of garbage, pet waste, etc. on Morey’s Landing path is because there is a garbage can and I don’t have to carry it home.
8. I see the green spaces being overrun, in parts, by berry bushes. They make the space inaccessible to everyone but birds and rodents. If the walks were put in perhaps more wildlife and people could enjoy those areas.
9. What about the cost to have those trails made and maintained? Will there be an increase in our homeowners’ fees?
10. If this plan comes to fruition, I want the entire curb area on the perimeter of my front yard painted red/designated “no parking.” Also want a sign at top of easement/path to boat dock indicating, “NO Public Access.”
11. Please stay out of our neighborhood!
12. No comments listed.
13. Please let us keep our riverfront for us.
14. No comments listed.
15. No comments listed.
16. The east viewpoint would be in my backyard viewing into my bathroom. As a Rivergreen homeowner and a Rivergreen dock slip owner, limiting public access to these areas is a priority. Please don’t make this a legal battle! By reducing my property value. Are you going to try inverse condemnation hearings? (signed Brian Hutchins, address & phone number given)
17. I would be worried about creating a haven for seedy people to congregate. Would like the new trails to have curfews, possibly.
18. No comments listed.
19. Why do you need a 2nd lookout so close to the Water Treatment Plant? What about not walking through Morey’s Landing’s or Rivergreen and having your lookout at the other end?
20. No comments listed.
21. No comments listed.
22. No comments listed.
23. No comments listed.
24. There is already a bunch of graffiti on the Morey’s trail. It’s been there for several weeks. Who is responsible for cleaning it up?
25. Please call me/email me (Jeff Redmon - business card attached) on updates, meetings, all steps. Want to help push this through, build, maintain (have an idea for maintenance).

(Continued) Please feel free to add any additional comments below.

26. Olympic Investments owns the remaining vacant lots adjacent to the parcel and represent future owners by saying no to any public use of this parcel. Olympic Investments, Inc. by Leon T. Jallo, President.
27. The greatest benefit is off street trails for the safety, away from the noise of the streets, and closeness to nature and its surroundings!
28. How much is the projected cost? Where will the funds come from to pay for the development and maintenance of the trails? Will there be a time frame for the use of the trails, i.e., dusk to be closed, dawn to be opened? How will this be done?

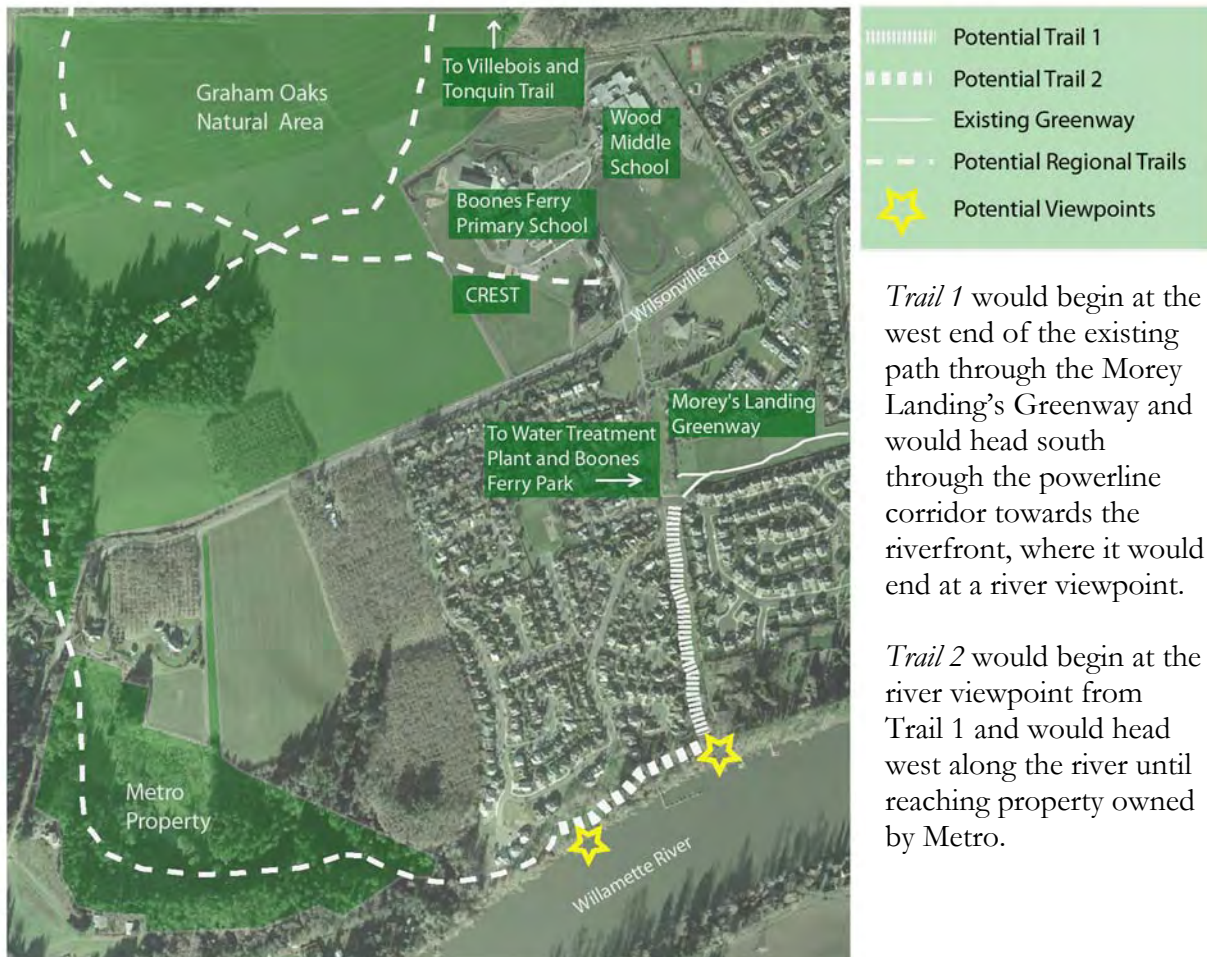
Funds (for city maintenance of trails) will come from where in the City when dipping into funds outside of relating projects is already being done! I cannot answer questions 1, 2, or 3 until cost issues and where the money will come from is presented to this survey request. Providing and protecting green space is important in the development of our City. I am not against the trails – I would like to see some honest discussion about cost.

29. No comments listed.
30. Ask HOA to deed over power lines (that) are near Trail 1 as a park to the City.
31. It sure is nice to spot the deer at the edge of one's back yard. Leon T. Jallo (Address listed)
32. No comments listed.
33. No comments listed.
34. No comments listed.
35. Long-term maintenance (10 yrs & beyond) – should this be a concern? Overall it would improve livability for residents in Wilsonville – assuming it can properly maintained and problems will be addressed promptly.
36. I would love to have access to the river but would like for that to happen without impacting nature in a negative way. Sometimes granting access invites destruction.
37. Go for it! Sounds Great!
38. No comments listed.
39. There have already been numerous teen partying issues near Willamette West's connections. These are subsiding with its development. A bike path would be a "neon sign," way too easily accessible. This is private land, not for public seizure. Use the existing Wilsonville Road bike paths, extend to Metro property and block that river access off at dusk for everyone's safety. The Rivergreen idea is not supported.
40. *Homeowner is disabled and needs undisturbed rest at times of day/night where there would be commotion on trail. Also, this would definitely reduce our home value by completely eliminating privacy and security for our back yard and deck. In addition, the trail in Morey's Landing was built prior to the subdivision being built and home owners bought knowing it was there. This is being proposed after homeowners are established. These trails (esp. Trail 1) would provide a direct line of sight into our home from above.
41. No comments listed.
42. Due to the fact the Morey's landing already has issues with graffiti in their trails; I'm worried about the future of trails through my neighborhood! Also, safety around the schools with trails going by the playgrounds – not good!
43. My home backs to the power line greenway. If the trail is built, I would like to see rules enforced. There are kids on dirt bikes that ride back there. I would like to see hours of dawn to dusk so no one is lurking around after dark. Thank You.
44. No comments listed.

July 20, 2005

Rivergreen Neighborhood Homeowner's Survey

In the process of preparing the Wilsonville Bicycle and Pedestrian Master Plan, many residents and homeowners have expressed a strong interest in improving off-street trail connections to the Willamette River, local parks, schools, and green spaces. In March 2005, City Staff met with members of the Rivergreen Homeowner's Association (HOA) to explore these opportunities in the Rivergreen neighborhood further. This survey is intended to gauge the depth of community interest from Rivergreen residents in the potential public trail options outlined below for master planning purposes. The information gathered in this survey will assist in the formulation of recommendations in the Bicycle and Pedestrian Master Plan. Your input is appreciated.



Trail 1 would begin at the west end of the existing path through the Morey Landing's Greenway and would head south through the powerline corridor towards the riverfront, where it would end at a river viewpoint.

Trail 2 would begin at the river viewpoint from Trail 1 and would head west along the river until reaching property owned by Metro.

The trails would be likely be 10-12' wide, open to the public and city maintained. Both trails would improve the off-street connectivity for residents to destinations such as Boones Ferry Park, the Willamette River Water Treatment Plant & Park, Wood Middle School, Boones Ferry Primary School, CREST, the Graham Oaks Natural Area, Villebois, and the future Tonquin Trail which someday will connect to the Tualatin River National Wildlife Refuge in Sherwood.

Questions:

1. Should the Master Plan connect the west end of the Morey Landing’s Greenway path to the Willamette River with Potential Trail 1? Why or why not?
2. Should the Master Plan connect Potential Trail 2, a trail through the common tract along the Willamette River to Metro property? Why or why not?
3. What concerns do you have about potential trails? For example, some have expressed concern about keeping bicyclists separate from pedestrians, while others would like to see an emphasis on personal safety. Your thoughts.
4. The table below identifies some of the issues that came out of the HOA meeting. Please rate your level of concern with respect to each issue.

How concerned are you with respect to the following issues regarding a potential trail?	Extremely Concerned	Concerned	Somewhat Concerned	Not Concerned
Vandalism				
Trail User Safety				
Parking in the neighborhood				
ADA access				
Trail Maintenance issues				
Boat dock access and safety				
Privacy				
Public Access				
Natural resource protection				
Wildlife habitat impacts				

Please feel free to add any additional comments below.

Please return your survey by **August 1, 2005** with the enclosed envelope. Thank you.

Bicycle and Pedestrian Master Plan Update
Parks and Recreation Master Plan Update
Transit Master Plan

Citizen Input

Wilsonville Master Planning Update Brochure
July 2005

Responses from the Wilsonville Master Planning Update Brochure July 2005
Updated October 19, 2005

	Comments	Parks/ Rec	Bike/ Ped	Transit
1.	I think Wilsonville is a great place with so much to offer. The only glaring issues - one that should be first and foremost - is addition of a pool, something that has been talked about for I don't know how long, (at least since we moved here 5 years ago), but has never happened. Especially now that our "unofficial" pool @ the LEC has been closed, there are not may options. Please, PLEASE - if nothing else, build a swimming pool! Thank you.	X		
2.	Bike, walking crossing of Willamette River on 1-5. Most crucial in connecting north and south areas.		X	
3.	I would very much like to see a physical fitness par course set up in Memorial Park as well as other parks and along hike and bike trails in Wilsonville. The only ones I've been able to locate in the area appear to be on private property, such as those at Xerox. I would be happy to help with the design and construction of the course stations. I have pictures that I took in another city and diagrams that I have drawn up. The course that I envision would have individual stations as well as a multi-station area, and would include stations such as monkey bars, parallel bars, pull up and push up bars, as well as stations for pelvic rotations, dips, leg stretches, and others. Glendoveer Golf Course and Fitness Trail in Portland has such a course, but it is very limited, with just a few stations. I hope you'll take my suggestion into consideration and let me know. Thank you for the opportunity to offer my input. Dan Campbell. Contact information listed.	X	X	
4.	Concern over widening Wilsonville Road. I think it will take away the livability of Wilsonville. I feel we will be like Tualatin - more lanes - more cars. I always thought without the Boeckman Road providing a freeway interchange, growth would be monitored - why can't pressure be applied to have another entrance on the freeway. We definitely feel more traffic on Wilsonville Road is not the answer - after 4:00, it is difficult to get from library to nay point west.			
5.	Unfortunately, I will not be at the next two ACMP meetings due to vacations. Please leave each of my packets in the Annex cabinet so I can pick them up the following wee and stay up-to-date. Anyway, here are more thoughts. Pass them on. 1. Bike lane striping should be the rumble strip variety on inside curves to remind drivers that they are straying into the bike lanes. If you look at where the current striping is worn away on Wilsonville Rd. near Brown Rd., you will see what I mean. This may not seem to be needed in a master plan but I think it is a safety factor needed to make the system work better. 2. There should be a plan to retrofit bike racks at existing buildings that don't have them already. This could be done by encouraging building owners/occupants to do so or as apart of a city program. If we want people to bike more often, they will need more places to lock up. 3. Reevaluate the number of bike racks at Town Center Park. It is so popular. 4. The SMART bus stop signs should have a route number on them. It may seem as if a user would already know this if they are waiting at a stop, however, there are places where the routes/maps overlap but each route may not stop at each location. This will be even more useful when the bus schedules are added. Al Levit		X	X

	Comments	Parks/ Rec	Bike/ Ped	Transit
6.	Good Job so Far! Looking forward to more running trails.		X	
7.	Wilsonville really needs a pool! We no longer have a nearby place to take the kids for swim lessons. Water parks are nice but we <u>need</u> a pool!! Thank you!			
8.	Extend 204 Route to Boeckman and Wilsonville Road (beyond Boulder Creek stop in the direction of Boeckman/Stafford Road). Weekend (service) to Canby and Barber Blvd.			X
9.	The Fun in the Park Day is awesome, and we really like the new water features. Thank you!!!	X		
10.	I am impressed with the new additions, particularly the water park. Every day I ride the bus past it, I see a crowd of happy, hot kids.	X		
11.	We need a swimming pool in Wilsonville. My son, who does not participate in sports, loves to swim and would participate in any swimming activities. Also I wish we had more river access. I think it's a shame that a beautiful river flows through our town but there is very little access to it.	X		
12.	I would like to see more public river access, a public pool and recreation center, and a good skateboard park.	X		
13.	Additional river access, community recreational center with <u>pool</u> , and a gentlemen's club.	X		
14.	To whom it may concern: I noticed on your master plan you want safe routes for schools. As a parent, I appreciate your concern in this regard. For those who live in the Rivergreen Development on the Willamette Way West side, there isn't a sidewalk that connects all the way up the street to Wilsonville Road. There are several parents, including myself, that walk our children to school on this street. It would be wonderful if you would include putting a sidewalk on this street as part of your safe plan.		X	
15.	I am a Charbonneau resident. The concepts I support are: commuter rail line and max service south to Wilsonville; reg. Greenway plan and more access to Willamette on north and south shores; support swimming pool in Villebois (for use by all public); more bike lanes and trails. Also this survey is very confusing – asking for comments in such a casual way leads to low participation by residents.	X	X	X
16.	The draft plan looks great! I am particularly excited by the prospect of a Boeckman Creek Trail which would be near my house. Currently, I travel to Tryon Creek Park for its extensive hiking trails. In the future, I hope to try out the new trails at Memorial Park and Graham Oaks. Question: How can SMART add a route along Canyon Creek South when it does not connect to Vlahos and will soon be blocked at Boeckman?	X	X	X
17.	A SMART bus to Beaverton (preferably the Sunset Transit Center) would be wonderful. I commute 4 times a week to St. Vincent Hospital and right now there is no feasible way to take public transportation without using a lot of extra time. Thanks for all your hard work.			X

	Comments	Parks/ Rec	Bike/ Ped	Transit
18.	<p>Re: TCP Water Feature.</p> <ul style="list-style-type: none"> Colored concrete more frequently – earth tones – warm environment Post concrete – stain color - ?safety – Bridgeport Nature’s Floor. <p>To (?) – Charbonneau – post no signs.</p>	X		
19.	<p>I just reviewed the Wilsonville Master Planning Update brochure dated Jul6 2005 and I am excited to see that there will be an effort to increase bicycle and pedestrian paths and such. I vacation every summer in Sun River, OR, and every year I go there and experience their excellent bike paths, I say t myself I wish Wilsonville had more bike and pedestrian paths weaved throughout the city ff of the roads much like sun River’s paths</p> <p>Also, I’m an IT manager and I work in Salem for the USDOT – Federal Highway Department of Transportation. I’m not sure if you have checked into federal funding yet that might be available for bike and pedestrian paths but if you need a contact in our office then it would be:</p> <p>Jeffrey Graham USDOT – Federal Highway Administration Operations Engineer Region 1 Additional contact information listed.</p> <p>He would be a good person to talk to as he’s knowledgeable about bike paths and federal funding. He’s also your Federal representative for other transit matters as well. I spoke with Jeff this morning that I would be giving you his contact information. Thanks.</p> <p>Bruce Moody, Wilsonville Meadows HOA Executive Board Member. Contact information listed.</p>		X	
20.	I would like to see an emphasis on a swimming pool and access to the south of the Willamette River via a bike/pedestrian path.	X	X	
21.	I think we have enough bicycle lanes – why don’t the City put in a skateboard park – also, all the work – expense & inconvenience to all of us – Wilsonville (Road) still is only 2 lanes south of RR tracks – the Mayor should drive down Wilsonville Road & get caught in all the traffic and trucks!! I’m 79 years old – and have lived in other states. We need a different mayor.	X	X	
22.	Hi. I live in Charbonneau. I’d really like a bike/ped bridge over the Willamette. Riding my bike on the freeway is terrifying. As great as SMART is, once an hour to Charbonneau isn’t really convenient compared to a car.	X		X
23.	The city has included a portion of our property in your 'trails program' sent out last week to everyone in the city. Specifically Maxine Lane, our private road, was included in this draft. The owners association was never consulted about this inclusion in the trails program. We are concerned about parking, privacy, safety and liability issues. Please take Maxine lane out of the trails program map. The homeowners of Ash Meadows may wish to cooperate with the city and 'Trails' program, since we are users too. Please contact us concerning this matter. John McDonald. Contact information given. (Additional comments on map)		X	
24.	The City needs to create more park space while it’s available (25-30 acres). Tualatin has done a good job of this, but Sherwood is in a bind to find spaces because they are already built out. The football, baseball, and basketball have done very well because of strong youth programs, but soccer has been neglected. Our boys have had to go to West Linn, Tualatin, Tigard, and Beaverton to play upper	X		

	Comments	Parks/ Rec	Bike/ Ped	Transit
	division soccer. Dedicated fields are needed to insure down time for fields to recover and for all sports to have a place to play. (Most sports go almost year round). Mike Thompson. Contact information given. (See notebook) (Additional comments on map)			
25.	<p>The following comments are our concerns regarding the Wilsonville Mater Plans Concept Map and the path down Boeckman Creek.</p> <p>SAFETY. Safety is the reason that when the sewer line easement went through our properties and down Boeckman Creek, the city agreed that there should be no public access along that sewer line. Mike Stone, City Engineer, has before stated in public hearings <u>that he wants no construction of any kind under Boeckman Creek Bridge or down Boeckman Creek.</u> The reason for that is the instability of the ground, existing problems with the bridge supports, steep slopes, flooding in the spring, and quicksand. In the original easement for the sewer line it was stipulated that there shall be no public access, surface rights, and that the city would maintain locked gates at each end of the sewer line easement. The reason for these provisions were that both parties recognized that there would be no public access through this property for safety and fire concerns.</p> <p>FIRE HAZARD. We have already had instances of people using fireworks in the summer months and by allowing public access up Boeckman Creek it would create an unacceptable safety risk to the homes along this creek.</p> <p>HOMELESS PEOPLE: there have been many instances of homeless people living and camping around the turn-around. If there were access up the creek this would only invite these people to further jeopardize our safety and security.</p> <p>DRUG USE: This has become a real problem with the use of the turn-around being used all hours of the night and ay for the use of drug transactions and use. This is evidenced by the paraphernalia left behind.</p> <p>ENVIRONMENTAL DAMAGE: This area has been one of the last places where deer, beaver, and a multitude of other wild animals have found refuge from further encroachment of the developing city.</p> <p>In prior city hearings on the issue of a bike path, horse path, and pedestrian path, this issue has been resolved and the idea has been rejected for the above valid reasons. Five signatories</p>		X	

The following comments come from the Montgomery Way neighborhood:

	Comments	Parks/ Rec	Bike/ Ped	Transit
26.	<p>I must protest your designation of Montgomery Way as a proposed “local access trail”. Your comprehensive plan to include local connectors is a worthy goal, but it certainly should not be done to the economic detriment of anyone’s neighborhood and this portion of your plan would do just that. <i>My concerns are as follows:</i></p> <ol style="list-style-type: none"> 1. The ensuing promotion and expansion of this “trail” means the radical change of a pastoral, country neighborhood that was never designed to carry heavier pedestrian or car traffic. Instead of a cul-de-sac with no outlet, Montgomery Way becomes a conduit between parks. In no way was this the setting when we purchased our home, thus not only impacting our present lifestyle, but seriously impairing the resale value to which we are entitled. No one section of the city should carry an uneven amount of the impact this proposed Master Plan presents. This is arbitrary and unfair. 2. The overexposure of private property creates security and safety issues. This is not, nor does anyone want it to be, a gated community where the public is unwelcome. However, your official designation and establishment of a <i>public trail</i> invites an abnormally high volume of the general population. If the trail mapping is used it would direct and draw traffic to this neighborhood well beyond normal everyday volumes. Our neighborhood should not be expected to accommodate this unusual change to its quiet, rural setting. It also should not be expected to accommodate the certain increase in crime that access by the general public brings. 3. The proposed trail does not lead to a public destination. Rather, it directs car, bicycle, and pedestrian traffic to a dead end street. This does not make any practical sense. In fact, it only invites the street to be used as a parking lot, a congregating area, a turnaround, or worse yet, a needless route that does nothing but increase our traffic in both directions. This cannot meet the intent of your Master Plan to “enhance our quality of life.” Certainly, a trail that leads to nowhere does not define “an integrated, connected bike, pedestrian, and transit system” – again, your stated goals. <p>It is my desire to partner with you and your department in furthering the livability and quality of this city. My family has benefited from good planning and wise usage of public funds. We chose Wilsonville because it presented us with good schools, an active, healthy community, and land values that would grow with the general economy. We have done our part by being respectful law-abiding citizens, volunteering in civic affairs, being a good neighbor, faithfully paying our property taxes, and by maintaining and enhancing our property. We do not deserve to have our investment in this city impaired by a Master Plan that does not account for our contributions or our financial welfare. <i>Please rescind your designation of Montgomery Way as a local access public trail.</i> Scott and Judi Smith</p>		X	
27.	<p>The proposed bike and/or pedestrian path slated for uses on Montgomery Way poses a hardship on the neighborhood. We are told that no trees will be removed to put in sidewalks on a street barely wide enough for two cars to pass one another. This is part of the sought-after “charm” of Montgomery Way. We are designed to be a “country living” neighborhood. We request that we do not become a congested street of parked cars using the street to come to locations of parks at each end. Dan & Michelle Marston</p>		X	

The following comments come from the Montgomery Way neighborhood:

	Comments	Parks/ Rec	Bike/ Ped	Transit
28.	<p>Reflecting on the draft of the “Wilsonville Master Plan Concept Map,” I note that it is an ambitious draft that appears to touch every corner of Wilsonville. This is exactly why this master plan concerns me. In the attempt to meet all desires of only the most vocal residents, you are overlooking the needs of the silent residents that have no voice in government, the wildlife this city is fortunate to have. As the city is building up and expanding, there is less and less refuge for these animals. On the map there is a green allocation on the eastern edge, bordering the river, denoted as a park. This piece lies at the eastern end of a dead end street, Montgomery Way. At the present time, this space is not open to the public and it is necessary to trespass on private property to gain access. In this way, the impact of humans has been lessened. This area has recently undergone massive change with the construction of Cedar Point, increasing population and decreasing wildlife habitat. This area of downtown had remained less densely inhabited secondary to natural features, such as the flood plane and geographical terrain (steepness). Coyotes and black tail deer have been seen frequently in this area. By encouraging public use of this space that is already subject to the rise and fall of the river water levels and river water pollution, you will add human pollution.</p> <p>This kind of zealous planning will only lead to the need for later wildlife habitat restoration. As you note in your mailer, there are many areas that would benefit from habitat restoration. Do not be short sighted and create more waste. I believe that we can improve our existing facilities, but do not agree that we need to access every inch of undeveloped property. Some improvements would be so small. I believe you have overlooked the obvious. I have lived in Wilsonville for 8 years and do not know where river access is. I have never seen a map showing existing developed safe areas for access and I have never seen roadside markers.</p> <p>Many of our neighbors from the apartments walk the tree-lined street, Montgomery Way, particularly in the summer and fall. This slightly different, more rustic street is a pleasant change from the usual city fare and is quiet due to the dead end aspect and the pedestrians have minimal impact on the wildlife, aside from dog droppings often seen. Overdeveloping the city could force serious consequences on the animal population, already coping with change and impact availability of wildlife that visits the local park. I know that to see a deer still thrills me, I can only imagine how our children feel when they encounter one in the park. These animals need a safe haven. Do not develop the piece at the eastern end of Montgomery Way as this addition to your master plan will benefit you little and impact the wildlife immeasurably. Alison Fiamengo</p>	X	X	

The following comments come from the Montgomery Way neighborhood:

	Comments	Parks/ Rec	Bike/ Ped	Transit
29.	<p>I am writing in response to the Wilsonville Master Plan. As a long time resident, I feel the City is not responding to the needs or desires of its citizens. I fully support encouraging trails and parks within new development areas and enhancing those in existing developed parks. In the areas that are undeveloped and/or privately owned, I feel the City is planning to enhance the quality of life for some, at the expense of others, who have seen their quality of life diminish drastically over the years.</p> <p>I am also very concerned about the expense of such elaborate planning when property values are most likely at their highest and the city will not be able to look forward to the property tax revenue or the taxpayers ability or desire to pass bond measures.</p> <p>It would seem to me the city would be wise to look toward building trails that take us where we need to go, for work, school or shopping, without the need of motorized vehicles. It is very apparent fuel costs will force us to rethink our transportation and this should be our focus.</p> <p>As for safety, we need to provide areas to walk that are in full public view and not in need of added police enforcement. The state of Oregon has a huge drug problem, and adding areas for abuse of drugs and other illegal activities near schools and parks is only asking for more illegal behavior.</p> <p>I would like to see the city have the appearance of fiscal responsibility, some thing we have not seen in the past. It is one thing to fund the development and another to fund maintenance; something the city needs to start taking into consideration and alerting the public to, when asking for funding. Leslie Hildum.</p>	X	X	
30.	<p>The purpose of this letter is to express our concerns about and opposition to Wilsonville High School segment of the proposed bicycle/pedestrian path.</p> <p>We have read, agree with and wish to associate ourselves with the concerns so well expressed in Mr. and Mrs. Kresge's letter of July 27, 2005. The City has long had as a basic premise a commitment to preserve as much of the natural beauty we all enjoy as is reasonably feasible. Montgomery Way was planned in accordance with that concept before the City existed as a city. As a result of that planning, Montgomery Way is lined with beautiful trees and greenery. If a trail necessitated widening of the street, it would require the destruction of much of that natural beauty.</p> <p>Montgomery Way has very little vehicular traffic and thus in its present state is a safe and pleasant street upon which to walk and bicycle. As a result, a significant number of people who do not reside on Montgomery Way enjoy using it for those purposes. The adverse effects of cutting down trees and shrubbery would diminish their enjoyment of the street as it would that of anyone having occasion to traverse it.</p> <p>We also have a public safety concern. Mail delivery to all the houses on this street is to road side mail boxes. The proposed trail would expose those living on this street to a significant increase in the likelihood of mail theft. We think that such thievery is not just possible, but probable. The resulting identity thefts and losses accompanying this activity would be a collateral result of creating such a trail. We</p>		X	

The following comments come from the Montgomery Way neighborhood:

	Comments	Parks/ Rec	Bike/ Ped	Transit
	urge the City not to expose us to this danger. Bill & Virginia Lubersky			
31.	<p>The Wilsonville Master Plan is wonderful for the 20th century but not what we need for this one. With the advent of peak oil and higher fuel costs, if Wilsonville is to survive as a suburbia, it needs a master plan that stresses commuter pedestrian/bicycle connections with mass rail transit. We need more emphasis on connections from neighborhoods to commerce and less recreational trail park development. People will be walking more as a necessity to grocery stores and school and less for entertainment and health. It seems silly to designate current paved city streets as “proposed local access trails.”</p> <p>I am also bothered by the cavalier attitude toward private property. Many of your proposed regional trails and community connectors march right through taxpayer owned property (some of them not even in the city). Do you intend on forcing your trail by right of eminent domain? Many of the proposed trails serve no purpose unless encircling the city is that important. The Boeckman Creek drainage trail (No. 3) and the trails around Boeckman Grade School and the high school will shove wildlife out of the city completely.</p> <p>I sense some specific agendas in this plan but they are couched in ambiguous phrases like “embracing the river”. Who could argue against “safe routes to school” but I wonder are they unsafe right now? The emerging themes in this report read like a wish list with no regard to cost. Currently we have unbelievably high residential property valuations and therefore the largest revenue stream in city history. Do you think this bubble will last? What are the priorities of this plan if housing plunges and people have trouble paying their mortgages and taxes?</p> <p>I get frustrated hearing about a swimming pool, a bike/pedestrian ferry and “a trail of connected boat launches” as though the dollar cost didn’t matter.</p> <p>Could we have a master plan that is more practical, respects private property, doesn’t threaten wildlife and is far more financial realistic? Marjorie A. Meek.</p>	X	X	
32.	<p>Please be advised that I am emphatically against the proposed local access trail connecting the Memorial Park with the State park at the east end of Montgomery Way. In my opinion it would be detrimental on several levels.</p> <p>To encourage the general public to use a trail through our neighborhood would compromise not only children’s safety and exposure, but the cohesiveness of our neighborhood would be at risk. We take it upon ourselves to know our neighbors and to protect one another. If everyone is using our neighborhood as an access point, we would be unsure who had a legitimate reason to be on Montgomery Way and who didn’t. Plus, the development of the current park area has the last of our local wildlife confused and displaced enough as it is. Their current retreat is to this Sate park area and you will continue to force them out of their natural habitat.</p> <p>My recommendation is to use the high school (property), which is already a publicly used facility, to build a trail to the State park property. It would help local residents, who don’t have children attending the high school, to feel more connected</p>		X	

The following comments come from the Montgomery Way neighborhood:

	Comments	Parks/ Rec	Bike/ Ped	Transit
	to our schools. Thereby, building a bond that would help the area residents support our schools and the education of our next generation. Jan Davis			
33.	<p>In 1964, my wife and I purchased fifty acres near the town of Wilsonville and developed it into the River Estates Subdivision in Clackamas County. The firm of Huntington and Roth, Landscape Architects, planned the home sites taking into consideration the wooded acres, open space, scenery and wetlands. The main street in the development, Montgomery Way, was built to county rural standards of 24 feet in width, so it could fit inside a row of existing birch trees, and dead end in a cul-de-sac.</p> <p>In 2005, the City of Wilsonville proposes to use Montgomery Way as an access to what is shown on your concept plan as a State park, outside of the city of Wilsonville, east of town and our subdivision.</p> <p>In conversation with Tim Wood, Director of State Parks; Dave Wright, Head of Real Estate for state Parks; and an onsite visit with Dennis Wiley, Area Manager of Parks, we discovered the following information.</p> <ol style="list-style-type: none"> 1. No one from the City of Wilsonville has contacted them. 2. the site is known as the Meridian Landing and was purchased by the State in the 1970s to preserve a greenway along the Willamette River. They have no plans to develop the land and consider it to be accessible only by the river. <p>I have a long history with the city of Wilsonville and have a vested interest in seeing that proposed bike trail is planned responsibly. As a city of Wilsonville Parks Commissioner from 1972-1974 and City Councilman from 1974-1978, I helped develop the Comprehensive Plan for the City, including Memorial Park. Additionally, I personally donated the construction and paving of the road to Memorial Park from Wilsonville Road.</p> <p>Unless the city of Wilsonville plans to acquire this land and develop it like Memorial Park with adequate parking, sanitation, supervision, and maintenance, the City is inviting disaster. Already, because of the published proposed bike path brochure, we witnessed with the State park officials today ATV trails cut into the greenway, plank bridges constructed over a fish stream, fire pits built and trash scattered all over. The city is in effect inviting the public into a "NO MAN'S" land to have all night beach parties and camp fires where there is NO parking, NO supervision, NO sanitation, NO water to put out fires and NO clean up.</p> <p>One spark from a fire in the forest this time of year could burn all the woods and our houses with it, as there is no City water on most of our street.</p> <p>Please consider the unintended consequences of the City's proposal and drop this idea for the sake of the city and one of its oldest, premier neighborhoods. Morrie and Laurie Conway.</p>		X	

The following comments come from the Montgomery Way neighborhood:

	Comments	Parks/ Rec	Bike/ Ped	Transit
34.	<p>Please consider the following comments for use in the updating of your Comprehensive Plan. Our main concern is one of private land protection. After the addition and “enhancement” of a trail near the lower culvert on Boeckman Creek, we had people walking down our driveway. While families strolling down our driveway, with no concern regarding private property rights. In fact, several have been outright antagonistic when advised they were on private property. We consider this a very real concern.</p> <p>Over the years, we have watched hundreds of people enjoying walks around and through the east side of Memorial Park, even though the current trails are primitive. However, we have also had people walking into our front yard, coming up from the Boeckman Creek as it runs through our property and coming through the natural tree barrier between us and the East Park trail system already in place. As you continue to develop trails and access on public lands, we ask that you take care to preserve the privacy and rights of private property owners through signage and enhanced natural barriers.</p> <p>We believe that enhanced river viewing areas are appropriate along the Memorial Park river frontage. However, this should be coupled with signage directing visitors to the park and away from private homes.</p> <p>We had had to call and ask when the area next to us (East Memorial Park) would be mowed due to our concern of fire safety. Now with the planting of so many trees in the “meadow” it is a real concern, as mowing will become increasingly difficult, while usage increases. The care and policing of the areas that are already being used appears to be stretched thin.</p> <p>We would oppose enhanced access to the State park off the east end of Montgomery Way for the simple reason that this area is totally unsupervised. We are for parks. But they must be supervised, particularly when they abut a residential neighborhood. To encourage access via trails to an unsupervised park surrounded by private homes would be irresponsible.</p> <p>Wilsonville has a wonder asset: a 100 acre park fronting the Willamette River, with many quiet, uncluttered areas, including dense woods and open meadows. We support improved public access to the park and to the river. But we ask that the process include open discussion and consideration of the problems that arise with increased use of a public park surrounded by a residential neighborhood. The public has a right to enjoy the parks it funds. But the neighbors have a right to quiet enjoyment of the private properties they fund as well. Thank you. The Richard Davis Family (Additional comments on map)</p>		X	
35.	<p>We are extremely concerned with the proposal to construct a path from the east end of Montgomery Way to the Oregon State-owned property immediately to the east of the Wilsonville city line. We have virtually no fire fighting capacity in this area. There is no city water line coming down Montgomery Way. The houses are all on wells. The woods the proposed path leads to are full of fallen trees, snags, and limbs that have accumulated over the years. This is an enormous source of fuel for a fire! If a fire got started in those woods, several of our homes would almost certainly be burned down.</p>		X	

The following comments come from the Montgomery Way neighborhood:

	Comments	Parks/ Rec	Bike/ Ped	Transit
	The city of Wilsonville would have to bear the responsibility for such an event. George B. Boldt			
36.	We are 100% opposed to any public paths or access to SW Rose Lane, SW Montgomery Way, and SW Schroeder Way. These roads are access to PRIVATE homes and PRIVATE property. Any public increase in foot, bike or car traffic would be detrimental to safety and the integrity of the area. We will do <u>everything</u> possible to stop this access! Paul & Elissa Scott.		X	
37.	Our neighborhood is not a public pathway to the park. You are bringing public down our road and not given a good reason. It is not safe for bicyclists or us. You (indicate) 80% of residents surveyed want more trails. How many (are there) who are being surveyed? That also (is) not saying where they would be! Greg & Sherry Parker		X	
38.	I am opposed to the proposed local access trail on SW Montgomery Way. The public that would be attracted to the proposed trail would surely disrupt the serenity and security of our neighborhood on this minimally-improved, dead-end street. Wilsonville Memorial Park offers sufficient nearby facilities, trails, and river access making this proposed new trail unnecessary. Additionally, the green space shown on the East end of the proposed trail is not scheduled for improvement by its owner, the State of Oregon. Please preserve our neighborhood, and save the cost of building and maintaining the proposed Montgomery Way Trail by removing it from the Master Plan. John R. Conger (Additional comments on map)		X	
39.	As a citizen of Wilsonville, I would like to state a few concerns about the proposed local access trail that is shown on the concept map. It looks from the draft that there would be a trail from the park to the end of Montgomery Way and would then stop with no outlet. This would send the bikers/walkers back down Montgomery Way again. Montgomery Way has always been a private, secluded dead-end street. This would change the whole character of a charming neighborhood street and could quite possibly increase the chance of theft and crime by bringing to attention a previously unknown area. From the master plan/concept map there appears to be several proposed trails for the park. This seems like the most logical and I would think cost-effective idea. The Memorial Park is a wonderful location for additional trails, picnic areas, etc., with a great deal of the property until now virtually untouched. Would it not be a better idea to make good use of the large public park and maintain the serenity and integrity of the surrounding neighborhoods? Thank your for considering my input. Trudy Stenger.		X	

The following comments come from the Montgomery Way neighborhood:

	Comments	Parks/ Rec	Bike/ Ped	Transit
40.	<p>As residents of Schroeder Way, we would like to take this opportunity to express our concerns at efforts to potentially developing a park area at the end of Montgomery Way, and to increase public access to Memorial Park using Rose Lane.</p> <p>We have spent four years clearing overgrowth and improving the property we purchased, and during that process have disposed of hundreds of beer cans, regularly picked up trash, discovered one stole vehicle abandoned in the cul-de-sac and have repeatedly reported to the sheriff's department students skipping classes to "hang out" and "meet" for "undisclosed activities". An area as secluded as the end of Montgomery Way would seem to further invite illegal activity in an area even more difficult to monitor.</p> <p>Further development of access to the Willamette River is a wonderful idea, but not a the expense of the privacy and safety of the local homeowners. Home buyers often pay more for homes located on a cul-de-sac or dead-en street, either in a neighborhood development or a more rural setting, with the expectation of greater privacy and less intrusion from strangers. We would encourage developing river access via the existing city park lands.</p> <p>In regards to additional access points into Memorial Park, the safety issues facing those citizens walking or biking on Rose Lane are many and varied. The current walking trail in from Rose Lane is often blocked by cars parked illegally and littered by thoughtless individuals. It would seem both more practical and less hazardous to increase access point within the park currently under construction, where there will be both adequate parking and wonderful biking and walking areas, aw well as increas3d supervision form legal authorities.</p> <p>Thank you for your serious consideration of these matters. We consider it a privilege to live in a city that is sensitive to the needs of the individual homeowner and interested in preserving the unique neighborhoods tucked away throughout the city, as well as meeting the needs of those who live in the new, formal neighborhood developments. Roger and Susan Eaton</p>		X	
41.	<p>As a home owner on Montgomery Way, I'm concerned about the City's plan for our street becoming a local access trail and the plans for what is now dedicated greenspace at the end of the street. I hope both will not change what is now a small country road into a busy road with fewer trees, sidewalks and parking for a greenspace area that will be a busy park. Russ Manies</p>		X	
42.	<p>I have read the Wilsonville Master Planning Update that you gave to me when I called you earlier this summer. It leads me to walk to and into the land at the end of Montgomery Way to observe what are its present features to distinguish it from our past knowledge of it as a drainage stream with submersible land three seasons of the year. I came away with concerns in three areas:</p> <ol style="list-style-type: none"> 1. Private property rights. At the present time entry to this natural area is across the neighbors' driveways and land. As four driveways are in close proximity, unless the City creates a new entrance, people will be walking, biking or driving to this park once it is listed as such on the City's Master plan. 2. Health and Safety Issues. The habitat is that of an old growth forest with many, many dead large old branches hanging down form the trees. The 		X	

The following comments come from the Montgomery Way neighborhood:

	Comments	Parks/ Rec	Bike/ Ped	Transit
	<p>land is uneven and the top bank of a tributary leads steeply down at this time of year to a winding stream which flows to the Willamette. If someone were to fall and be injured, it would be very difficult to reach them and convey them out. 911 calls in Wilsonville are answered usually by one of the big fire trucks which are too large to drive unto the property. The trees and their low hung branches would make such conveying almost impossible.</p> <p>3. Responsibility and Liability concerns. If this proposal becomes part of the Wilsonville Master Plan and is published as such, I fear the street and the wetland area will become an attractive nuisance. The neighbors have not complained to the city when our street has been flooded many times from the backflow from the land you are considering, but opening it to recreational activities has risks. It is greater than 50 feet from the end of the street to the signs stating the beginning/ownership of the land by the State of Oregon.</p> <p>I recognize you are trying to plan to accommodate people moving to Wilsonville as well as share the natural beauty that is present, but this has too many problems. Helen Burns</p>			
43.	<p>I have received a copy of the Wilsonville Master Plans Concept Map. I am pleased with the concept in Wilsonville of having a network of bike and hike trails. This is definitely part of what makes Wilsonville a positive place to live and raise children. One proposed local access trail does concern me.</p> <p>The map indicates a trail from the end of Montgomery Way to the State-owned land. The map indicates that this is a park. My understanding has always been that this is not park land, but simply undeveloped State-owned land and that the State has no proposal to develop this land. It is very rough and not well suited to be developed into a park, besides being fairly small. However, my main concern is with the surrounding neighborhood. Montgomery Way is a narrow street with poor visibility down the street due to curves and slopes. The end of Montgomery Way is not a true cul-de-sac. It's a bit rounded, but not really very good for turning around. There is no parking and any cars parking on the street to use the proposed trail would leave the street as one lane and make it almost impossible for another car to turn around. If a car were parked on the street when the school bus came down the street, the bus would not be able to turn and would be forced to back up, definitely no a safe situation.</p> <p>The issue of the school bus brings up my second concern and that is the safety of the children in the neighborhood. The bus company and the school district looked at the safety issue on Rose Lane and Montgomery Way six years ago and decided that it was no longer safe to have children walking to and waiting at the bus stop at the corner of Rose Lane and Montgomery Way. This was due to increased traffic, people going to and from the park from Rose Lane and parking their cars to take their dogs into the park. The elementary school bus now comes down Montgomery Way to pick up children at their driveways. If the trail access is put in, the safety for our children will decrease. We will have people driving through our neighborhood, parking on the side of the street and walking through from the park. Children waiting for the bus cannot always be seen from their houses due to the long driveways and many trees. The potential for a criminal to take advantage of the situation is very great. We have had thefts, including mail theft, in the</p>	X	X	

The following comments come from the Montgomery Way neighborhood:

	Comments	Parks/ Rec	Bike/ Ped	Transit
	<p>neighborhood and inviting people into the area can only increase this potential and decrease the overall safety of the area.</p> <p>I understand that people want access to the river, but to give access through a quiet neighborhood to undeveloped State land when there are already well-developed city parks on the river does not seem like a good use of city funds or good city planning. City planning should improve neighborhoods, not destroy them. I bought property on a dead end street because I wanted to live and raise my children on a quiet dead end street. Betsy Ann Yacob.</p>			
44.	<p>Rose Lane and Montgomery Way provide Wilsonville the unmistakable country charm of tree-canopied streets without sidewalks. We do not want to be a “conduit” for the public to travel between parks. We were designed to be a neighborhood. We respectfully request the City to move this trail to a more appropriate location.</p> <p>The proposed bike/pedestrian path poses a hardship to our neighborhood. Although Chris Neamtzu has assured us that the City will not widen the street, cut down any trees or build any sidewalks down a street that is barely wide enough for two cars to pass on, where will the parking lot be built to accommodate the public’s car?</p> <p>This plan puts a path through Meridian Landing (State land at the east end of SW Montgomery Way). What specifically does the City plan to do with this land? We are being asked to approve a blind plan that neither tells us the destination nor the purpose of the path. We think the first issue to settle is what the City, County and State plan for the Meridian Landing property.</p> <p>Comments written on map include:</p> <ol style="list-style-type: none"> 1. This imposes hardships on a neighborhood that was never planned to be more than a country road. 2. The City would have to widen the street, cut down trees that are in the Significant Resource Overlay Zone, “old growth,” and force us to hook up to sewer lines. 3. This would put a path through a protected greenbelt that was never supposed to be disturbed. It floods annually and would have to have protected trees cut down. 4. This path invites the public to an area that they have already taken four-wheelers into with machetes and weed whackers. They are cutting trees, making paths and building burn piles on! <p>Mark and Cynthia Kresge</p>	X	X	
45.	<p>We have serious concerns regarding the “proposed local access” trail shown on Montgomery Way to some apparent “park” space at the end of the road. This is a dead-end residential street with young children along the way. I’m also not sure how this would fit into the neighborhood CC&Rs. Also, during a recent three-hour morning of yard work, I counted a minimum of <u>nine</u> vehicles driving up and down looking for river access. If there is a park, this is unacceptable traffic for this street. People already often park in front of homes on Rose Lane at all hours of the <u>night</u> in order to access Memorial Park. A feasibility study needs to be done to seriously determine the impact of this proposal on a quiet, residential neighborhood that has existed for over 25 years. Leann and Gary Scotch</p>	X	X	

The following comments come from the Montgomery Way neighborhood:

	Comments	Parks/ Rec	Bike/ Ped	Transit
46.	<p>We just moved to Montgomery Way. We love it just the way it is. The proposed pathway down our street into the Sate park would change the quiet street. Pedestrian paths always lead to trash, dog poop, congestion, wider streets, and vandalism. We love the Memorial Park and are excited about eh new Civic park. Money would be better spent on a recreation center – swimming pool, and a basketball court. Leave the green space alone! Laura and Steve Myers.</p>	X	X	
47.	<p>We are writing you in protest of the proposed Wilsonville Bicycle and Pedestrian Trails Master Plans Concept Map we received in the mail. Specifically, we do not support the proposed bike-pedestrian proposed to start at Rose lane and border the south side of the Cedar Pointe subdivision ending at Wilsonville High School. Although we are relieved that you say that there are no longer any plans to create this segment of the path, we want to go on record in protest of any future plans to expose the general public to our private lands at this location.</p> <p>These properties belong to a nationally-declared wetland and a very sensitive riparian corridor currently suffering from overexposure to upland water runoff. The proposed bike trail would have to cut into the steep hillside in a switchback fashion in order to enable handicap access. Such construction would cause undue hardship to the delicate terrain and erosion of the already scoured creek bed areas at the base of Cedar Pointe.</p> <p>The Rose Lane pasturelands are zoned for livestock and mixing the general public will expose property owners to the threat of accidents, bites, unwanted garbage, vandalism, and liabilities. Who would pay for the fencing to keep unleashed pedestrians and animals from trespassing on our properties?</p> <p>The proposed trail connecting the high school to the south/southeast of Cedar Pointe would enter a densely wooded area of highly protected trees in the Significant Overlay Zone. As we are not allowed to remove any these trees, why should they be removed for a bike trail? This is a particularly dark, desolate part of the trail we believe would become a prime location for rape, abduction, drug deals and truancy. Without access for police protection, who would patrol this trail? Property owners would have to assume unwanted liability for such a treacherous potential. This segment, in particular, does not meet with the “Safe Route to School Concept.”</p> <p>This area is part of a nationally protected wetland that floods annually and will require the expense of maintaining trails that will suffer water damage every year. We don’t see this as a prudent use of our city taxes.</p> <p>Rose Lane and Montgomery Way provide Wilsonville the unmistakable country charm of tree-lined, canopied streets without sidewalks. We do not want to have bike/pedestrian trails, floodlights and a 6’ chain link fence corridor through the middle of our pasturelands or next to our properties where our children, animals and property will be exposed to unwanted trafficking.</p> <p>We are good neighbors and guardians of the ecosystem here on Rose Lane and Montgomery Way. We do not want to have to be the Sheriff as well.</p>	X	X	

The following comments come from the Montgomery Way neighborhood:

	Comments	Parks/ Rec	Bike/ Ped	Transit
	<p>We respectfully request the City to move this bike trail to a more appropriate location. We also wish to be informed of any meetings in order that we may have input to the planning process. Comments written on map include:</p> <ol style="list-style-type: none"> 1. Does not meet with “Safe Route to School” concepts. 2. Exposes public to livestock animals and dogs who will protect their property. 3. Annual flooding. 4. National wetlands need to be protected from pathway erosion. 5. Too expensive to “police” the path that zigzags up to high school. 6. Zigzag path area is too sensitive – a riparian corridor would have to be graded and trees cut to put in pathways. 7. this is the connector path for wildlife to get from State land on the east border over to Memorial Park. <p>Mark and Cynthia Kresge.</p>			
48.	<p>I apologize for arriving late for the Master Planning meeting last Thursday. Thinking I had missed some of the testimony I did not speak at the meeting about the effect the land under consideration plays in flood control. Since that time I learned no one did.</p> <p>When the Willamette River is elevated and flowing too full and swift that the drainage from the area to the north cannot flow into it from the stream on the State property it floods the land surround it onto Montgomery Way. The back of the properties on the North side of the street are flooded. On some years, that flooding reaches behind all of those houses. The most severe effect we have found on the South is flooding on the Street and some of the driveways between our house and the eastern end of the Street.</p> <p>As you continue your review, I recommend the following: On the non-State land, the City needs to protect the vegetation to hold the soil in place for absorption of that water until the river level lowers to make allowance for that run-off.</p> <p>Thank you for inviting us to the meeting and considering our input. You run a great Meeting. I'll try and be on time next time. Helen Burns.</p>		X	

The following comments come from Charbonneau residents.

	Comments	Parks/ Rec	Bike/ Ped	Transit
49.	<p>Priorities 1 through 5:</p> <ol style="list-style-type: none"> 1. Finish walkway to continue all around French Prairie Road – improve existing walkway. 2. Pedestrian path across river. 3. Enough fields for sporting events. 4. Swimming pool. 5. More access to the river. 	X	X	
50.	<ol style="list-style-type: none"> 1. Charbonneau – improve existing walkways and finish walkways the entire length of French Prairie Road – so joggers will not use street. 2. Pedestrian and bicycle path across river. 3. More fields for sporting events. 4. Community swimming pool (indoor and outdoor). 5. Better river access on both sides of the river. 	X	X	
51.	<p>Charbonneau District Needs:</p> <ol style="list-style-type: none"> 1. Now – vehicular link to Wilsonville town/park by ferry, bridge or tunnel under river. 2. Continuation of walking path on French Prairie East. Leveling, grading, and widening of existing paths. R.M. Bernard, M.D. 		X	
52.	<p>Our community would benefit from a pedestrian/bike bridge attached to the Boone Bridge or a freestanding bridge.</p> <p>Also, we need a single-car lane from Charbonneau on-ramp to the Wilsonville off-ramp on I-5.</p>		X	
53.	<p>I would like to see a pedestrian/bike bridge on the east side of the I-5 bridge. I would also like to see a lane from Charbonneau to Wilsonville so you would not have to merge.</p>		X	
54.	<p>Pedestrian/bike bridge over Willamette River. Many from Charbonneau could shop, leaving car at home. SMART to go to downtown Portland and Beaverton. River access trails.</p>		X	X
55.	<p>The proposed French Prairie path would permit walkers to look directly into our living and family rooms. Therefore we, and I am sure others bordering French Prairie Road, would seriously object to this intrusion. Norman L. Foster.</p>		X	

The following comments come from Charbonneau residents.

	Comments	Parks/ Rec	Bike/ Ped	Transit
56.	After attending the last City Council meeting, it seems the future traffic solutions depend on people changing their driving habits in the Wilsonville Road/Boones Ferry area. Living in Charbonneau, there are two primary ways to help this. First, a pedestrian/bike bridge across the Willamette, preferably a separate bridge, but an attached bridge to I-5, if more cost effective, could still be a great improvement. And second, more frequent (service) and other locations for SMART (stops) in Charbonneau. Including evening and weekend times. Personally, other priorities would be transit to downtown Portland and paved biking trails.		X	X
57.	Complete the walking path along French Prairie Road. Build a pedestrian/bike bridge across the Willamette from the Tauchman House area to an easement near the Boat Works Marina. Bridge funding should be explored through grants, federal dollars, non-profit biking organizations, etc.		X	
58.	Entire Metro region needs a bike path across the river. The freeway is too dangerous.		X	
59.	Keep up the good work. The bike and pedestrian trails will enhance our area as well as the additional parks. We have been pleased with the SMART transit systems and their dedication to those not able to drive and those who choose not to drive. Thank you for your efforts!	X	X	X
60.	<p>As a resident of Charbonneau for over a decade, my comments are directed towards the parts of the master plan that could affect our community.</p> <ol style="list-style-type: none"> 1. Completion of the walking path along French Prairie Road. So long as we are talking about the walking path and not the proposed jogging path down the center median, I am in favor of this project. I would hope the project would include smoothing out the rough places in the existing path also. 2. As for the pedestrian/bicycle bridge across the Willamette River – perhaps a good long-term idea but I suspect the environmental restrictions, not to mention the cost would kill the proposal. An alternative might be to add a foot/bicycle bridge below the existing Boone Bridge. That would be much easier to get past the cost and restrictions, however, providing access to such a bridge is another story and might, in the end, kill that proposal, too. 3. A proposal that has not been mentioned, however, is badly needed and that is: Providing a “Wilsonville Only” I-5 northbound lane that would extend the merge lane across the Boone Bridge and continue it directly to the Wilsonville Road exit. Now that’s doable and badly needed! Iris Adams 		X	

The following comments come from Charbonneau residents.

	Comments	Parks/ Rec	Bike/ Ped	Transit
61.	<p>I want to add my support for two projects in your plan.</p> <ol style="list-style-type: none"> 1. Walking path on French Prairie Road. This project presents a lot of knotty problems, and therefore needs innovative thinking and a great deal of cooperation between your office and the Charbonneau community. We badly need a wider, smoother, and more level path that extends the full length of French Prairie Road. It appears to me to be the best way to get the walkers back off the street is to give them a no-problem path. And we must get them off the roadway. Sure, it will cost a bundle. Yes it is too bad that it wasn't properly planned and constructed. But now is the time to work together to find the best solution. How can I help? 2. Improve Charbonneau's access to Wilsonville In my opinion the best way to provide a pedestrian and bicycle <i>and golf cart</i> connection will be to build a separate new bridge running from Memorial Park to a yet-to-be established site on Charbonneau's riverfront. Expensive? Yes, and it will take a lot of selling. I'm not sure how Eugene managed to pay for three pedestrian bridges over the Willamette, but maybe they will share their experience. Long term we need, and if we work smart enough will get, local traffic only automobile lanes, one each way, over the river, maybe as an add-on to the existing I-5 bridge. Even today this on and off the freeway to go to Wilsonville is an adventure. As future traffic volumes increase dramatically the situation will become even more dangerous. But who knows how long it will be before ODOT can solve this problem? I know that this is not part of the ACMP project, but it sure is lurking in the background, and adds more pressure to provide alternative access. <p>Thanks for all your hard work and leadership on this project. We really appreciate it! Alex McPhail</p>		X	
62.	<p>Against building new bike/pedestrian structure over river. For extending both north and southbound access to I-5 lanes between Wilsonville Road and Charbonneau exits so vehicles can “bypass” freeway traffic to and from Wilsonville over the river. This should be given top priority in planning.</p>		X	
63.	<p>Expand Charbonneau pedestrian walking route to cover more of Charbonneau and to connect with the proposed regional trail (cross the river). Brandt</p>		X	
64.	<ol style="list-style-type: none"> 1. I would like to see the pedestrian crossing over the Willamette completed in some form. 2. Continued development of bicycle paths in our area – possible connections to Tualatin and Sherwood. 3. 4th lane on I-5 to Wilsonville from Charbonneau. Many residents here shop Canby because of the required freeway merge. It is very dangerous for them! 		X	

The following comments come from Charbonneau residents.

	Comments	Parks/ Rec	Bike/ Ped	Transit
65.	<p>The idea of a bike-pedestrian bridge across the Willamette River to possibly connect Charbonneau to the rest of Wilsonville sounds fine.</p> <p>The main fault is the expense compared to the small amount of use that will be generated. I think the usage would be very small. Norman Gusinde</p>		X	
66.	<p>It is <u>so</u> time to continue the Charbonneau walking trail along French Prairie. There are way too many seniors (and their pets!!) walking in the roadway. (and they don't move for anything.)</p> <p>Also, I think a bike/ped bridge over/under the Boone Bridge would be such a <u>wonderful</u> thing. Wilsonville can use all the bike access it can get!</p>		X	
67.	<p>French Prairie Road has a 25 mph speed limit which in many instances is ignored. Three speed bumps placed strategically on this road would help make it safer for bicyclists, walkers, runners, etc. Cars ignore the stop signs, the pedestrian crosswalks (which are marked), and the speed limit. It is time to make people aware of these safety measures.</p>		X	
68.	<ol style="list-style-type: none"> 1. Complete walking/jogging path on French Prairie Drive (it's very hared to see them on shady, sunny days and evenings). 2. Provide a bicycle/pedestrian/golf cart bridge over the Willamette River. We need to conserve gasoline and I believe many would use this access to the Wilsonville shopping area. Darrell R. Bang 		X	
69.	<p>Plan looks good. Nothing to add at this time.</p>			
70.	<p>This is in regards to the Bicycle and Pedestrian Master Plan for Wilsonville. We should do everything possible to make our city people-friendly. A place where outlining areas have routes to walk or bike ride into town. I support all of the Master Plan but feel connecting Charbonneau with downtown Wilsonville with a pathway should be the highest priority. Don Patch</p>		X	
71.	<ul style="list-style-type: none"> • Would like the Charbonneau connector to be completed co-incidental with the repaving of the existing connector in '06. • Please do have a pedestrian bridge across the Willamette – west of I-5 is great – a free-standing bridge would be better than “hanging” it on I-5. If Eugene can have 3 ped bridges across Willamette, we should be able to have 1!. • Oh- and a paved connection to Charbonneau, maybe come under the bridge with a lockable gate a night for security. 		X	
72.	<p>Priorities for us:</p> <ul style="list-style-type: none"> • I-5 foot and bike path (over Willamette River). • Continuation of walking path French Prairie Rd. in Charbonneau. <p>Jeanie & John Vella</p>		X	

The following comments come from Charbonneau residents.

	Comments	Parks/ Rec	Bike/ Ped	Transit
73.	<ol style="list-style-type: none"> 1. Complete walkway on French Prairie Drive and improve existing walkways, wider, smoother, etc. 2. Speed limit 30 mph. 3. Enforce safety for vehicles and pedestrians 		X	
74.	<p>I live in Charbonneau. We support most of the Master Plan. Of special interest to us are:</p> <ol style="list-style-type: none"> 1. Enhanced SMART service plus added Charbonneau service, Woodburn, and to commuter rail in Portland. 2. Additional walking paths in Charbonneau. 3. Bike, walking path from Charbonneau to Memorial Park and Wilsonville. 		X	X
75.	<p>My first priority would be a second vehicular bridge across the Willamette River better connecting Charbonneau with the rest of Wilsonville. This could help reduce congestion at the two I-5 interchanges and portions of Wilsonville Road. A two-lane bridge from Miley Rd. to Montgomery Way to Old Town would also provide an additional emergency exit in case of closure of the I-5 bridge over the Willamette.</p> <p>My second choice would be a pedestrian, bicycle bridge across the Willamette from the view point of French Prairie to Memorial Park. David H. Beadle</p>		X	
76.	<p>We favor a sidewalk completion along French Prairie Rd. in Charbonneau so that people don't have to walk on the road which is dangerous.</p> <p>We favor a bike/pedestrian bridge added next to the I-5 bridge to allow safe passage for bikers and bike clubs to pass over the river safely. It would also encourage biking through Wilsonville trails.</p> <p>We favor the regular SMART service to Charbonneau.</p>		X	X
77.	<ol style="list-style-type: none"> 1. Walking path alongside French Prairie Rd. (Not in center median.) 2. SMART bus service to Wilsonville shopping along the proposed route shown on map in Charbonneau. Also some availability to Washington Square. More info on how it works for senior/disabled to Portland. 3. A new bicycle/golf cart or pedestrian crossing over the river – not on I-5 – from Charbonneau. If done on I-5, have an exit south of Wilsonville Road, but north of the river. 		X	
78.	<p>I would like to comment on the proposed completion of the walking path along French Prairie Road. I am concerned that the path's location might be intrusive to me and other property owners. I hope that planners will "respect the rights and needs of property owners." This proposed path would be acceptable (to me) if it is at the level of the street – not up on the ridge looking into my windows and yard.</p> <p>I must add, that the current path that winds through the single family neighborhood is a safe, level and lovely walk. I walk my dog along this route frequently. The route is also well marked. In a climate of fiscal responsibility, I am wondering if we should be spending money to fix something that is really not broken. Thank you. Maryanna Wiese.</p>		X	

The following comments come from Charbonneau residents.

	Comments	Parks/ Rec	Bike/ Ped	Transit
79.	I would like to like to echo what Maryanna (Wiese) said and also add that this project was partially undertaken several years ago, but was abandoned because it was deemed too intrusive to the people bordering French Prairie. This was in our opinion a valid decision as the walkers would be looking directly into our living areas. Thanks, Norm Foster.		X	

Four brochures were returned with comments written on the map only.

Updated October 19, 2005

Bicycle and Pedestrian Master Plan Update
Parks and Recreation Master Plan Update
Transit Master Plan

Citizen Input

ACMP Meetings

Open to the Public

ADVISORY COMMITTEE ON MASTER PLANNING
Index of ACMP Meeting Notes

2006

May 18, 2006 Final ACMP Meeting.

April 20, 2006 Meeting with attached paper copies of Pedestrian Bridges PowerPoint presentation.

March 16, 2006 Meeting with attached paper copies of Villebois Parks Master Plan PowerPoint presentation.

February 16, 2006 Meeting

January 19, 2006 ACMP Meeting with attached paper copies of Siuslaw Estuary Water Trail PowerPoint.

2005

December 15, 2005 ACMP Meeting

December 1, 2005 ACMP Special Meeting

November 17, 2005 ACMP Meeting

November 3, 2005 ACMP Special Meeting with Draft Parks & Recreation Master Plan Vision, Big Ideas attached.

September 29, 2005 ACMP Special Meeting

September 15, 2005 Meeting

July 21, 2005 ACMP Meeting with attached paper copy of SMART Priorities Survey Results PowerPoint presentation.

June 16, 2005 ACMP Meeting

May 19, 2005 ACMP Meeting

April 21, 2005 ACMP meeting

February 17, 2005 ACMP meeting with attached paper copy of SMART Survey Results PowerPoint presentation.

January 20, 2005 ACMP meeting with attached paper copy of PowerPoint presentation of Community Recreation Survey.

2004

December 16, 2004 Meeting

October 21, 2004 ACMP meeting

October 12, 2004 Parks and Recreation Advisory Board/ACMP Bus Tour notes.

ADVISORY COMMITTEE ON MASTER PLANNING

ACMP Meeting Notes

2006

ADVISORY COMMITTEE ON MASTER PLANNING

**THURSDAY
APRIL 20, 2006
6:30 P.M.**

**Community Development Annex
8445 SW Elligsen Road
Wilsonville, Oregon**

AGENDA

Committee Members:

Michelle Labrie-Ripple - Chair	Martin Rockwell	Vern Wise
Phyllis Straight-Millan – Vice Chair	Steven Van Wechel	
Al Levit		

Staff Present: Chris Neamtzu, Peggy Watters, John Michael, Robb Reed, Sandi Young, Linda Straessle

Guests: Mayor Charlotte Lehan and Councilor Tim Knapp.

The following was distributed at the beginning of the meeting:

- A working draft of the “Umbrella Plan”, dated April 20, 2006.
- “Wilsonville Draft Transit Master Plan Comments” matrix, dated 4/14/2006.
- “Comments on ACMP Packet for April 20, 2006” from Al Levit.
- An email dated April 18, 2006, from Robert Meyer, regarding Bridges.
- An email dated April 20, 2006, from Robert Meyer, regarding ACMP tonight.

1. Call to Order

Vice Chair Straight-Millan called the meeting to order at 6:37 p.m. Chair Ripple arrived shortly afterwards.

2. Parks and Recreation Master Plan – Overview of Changes

Community Services Director Peggy Watters explained that the revisions to the Parks and Recreation Master Plan focus on Chapter 6 Plan Implementation. Ms. Watters reviewed Chapter 6:

- Ms. Watters explained:
 - * City staff made recommendations to the consultants regarding the Parks and Recreation Master Plan (the Plan) organization.
 - * There are still some topographical errors that need to be corrected.
 - * Some of the earlier ACMP comments have been incorporated into the Plan. The comments for the other chapters, and the responses to the comments, will be presented in a matrix.
 - * Chapter 6 is the financial chapter for the Plan.
 - * The layout of Chapter 6 and how it was changed was explained.
 - * She briefly overviewed the tables included in Chapter 6.

- * It was noted that Mr. Levit has submitted many of his comments regarding Chapter 6 in writing which were made available at the beginning of the meeting.

Ms. Watters briefly overviewed Table 3 *Draft Capital Projects List*, on page 110, and asked for ACMP feedback on the changed format of the table. She referred to Project P8 for a Montebello neighborhood park and noted that it had been broken into three sections, and asked if the ACMP preferred it this way or they preferred it listed as just one project. Discussion of Table 3 included:

- There was agreement that the preference was to break the project into several sections so the costs for each section is better identified; it gives a better sense about where the money is going.
- It was suggested that a blank line be included in between each grouping of projects to better identify each project group.
- When Mr. Levit noted that there was a loss of sequencing of the projects, Ms. Watters explained that it was difficult to break out the new, existing and future projects. Long-range Planning Manager Chris Neamtzu suggested that it makes sense to group the projects according to their priority even it causes the project numbers to not be listed sequentially in the table. Mr. Levit suggested there should be two tables, one table for related projects and a separate one for the ranking of the projects.
- It was noted that Graham Oaks Natural Area has been added to the listing of capital projects.
- Page 112, Project P5 “Park at Merryfield.” There had been an earlier discussion regarding widening of the trail for bicycle and pedestrian safety. The listed project costs seem to cover the trail widening but it is not mentioned.
- It was suggested that signage could be included on page 113 under “Other Projects” that are systemwide.

A discussion of Table 4 *Bicycle and Pedestrian Master Off-Street Projects* starting on page 114 included the following comments:

- Suggestions regarding projects listed under “Local Trails” on page 116 included:
 - * Project L5.
 - Project L5’s description is confusing as there seems to be a disconnect between the description and the mileage.
 - There are two Center Loop Trails; one is listed with Project L5 in Memorial Park and the other is listed as Project L1.
 - Mr. Neamtzu is to “clean” up Project L5 and other related trail descriptions.
 - * The priorities for Projects L10 and L11 under “Local Trails” should be non-applicable since they should be completed with Villebois development.

The ACMP discussed their concerns regarding Chapter 6 text with these comments:

- Page 121, “System Development Charges,” second paragraph, second sentence. See the comments for page 133 about SDCs being used to keep existing residential areas whole.
- Page 122, second paragraph. The language listing new park SDC amounts is new language.
- Page 127, first full paragraph regarding a sponsorship program.
 - * It was explained that this paragraph was added to ensure that sponsorship programs are done.
 - * It was suggested it needs to be clarified if this sponsorship program has already happened.
- Page 129, second paragraph under “Available Funding.”
 - * It was noted that the expected annual SDC revenues have changed and this needs to be updated.
- Page 129, second paragraph under “Unmet Needs.”
 - * There have been numerous changes in this paragraph since the last time the ACMP reviewed it.
 - * It was noted that the annual interest rate is listed in this paragraph as 5%, but the last paragraph on page 130 lists it as 6%. Ms. Watters stated that she will check this and clarify the numbers.
- Page 131, third paragraph under “Stormwater Fee.” This is new language.
- Page 132, first two bulleted items and last paragraph. These revenue numbers have changed substantially from what was presented before to the ACMP.
- Page 133, Table 8 *5-Year Implementation Strategy*.
 - * It was suggested that Table 8 be reformatted to match the other tables in Chapter 6.

- * It was suggested that another column be added to list the funding source of the projects; show the revenue versus the expense for each project.
- * SDC methodology.
 - Concern was expressed that construction of new parks and amenities using Park SDCs would take precedence over serving the existing parks and residents; that the way this is written park SDCs can't be used to serve existing residents.
 - Mayor Lehan stated that the SDC methodology in this Plan needs to ensure confidence that existing neighborhoods can be served as well as new neighborhoods – keep them whole in recreation choices, then increase SDCs so that existing residents are not harmed by new development.
 - This SDC methodology language needs to be included on page 121; second paragraph, second sentence; under “System Development Charges.”
- The tables in Chapter 6 are to be redesigned to make them very clear.
- Ms. Watters noted that this is a 20-year plan and that as opportunities come up, the Plan has to be flexible enough to take advantage of them.

A new item was added to the agenda, and the order of the agenda items was changed.

3. A PowerPoint Presentation Regarding Pedestrian Bridges.

Mayor Lehan explained that the concept of a pedestrian bridge over the Willamette River has been presented to numerous groups of people where it has been well-received. She discussed the concept of a pedestrian bridge and the Tonquin Trail, and passed around maps other bicycle trails in other jurisdictions.

- She explained that the an engineering firm had provided estimated costs for a pedestrian bridge over the Willamette River from Boones Ferry Park on the north side of the river to the Boat Works boat dock on the south side of the river.
 - * The cost of a pedestrian bridge over the Willamette River was previously presented to the ACMP as \$5 to 7 million.
 - * The engineering firm, OBEC, has given a rough estimate as \$12 million. The cost difference is that it is now being proposed to make the bridge wide enough to be used as an emergency access for fire vehicles and other emergency vehicles.

Mayor Lehan showed a PowerPoint presentation (paper copies are attached) regarding pedestrian bridges over the Willamette River including the five pedestrian bridges in Eugene. Her additional comments during the presentation included:

- She further described each bridge as its PowerPoint slide was shown.
- Different styles of bridges were demonstrated in the presentation. It was noted that it would have to be the same height as the Boone Bridge and the railroad bridge. There was a discussion regarding height requirements of bridges over the Willamette River.
- She listed the pluses for a Boones Ferry Park location for the pedestrian bridge:
 - * It would connect to public land on both sides of the river.
 - * It would bring new business and vitality to the Old Town area.
 - * It could connect with the Tonquin Trail through the Graham Oaks Natural Area.
 - * Boones Ferry Park could be used as a staging area for people to launch kayaks and to access areas south of the river.
 - * She listed additional advantages for constructing it wide enough for emergency vehicles to use:
 - Emergency vehicles could use it when Boone Bridge is blocked.
 - It would help in finding funding sources for the bridge.
 - Possible funding could be acquired from Homeland Security to build the bridge if it is designated for emergency use.
- Another advantage of a pedestrian bridge across the Willamette River would be that it would get bicyclists off the Boone Bridge.

- A disadvantage of constructing the bridge at Boones Ferry Park is that the grade difference on the south side of the river is so much lower than the north side.
- The City is trying to get the pedestrian bridge listed as a project in Metro's Regional Transportation Plan in order to help get funding for it.
- There was a discussion regarding needed road improvements on Butteville Road to make it safe for bicyclists.
- There was discussion about Wilsonville being at the southern end of the Metro area; a good "jumping off" point for those who want to access trails south of the Willamette River.
 - * Tourist opportunities were listed such as Wilsonville becoming a major hub for organizing bike tours starting in Wilsonville, and motel and retail businesses. It was suggested that this would make the expense of the bridge worth the cost.
 - * Different tourist attractions such as a museum in Old Town, at the Tauchman House, were listed.
- Mayor Lehan suggested that the timeline for construction of a pedestrian bridge was tied to the Commuter Rail start up, which is scheduled for 2008.

A guest in the audience, Mick Scott, introduced himself and explained that he is involved in tourism, professionally. He discussed:

- A pedestrian bridge over the Willamette River would be a spectacular opportunity for Wilsonville.
- He discussed the movement that is currently underway to reconnect people with the river.
- The revitalization of the Willamette River has funding opportunities.
 - * There is significant money available through state and federal programs.
 - * The money is there and the opportunity is now because the money is going to dry up fast.
 - * Cities are going to have to partner to create opportunities to reconnect people with the river.
 - Kaiser wants to partner with Wilsonville.
 - We have to talk to others and make one united appeal.
 - * Old Town could become part of a Willamette River heritage area.
 - * The Willamette River, from Portland to Eugene, could be an interpretive center.

3. Reconnecting to the River - A River Trail Plan

Mr. Neamtzu reviewed the River Trail Plan ("Returning to the River – A vision for a Water Trail System" in the meeting packet) and the recommendations offered in the Plan, noting the following:

- There are various planning areas where efforts are being made to do river trails including the Kaiser Rapids Park and from Newberg to the top of the Oregon City waterfalls.
- Mr. Neamtzu pointed out suggested amenities for assisting getting kayaks and canoes to the River and different dock designs to accommodate such use (see pages 9 of 11 and 11 of 11 of the Water Trail Plan).
- Possible river access points were discussed. They are listed with language discussing each access site starting on page 4 of 11.
 - * Mr. Neamtzu explained that the Water Treatment Plant access site is not feasible because of the steepness of the slope to the river at this location.
 - It was questioned why this location was listed at the beginning of this section of the Water Trail Plan if it is not feasible; it should be at the end. Mr. Neamtzu explained that the access sites are listed in order of west to east.
 - There was ACMP agreement that the Water Treatment Plant access language be scaled back and listed later in the section as it is not a feasible river access location.
 - * Mr. Neamtzu was instructed to take the reference to overnight camping out of the discussion for the Meridian Landing State Park.
 - * Councilor Knapp referred to the Metro Greenspaces Property paragraphs and noted that Metro does not have access to the Willamette River.
 - It was suggested that this location remain in the Plan as only a small piece of land would have to be purchased with bond measure money to create the river access.
 - This would be a good alternative to the Water Treatment Plant access site.

- Because there are no parking opportunities here, there would be no vehicle access; it could only be accessed by the river.

4. Crossing the Willamette River

The language included in Chapter 6. Crossing the Willamette River will be incorporated into the Bicycle and Pedestrian Master Plan. The language and costs regarding Project R5a “Willamette River Crossing” will be updated to include that it is to be wide enough for emergency vehicles and the costs estimates adjusted accordingly.

It was suggested that there needs to be one strong recommendation for a bridge style included here.

5. Presentation of the “Umbrella Plan”-A Working Draft

Reviewing the “Summary” starting on page 1 of the “Umbrella Plan”, Mr. Neamtzu described what he was trying to achieve with the “Umbrella Plan”

- He reviewed the themes starting on page 2, and asked the ACMP if they could suggest additional themes per ACMP discussions.
- He wants to add language regarding the “backbone” of the system.
- This document has not been reviewed by all the staff and consultants yet.
- Mr. Neamtzu asked for feedback on the projects he listed under each theme and suggestions for additional themes. ACMP comments included:
 - * There is no conflict with putting projects in more than one theme; it just strengthens it as a priority project.
 - * List the acronym legend before the list of themes; not at the end. Change “TR” for transit to “T”.
 - * Add Willamette Way East to the *Serving and connecting underserved neighborhood* theme.
 - There is a gap in the sidewalk through the Fox Chase neighborhood; the second block down from Wilsonville Road.
 - This is a safety issue as this is safe route to school.
 - * *Safe Routes to Schools* was suggested as another theme.
 - The above missing sidewalk link would fit good into this theme.
 - If the schools are thought of as parks, then parks would fit in this theme as well. Ms. Watters suggested that schools could be thought of as a park theme; let them serve that function.
 - * Mr. Neamtzu was asked to list the projects within each theme in the order of priority.
 - * *Park and Recreation Improvements* was suggested as another theme.
 - * *Connections to Other Communities* was suggested as another theme.

Mr. Neamtzu referred to the “Proposed Pilot Project” section on page 3, and explained that the central information kiosk at Memorial park would be showpiece.

- He has been talking with Operations Manager Floyd Peoples regarding ideas for improving the kiosk.
- He discussed the signage at the new Civic Park.

Referring to the “Specific Projects” section, “6. Information Kiosks”, it was suggested that putting transit schedule information at bus stops is a high priority; the information at the kiosks needs to be broadened.

Mr. Neamtzu stated that he planned to add all the connecting projects that are in the Parks and Recreation Master Plan, Bicycle and Pedestrian Master Plan and Transit Master Plan into the “Umbrella Plan.” A map is to be added that will show all the projects.

It was suggested that new residents be given an information packet that includes bus schedules, bicycle trail maps, park locations, etc.

6. Next Steps

A. Upcoming ACMP Meeting Schedule and public meeting dates

Mr. Neamtzu stated that the Open House has tentatively been scheduled for May 30, 2006. Planning Director Sandi Young and Public Relations Officer Robb Reed suggested that the Open House be held in Town Center Park and to offer food; do a barbecue. The presentation of the three plans could be done in the Visitor Center, if the park and Visitor center is available then.

The ACMP discussed and agreed upon a format for the Open House:

- There is to be a station for each of the three Plans, and for the “Umbrella Plan.”
- There is not to be a presentation at the beginning
- Doing an automated slide show was suggested.
- Offer opportunity for citizen input in the form of comment cards. Ask for three things about the plans that they were excited about, then provide a place for additional comments.
- City staff and consultants will work the stations.
- ACMP member will not have a formal role, but should be there to talk to the people.

Suggestions of how to advertise the Open House included:

- An article about the Open House is to appear in the Boones Ferry Messenger.
- Ms. Waters suggested putting a flyer in the May 20, 2006, WERK Day package that is given to all WERK Day participants.
- The City could provide flyers to ACMP members to distribute to friends and neighbors.
- Ask the *Wilsonville Spokesman* to include an article on the master planning process and the Open House.

Ms. Waters invited ACMP members to apply for an opening on the Parks and Recreation Advisory Board.

The ACMP members discussed that they would like to see the Plans one more time before they go to the public. The three master plans are to be made available to the ACMP for the May 18, 2006 ACMP meeting.

7. Adjournment

The meeting adjourned at 8:52 p.m.

/ls
attachment

Crossing the Willamette:

Not Just for
Trains, Trucks, and Automobiles



Eugene's Pedestrian Bridges

Eugene has five pedestrian bridges that cross the Willamette River, four concrete pier bridges and one suspension bridge.



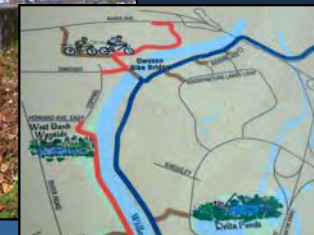
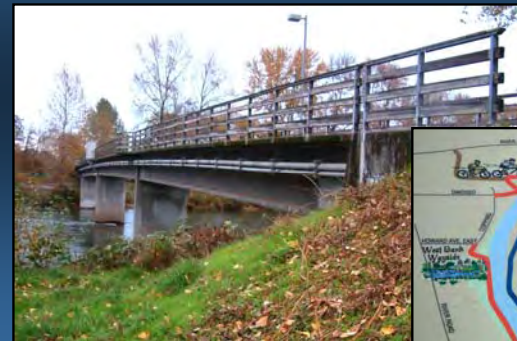
Although Eugene has several automobile bridges that also accommodate pedestrians, the pedestrian bridges appear to be preferred.



They were observed to be heavily used, weekend or weekday, by a variety of users: bikers, joggers, walkers, kids, baby strollers, shoppers, etc.

Owosso Bike Bridge

500' Span Completed 1982
\$870,000



Like all Eugene pedestrian bridges, the Owosso Bridge has a 14-foot wide concrete deck, viewpoint bump-outs, and lighting.

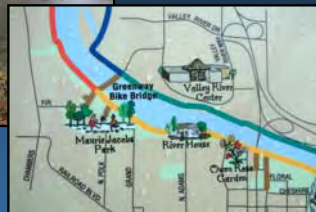


Owosso Bridge has four wood guard rails and carries utility pipes below deck.

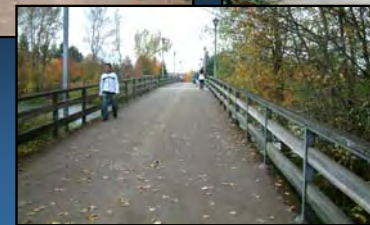
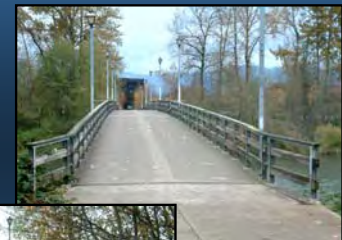
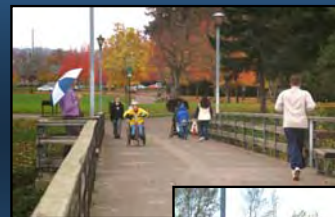


Greenway Bike Bridge

528' Span Completed 1977
\$290,000



The Greenway Bike Bridge was an 80/20 Federal Earmark Project.

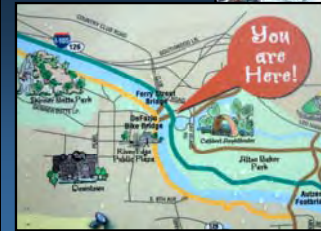
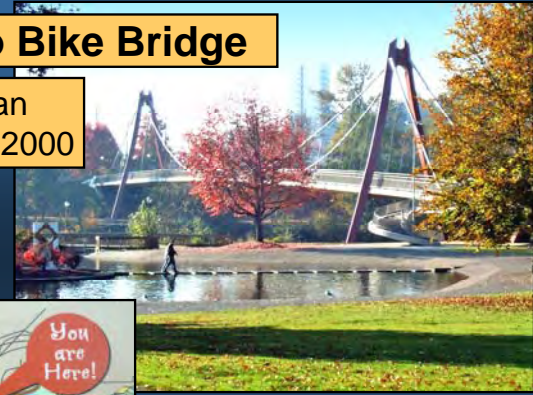


The views up and down river from the Greenway Bike Bridge



DeFazio Bike Bridge

586' Span
Completed 2000



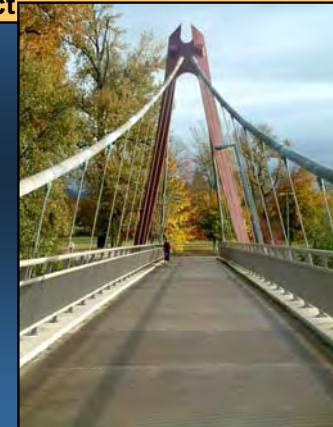
\$2,670,000

DeFazio Bike Bridge

330' Primary Suspension Span



The DeFazio Bike Bridge was built as an adjunct to the Ferry Street Bridge, an 80/20 Federal earmark project



Walkway and under-deck of DeFazio Bridge



The DeFazio Bridge is located near Downtown at 4th Street.

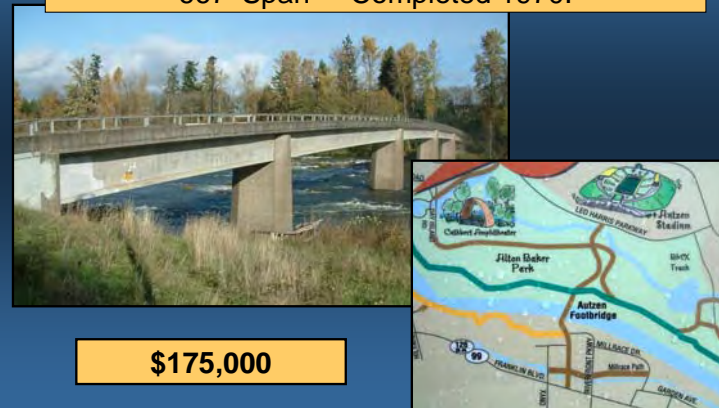


DeFazio Bridge Approach from Alton Baker Park



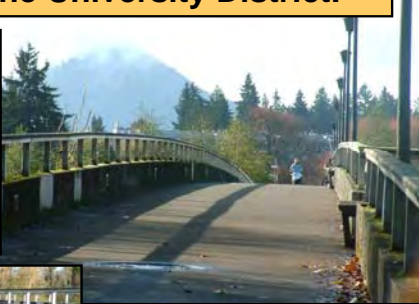
Autzen Footbridge

Eugene's longest pedestrian bridge
667' Span Completed 1970.



\$175,000

The Autzen Footbridge connects Autzen Stadium with the University District.



Carries utility lines

The only pedestrian bridge with a solid guard rail wall, topped by a single rail.



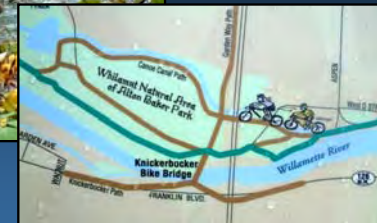
Autzen Footbridge

Autzen Footbridge



Knickerbocker Bike Bridge

523-foot span Completed 1979



\$440,000

Built by Eugene Electric, it also carries utility lines.



Knickerbocker Bridge

The Knickerbocker Bridge has an open 3-rail guard.



View of the I-5 bridge from the Knickerbocker Bike Bridge



Other Pedestrian Bridges



**Aspen X-Country Ski Bridge
(Tiehack Bridge) 600' span**



**McLoughlin Pedestrian Bridge in
Portland (under construction)**



Wildish Suspension Bridge



Grants Pass Ribbon Bridge



OBEC received the 2002 PROJECT OF THE YEAR AWARD from the American Council of Engineering Companies. OBEC was the prime consulting engineer for the \$2.15 million Rogue River Pedestrian Bridge. A unique stress-ribbon bridge which connects the city of Grants Pass with the Josephine County Fairgrounds. This unique project is a 658', 3-span stress ribbon bridge. The first bridge of its kind to be constructed in the State of Oregon.

I-5 Center Suspension Bridge



Boones Ferry to Boat Works



Between the trestle and I-5



South side trestle



North side trestle



Looking South



Looking North



Connecting to Old Town Wilsonville



Advantages of an Independent Pedestrian Bridge at Boones Ferry

- Connects two existing pedestrian realms. (Old Town and Boat Works)
- Connects an existing historical road. (Boones Ferry Road)
- Both landings are in public ownership. (Clackamas County and City of Wilsonville)
- Could bring additional bike/pedestrian business to Old Town without as much vehicle congestion.

Tourism Benefits

- Could garner tourism support from Clackamas and Marion Counties to capture and promote the bicycle tour groups that stay in Wilsonville and tour north Marion County and Champog.
- Both sides of the river would benefit.
- Would be more than a utilitarian link – would be an attractive feature for residents and visitors.
- Separated from the noise and traffic of I-5 or the railroad bridge – Excellent views.
- Tourism Benefits increase funding opportunities.

Tourism Benefits

- Interest from Champoeg planners 150 year celebration of Oregon statehood. (2009)
- Interest from State Parks to tie Portland Metro to the Valley for the Willamette Valley Bike Trail
- Interest from the Willamette River Trail group as a landing, landmark, and tie in for the canoe, kayak trail.

Emergency Access ???

- Explore possibilities for emergency loop for water/sewer for Charbonneau
- Single lane emergency vehicle access

Boones Ferry to Boat Works



ADVISORY COMMITTEE ON MASTER PLANNING

**THURSDAY
MARCH 16, 2006
6:30 P.M.**

**Community Development Annex
8445 SW Elligsen Road
Wilsonville, Oregon**

Meeting Notes

Committee Members Present:

Michelle Labrie-Ripple - Chair
Al Levit
Steven Van Wechel

Randy Wortman
Vern Wise

Also Present:

Vicki Yates Wilsonville Chamber of Commerce Liaison

City Staff Present: Steve Dickey, Chris Neamtzu, Sandi Young, John Michael, and Linda Straessle.

Consultant Present: Christine Heycke, SMART

The following was distributed at the beginning of the meeting:

- * An email dated March 15, 2006, from Vern Wise, regarding Parks and Rec Section
- * An email dated March 15, 2006, from Vern Wise, regarding Transit Master Plan
- * An email dated March 15, 2006, from Phyllis P. Straight-Millan, regarding ACMP homework.
- * An email dated March 15, 2006, from Martin Rockwell, regarding [ACFMP] CIP project priorities
- * Wilsonville Draft Transit Master Plan Comments
- * Alta and Staff responses to Al's Comments on the Bike Ped. Plan 3.1.6.06.

1. Call to Order

Councilor Ripple called the meeting to order at 6:35 p.m.

2. Revised Transit Master Plan

Large maps of the proposed bus routes were on display and were referred to during discussions of the March 2006 Transit Master Plan (TMP).

Christine Heycke of SMART reviewed her memorandum dated March 9, 2006, regarding March 16 ACMP Meeting (in the meeting packet), which listed the changes in the March 2006 Draft Transit Master Plan (TMP). As she reviewed her memo, additional comments regarding the TMP included:

Introduction - Chapter 1. The Transit Master Plan would replace Transportation Systems Plan (TSP) Chapter 6: Transit System and Chapter 8: Transportation Demand Management.

Recommended Bus Routes and Service – Chapter 2.

- There was a discussion regarding the Commuter Rail and its schedule. Mr. Dickey listed possible times for the Commuter Rail. He noted that whatever the initial schedule might be, the times are subject to change as needed. There was additional discussion regarding fares and paying for the train.
- The proposed bus routes were discussed using the large displayed bus route maps.
 - * The routes that children use to get to school were pointed out and discussed.
 - * Mr. Wortman noted that Route 204 presents challenges for getting west side residents to Route 201's transfer point for the express service to Portland
 - It was suggested that the #1 response in the transit survey was to deliver residents to their jobs.
 - There was a discussion regarding timeliness for getting people to transfer points for Portland routes.
 - Ms. Heycke explained that the commuter bus to Portland will access I-5 directly to Portland once the ridership numbers warrant this service.
 - It was suggested that residents on one side of Wilsonville are being favored because of their easy bus access to the express service to Portland.
- A discussion regarding vanpools included:
 - * Zip code information was taken from the employer transit surveys, and employers will be contacted for forming vanpools.
 - Generally a vanpool has to be twenty miles away from Wilsonville in order for it to pay off financially.
 - It is hard to get drivers for the vans due to liability concerns.
 - Sherwood and Newberg are options for starting a vanpool route.
 - There has to be schedule coordination and a desire to do vanpooling.
 - Funding for vanpools in Portland was discussed and why they don't come to Wilsonville.
 - Ms. Heycke noted that previously Tri-Met was managing the money for vanpools and they just look at their service area. Metro will now be coordinating the vanpool, and it is expected that they will look at a larger area.
 - * Ms. Heycke discussed the costs of the vanpools.
 - Grant funding is likely to work for the startup of a vanpooling program and the first couple of years. There are other subsidy funding sources to help pay for costs after startup.
 - Ms. Heycke discussed other sources of possible vanpool funding.
 - * The guiding philosophy for vanpool versus bus routes was questioned. Mr. Dickey responded that it would depend on cost per rider and that whether it would be going into another service district. There is greater flexibility in forming vanpool routes than there is for bus routes. Other considerations include:
 - Density of the service area.
 - If it is outside of service hours.
 - * Mr. Dickey stated that Transit is more than bus service. It provides choices to get people out of their Single-Occupancy Vehicles.
 - * Ms. Heycke suggested that frequently it is jurisdictions coordinating the vanpools that are inbound into the city.
 - It was suggested that language should be in the TMP stating that vanpools to Portland should be considered.
 - Mr. Dickey explained that it is easier to plan for routes coming into Wilsonville from a focused area such as Sherwood, because people going from Wilsonville tend to "scatter".

Options and Implementation Measures – Chapter 3.

- Ms. Heycke explained that the TMP will replace TSP Chapter 6: Transit and Chapter 8: Transportation Demand Management, including the Implementation Measures in those TSP chapters.
 - * It was asked that the language that the TMP supersedes TSP Chapters 6 and 8 be repeated at the beginning of TMP Chapter 3.
- TMP, page 14 and page 59. Ms. Yates compared the language about fares on page 14 which discusses fares on new intercity routes with the language on page 59, "The most likely routes to be considered for

fares would be those that provide service outside of the City of Wilsonville” and questioned if this meant that fares would only be charged on the new intercity routes; would this exclude charging a fare on Route 201 into Portland.

- * Transit Director Steve Dickey suggested that the first statement should be reworded to say that “consideration would be for services outside of the City of Wilsonville; not just new services, but all services that go outside of Wilsonville.
- Ms. Yates suggested that the TMP talks about some people are willing to pay fares for SMART service, and asked if those who were willing to pay fares were those using the intercity services or those just using SMART service to travel within Wilsonville. Mr. Dickey explained that the general survey did not make this distinction.
- It was suggested that the Policies and Implementation Measures are “disjointed” in that the Policies are all listed on page 29, and the Implementation Measures are scattered throughout the rest of the chapter. It would be helpful if each of the sections relating to the individual policy include the policy number; list the Policy under the section heading. Mr. Dickey asked Ms. Heycke to tie the Policies with the Implementation Measures better.
- Ms. Yates discussed the percentages of Spanish-speaking people in Wilsonville. Mr. Dickey asked Ms. Yates to provide him with statistics regarding the number of Spanish speaking people. She corrected that her data related to Wilsonville’s Hispanic population rather than Spanish-speaking people.

Finance – Chapter 4.

- Ms. Heycke explained that the some details of the funding have been deleted from the TMP because of the complications relating to funding. It created confusion rather than clarity as any funding description would just discuss what is available now, but funding opportunities change frequently.
 - * Federal funding programs may change in the future. There have been significant changes in funding programs in the last few years.
 - * This information can be provided elsewhere.
- Mr. Dickey reviewed the Funding Chapter, discussing funding sources, payroll taxes, etc. as listed in the chapter.
- TMP Page 55, Table 4: SMART Payroll Tax Revenue, 1992 – 2005, Table 5: Current SMART Expenses and Table 6: Anticipated Expenditures and Expenses, 2006 -2026.
 - * It was suggested that the information in these tables probably would not mean anything in 2015, and that it might be better to list statistics instead. It was noted that projected costs are in Table 6: Anticipated Expenditures and Expenses, 2006 -2026, on page 57
 - * It needs to be made clear that the projected costs in Table 6 are in “2006 dollars”.
 - * Table 6 lists more expenses than revenue through 2010, but after that there is a surplus of revenue. Mr. Dickey explained that due to adjustments currently being done, these numbers would be updated.
 - * Another column should be added to Table 6 listing deficient and surplus projects.
 - * The numbers need to be rounded to the nearest \$1000.
 - * A footnote to Table 6 needs to be added stating that significant growth would include rate increases.
- A lunch time shuttle may not be well used because people do tend to carpool to their lunch places.
 - * People have a limited amount of time at lunch and would not want to spend it waiting for a bus.

Existing Conditions – Chapter 5.

- Ms. Heycke noted that seniors and the disabled have priority over the dial-a-ride services, but it is available to everyone.
 - * It was questioned if there should be a charge for those who do not need the dial-a-ride service, but are using it as a “taxi” service.
- TMP, page 73. A discussion regarding charter services included:
 - * Running charter buses into another jurisdiction’s service area could cause problems with federal statutes. There are specific federal guidelines and violating those guidelines can cause the loss of federal funding.

- * A statement about the federal guidelines regulating charter services should be included on page 73, and the complete guidelines could be included in an appendix.
- Page 66, Table 10: Route 205 and Table 11: Route 1X.
 - * The statistics listed for “Boardings/service hour” do not tell if the buses are running at full capacity; these numbers don’t show if there is a problem. List the times the buses are full.
 - * SMART should be self-critical on the existing conditions. Some routes are not that efficient because people can walk to some destinations faster than the bus can take them. SMART needs to compare itself to its own standards; how well can SMART meet the time goals listed in these tables?
 - * The more that you can show the need for the service, the more support there will be for it.
- Disappointment was expressed that there is not bus service to the larger commercial businesses. People are not going to carry their groceries from Thriftway to the nearest bus stop which is blocks away. A discussion regarding the issue of bus access into the larger parking lots included these comments:
 - * Ms. Heycke explained that it would double a bus route time for buses to go into parking lots. She added that it is also unsafe to have the buses go through busy parking lots.
 - * Mr. Dickey noted that private property owners would have to grant permission before the buses could be routed through their property.
 - * Bus access should be required in the larger parking lots.
 - * Parking lots have to be able to accommodate fire engines.
 - * There was a discussion regarding the possibility of providing bus service into the Town Center.
 - * If businesses are paying for SMART, then they want the service.
 - * It was suggested that text stating that the possibility for bus access into the larger parking lots should be explored be included in the TMP.
 - * Ms. Heycke noted that Implementation Measure 3.5 on page 36 provides for transit stops within 20 feet of a building frontage and entrance on major transit streets.
 - * Bus centers in the larger parking lots, such as the transit center at Clackamas Town Center, was suggested.
- No transit service is noted on the maps for the sport fields at the Water Treatment Plant. When built in the future, this park is going have a lot of use during the summer. It was noted that Water Treatment Plant is accessed by a private road.

Further discussion of the TMP included:

- Text is needed on TMP pages 14 and 15 to support the proposed express route for Route 201; an explanation of what is supposed to do and its possible schedule should be added.
- Proposed Route 202 is not scheduled to start up until 2008. A comment should be added on page 15 making note of that the community housing residents at Villebois will be reliant on public transportation prior to 2008.
- Mr. Dickey noted that there was no reduction in ridership when fares were implemented on Route 1X; he also noted that gas prices rose dramatically about the same time. There is continued increase of ridership still occurring on that route.
 - * Route 1X is supporting itself with federal funding and fare money
- The transit kiosks need to have a city map posted at them; show where the bus routes go throughout the city. Ms. Heycke agreed that the kiosk maps need to be redesigned.
- Ms. Heycke was asked to verify that an explanation regarding “telecommuting” was included in the TMP. SMART’s role in telecommuting is also to be explained.
- Mr. Dickey stated that a bicycle loan program is still being explored.

3. Next Steps

A. Upcoming ACMP Meeting Schedule

The “Umbrella Plan” is to be presented to the ACMP at their April 20, 2006 meeting

There was a discussion that ACMP members had wanted to see the Draft Parks and Recreation Master Plan one more time. There was agreement that both the Parks and Recreation Master Plan and the Umbrella Plan are to be reviewed at the April ACMP meeting.

Mr. Neamtzu was instructed to discuss the scheduling of the public open house for the three master plans with other City staff and the consultants involved, and then to email ACMP members with possible dates for the open house.

4. Villebois Parks and Recreation Master Plan PowerPoint Presentation.

Paper copies of the Villebois Parks Master Plan PowerPoint were distributed. Mr. Neamtzu reviewed the handout (attached). The ACMP agreed they would rather review the paper copies rather than seeing the PowerPoint presentation.

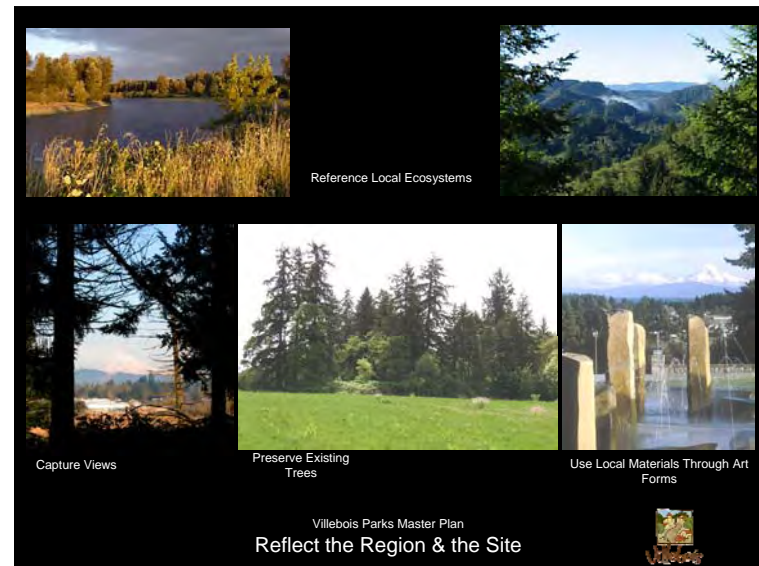
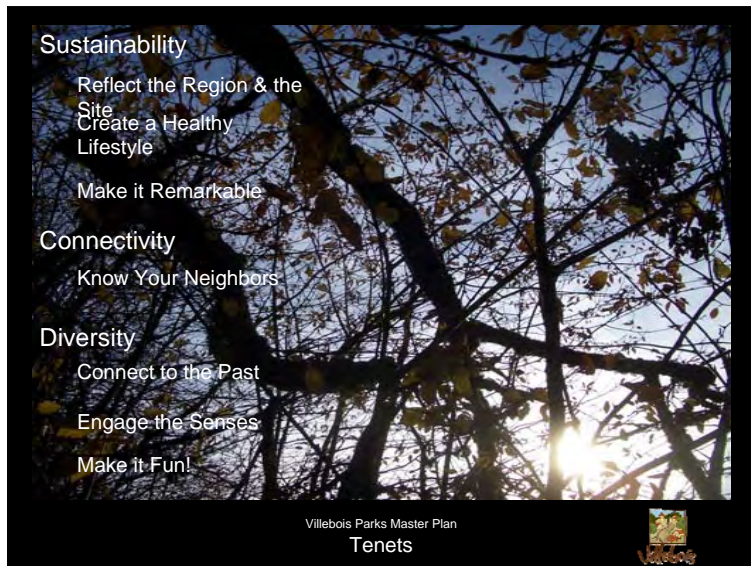
- Mr. Neamtzu noted that the Villebois Parks Master Plan will be reviewed by the City Council at their public hearing for this matter on Monday, March 20, 2006.
- It was suggested that Villebois does not have enough sports fields to service its population.
- Copies of the PowerPoint presentation are to be mailed to the ACMP.
- It was noted that bicycle racks are not included in any of the maps of park amenities.

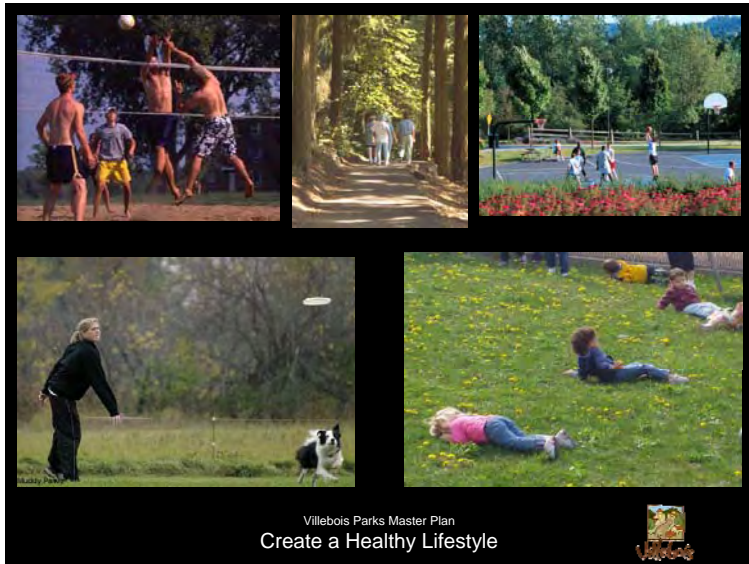
5. Adjournment

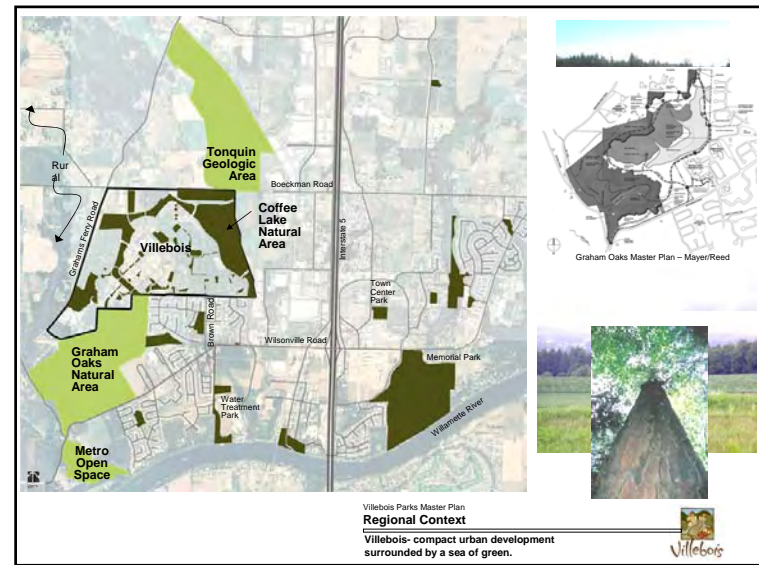
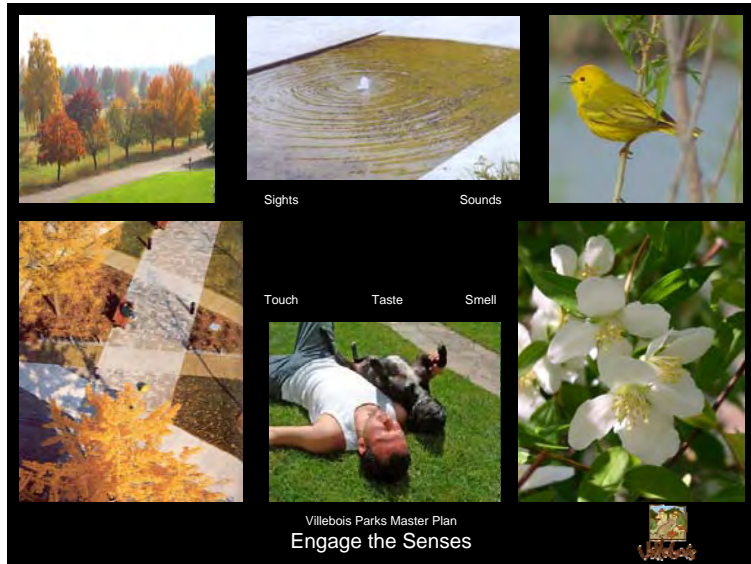
The meeting adjourned at 9:06 p.m.

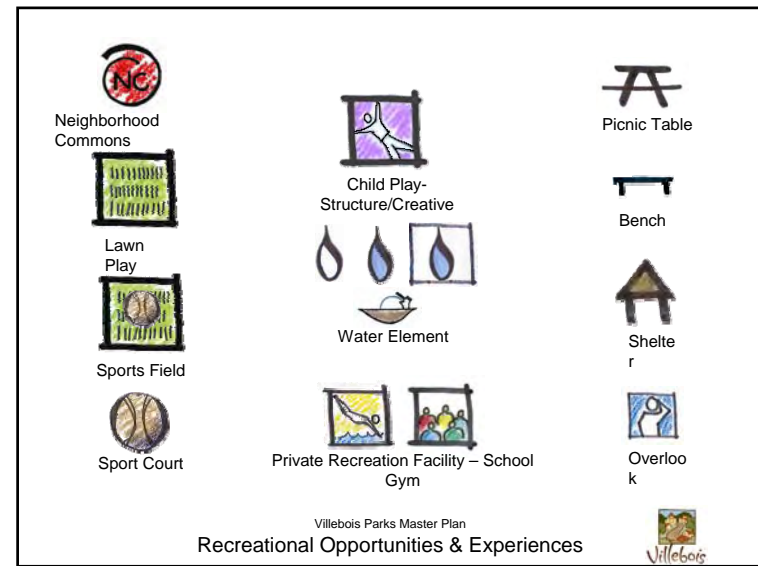
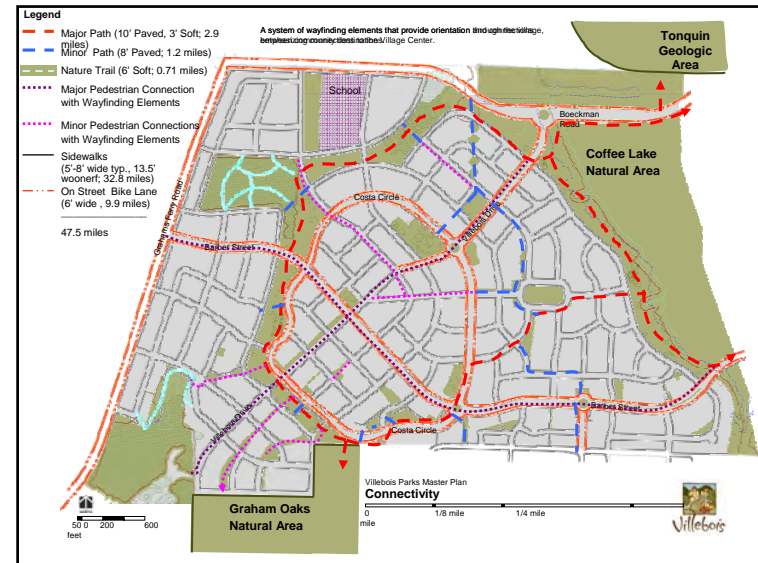
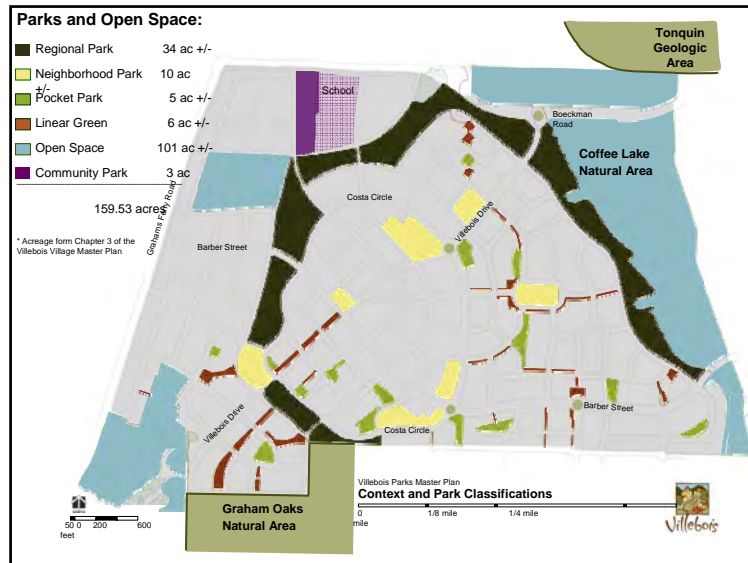
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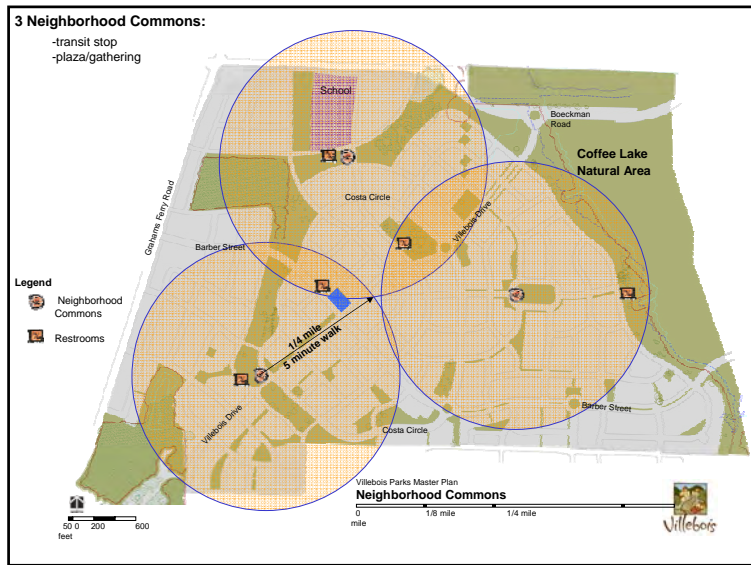
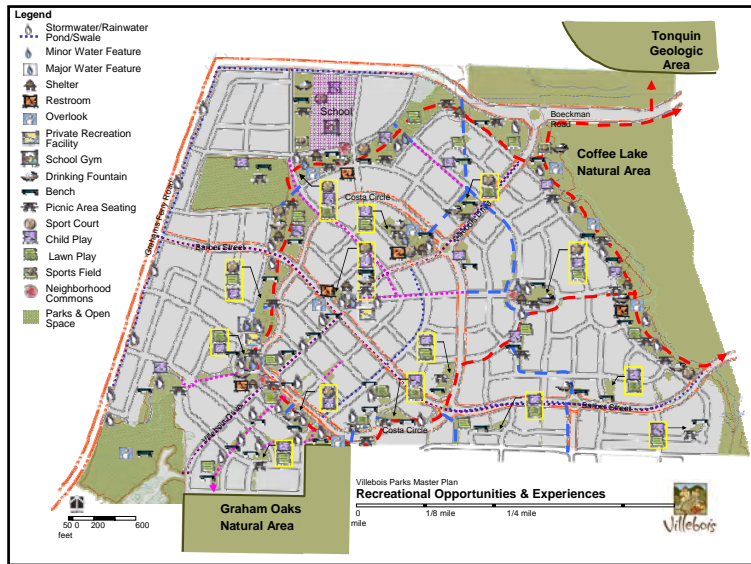
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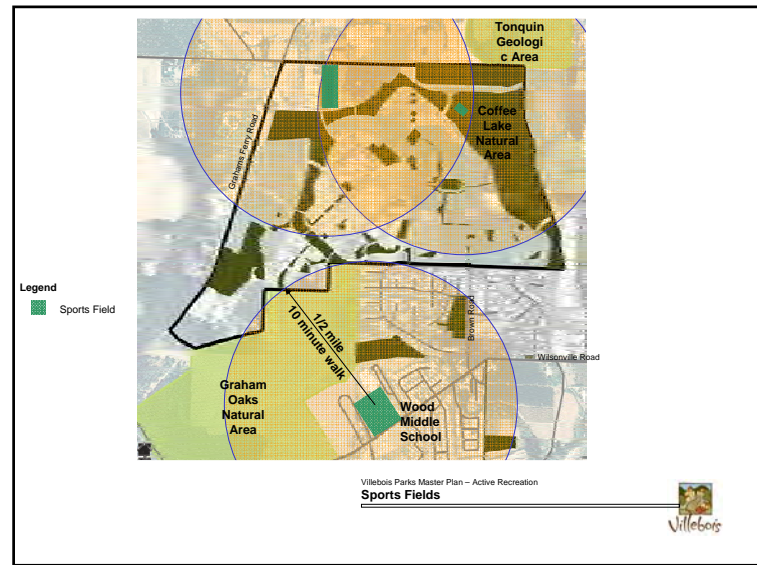
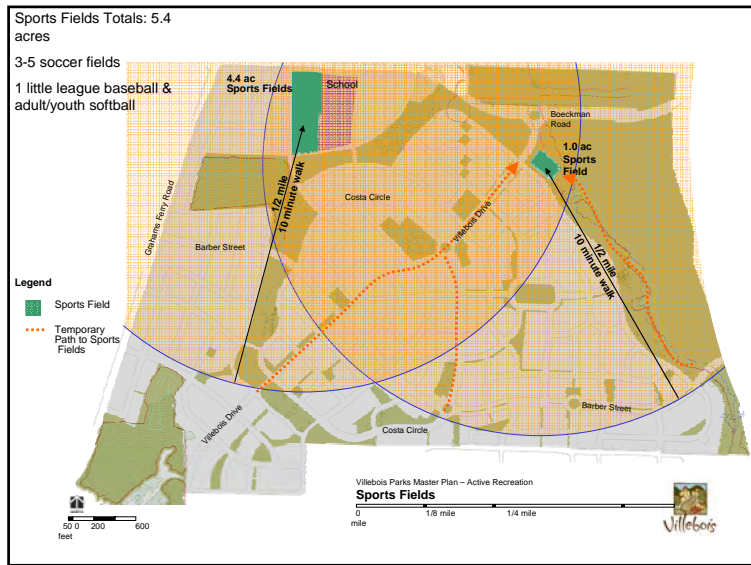
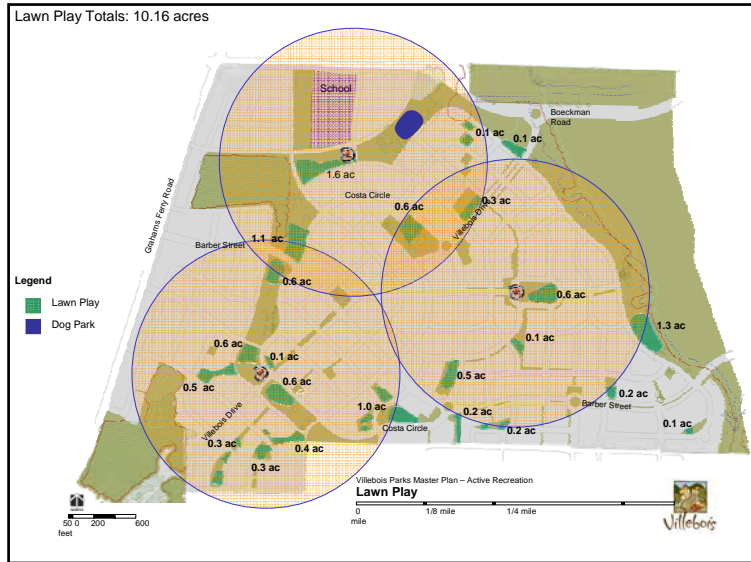


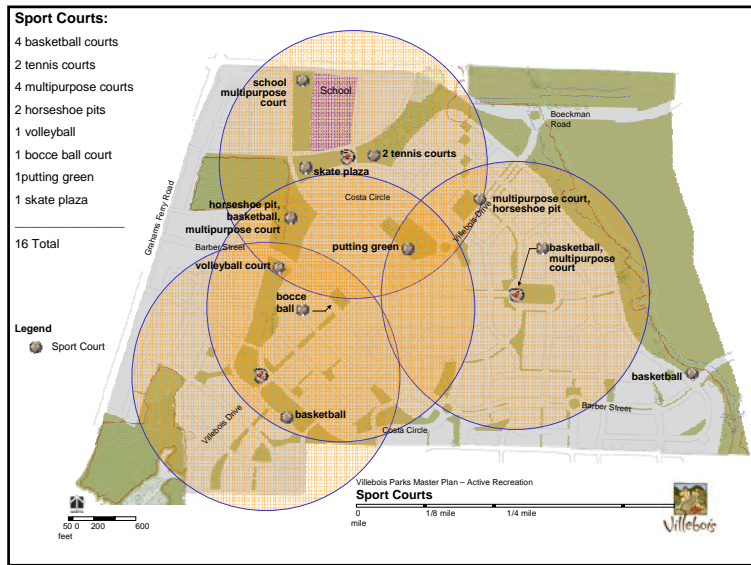
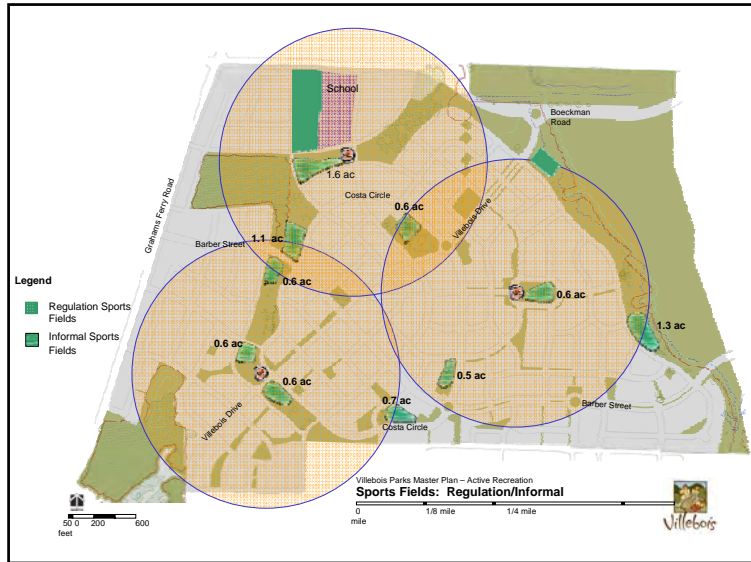


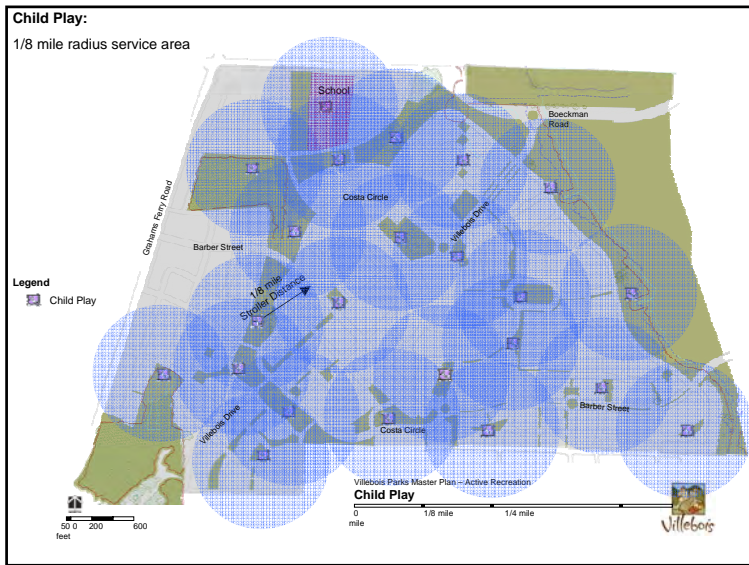
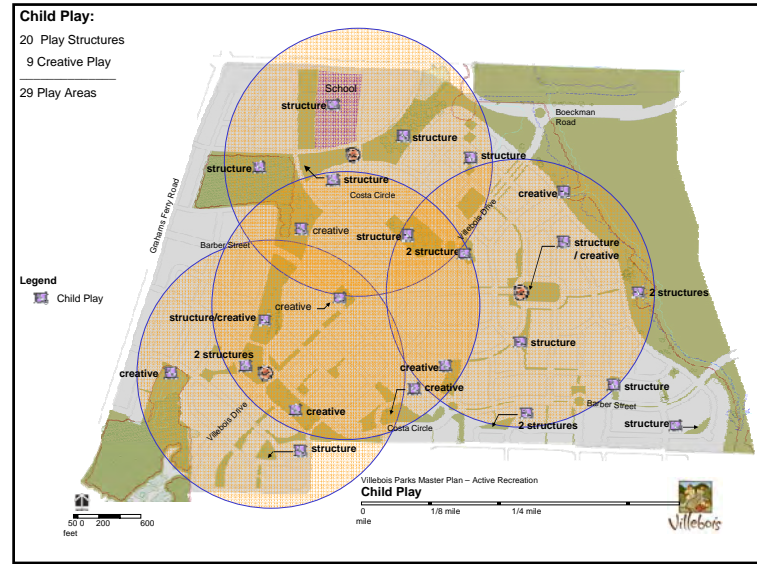


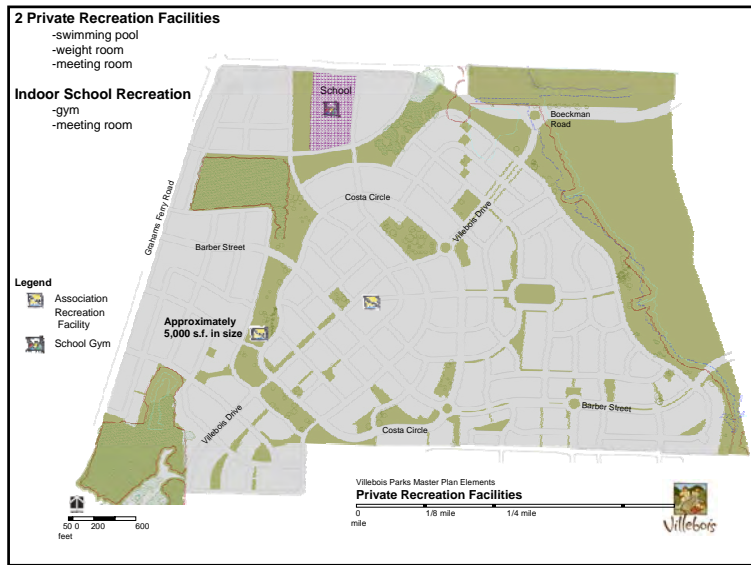
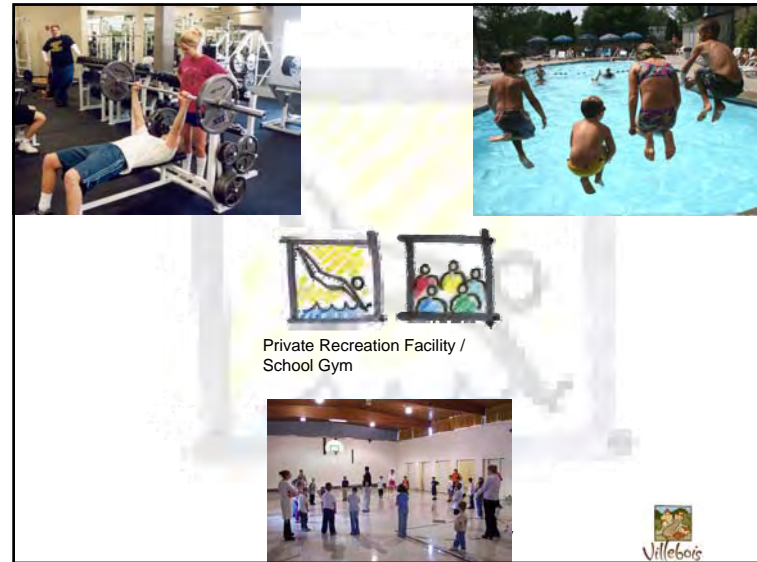
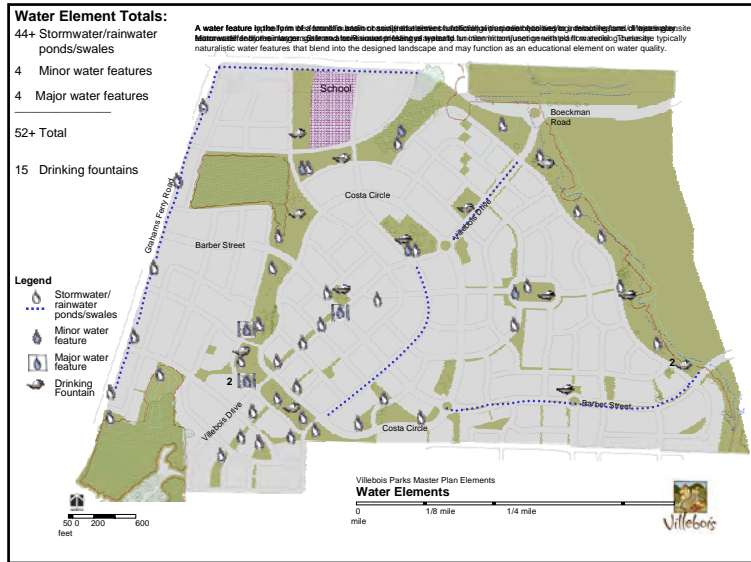


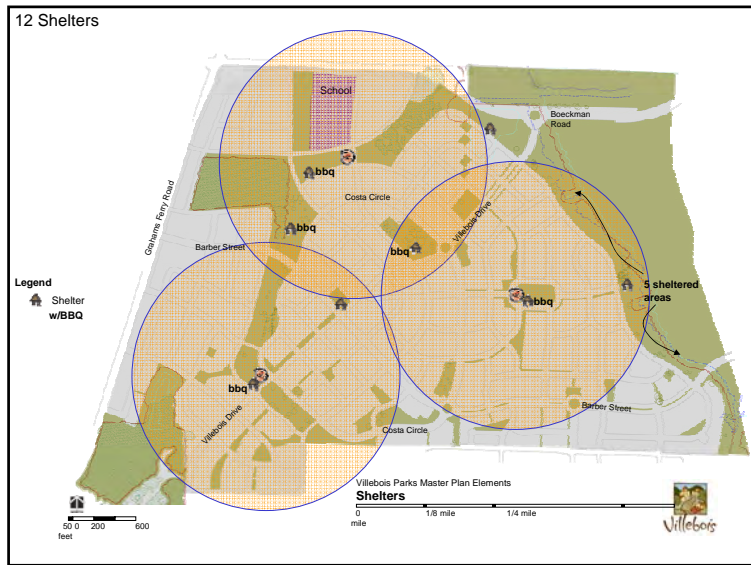
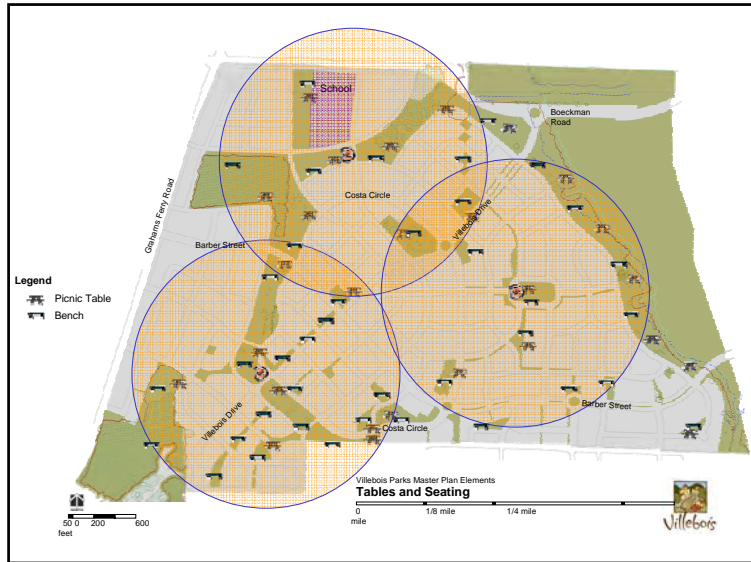


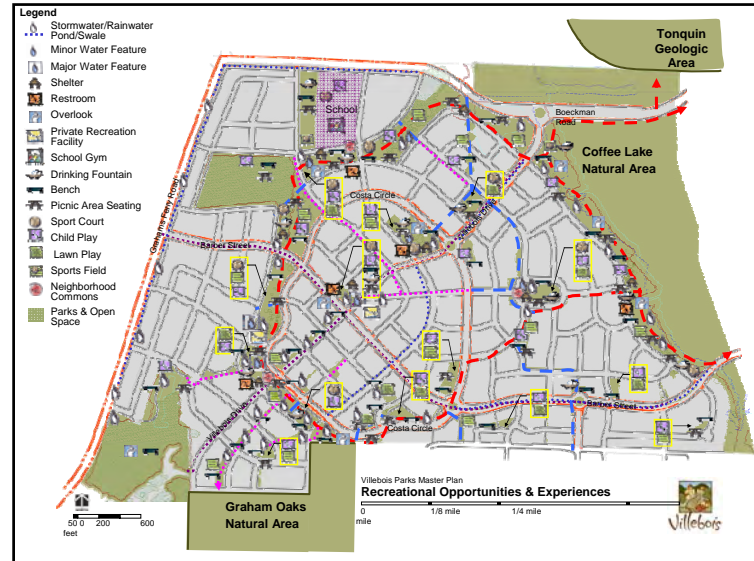
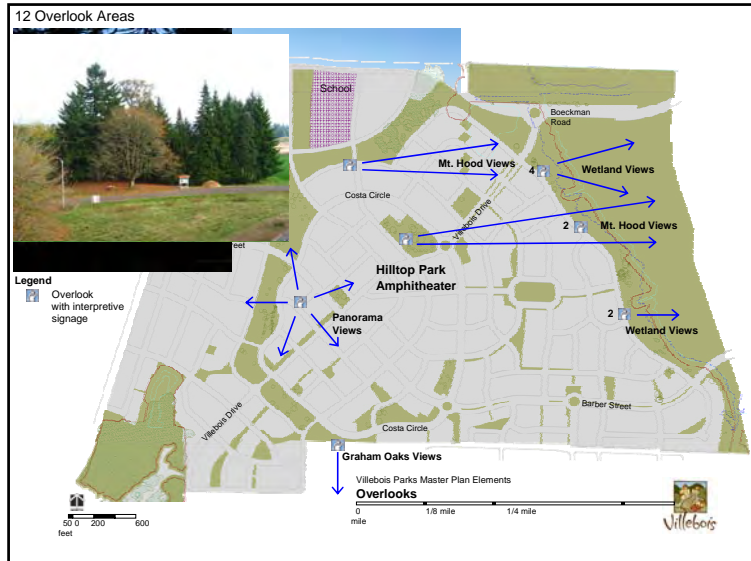












ADVISORY COMMITTEE ON MASTER PLANNING

**THURSDAY
FEBRUARY 16, 2006
6:30 P.M.**

**Community Development Annex
8445 SW Elligsen Road
Wilsonville, Oregon**

NOTES

Committee Members Present:

Michelle Labrie-Ripple - Chair
Al Levit
Martin Rockwell
Vern Wise

Arrived Late:

Steven Van Wechel
Phyllis Straight-Millan – Vice Chair
Randy Wortman

Also Present:

Robert Meyer Parks and Recreation Advisory Board Representative

City Staff Present: Peggy Watters, Chris Neamtzu, Sandi Young, Robb Reed, John Michael, Kerry Rappold, and Linda Straessle.

Consultant Present: Lauren Schmitt of MIG

The following was distributed at the beginning of the meeting:

- Al Levit Comments, Comments on Wilsonville Bicycle and Pedestrian Master Plan Draft Dated Jan06

1. Call to Order

Councilor Ripple called the meeting to order at 6:35 p.m.

2. Revised Parks and Recreation Master Plan – MIG’s Responses to Comments and Overview of Changes (Schmitt)

Lauren Schmitt of MIG reviewed the Matrix. She explained:

- Changes were included in the February 2006 Draft Parks and Recreation Master Plan (the Plan) due to the feasibility study results on the Aquatic and Recreation Center that reported that the aquatic center could not sustain itself until Wilsonville’s population reaches 25,000.
 - * The consultant working on the feasibility study estimated that the facility would cost \$18 to \$23 million. The project cost was changed in the project cost list to reflect this.
 - * The aquatic feasibility study recommended that this study be updated in four years. This change was made in the Plan.

A discussion regarding the changes listed in the “Revised Parks and Recreation Master Plan – MIG’s Responses to Comments and Overview of Changes” (Matrix) included these comment:

- The acquisition and development of a park in the Montebello neighborhood has a high priority and as such it should be developed fairly soon.

- Ms. Schmitt explained that the costs listed in Table 3: Draft Capital Projects List, on page 110 of the Plan, came from a solid planning numbers and that there would be a budget for park construction and land acquisition. The aquatic center costs come from the feasibility study that was done.
 - * The aquatic center’s costs reflect the biggest change that is to be made in capital costs.
 - * The addition of a neighborhood park in the Frog Pond area also reflects a large addition to the capital projects costs.
 - * Ms. Schmitt noted that the matrix includes online registration to register for programs as the Parks and Recreation Board and gives this item a high priority.
 - * Ms. Watters explained that currently \$10,000 is to be devoted to restoration projects each year with the funds coming from general funds or grants.
- Ms. Schmitt discussed the funding sources for parks as presented in Chapter 6: Plan Implementation.
- Overall Villebois projects are to be added to the Plan; they add cost to the Capital Project List’s costs, but they are already funded
- Also to be added to the Capital Project List is a placeholder for Graham Oaks Natural Area projects, but this number has yet to be determined.

The ACMP discussed the Draft Parks and Recreation Master Plan:

- Page 3. “Community Involvement” is to be changed to “Citizen Involvement” in Figure 1: Plan Development.
- Page 23, Embracing the River. Ms. Schmitt was asked to add to this section that the Boones Ferry Park boat launch was to be for non-motorized boats only.
- It was suggested that Villebois would not have enough soccer fields, so interim soccer fields are a higher priority. It was noted that the soccer fields at the Water Treatment Plan are on the five-year priority list (Project P2 of Table 3, page 112.)
- A discussion of Table 4: Bicycle and Pedestrian Master Off-Street Projects included:
 - * The projects listed in Table 4 were compiled based on recommendations from a variety of people.
 - * Project R5 – Boone Bridge/Willamette River Trail.
 - It was explained that Mia Birk of Alta Planning + Design had discussed at the last meeting that building a stand-alone pedestrian bridge might be cheaper than cantilevering a pedestrian path onto Boone Bridge. Also there is a possibility for more funding for the stand-alone bridge because it could be used for emergency vehicles and also it could revitalize Old Town.
 - The stand-alone pedestrian bridge is now being included in the Draft Bicycle and Pedestrian Master Plan as a preferred option.
 - Page 41. Discussion regarding a stand-alone pedestrian bridge across the Willamette River at Boones Ferry Park is to be added to the list of recommendations for the vision for Boones Ferry Park. The river crossing is also to be added to Table 4.
 - Councilor Ripple stated that the City Council favors the stand-alone pedestrian bridge option to the Boone Bridge option.
 - Ms. Schmitt stated that she would coordinate this issue with Ms. Birk.
 - Boones Ferry Park may need more parking if it is to be used as a staging area for bicyclists and pedestrians to access trails south of the river via the pedestrian bridge.
 - * It was questioned why discussions have focused on locating the pedestrian bridge on the west side at Boones Ferry Park rather than placing it on the east side at Charbonneau.
 - It was explained that Charbonneau residents own the property along the Willamette River and it would be difficult to get easements for the bridge and connecting trails.
 - Mr. Neamtzu suggested that water taxis would be one way to cross the river at Charbonneau. This is an issue that could be discussed further.
 - It was noted that Memorial Park closes at dusk.
 - It was noted that the Tonquin Trail is on the west side and a pedestrian bridge would serve those using that regional trail.
 - Reasons for relocating the pedestrian bridge away from Boones Ferry Park included hazardous Fred Meyer traffic and it would not connect Charbonneau to Wilsonville.

- It was suggested that the bridge could remain on the west side, but move it away from Boones Ferry Park. Use a Kinsman Road extension to access it.
- * It was noted that Butteville Road was improved using slip seal and is difficult for bicyclists. If this is to be a major, regional bicycle route, Butteville Road needs to be resurfaced in a material conducive to bicycles.
- Page 44. Coordination with the Bicycle and Pedestrian Master Plan is needed. The widening of the Park at Merryfield path was mentioned in particular.
- Page 45. Add that more property is needed for the Montebello Park.
- It was suggested that a minimum size for park should be recommended so that they are big enough to use for the sport that is listed for the park. Ms. Schmitt responded that a full size sport field is undesirable for a neighborhood park.
 - * It was suggested that a softball field was unwise if there are houses around the field.
 - * Ms. Schmitt stated that she would give further thought about listing minimum sizes for parks. 60-ft. by 60-ft. and 100-ft. by 100-ft. were mentioned as possibilities.
 - * Mr. Neamtzu suggested that a half an acre might be a good minimum standard that would be easy to apply. Ms. Schmitt stated that there would have to be a standard dimension so that the park is not a long, skinny piece of land.
- Page 75, Chapter 4 Villebois Parks and Recreation. Ms. Schmitt explained that this chapter comes from the *Villebois Village Master Plan*, and is currently undergoing amendments. Once those amendments are adopted, this chapter will be made available to MIG as a Word document so that tables and figures can be renumbered to conform with the rest of the draft Parks and Recreation Master Plan.
- Mr. Neamtzu explained that all the parks and the amenities in the parks were inventoried a couple of years ago for a Metro regional inventory. Public Information Officer Robb Reed is to submit it for the ACMP's information.
 - * It was suggested that this inventory could be included in Appendix A: Existing Wilsonville Parks or in Chapter 2, Section 2.3: Existing Resources.
 - * It was noted that Table 2: Park Reference Table, on page 39, already has a list of parks, and these parks are shown on Figure 4: Park System Map.
 - The map and table need to have a way to be updated. Ms. Schmitt suggested that they could be “stand alone” documents so that they can be updated.
- It was asked if there was a way to measure how many people are playing a sport, and if there is an ability to address a change in “fad” sports in terms of meeting the field needs for changing trends in popular sports.
 - * It was noted that the Plan is a living document and can be updated as needed.
 - * When the City acquires new land or is changing land for a park, past history and growing trends can be assessed to see that needs are being met.
 - * Ms. Schmitt stated that language could be added about monitoring sports trends; the existing text could be tweaked to track things locally.
 - * Ms. Watters explained that the School District has centralized scheduling of their fields and facilities. She is meeting with the School District in two weeks to discuss the City's use of school fields and facilities.
 - It was suggested that the City and School District could work together to track trends and information regarding facility/field needs.
 - Ms. Watters will be asking the School District if they are having to turn away users due to lack of facilities.
 - * Ms. Schmitt suggested that a Sports Advisory Board would be helpful in tracking this kind of information.
 - * Ms. Schmitt was asked to add language regarding the tracking of information regarding the number of participants and use of fields by using field scheduling, who uses what and how often, through a Sports Advisory Board.
- A discussion regarding signage in parks included:
 - * Signage regarding people cleaning up after their dogs needs to be more prominent.
 - * Signage is referenced all the way through the Plan.

- * There was a discussion regarding symbols on signs. It needs to be done consistently locally, regionally, and internationally. The use of national icons need to be consistent. If the pedestrian bridge is done, Wilsonville's tourism will increase. Symbolism on signs is important for tourists.
- * The symbols need to be common enough that everybody recognizes what they mean.
- * It was noted that there are already non-English speaking people living in Wilsonville.
- * Mr. Neamtzu suggested that Memorial Park has too many signs already and centralizing signs in a kiosk has been discussed. Making this park of the Plan would help with this effort.
- * Ms. Watters suggested that it would be more efficient to reference other City documents pertaining to symbology, a graphic approach, than to include specific language in the Plan about signage.
- * Due to multiple people talking, additional individual comments on this matter could not be heard.
- * Ms. Schmitt referred to page 100 and pointed out that the Plan already includes language about signage. She suggested that language could be added that encourages or recommends national symbols.
 - At least one ACMP member agreed that text did not need to be added because with signage and graphics this could be a non-issue.
- * Mr. Neamtzu explained that this same language could not be included in the Bicycle and Pedestrian Master Plan because of engineering and road sign rules. He can ask Alta Planning +Design to add language about signage for slopes to the Bicycle and Pedestrian Master Plan.
- * It was suggested that signage needed to include positive messages rather than negative language such as "not allowed" signage.
- * Ms. Schmitt suggested that a hierarchy be set up; where do people need signage to navigate through the park system.
- Page 102, Section 5.3: Maintenance and Operations. A discussion regarding park maintenance included:
 - * The Eagle Scouts have done great park maintenance projects. It was suggested Eagle Scouts be called out in the "Continue use of community service workers" paragraph for their great work in helping to maintain parks
 - * It was suggested that a "laundry list" of projects that need to be done in the parks be compiled for Eagle Scout or other local service groups to choose from. Ms. Schmitt noted that there is a general list of opportunities starting on page 106 in the "Coordinate volunteers through the Community Services Department" section. Ms. Watters corrected that this should refer to the "Community Services Team."
 - The service group text project list should be included in this section.
 - * There was a discussion about the different groups that do service projects.
- It was suggested that there was a lack of coordination of projects between this Plan and the draft Bicycle and Pedestrian Master Plan.
 - * It was noted that the coordination of the projects in the three master plans still need to be done and that this exercise would occur with the drafting of the Umbrella Plan that was discussed at last month's meeting.
 - * It was suggested that the projects be grouped according to their connectivity; all regional trail projects be grouped together and all the pocket parks should be together. Group the bicycle/pedestrian paths between parks with the parks that they connect.
 - * Interconnecting the projects also needs to have consistent timelines; they need to happen together.
 - * It needs to be made clear that these three plans do not merely "bump" into each other, but are interconnected and consistent with each other.
 - * Ms. Schmitt suggested that a flow chart be created to show the interconnectivity of the projects but base it on the neighborhood maps; show the projects specific to each neighborhood. There was some agreement to this suggestion.
 - It was suggested that maps be done showing the tiers of projects for each neighborhood.
- A couple of ACMP members indicated that they liked the way the Plan was written; it was easy to read and made numerous references to other Plans.
- Page 29, Table 1: Neighborhood Park Needs by Area, Area C.

- * Recommendation 1 states that no additional neighborhood park is needed and Recommendation 2 provides for a new neighborhood park to replace Montebello Park.
 - It was suggested that Recommendation 1 be deleted and the recommendations renumbered accordingly.
- There was a discussion that if a commercial/industrial building such as a large warehouse becomes vacant, if the Recreation Center/Aquatic Center could be located there; if it could conceptually, legally and from an engineering standpoint, be done. Ms. Schmitt responded that it would depend on the building. This is a big policy question that would have to be discussed. She noted that that the Aquatic Center issue is to be looked at again in four years. A feasibility study for new opportunities could be done.
 - * It was asked if there was flexibility in the Plan to explore opportunities.
 - Ms. Watters cited maintenance costs for an aquatic center and stated that it was not just about acquisition costs.
 - * The Recreation Center :
 - Will be operated privately while the Community Center will be operated by the City, and the senior programs and other existing programs continuing at the Community Center. Activities such as exercise classes would be moved to the Recreation Center.
 - Its management funding will come from grants and will have parameters as to how it is used.
 - * Councilor Ripple stated that there have been discussions about the usage of the two facilities so that there would not be any duplication of facility activities. The Senior Center is inadequate for functioning as a recreation center.
- Page 49, Figure 5: Potential Wayside Locations.
 - * Ms. Watters asked for ACMP guidance regarding the concept of industrial area waysides. The stars on the figure indicate opportunities for the waysides but there have been clarification questions regarding the map.
 - * It was pointed out that the map's scale is for one-six mile, but if the intent is to have these waysides every quarter mile, it would be helpful if the scale is adjusted to one quarter mile for clarity.
 - * Wilsonville's Development Code does not have provision for green spaces in industrial areas other than the 25% landscaping standards.
 - * Planning Director Sandi Young suggested that waysides could be located during the Coffee Creek I planning process.
 - The Tonquin Trail goes through this area.
 - The waysides are not meant to be neighborhood parks in residential areas; they are waysides for employees to walk to and sit, and eat lunch, etc.
 - * Natural Resources Program Manager Kerry Rappold explained that there would be flexibility as to what the wayside locations would look like; they may have a picnic table, but they may also function as access ways to the trails.
 - * Ms. Schmitt cautioned that care needs to be taken in terms of the maintenance of the waysides; numerous patches of grass are not desired.
 - * A definition needs to be added to the Plan's glossary for waysides. The locations and designs are based on the needs of the employees in the industrial areas.
 - They are different than a pocket park.
 - They are not meant to be sports fields for employees. Sport fields for employees is the employers responsibility; not the City's.
 - It was suggested that homeowners and businesses could work together to establish a park in the industrial area, and that the businesses could maintain them. Councilor Ripple suggested that this is an issue that the Planning Commission could be asked to consider. Ms. Young stated that a suggestion, not a recommendation, could be included in the Plan about employers locating a park in this area, but do not amend the Development Code to require it for development.
 - * It was noted that there are two trails from Ridder Road to Day Road. Mr. Neamtzu responded that one of the trails needs to be removed from the map.
- Page 17 and page 54 regarding community school parks; it is not clear that there are options for other age groups.

- Page 63, Figure 7.
 - * This figure needs to be labeled. Ms. Schmitt stated that it has been updated since the publication of this draft Plan.
 - * The cross-hatching on the map makes it look like Xerox, the Thunderbird Mobile Club, and Mentor Graphics properties are recreation opportunities. Ms. Schmitt responded that there are recreation opportunities for the people who work and live in these areas even if there are not public recreation opportunities. It was suggested that this needs to be clarified on the map.
 - * It was suggested that there are too many categories on the legend.
- Page 56. “Boeckman Creek Crossing” needs to be corrected to “Boeckman Creek Corridor.”
- Page 130, Table 7 GO Bond Scenarios. This table states that cost is based on a home valued at \$300,000, but the text on page 131 says that the assessed value is \$300,000.
- Ms. Watters suggested that there is an opportunity for a skate park across from the City Hall park-and-ride bus shelter.
- Page 31. Figure 3: Neighborhood Areas Map. A park could be located next to the Commuter Rail Station.
- It was stated that Memorial Park’s facilities are already fully booked most of the times and the Water Treatment Plant’s soccer fields will only be temporary fields. What happens as Wilsonville’s population grows; where will these users go?
 - * Ms. Schmitt suggested that more sport facilities could be added in the more natural areas of Memorial Park. Ms. Watters responded that the programming of the upper Memorial Park has not been discussed. There will be a shelter as well as the old barn in the upper park area. Opportunities for building more shelters will be watched for.
- It was suggested that the Willamette River’s two access points at Memorial Park and Boones Ferry Park does not meet the intent of the people who offered input that there needed to be more river access.
 - * It was reminded that the issue of water trails had been discussed at the last meeting and that Alta Planning + Design was to look further into this issue.
 - * The pedestrian bridge at Boones Ferry Park will create opportunities to utilize the river better.
 - * Ms. Schmitt stated that there are some references about the Willamette River in the Plan. MIG will make sure that it reflects back to the citizen input.

ACMP members indicated that they would like to see how the Plan has been changed to incorporate all the changes listed in the Matrix, and they would like to see the Plan, with indicated changes, one more time before it goes to the public.

- Mr. Neamtzu explained that the Plans are at a point where he will be talking to people on a one-on-one basis. If there is disagreement at this level, the issue can be brought back to the ACMP.

Ms. Schmitt asked the ACMP members to send to Ms. Watters or Mr. Neamtzu things that they think should be focused on; what they think are the three top priorities that would help Mr. Neamtzu with the Umbrella Plan. She asked that they focus on the interconnectivity of the three plans and the projects that tie them together.

- She suggested that Table 5: Project Evaluation Criteria on page 118, and Table 8: 5-Year Implementation Strategy on page 133, could be useful in selecting interconnected projects that the ACMP would like to include in the Umbrella Plan.
- Do the projects in Table 8 meet the ACMP’s criteria as listed in Table 5, and is there feasible funding to do the projects?
- Ms. Watters explained that the Community Service Team would use Table 8 to compile a yearly “hot” project list.
- It was suggested that this “homework” exercise would be better done after a review of all three plans together.
- Ms. Watters explained that there are still some issues that are being worked out internally, and the results will be brought back to the ACMP once there is a resolution.
 - * The Finance Chapter is receiving a lot of discussion by City Staff.

- Councilor Ripple noted that because the City has spent \$5 million a year on park improvements in the past does not mean that there will be \$5 million a year available to spend on parks in the future.
 - Ms. Watters stated that when the Finance Chapter is finished it will be checked against the projects listed in Table 8.
- * Villebois and natural areas are being worked on.

4. Metro Local Share Project List (Neamtzu)

A memorandum dated February 6, 2006, to the City Council, from Mr. Neamtzu and Mr. Rappold, regarding Metro Local Share Project List, was distributed. Mr. Neamtzu reviewed the memorandum, including the list of projects that Wilsonville could use the \$806,521 local share money for (starting on page 2).

- The City Council wants to compile a list of projects that the ACMP could support. Councilor Ripple reported that the City Council wants to select projects that the public would support.
- Metro needs Wilsonville’s list by March 1, 2006, as it wants to market the bond with the local lists.
- Mr. Neamtzu asked the ACMP for additional projects that could be added to Wilsonville’s local list.
- The money would be available in 2007.
- The listed attachments to the memorandum were not distributed with the memo.

An article from *The Oregonian*, “Wilsonville makes plans for Metro parks money” was distributed. It was noted that *The Oregonian* was still printing that the ACMP meetings were being held at the Water Treatment Plan. This needs to be corrected.

3. Next Steps

A. Upcoming ACMP Meeting Schedule

Mr. Neamtzu listed the ACMP meeting schedule:

- March 16 - Review of the Transit Master Plan.
- April 20 – Umbrella Plan to be presented to the ACMP.
- May 18 – ACMP finishes up their work.
- June – the three Plans are presented to the public.

Councilor Ripple recommended that an updated Draft Parks and Recreation Master Plan be presented to the ACMP again mid-April. She suggested that it is too important to get things “right” than to finish too quickly.

5. Adjournment

The meeting adjourned at 9:00 p.m. Several members remained and continued discussion of the schedule.

/ls

CITY OF WILSONVILLE

ADVISORY COMMITTEE ON MASTER PLANNING

**THURSDAY
JANUARY 19, 2006
6:30 P.M.**

**Community Development Annex
8445 SW Elligsen Road
Wilsonville, Oregon**

Meeting Notes

Committee Members Present:

Michelle Labrie-Ripple - Chair	Martin Rockwell	Randy Wortman
Phyllis Straight-Millan – Vice Chair	Steven Van Wechel (Arrived late)	Vern Wise

Robert Meyer Parks and Recreation Advisory Board Representative

City Staff Present:

Chris Neamtzu, Peggy Watters, John Michael, Robb Reed, Sandi Young, and Linda Straessle.

Consultants Present:

Mia Birk and Jordan Sectar of Alta Planning +Design.

The following handouts were distributed at the beginning of the meeting:

- Black and white copies of the January 2006 Draft Bicycle and Pedestrian Master Plan
- Three Master Plan Meeting Schedule – January 19, 2006.

1. **Call to Order**

Councilor Ripple called the meeting to order at 6:37 p.m.

Long-Range Planning Manager Chris Neamtzu thanked the Advisory Committee on Master Planning (ACMP) members who assisted Mayor Lehan with her State of the City address. He stated that the State of the City address is still being shown on the City-access cable television.

2. **Revised Bicycle and Pedestrian Master Plan – Alta Planning + Design Responses to Comments and Overview of Changes**

Mia Birk of Alta Planning +Design explained that the Bicycle and Pedestrian Master Plan, Parks and Recreation Master Plan and the Transit Master Plan are going to look and “feel” alike. She explained:

- The January 2006 Draft Bicycle and Pedestrian Master Plan (the Plan) distributed tonight was the second draft and includes many of the suggested changes made throughout this planning process.
- She referred to the “Wilsonville Comments Matrix” (in the meeting packet) and explained that it included more than 270 comments received regarding the Plan thus far.

- One more revision of the Plan will be done before it goes out to the public for comment and public hearings.

ACMP comments regarding the “Wilsonville Comments Matrix” (the Matrix) included:

- The Matrix will be included in a technical appendix to the Bicycle and Pedestrian Master Plan.
- Alta Planning + Design’s responses to the comments need to be consistent. It was suggested that if the Matrix is to be part of the record that the individual comments of “thanks” and “noted” should be changed to “Thanks and noted.”
- Alta Planning + Design was commended for taking public comment to heart. Even comments from the Visioning Event were noted and responded to.

Ms. Birk reviewed the major changes in the Plan:

- The Plan was reorganized. The “meat” of the Plan was moved to the introduction of the Plan – the first 20 pages.
 - * All three plans are going to be structured this way.
- A number of the projects were split into sections and phases.
 - * The projects were split up so they can more easily be coordinated with the corresponding projects in the other two plans, and to facilitate construction of the more expensive projects.
 - * Ms. Birk listed the projects that were split up.
- Map 1: Wilsonville Bicycle and Pedestrian Concept Map has been updated and is more accurate.
 - * Ms. Birk noted that the trails in the industrial area north of the City and in the Frog Pond area were not assigned project numbers as they are not in Wilsonville city limits north of the City and in the Frog Pond area.
 - Mr. Neamtzu cited the planning effort underway for the Coffee Creek I area and asked that the planned trails be assigned project numbers in this area and in the Frog Pond areas so that they can be carried over into the master planning efforts for those areas.
 - Mr. Neamtzu listed the roads that are to be improved in the Coffee Creek I area.
 - It was noted that this January 2006 draft Plan has more detail for these areas than the previous draft did.
- Alta Planning + Design spent a lot of time cross-referencing the projects.
- Mayor Lehan has asked that the section regarding “Creating a New Bicyclist/Pedestrian Bridge” (page 89 of the Plan) be expanded to include options for stand-alone bicycle/pedestrian bridges across the Willamette River in addition to a cantilevered bridge to the Boone Bridge.
 - * Ms. Birk explained that a stand-alone bicycle/pedestrian bridge may be less expensive than cantilevering a bridge to the Boone Bridge.
 - * Different locations for a separate bridge were discussed.
 - * The ACMP members were supportive of including additional options for bicycle/pedestrian bridges in the Plan.

Mr. Neamtzu noted that ACMP members have not had access to the Plan very long and likely had not had time to do a thorough review of it yet. He asked that once the ACMP has a chance to review the Plan, to send their comments to him.

- He wants the ACMP to be comfortable with all three plans before they are presented to the public and if they aren’t, then city staff and the consultants want to know that.
- Ms. Birk stated that they would continue to take comments on the Plan and then one more draft for the public meeting would be done.
- Additional comments on the Plan will be added to the “Wilsonville Comment Matrix.”
- ACMP members expressed that they thought that the Plan was a good document.

Mr. Neamtzu reviewed the handout: Three Master Plan Meeting Schedule – January 19, 2006.

- He noted that the schedule brings the ACMP through two years of this planning process.

- He explained that the schedule was aggressive but wants to make sure that the ACMP is supportive of the plans before they go out to the public.
 - * ACMP members agreed that they wanted a final review of the plans to make sure that they were “right” before presenting them to the public, even if it meant adding an additional meeting to the schedule.
 - * It was suggested that an additional meeting might be needed for the Transit Master Plan as it seemed to be the further from being done than the other two plans.
- The Planning Commission still has to review the Transit Master Plan draft. He suggested that a second work session on each of the plans was important.
- The City Council has been following this planning effort.
- Mr. Neamtzu asked for ACMP feedback as to whether all three plans should be adopted by a single ordinance or by three separate ordinances. Mr. Neamtzu discussed the pros and cons of moving all three plans together.
 - * If adopted by a single ordinance, if one plan is delayed then all three plans would be delayed.
 - * The public benefits if it is done by a single ordinance because then they can see all the plans at the same time.
 - * Mr. Meyer suggested that the proposed schedule was good because they would be going to City Council the same time as the aquatic center bond measure.
 - * Ms. Straight-Millan was supportive of the three plans moving forward together because of the integrated thought for the plans; they are so integrated it makes sense to present them together.

3. New Opportunities – River Trail Concept (Birk)

Ms. Birk noted that Metro had included an article about its Willamette River trail recently in *The Oregonian*. She stated the Plan really does not address water trails other than a small mention of it on page 12. She asked the ACMP members if this was something that they would like to see expanded upon in the Plan. She explained that there are six potential sites for boat launch areas along the Willamette River in Wilsonville including at the end of Boones Ferry Road and at the end of Rose Lane.

Jordan Sector, a landscape architect with Alta Planning +Design, explained that he has done ecological restoration and connects people with natural resources. He worked on the Siuslaw Estuary Water Trail and is working with Tillamook County to develop their waterways. Mr. Sector showed a PowerPoint presentation on the Siuslaw Estuary Water Trail. (Paper copy is attached.)

The ACMP discussed the issue of water trails and whether the Plan should expand upon:

- There was a discussion that since Wilsonville is at the southern edge of the metro area, Wilsonville could be a gateway to trails to the south.
 - * The ACMP has referred to Wilsonville as being a gateway for pathways to the south, and now it is being referred to as a gateway for water trails.
 - * Wilsonville could be advertised as a starting point for recreational activities. It was suggested that guide services and transport services could locate in Wilsonville to take advantage of its location as being the gateway to the south from the metro area.
- The Oregon State Marine Board has different standards for motorized and non motorized boat launches.
 - * There was a discussion about the conflicts between motorized and non motorized rivercraft.
 - It was noted that the conflicts are typically seasonal with waterskiers and jetskis clashing with kayakers and fisherman.
- Ms. Watters suggested that river access points could become part of the recreation points that include restrooms and other amenities; this is where the Bicycle and Pedestrian Master Plan could be integrated with the Parks and Recreation Master Plan.

- * It was noted that the Siuslaw Estuary Water Trail included overnight facilities; campgrounds and yurts.
 - It was suggested that City Code did not provide for these types of amenities.
 - It was suggested that vague language referring to this for the future could be included in the Parks and Recreation Plan. Ms. Birk suggested that if the State land at the end of Montgomery Way is ever developed, something could be in the Plans that would allow for it.
- It was noted that all the public comment for the three plans have stated that Wilsonville does not capitalize on the Willamette River and a desire to do so.
- Possible access points to the Willamette River were discussed.
 - * It was noted that Wilsonville already has two river access points.
 - * It was suggested that a kayak access at Boones Ferry Park is preferable; make sure that Boones Ferry Park has only non motorized access by designing for that.
 - There is already a two-day kayak trip that goes down the river. Boones Ferry Park would be a great kickoff spot for this excursion.
- The ACMP members were supportive of expanding the section for water trails. Ideas to include in this section included:
 - * Include text about the proximity to Champoeg and Metro’s Graham Oaks Natural Area.
 - * State how far it is from the Willamette River to Metro’s trails.
 - * Indicate that Memorial Park and Boones Ferry Park would be good access points to the river.
 - * Ms. Birk stated that she would add language in the Plan that would conceptualize the river trail and where access points could be located and what they would look like.

4. 7:30 p.m. “Umbrella” Plan Concept (Neamtzu)

Mr. Neamtzu introduced the concept of doing an “Umbrella Plan” that would explain the integration of the Bicycle and Pedestrian Master Plan, Parks and Recreation Master Plan, and Transit Master Plan; a document that would explain how the three plans interconnect and list projects that are interconnected in all three plans. The ACMP discussed the Umbrella Plan concept and expressed that they were in favor of a document that summarizes what is in the three larger documents. It was suggested that the public would prefer to read something like this rather than having to “wade” through much larger documents.

Mr. Neamtzu stated that if any of the ACMP members have any further suggestions for the Umbrella Plan to give him a call. He stated that the Umbrella Plan would be presented to the ACMP before public meetings on the three plans are held.

5. 7:50 p.m. Next Steps

A. Upcoming ACMP Meeting Schedule

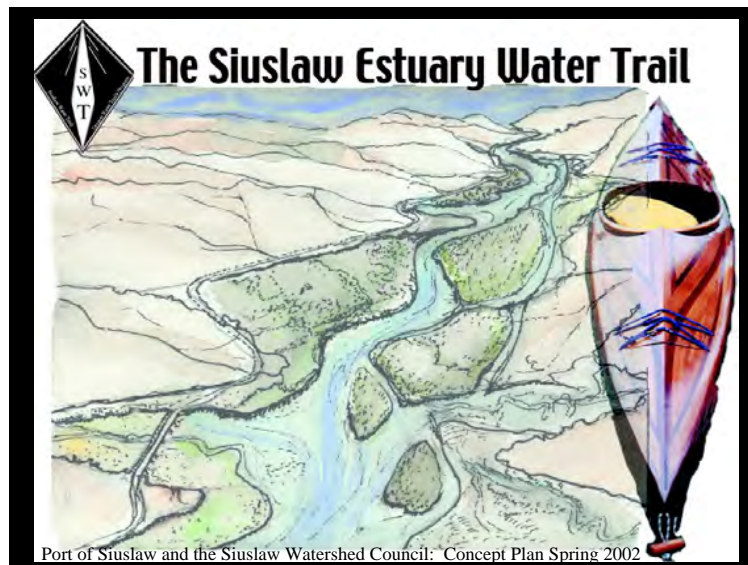
It was suggested that ACMP efforts are to continue for another three or four months then the plans will move on to public review. Ms. Birk suggested that it would be appreciated if the ACMP members are present when the Plans go to public review. Mr. Neamtzu suggested that there would be individual work towards the end; where one ACMP member works with City staff on specific issues.

Ms. Watters asked the ACMP members to let her know if they have additional comments regarding the Parks and Recreation Master Plan.

6. 8:00 p.m. Adjournment

Meeting adjourned at 8:04 p.m.

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Introduction

Definition of Nature Based Tourism:
 ...as travel and recreation for the appreciation of nature and the outdoors.

- growing at 30% annually.
- 76.5 million Americans per year

The Office of Sustainable Ecosystems and Communities
 of the United States Environmental Protection Agency

What is a Water Trail?
 Water trails are a network of public access points linked by water, with signs, maps and guides to help in navigation and interpretation.

Introduction

West Coast Water Trail Network

British Columbia

Washington

Oregon

California

Baja Mexico

Siuslaw River

Vision

Vision Statement

The vision of the Siuslaw Estuary Water Trail is to encourage an adventure experience where cultural elements and ecological features are celebrated through the historical and ecological landscape processes, that are significant and distinct to the Siuslaw Estuary.

Goal

Navigation

Objectives

- Identify landscape attributes that provide potential recreational experiences for the trail
- Develop design guidelines for trail infrastructure supporting multiple levels of experience
- Establish a location for a primary trailhead and access points

Issues


- Public access and ownership
- Land ownership perceptions of economics
- Aesthetics, visual connections and natural resources
- No celebrated connection to the pre-settlement and settlement landscape
- Ecological impacts and land-use patterns

Infrastructure


- Levels of navigation
- Trail identity
- Recognized levels of skill
- Hierarchies of facilities
- Designated trail routes and Identity
- Designated put-in and take out locations
- Links to the terrestrial landscape
- Opportunities to view trail activities

Infrastructure

Marker Blaze




Trail Logo




Trailhead






Trailhead

The goal is promote a visual connection to the estuary by providing access and opportunity to engage the site at different levels.

- establish trail connections to the existing boardwalk and the Florence bicycle trail.
- provide opportunities for visual connections to the river and estuary from the pedestrian trail
- provide a new land-use framework to establish a trailhead location.



Trailhead

Biology
 Cultural Context
 History
 Analysis
 Guidelines
 Ideation
 Experience



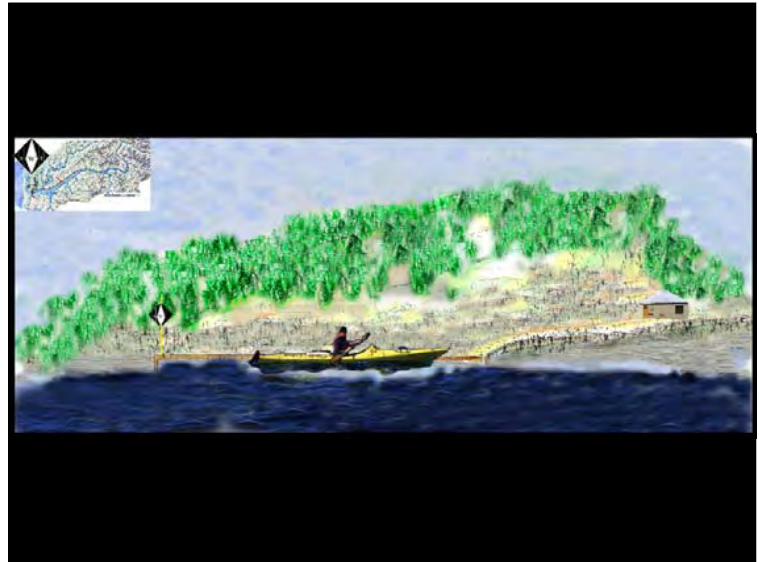
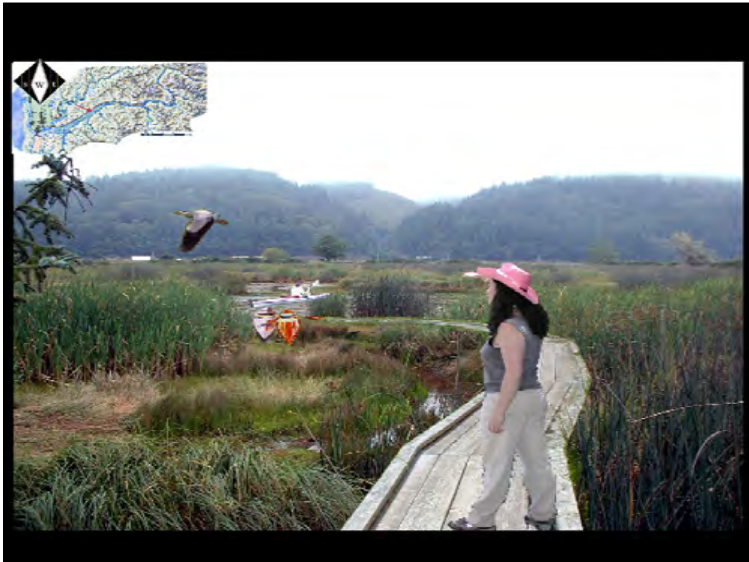
Trailhead

Section Elevation Boardwalk, Viewing Mounds and Location Markers scale 1"=8'



Experience





ADVISORY COMMITTEE ON MASTER PLANNING

ACMP Meeting Notes

2005

ADVISORY COMMITTEE ON MASTER PLANNING

**THURSDAY
DECEMBER 15, 2005
6:30 P.M.**

**Community Development Annex
8445 SW Elligsen Road
Wilsonville, Oregon**

Meeting Notes

Committee Members Present:

Michelle Labrie-Ripple - Chair	Martin Rockwell
Phyllis Straight-Millan – Vice Chair	Steven Van Wechel
Vern Wise	

Also Present: Mayor Charlotte Lehan

City Staff Present: Steve Dickey, Christine Heycke, David Donaldson, John Michael, Sandi Young

1. Call to Order

Chair Ripple called the meeting to order at 6:35 p.m.

Mayor Lehan spoke regarding her request for an Advisory Committee on Master Planning (ACMP) presentation for the State of the City address at the City Council meeting on January 12, 2006. The purpose of the ACMP presentation is to showcase citizen participation in this master planning process, and to provide goals, key issues and timelines. She suggested that Chair Ripple begin with an overview of the master planning process, followed by committee members each describing the Bicycle & Pedestrian Master Plan; Transit Master and Park and Recreation Master Plan, concluding with remarks by Chair Ripple. The presentation is not to exceed 15 minutes total. The order of the agenda for the City Council meeting will be:

Mayor Lehan:	State of the City of Wilsonville
Metro Councilor Hosticka:	Metro Greenspace Bond Measure
Chair Ripple and others:	ACMP Presentation
Craig Faiman:	Pool Survey Report

The Master Planning effort will also be part of the City Council Retreat discussion on January 20-21. The Mayor is showcasing the efforts and commitment of Wilsonville citizens to planning for the future. The ACMP expressed their appreciation for the recognition of the work of citizens in long range planning, and particularly of this complex ACMP effort.

Volunteers for presentation:

Mr. Wise	Transit
Ms. Straight-Millan:	Parks and Rec.
Mr. Levit (in absentia):	Bike and Ped.

Members to communicate via the ACMP online chat group to plan this presentation. Senior Engineering Technician John Michael requested that if presentation materials are needed, to let staff know at least a week in advance.

2. Continued Discussion of DRAFT Transit Master Plan

The following was distributed:

- A letter dated December 14, 2005, from Mark C. Ottenad of the Wilsonville Chamber of Commerce.
- An email dated December 11, 2005 from Vern Wise, regarding Memo Notes re – Transit Master Plan.
- Comments of Vickie Yates, ACMP Chamber Liaison, regarding the Wilsonville Transit Master Plan.

Christine Heycke, SMART's transit consultant, explained that a basic overview of the November 2006 Draft Transit Master Plan (the Plan) was presented at the December 1, 2005 ACMP meeting. She asked that further comments be emailed to staff as soon as possible, with a deadline of the end of the month. She prefers written comments. Verbal comments can be difficult to recall fully, and can be misunderstood or misinterpreted more easily.

Ms. Heycke explained that she had expected to have cost information for enhancements such as solar lighting by this meeting. The vendors requested detailed information, which she provided, but has not yet received responses from the vendors yet.

The ACMP discussed the Plan offering the following comments:

Chair Ripple:

- Referred to Mark Ottenad's comments in his letter which was distributed at the beginning the meeting and made note of the following suggestions:
 - * Evaluate fare on the route to downtown Portland
 - * Consider a shopper/lunch shuttle between major employers and Town Center/Argyle Square cycling every 15 minutes.
- Randy Wortman and others have requested that the Plan differentiate between those policies and implementation measures which are required (by funding sources, the Transportation Systems Plan or other state and federal requirements) and those which are optional.
- Asked why there is no service on French Prairie Loop now.
 - * Mr. Dickey responded that service was provided in the past, but a business or businesses in the Charbonneau Village Center protested that it was taking customers away from the Village Center, and that riders were using Village Center parking as a park and ride lot, so the service stopped. There is still service to SpringRidge. Service can be provided again at little extra cost or time. Several ACMP members asked about Charbonneau residents and their needs and wishes for transit service in Charbonneau.
 - Susan Stevens of the Charbonneau Country Club explained that the Village Center is private, and privately maintained, so businesses do have control of uses within the Village Center. She acknowledged that residents want bus service.
 - It was asked if residents would walk to connections on French Prairie Road. It was suggested that since the survey shows a desire for service, keep the service just on French Prairie Road; stay out of the Village Center. Ms. Stevens explained that some people would walk to French Prairie Road, but there are others who cannot. Residents

would need to be educated about the service. Charbonneau has a monthly newsletter which could carry this information.

- Mr. Dickey noted that SMART recently did a presentation about SMART and its services to the Charbonneau Women’s Association, which was well received. SMART will be doing other presentations and welcomes requests from people for the presentation.
- Requested that Mr. Dickey explain existing routes, their direction and stops. She said she does not use the bus because she does not understand the routes. Mr. Dickey highlighted route directions on the route maps that were on display.
 - * Mr. Dickey explained that understanding the philosophy of route placement is important as the City will change over time. For example, who in 1985 could have projected that the City would grow as it has? So, establishing and understanding the philosophy provides guidance for future routing. The Plan will set priorities, but these may need to be re-evaluated if development occurs differently than anticipated.
 - * Ms. Heycke added that funding changes also cause route changes. For example, Route 205 is funded with Job Access funds. If these funds are not available, that route might need to change.
- Suggested that Wilsonville be a “fareless square”, and that all outside routes charge fares.
- Should we delete the Villebois leg on Route 204? It makes the route very long.
 - * Mr. Dickey explained that SMART is attempting to balance demand here. Villebois has requested service early in its development in order to establish bus availability from the beginning of development. However, ridership will be low in the beginning since few homes are built. Route 204 is a temporary route adjustment to provide for this demand. Route 202 provides an alternate. Route 204 may not need to be used. The timing is for service every half hour at peak hours, and 1 hour at mid-day.
- Spoke to the lack of bus service to the Library, especially for children. The nearest stop is at City Hall, and the Wilsonville Road crossing is not safe for younger children.
 - * Mr. Dickey agreed that the Library should be served now. SMART is evaluating which route would provide the best service. Route 202 serves the Village at Main Street and Memorial Park. He questioned if this route could serve the Library. Route 202 does not go into Memorial Park due to narrow roads, slow speeds and street angles.
- Suggested bus tours-training sessions at Wood Middle and the high school be given to familiarize students with routes and stops. Especially connections to Library, Community Center Youth programs, and to after school enhancement programs, i.e. the Learning Tree.

Mr. Rockwell:

- The expanded Route 204 won’t work. He recommends using a hub and spoke system. It is more efficient, but would require changing buses to get across town.
 - * Ms. Heycke responded that the Commuter Rail site could be used as a commuting hours hub, and the City Hall site as a mid-day hub. She noted that this might cause confusion though.

Mr. Wise:

- Asked why SMART does not serve Aurora.
 - * Mr. Dickey responded that SMART has looked at providing service to the south, but SMART is a Wilsonville service. Questions that need to be answered include:
 - How far away should SMART provide service?
 - Housing density is increasing in smaller towns to the south. Are there other providers in the North Valley better suited to provide this service?
 - How can connections be arranged?
 - What about serving Sherwood? It’s not practical now, since access is so poor.

- Is there a fare charged to riders who go to Woodburn?
 - * Mr. Dickey answered that this service is provided on Route 1X, with a \$1 fare.
- How and when is ridership evaluated?
 - * Mr. Dickey explained that riders are counted every day, and tabulated at the end of each month. Annually there is a stop count which includes origin/destination and length of trip information.
- Will a Park and Ride lot remain at the theater?
 - * Mr. Dickey answered that the agreement for this Park-and-Ride lot has a 30-day notice to discontinue use. SMART works hard to live up to terms of agreement, i.e. trash removal, keeping Park-and-Ride users' cars within the designated space, etc.
- The 2000 Census numbers for population components should be updated, if possible.
 - * Ms. Heycke stated that she has more recent data, and will do this.
- When will the Commuter Rail/Transit Center construction begin? How many spaces are planned?
 - * Mr. Dickey responded that the schedule is dependent on schedules for Commuter Rail and the Barber Street construction. Startup for Commuter Rail is projected for 2008. The Transit Center will not likely operate much before the Commuter Rail. We have a general design, and are beginning detailed design plans. The initial construction will be for 400 parking spaces with funding shared between SMART and TriMet. There is land to add 250 more spaces at TriMet's cost later. The complete project area involved a 3-way land transaction between Washington County, City of Wilsonville and TriMet.
- Will the Commuter Rail benefit Wilsonville residents or incoming employees?
 - * Mr. Dickey explained that the Commuter Rail includes plans for several Park and Rides along its route. Usership will depend on connections from homes to those Park and Rides, and on connections from those Park and Rides to work sites. That is the reason for the emphasis on vanpools, Flexcar and bike loan programs in the Plan. The Hwy 217 commute is increasingly difficult, which should help encourage ridership. He knows of a Wilsonville company who wants 200 more employees primarily from the Beaverton-Hillsboro area, but cannot get them due to the difficult Hwy 217 commute.

Ms. Straight-Millan:

- Observed that extensive SMART service is projected for the west side of I-5, but not as much emphasis is given to the east side. What about plans for Frog Pond, Coffee Creek, etc.?
 - * Ms. Heycke explained that it is easier to do detailed plans for known development patterns such as Villebois. It is not known how Frog Pond will develop yet, except that it will be residential. The industrial areas generate revenue and ridership, and are easier to serve, so less planning is needed.
- If a hub and spoke system appears to be favored, why not convert now?
 - * Ms. Heycke responded that the Commuter Rail site has a large park and ride lot. Bus riders can be anywhere in the City, within 15 minutes from that hub.
- What are the priorities for routes?
 - * Mr. Dickey answered that service to and through neighborhoods has to be balanced with demands for access to work and shopping. Also, the time inconvenience of riding a bus has to be balanced with the savings on gas, operating costs, parking and the avoidance of driving hassles. Each route has a "window of opportunity" within which changes can be made without adding significant cost of time. For example, serving the library could possibly fit in such a window.

Mr. Van Wechel:

- Why do all Villebois routes end in the same place?

- * Mr. Dickey explained that Villebois has requested this. The Village Center will be a commercial area and a gathering place. The route(s) will stop at other locations in Villebois also.

Mr. Dickey discussed that as the number of car dealers increases, SMART is looking to accommodate not only employees, but those leaving their vehicles for service during the day.

There was an ACMP discussion regarding Carpool Match NW services.

Chair Ripple asked that the ACMP email their comments and questions to City Staff and that they check the ACMP online chat group for plans for the Council presentation.

3. Next Steps

A. Upcoming ACMP Meeting Schedule

Chair Ripple stated that she cannot continue with ACMP meetings two times monthly given her City Council commitment. Ms. Young explained that the twice monthly meetings were for the work on each of the three plans. The initial review of the first drafts of the Bicycle and Pedestrian Master Plan, Parks and Recreation Master Plan, and Transit Master have been completed and the ACMP will be looking at final edits as the plans are ready. The ACMP can return to a once a month schedule. The next meeting is scheduled for January 19, 2006, at the Community Development Annex.

5. Adjournment

Meeting adjourned at 8:05 pm.

SY/ls

ADVISORY COMMITTEE ON MASTER PLANNING

SPECIAL MEETING

**THURSDAY
DECEMBER 1, 2005
6:30 P.M.**

**Community Development Annex
8445 SW Elligsen Road
Wilsonville, Oregon**

Notes

Committee Members:

Councilor Michelle Labrie-Ripple - Chair	Steven Van Wechel
Phyllis Straight-Millan – Vice Chair	Randy Wortman
Al Levit	Vern Wise
Martin Rockwell	

Robert Meyer	Parks and Recreation Advisory Board Representative
Vicki Yates	Wilsonville Chamber of Commerce Liaison

City Staff Present:

Steve Dickey, Sandi Young, John Michael, David Donaldson, Robb Reed, and Linda Straessle

Consultant Present:

Christine Heycke, SMART Transit Consultant

1. Call to Order

Councilor Ripple called the meeting to order at 6:35 p.m.

2. Overview of DRAFT Transit Master Plan

Christine Heycke overviewed the Transit Master Plan (the Plan) chapters with these additional comments and questions from Ms. Heycke, AMCP member, and Transit Director Steve Dickey:

- Chapter 2 – Role of the Transit Master Plan tells how the Plan fits in with other federal, local, and state plans. There are all kinds of standards that this Plan has to meet based on the requirements of the other plans
 - * Land use has to be connected with transit in order to promote transit in the State and in the Metro area; land use has to be considered to have an effective transit system.
- Chapter 3 – Existing Conditions relates the status of transit in Wilsonville today and includes the mission statement. Ms. Heycke read the mission statement.
 - * This chapter provides the history of SMART and how the ridership has increased dramatically over the last 13 years
 - * Map 1. *Existing Quarter-Mile Coverage*, on page 13, shows quarter-mile circles around all the existing bus stops so that the service gaps are apparent.

- Mr. Dickey explained that a quarter-mile is the upper end of comfort for people with children and those in wheelchairs to travel to access a bus stop.
- * This chapter describes the existing transit services. Ms. Heycke listed the services as presented in Chapter 3, including the major transit streets and stops.
- * It was noted that the buses go through Argyle Square rather than through it.
 - Ms. Heycke explained that buses have problems going through Argyle Square due to the configuration of the parking lot; the turns are too tight even for the smaller buses.
 - She noted that even pedestrians don't like to walk through Argyle Square.
- * It was questioned why SMART does not run buses into Tualatin when there are buses going to Salem?
 - Mr. Dickey explained that Route 1x into Salem is an express run to accommodate commuters.
 - The route to Portland (Route 201) stops at the Tualatin Park-and-ride.
- * It was suggested that SMART accommodates people commuting from outside of Wilsonville to work in Wilsonville, but does not seem to accommodate people commuting out of Wilsonville. It was noted that some of the buses going north make many stops before leaving Wilsonville, adding to the commute time.
 - Mr. Dickey explained that a balance has to be struck in that there are more people riding the bus from Portland to work in Wilsonville than there are commuting out of Wilsonville to work elsewhere.
- Chapter 4: Transit Demand establishes the unmet needs and opportunities of who is riding the bus and why, and who is not riding the bus and why not. The surveys were used to find out what people wanted in their transit system.
 - * Ms. Heycke explained the percentage for riders between the ages of 35-65 under "Who Rides SMART and Why?" on page 31 should be corrected to 54%.
 - Also, a later survey had incomes that were quite a bit higher than what is listed here.
 - * It was asked if any effort had been made to find out why children don't think that it is "cool" to ride the bus.
 - Ms. Heycke explained that some kids equate the bus with the school bus. Mr. Dickey stated that once the kids have access to cars their ridership drops.
 - It was noted that children are riding SMART buses to schools. Ms. Heycke stated that it may be more convenient than the school bus. This issue was discussed further.
 - * Ms. Heycke reviewed the questions that were asked in a 2004 transit survey and its results using Figures 2 through 8 in Chapter 4.
 - * Ms. Heycke explained how input was gathered for this chapter, including a 2005 employer survey.
 - Employee demographics were looked at for providing more and different services.
 - The largest number of people working in Wilsonville live in Portland & Beaverton.
 - * The public input did not provide a consensus about whether fares should be charged. There was a discussion regarding whether fares should be charged.
 - Ms. Heycke noted that federal funding possibly could be lost if fares are implemented for SMART.
 - There was a discussion as to whether ridership would drop if fares are charged. Mr. Dickey reported that the Salem route is charging a dollar and people still think that it is a bargain compared to the costs of driving and parking a vehicle.
 - * It was asked if the increased ridership due to higher gas prices has been sustained. Mr. Dickey explained that ridership has remained higher since the gas prices escalated.
 - * There was a discussion regarding the Salem Route 1x:
 - Fair boxes were purchased for the Salem buses. Mr. Dickey listed the number of buses with fare boxes.
 - The partnership with Salem's Charriots transit system is working well.
 - More people are going to Salem than coming from Salem during the morning commute.
 - There are three stops on the capital mall plus the express stop in Salem.

- Passes are now available online at \$30 for a 1 month pass. There are senior and disabled discounts available for non-commute hours.
- Chapter 5 – Options to Meet Demand establishes options to meet identified needs.
 - * Ms. Heycke overviewed the six sections of Chapter 5.
 - * ACMP members offered the following suggestions to increase public knowledge of transit:
 - Signage, schedules and advertising need to be in Spanish.
 - Every stop needs to be shown on the route schedule maps.
 - The schedule maps need to have better definitions as it can be confusing to see which bus goes to which stop.
 - A missing bus stop was noted on a map. Mr. Dickey stated that this is being corrected.
 - Signs listing SMART schedules, web site address, phone number and that bus service is free could be placed on the back of buses for people in vehicles behind the buses to read. Mr. Dickey explained that there has to be a balance between commercial advertising and providing an informational service.
 - Informational items distributed at the schools were listed. Ms. Heycke noted that the kids are knowledgeable about SMART service.
 - It was suggested that SMART send a representative to groups of people such as homeowner associations and businesses to let them know about SMART services. Mr. Dickey noted that SMART has an employee in charge of community outreach.
 - Ms. Heycke stated that a walking program sponsored by SMART has been popular. Pedometers are being given out. Kids relate the pedometers to SMART.
 - It was noted that many people do not have internet access. Language barriers also affect people’s ability to access SMART information on the web. There have to be other ways to provide SMART information.
 - Ms. Heycke questioned if people would be willing to call an information phone number with a menu to provide route information. It was thought to be a good idea.
 - * Seniors at the Wilsonville Community Center have expressed their appreciation for SMART because without SMART they would not be able to leave their homes to participate in the Community Center’s activities. Ms. Heycke added that some people have stated that they have moved to a retirement home in Wilsonville because of the availability of SMART’s services.
 - * Mr. Dickey explained that due to federal standards, SMART has to be careful about not competing with charter bus services. He listed several of the standards that affect SMART’s ability to provide bus service to special events.
 - It was suggested that there are so many events in Portland that Wilsonville residents attend that it would justify regular Saturday service.
 - * Mr. Dickey explained how drivers are trained on all kinds of SMART buses and their supervision.
 - * Mr. Dickey explained that there are no more than three to four road calls for bus problems. Usually it is because the driver says that the bus is acting “funny” and another bus is sent out. There are few actual on-the-road bus failures.
- Chapter 7 – Recommended Options addresses the options discussed in Chapter 5 by creating Policies and Implementation Measures to ensure the viability of transit and other transportation options.
 - * It was noted that six Policies are listed starting on page 71, but policy numbering in the Implementation Measure section goes to Policy 7.
 - * It was suggested that many of the Implementation Measures are statements of desire rather than of implementation.
 - Ms. Heycke responded that most of the Implementation Measures are out of the TSP.
 - The appendix includes information about how to design transit. It was suggested that a reference should be made to the Appendix.
 - A note should be made to indicate which of the Policies and Implementation Measures come directly from the TSP.

- * It was suggested that the coherence between the Policies and Implementation Measures and Chapters 4 and 5 is not good.
 - Some Implementation Measures have no discussion and there are some that include discussion but have no implementation. Implementation Measures that lack discussion implies lack of importance
 - Implementation Measure 1.1 talks about the lack of signage at bus stops. It was suggested that there is not a sense that there is direct correspondence with Chapters 4 and 5.
- * The Implementation Measures are not prioritized. It was suggested that they be prioritized in order to get started on obtaining funding on the higher priority items.
- * It was noted that all the proposed new routes seem to stem from the new commuter rail station.
 - Concern was expressed that the commuter rail will not be in existence for a number of years, if then.
 - Is this proposed routing to accommodate Villebois' residents; is Wilsonville moving its population base to Villebois?
 - Mr. Dickey stated that Villebois did play a large part in the commuter rail station location because it is to be a transportation-efficient development.
 - There can still be a dedicated bus and ride in that spot even if the commuter rail is a long time coming, the park and ride stop will be there permanently. He noted that the park and ride areas around town are all shared parking lots with businesses and are not permanent sites.
 - It will be a central location to serve the community as a whole.
 - It will take at least 10 years for Villebois to be built out.
 - It was suggested that the Commuter Rail station location is the worst place in Wilsonville to have that hub. There are huge "dead" areas for buses to go around to get to it.
- * Using an enlarged Map 14. *Proposed Route 204*, Ms. Heycke pointed out the routing of Route 204. Mr. Levit and Mr. Wortman discussed the proposed routing of SMART Route 204
 - Mr. Levit stated that it would be quicker for him to walk to Villebois than it would be to ride the bus. The routing of this route meanders too much.
 - Mr. Dickey stated that it would provide service to businesses that aren't currently being served.
 - Mr. Wortman stated that there has to be efficiencies in the route. The Plan should state that people should not be on the bus more than about 15 minutes to get across town.
 - Mr. Levit suggested that Route 204 as proposed is a failure.
- Chapter 6- Current Funding Sources. Mr. Dickey overviewed Chapter 6, further explaining the funding sources which include:
 - * Federal funds
 - He listed the different types of federal funding and the limitations that are placed on what they can be used for.
 - * State Funds
 - He listed the different types of state funding. Some of the programs are not being considered
 - * Local Funding
 - Payroll tax
 - Fares for the Salem 1x run. This source of funding is too new to see its long-term revenue.
 - Sale of surplus equipment
 - * It was noted that there is \$10 million in expenses and asked how revenue covers all the expenses.
 - Mr. Dickey stated that the purchase of the property for the commuter rail park and ride station is a one time expense.

- Mr. Wortman suggested that there needs to be a better explanation about how the revenue and expense money are balanced. The numbers need to be double-checked and the cash flow in and money out better demonstrated.
- Mr. Dickey explained that the amount of money listed for “FTA Section 5310, on page 65, is incorrect and that will have to be corrected.
- The City’s funding from the “FTA Section 5311” funding, (page 65) was increased from \$125,000 to \$215,000 but it can no longer be used for operations; it is to be used for capital expenses.
- * A discussion regarding Table 10. *Current SMART Expenses* included:
 - Fleet services include the expense for fuel. Parts of the fleet service expenses are paid for by federal funding which does not cover fuel costs.
 - It was asked that a cost estimate for the lighting of the shelters and the cost of putting in radios/music in the buses be included in the Plan. Ms. Heycke stated that she would put in a ball park number.
 - After ACMP members asked what is covered under each of the expense category items, it was suggested that the Plan include definitions for all kinds of expenses.
- * Mr. Dickey explained that SMART has 12 of the 15 bus shelters available for installation but there was a problem with the contractor putting them in.
- Chapter 8 – Future Revenues And Expenses. Mr. Dickey overviewed Chapter 8 and further explained that the Plan covers the “what ifs” and the costs of covering the “what ifs” for the 20 years. The Plan provides the framework to work from and the “ground work” as to what it takes to do it. Mr. Dickey and the ACMP members further discussed Chapter 8 with these comments:
 - * A discussion regarding priorities included:
 - Mr. Dickey explained that lot of the priorities will be determined by what actually happens.
 - Determining the provision of service to Villebois is going to be a priority. It was suggested that an alternate interim route may be needed to Villebois until it is built out. Mr. Dickey agreed with this suggestion.
 - Mr. Dickey explained that part of this process is to look at the costs of establishing a new route going beyond Wilsonville versus just changing a route.
 - Mr. Dickey explained that some of the projects in the Plan are conceptual but the details will have to be refined. The Plan’s concept is that there are going to be needs and changes in the community and the Plan has to provide enough guidance to address the needs and changes, and the refinements can take place when development happens.
 - It was suggested that this concept needs to be clear in the Plan or people will think that the Plan is the final direction for a project. Mr. Dickey responded that while some flexibility is good, some things cannot be flexible because of the limitations as to how funding can be used. He stated that federal funding and what it can be used for is not flexible. It was suggested that this needs to be made very clear in the Plan.
 - * How expenses and fare revenue will be shared between commuter rail and SMART was discussed.
- Concern was expressed regarding the additional vehicles that would be going through the Wilsonville Road/I-5 interchange area to access the commuter rail station.
 - * It was suggested that the information from the studies that Tri-Met has done regarding potential commuter rail ridership needed to be included in the Plan.
 - * It was noted that these trips will be considered “essential government service” trips and would not be included in the traffic counts.
 - * People are already leaving the freeway to access the current Wilsonville’s park-and-rides; they would just be going to another area.
 - * Villebois residents would not be using the Wilsonville Road/I-5 interchange to ride the commuter rail.
- There was a discussion regarding expansion of SMART service into Portland.

- * It was questioned how many people are driving to the Tualatin park-and-ride to access Tri-Met at this point. Mr. Wortman stated that he was already doing this.
 - Would anybody driving to Tualatin to access Tri-Met ride a SMART bus into Portland instead if the routing was truly an express route; if it did not wind around Wilsonville before leaving to go north on I-5. People do not want to sit through 14 stops on the bus before getting on the freeway to Portland. Don't mix the "milk run" with the commuter run.
 - Mr. Wortman suggested that asymmetrical routing be considered. Mr. Dickey responded that there would have to be a separate route; Wilsonville to Portland versus Portland to Wilsonville. Mr. Wortman recommended that the express run be kept "express."
 - It was noted that there is a four-hour window where there is no SMART service between Portland and Wilsonville.
 - Mr. Dickey stated that the focus of extended service into Portland is to provide access to a wider range of bus services; getting people into Portland give them more options to access Tri-Met and a wider range of places.
 - When it was suggested that the proposed expanded Portland service did not stop at enough places in Portland, Mr. Dickey explained that SMART can't do a number of stops in Portland as it would be competing with Tri-Met.

ACMP members were asked to email their comments to Administrative Assistant Linda Straessle, straessle@ci.wilsonville.or.us.

3. Next Steps

A. Upcoming ACMP Meeting Schedule

The next ACMP meeting is scheduled for December 15, 2005. A detailed discussion of the Draft Transit Master Plan is scheduled for that meeting.

4. Adjournment

The meeting adjourned at 8: 35 p.m.

/ls

ADVISORY COMMITTEE ON MASTER PLANNING

**THURSDAY
NOVEMBER 17, 2005
6:30 P.M.**

**Community Development Annex
8445 SW Elligsen Road
Wilsonville, Oregon**

Meeting Notes

Committee Members Present:

Michelle Labrie-Ripple - Chair	Steven Van Wechel
Al Levit	Randy Wortman
Vern Wise	

Also Present:

Benny Holt	City Council Representative
Sue Guyton	Planning Commission Representative
Robert Meyer	Parks and Recreation Advisory Board Representative
Vicki Yates	Wilsonville Chamber of Commerce Liaison

Staff Present:

Peggy Watters	John Michael
Linda Straessle	

Consultant Present:

Lauren Schmitt of MIG arrived late

1. Call to Order (Chair)

Chair Ripple called the meeting to order at 6:40 p.m.

2. Continued Review of DRAFT Parks and Recreation Master Plan (Schmitt)

Ms. Watters distributed the *City of Wilsonville Neighborhoods Parks* map. She listed other documents included with the Draft Parks and Recreation Master Plan, October 2005, that are under consideration:

- The Draft Parks and Recreation Master Plan, October 2005 (the Plan).
- The appendices to the Plan, distributed separately
- “Neighborhoods – Parks and Recreation Analysis.” The standards included in this analysis match the City’s Development Code standards.

Ms. Watters reported that she had received input regarding the Plan from Mr. Wise, Mr. Levit, and Mr. Meyer since the November 3, 2005 ACMP meeting.

The ACMP members discussed the *City of Wilsonville Neighborhoods Parks* map and the “Neighborhoods – Park and Recreation Analysis”:

- Ms. Watters explained:

- * This is a different approach than what was done in the 1994 Parks and Recreation Master Plan. This takes location and demographics into account by basing neighborhood and community park locations on population and housing density.
- * She explained the neighborhood and community park divisions as shown on the *City of Wilsonville Neighborhoods Parks* map.
 - The intent was to locate the neighborhood parks so that the residents that they serve do not have to cross a major street to get to them.
- It was suggested that Wilsonville Road runs through the middle of the Wilsonville Meadows, Boulder Creek, Landover neighborhood, and that this neighborhood should be divided into smaller pieces. There was a lengthy discussion regarding the size of the neighborhood parks and how they were designated on the *City of Wilsonville Neighborhood Parks* map with these comments being made:
 - * The population and density numbers for the Wilsonville Meadows, Boulder Creek, Landover neighborhood should be reanalyzed to see if the need for parks in this area comes out differently.
 - * Wilsonville Meadows is on the opposite side of Wilsonville Road from Boulder Creek.
 - * All of the neighborhoods designated on the map should be reanalyzed to see if there are natural boundaries for the park areas.
 - Brown Road was suggested as a major road that could be used as a boundary.
 - The neighborhood park areas need to be more geographically defined.
 - Senior Engineering Technician John Michael noted that there are subdivision records on file and that they can be looked at to see if there are any neighborhood subtypes such as Rivergreen, Fox Chase, and Morey's Landing. It was noted that there are already several neighborhood parks in these areas.
 - * There was a discussion regarding the trails in the Mentor Graphics and Xerox campuses that are not open to the public. Ms. Young is to be asked about her intent for including the Mentor, Xerox area on the map as a neighborhood park.
 - * The Walnut Mobile Home Park on Boones Ferry Road is not included in any of the designated neighborhood park areas. This needs to be looked at.
 - * Staff was asked to make sure that the apartments on Canyon Creek Road North (Summit Apartments) are not included in with Mentor Graphics area; make sure that all the apartments are included in a neighborhood park area.
 - * Villebois is broken up into four separate neighborhood park areas. Other areas that are of the same size or larger need to be divided into smaller pieces.
 - * The ACMP members discussed the quarter-mile to half-mile methodology that was originally proposed for park service areas and which methodology they preferred for determining park service areas.
 - Concern was expressed that that some of the park service areas shown on the *City of Wilsonville Neighborhood Parks* map were too large, precluding families from being able to walk to them.
 - There was consensus to combine the two methodologies, the quarter-mile to half-mile park service areas and Ms. Young's neighborhood park boundaries. The neighborhood parks have to be within walking distance for all residents.
- The Rivergreen, Fox Chase, Morey's Landing area should be in a separate community park area than Old Town as these are two separate areas. Numerous people were talking and further comments regarding this issue were not identified.
- The area in the northeast needs to be identified as being an industrial area on the map.

Lauren Schmitt of MIG arrived at this time.

Ms. Watters summarized the issues identified during the ACMP discussion of the *City of Wilsonville Neighborhood* map:

- The parks need to be divided further so that natural features and major roads are used as boundaries between the parks. Double check where the roads fall within the park service areas.
- Apply the quarter-mile radius as a benchmark for the service areas. They don't need to be circles on the map, but the neighborhood parks have to be within walking distance for residents within the service area.

- Address the industrial areas. Identify any trails or trailheads that may be in the industrial areas.
- Make sure that the smaller mobile home parks, such as the Walnut Mobile Home Park, are included in park service areas.

Ms. Schmitt reported that she had talked to ECO Northwest regarding questions from the November 3, 2005, ACMP meeting about what would happen when units of housing are added in terms of the amount that people have to pay on bonds, and they explained that a bond is based on the assessed value at the time that the bond is issued. If value is added in the form of new housing units, people would pay less on the bond as the new people would be obligated to pay on the bond. The payment rate would be based on a dollar amount per \$1000 of value. Businesses would pay the same rate as the residential rate.

Mr. Meyer reported that the Parks and Recreation Advisory Board wants to make certain that any mention in the Plan of the aquatic facility follows the guidelines set forth by the Aquatics Task Force; if the Plan includes anything different than what was recommended by the Aquatics Task Force, the Parks and Recreation Advisory Board would not support it. It was noted that the Aquatics Task Force's work is included in Appendix D.

Commissioner Guyton reported that the Planning Commission had similar comments regarding the Plan, and that they also discussed the financing of the aquatic center.

- Ms. Schmitt stated that one Commissioner had questioned what would happen if the voters do not want to pay for all of the projects in the Plan. Ms. Schmitt's response was that the list would have to be shortened.
- Ms. Schmitt noted that costs related to the aquatic center was a large portion of the total amount of the parks capital projects list costs and would be paid for by a bond. Funding of park development also comes from System Development Charges (SDCs) and new development also pays their share as well.

Ms. Watters relayed that City Manager Arlene Loble has asked for ACMP input in regards to whether Table 3: Draft Capital Projects List provides a realistic project priorities list.

- If a funding opportunity comes up prior to the timeline for funding a project, can that project be moved up and done ahead of the timeframe listed in the table?
 - * The priority rating in Table 3 drives the financing of the projects.
 - * Ms. Watters explained that if a land acquisition opportunity comes up, and if the project is on the list, the City can move forward with purchasing the property.
- Ms. Schmitt noted that the priority list needs to be reviewed and amended at least every year or two based on available funding. She suggested that there should be a procedure to look at the Plan on a regular basis.
 - * It was suggested reviewing and updating the Plan every five years would be a realistic timeframe. Whether every five years would be a good timeframe for the review of the Plan was discussed.
 - * Ms. Watters recommended that if any one of the Parks and Recreation Master Plan, Bicycle and Pedestrian Master Plan or Transit Master Plan (the plans) is changed then the other two plans should be looked at to see if any corresponding changes need to be made in them as well; changes to the three plans need to be coordinated. She questioned which would be the best review board for that connectivity review.
 - * That new development would be a driving factor for doing some of the projects on the list ahead of other projects with higher priority was discussed.
 - It was suggested that some of the projects should not have a specific timeframe attributed to them. Simply say that when areas such as the Frog Pond area develop, then projects listed for that area are to be done.
 - Related projects in the three plans need to be coordinated so that something is not built in isolation. If the I-5 bicycle/pedestrian bridge is built, then there needs to be a way to access it and destinations such as parks on both sides of the Willamette River.
 - Ms. Schmitt suggested that all three of the plans should have a chapter or some language about the coordination of the projects in all three of the plans. She noted that coordinating the

capital project lists could mean that funding of the projects has to be spread between the three plans.

- * Mr. Michael, projecting a map on a screen, demonstrated how the maps from the three plans could be overlaid with each other to show where they coordinate and where the deficiencies are in their coordination. He stated that this is a tool that could be used to see where there are missing sidewalks and other facilities. He demonstrated how he could put all three maps together and the zoom into a particular area. More detail can be added as needed. He asked for ACMP suggestions of what they would like to see overlaid on this combined map.
 - The overlaying of the maps could be used to look at rights of way and easements to identify where these kinds of places might be sited. It can also help identify options for trails, benches, and other amenities in the Coffee Creek industrial area.
 - Ms. Watters reported that Ms. Loble has asked if this map could be accessed by other City employees.
- * Ms. Watters explained that the projects still have to be prioritized in terms of recommendations for when they should be done; in 5 years, 10 years, 15 years or 20 years.
 - It was suggested that even if a project is not expected to occur for 10 or 15 years, it is still important to have it in the Plan. It was suggested that the vision for Villebois parks was not done up front and now it has become more problematic. The Frog Pond area was mentioned in terms that some master planning for the parks in that area should be done before it builds out.
- There was a discussion regarding planning for areas outside of the city limits. Mr. Michael explained that the Plans are for planning facilities within the City and the Urban Growth Boundary (UGB). He noted that if an area outside of the UGB comes into the UGB or City limits which has not been included specifically in the Plans, then the Plans would provide guidance for those areas and the master planning for the areas would provide the details.
 - * Mr. Michael explained that an area such as the Coffee Creek area would be master planned with its master plan following the Development Code and other City master plans guidelines and standards. This planning effort will include opportunity for public input and public hearings.
 - * Mr. Meyer suggested that there are not a lot of guidelines for unforeseen things, but noted that Appendix B includes guidelines for parks.

The ACMP members offered their comments regarding the Plan:

Commissioner Guyton:

- The differences between the community parks and neighborhood parks need to be clear.
- She wants to be sure that the new park sites provide recreational options and are not just a park in name.
- The Plan needs to differentiate between an athletic field and a park.

Chair Ripple:

- There are inconsistencies in the definitions and vocabulary in the appendices as compared to the Plan.
- There needs to be consistency with street designs; all collector, arterial streets should have sidewalks and bike lanes.
- All parks need garbage cans and picnic tables.
 - * Parks should have picnic areas that can accommodate at least 25 people in one area – group the picnic tables together for group activities.

Mr. Wise:

- There is too much repetition in the Plan. Ms. Schmitt asked Mr. Wise to provide examples of the repetition and stated that she would try to eliminate as much of the repetition as possible. Mr. Wise stated that he would email his examples to Ms. Watters.

Mr. Wortman:

- Mr. Wortman discussed that easements connecting the Fox Chase road loops to the Riverfox Park were lost between Planning Commission approval and build out.
 - * Watching for opportunities of easements to existing or planned parks needs to be put in the Plan.

- * This is both a Parks and Recreation Master Plan and Bicycle and Pedestrian Master Plan issue.
- City Attorney Mike Kohlhoff said that the current Parks and Recreation Master Plan did not contain requirements that have to be followed. Mr. Michael suggested that Mr. Kohlhoff be asked to read the draft Plan to make sure that it includes enforceable guidelines.
- The Willamette River Greenway does not provide public access to the Willamette River; it is a greenway concept for greenway, trees and nature. He would like to see an objective in the Plan that actively seeks easements along the river for trails. There was ACMP consensus to this suggestion.
- Mr. Wortman discussed who would be responsible for neighborhood park maintenance. Currently the City maintains some of the neighborhood parks and other parks are maintained by the homeowners association.
 - * Ms. Schmitt pointed out that Chapter 4 Provision of Recreation Services includes language stating that homeowner associations would maintain the neighborhood parks.
 - * Mr. Wortman explained that occasionally the City works with homeowner associations to take over the maintenance of the park. Riverfox Park is one example of where this has happened.
 - * When it was suggested that the Plan needs to be clear who will be maintaining the new parks, another ACMP member suggested that the ACMP could not determine now what would be a privately-maintained park and what would be a publicly-maintained park.
 - * Whether or not homeowner associations could afford to maintain their neighborhood parks was discussed.
- Mr. Wortman asked if the Plan discussed the option of forming a Park and Recreation District. Ms. Schmitt responded that the Plan does not address this issue, but the recreation center/pool facility study would address it.

Mr. Levit:

- Mr. Levit submitted many of his comments via email.
- Page 18. Hiking/backpacking is listed as a possible activity. People are not going to be hiking and backpacking in Wilsonville.
- Town Center Park:
 - * There should be safe routes to that park. Ms. Schmitt responded that this is a coordination issue between the Parks and Recreation Master Plan and Bicycle and Pedestrian Master Plan.
 - * Parking is a problem in the summer during league ball games at the park. Parking needs to be looked at. Ms. Schmitt explained that the Memorial Park Master Plan will address this when it is updated.
 - * Chair Ripple suggested that since Memorial Park is so large, areas of the park and the parking lots should be named and signage installed. Ms. Schmitt explained that the Memorial Park Trails Master Plan which was recently adopted addresses these issues, and this Plan says that the Memorial Park Master Plan needs to be done and that signage and wayfinding needs to be done.
- Appendix A.
 - * Many of the deficiencies that are noted in Appendix B do not agree with the recommendations in the body of the Plan.
- Appendix B.
 - * Many of the existing facilities do not meet the guidelines in this Plan. Recommended improvements to a facility should be referenced to the guidelines, and if those guidelines cannot be met, then include an explanation as to why the guidelines in this Plan cannot be met at that particular facility.

Mr. Meyers referred to the parks and recreation needs assessment that the ACMP reviewed earlier in the planning process, and suggested that it was half parks related and half recreation related. He is concerned that other than Subsection 3.5 Athletic Fields, pages 67 to 72, recreational programming is not discussed in the Plan; the Plan is only addressing park facilities and development. Discussion of this issue included the following comments:

- Ms. Schmitt stated that the recreational programming language could be expanded to “flush out” areas of deficiencies. She cautioned that programs are driven by trends; what is popular now may not be popular in five years.

- * There was a discussion that there needs to be something in the Plan that enables the programming without being sport specific as some the activities are fads. Unused tennis courts were used as an example.
- * Group walks for new mothers and their babies is becoming a popular program.
- If a field is not designed for a particular sport, then the wrong use damages the field.
- Fields are damaged with they are used year round and not given a chance to recover.
- Users of the fields should be asked about their needs and about conflicts with other uses and sports.
- There are people who have to leave Wilsonville in order to play a particular sport because Wilsonville does not have appropriate facilities to accommodate the sport. Lacrosse was mentioned in particular.
- During active sports seasons, league teams have use of all the fields. There is no place for unscheduled play.
 - * Memorial Park is full of youth sports; there is not a place to throw a Frisbee.
- Families need a place to play.
 - * On weekends and in the summer, there is no place for kids to just go and play.
- Ms. Watters defined active and passive play: a dedicated field is an active space where the amenities are usually permanent. Once there are lines and definition to the area; then it is an active space. Active/passive refers to the space, not the physical activity.
- Ms. Watters discussed usable space as being an area in which a person can throw a Frisbee, run with their dog, read, turn somersaults, etc. She suggested that the list of general activities could be expanded.
 - * It was suggested that this issue be discussed with Long-Range Planning Manager Chris Neamtzu as he is currently working for usable area in Villebois.
- Ms. Schmitt suggested that if the ACMP wanted stronger language in regards to passive play areas, the Plan could include language stating that all parks are to include passive areas.
 - * It was questioned how much park area should be devoted to passive space.
 - * It was suggested that a percentage of area should be listed.
 - * Not all neighborhood parks are big enough to support passive areas. It was suggested that the Montebello Park may not be big enough to support both play structures and a passive play area. Language would have to be added that passive areas are to be included in neighborhood parks wherever feasible.
 - * Ms. Watters questioned if developing these spaces warrants the cost? The need for unscheduled space for activities needs to be addressed.
- Clearer guidelines are needed for what site amenities are to be included in a park.
 - * Make the parks and structures size-appropriate for the number of people it is serving.
 - * Picnic tables may not always be feasible in neighborhood parks.
 - * Include a list of amenity priorities; if there is room then include amenities in a neighborhood park according to the priority list. Neighborhood parks need to have a play structure at the very least.
 - * It was noted that adults need to have “play” area too.
 - * It was questioned whether the City could buy land under the BPA powerlines in Morey’s Landing for passive space.
- Ms. Watters noted that the there is section in the Plan about program ideas. Things that can be implemented can be added.
- Lighting in the parks is a consideration.
- Mr. Meyers suggested that the community park concept seemed to get lost in the Plan in lieu of school/city parks. There is no guarantee that this concept will develop as planned and the Plan is “throwing all of its eggs in one basket.”
 - * He did not think that school sites will be big enough to accommodate the community park need. The Plan calls for community parks to be 10 to 15 acres in size, but the Villebois school site is only 10 acres in size and that includes the buildings on the site.
 - Ms. Schmitt noted that the park needs assessment report indicated a need for both community parks and City/school parks. There was ACMP agreement that both types of parks needed to be included in the Plan. While land may not be available currently for a larger community park, land may become available later, especially when areas outside the City are annexed into the City.

- The Plan could say that a community park could be located in the area outside the UGB, north of Villebois.
- Ms. Schmitt asked if the ACMP was directing that there be a sports facility outside of the City. Committee members stated that it should be inside the city and that there should be language in the Plan that would enable the City to purchase land for a community park should a property come up for sale. The expense of purchasing property was cited.
- It was suggested that the land under BPA powerlines in the Rivergreen subdivision area could be looked at as a potential site for a community park. Ms. Schmitt explained that putting a community park or sports field in a residential area would create potential conflicts such as parking issues within the neighborhood. Sometimes creative solutions can find ways around constraints, but sometimes there are no solutions.
- * A community park is needed on the west side. Ms. Schmitt suggested that Boones Ferry Park is now classified as a community park but it is not serving that need. It has nine acres that are undeveloped. She noted that the topography of the park would preclude sport fields but could be worked around for other active uses.
- * There was a discussion regarding the topography of the upper part of Memorial Park and the uses that were appropriate for each area of the park. It was suggested that there was never intent that the upper part of the park duplicate what was already in the lower park area.

Mr. Van Wechel:

- Would the City hire someone for the organization of the summer camps; the Plan does not address this.
 - * Ms. Watters replied that the Plan addresses the facilities and the city is already doing the programming for the facilities.
 - Once there is an open space for an activity, the City is going to program it. The trigger point is there has to be a place to program the activity.
 - She stated that the dilemma is whether a facility should be built that is adequate for an activity before there are an appropriate number of people to participate in the activity to make the program successful.
 - * Ms. Schmitt stated that she will make sure that the Plan emphasizes that there is to be programming available for all ages and families.
 - * Ms. Watters asked the ACMP to look at the pages relating to recreation programming and offer their suggestions regarding this issue.
 - * Ms. Schmitt explained that the Plan needs to include language that gives Ms. Watters and the Parks and Recreation Department the ability to justify the cost of having someone run the recreational programs to City Council.
 - It was suggested that it would take multiple personnel to accommodate all the age groups and full day activities. Costs related to field recovery and facility maintenance are issues that have to be considered with personnel issues.

There was a discussion regarding a process for updating the plans:

- It was questioned what provided the impetus for forming the ACMP. Ms. Watters responded that the methodology that the City used, based on the need to update the Parks and Recreation Master Plan and Bicycle and Pedestrian Master Plan and for a Transit Master Plan, was to have the same committee work on all three plans since they were so interconnected, so City Council authorized the formation of the ACMP and appointed the committee members. Suggestions for triggering a review of the plans to see if they need to be updated included:
 - * The same methodology used to form the ACMP could be used to update the three plans.
 - * The people who are working on the master planning process now could decide on a methodology for triggering a review and update of the plans, and include language in the plans to address the process.
 - * List a specific timeframe for updating the plans. It was suggested that the plans would be outdated five years after their adoption and would need to be updated.
 - Ms. Schmitt responded that specifying that the plan be updated in five years is a good goal, but that review and update would not need to be the same comprehensive process that was used in this planning process.

- Mr. Meyer reported that some of the projects in the current Parks and Recreation Master Plan did not get done because the City did not grow the way that was expected when it was drafted.
- Mr. Michael discussed that the plans were not “etched in stone;” they are living documents that change as circumstances warrant. If the plans are not addressing the livability needs of Wilsonville’s citizenry, then City Council, Planning Commission, DRB or the citizenry can call for the review of the documents.
- * Perhaps put a goal statement in the plans to say that if something is brought into the UGB, then the plans have to be updated.
 - It was suggested that this type of goal should be in the Comprehensive Plan.
- * Ms. Schmitt suggested that if new areas are annexed that are not in the plans, then the plans have to be updated to include them. She questioned if there should be a threshold for size as to when the plans should be updated to include new areas.
- * There was a discussion as to who would be doing the review and update of the plans.
 - One existing board or commission could not do it all. The Parks and Recreation Advisory Board could do the Parks and Recreation Master Plan, but could not do the Bicycle and Pedestrian Master Plan and Transit Master Plan.
 - The Transportation Systems Plan calls for the formation of a Bicycle and Pedestrian Advisory Committee. This committee could be the review committee for the Bicycle and Pedestrian Master Plan.
 - Ms. Watters suggested that the project priority list could be reviewed to see if it is still practical, and if changes are needed, an advice statement could be made to the City Council.
 -
 - A decision could be made as to who should be doing the review when the connectivity of the three plans is discussed.
- There was consensus that the Parks and Recreation Master Plan include language that it is to be reviewed and updated every five years.

3. Next Steps

A. Upcoming ACMP Meeting Schedule and Approach

Upcoming meetings include:

- December 1: Special meeting for overview of the Transit Master Plan
- December 15: Detailed discussion of the Transit Master Plan.

An updated draft of the Parks and Recreation Master Plan will be presented to the ACMP later that will have the comments regarding the October 2005 Draft Plan incorporated into it. It will be a redlined draft to show what changes have been made.

4. Adjournment

The meeting adjourned at 9:30 p.m.

/ls

**ADVISORY COMMITTEE ON MASTER PLANNING
SPECIAL MEETING**

**THURSDAY
NOVEMBER 3, 2005
6:30 P.M.**

**Community Development Annex
8445 SW Elligsen Road
Wilsonville, Oregon**

MEETING NOTES

Committee Members Present:

Michelle Labrie-Ripple - Chair
Al Levit
Randy Wortman

Vern Wise
Martin Rockwell
Steven Van Wechel

Also Present:

Robert Meyer, Parks and Recreation Advisory Board Representative

City Staff Present:

Peggy Watters
Chris Neamtzu
Sandi Young,

John Michael
Kerry Rappold
Linda Straessle

Consultant Present:

Lauren Schmitt of MIG

1. Call to Order (Chair)

Chair Ripple called the meeting to order at 6:35 p.m.

2. Brief Summary on Master Planning Status (Neamtzu)

Manager of Long-Range Planning updated the ACMP on the planning process:

- Numerous comments were received regarding the draft Bicycle and Pedestrian Master Plan.
 - * Alta Planning and Design is putting the comments into a table, noting any changes that are made to the Bicycle and Pedestrian Master Plan based on the comments, and noting why if no changes are to be made based on the comments.
 - * Comments are still being received regarding the Draft Bicycle and Pedestrian Master Plan.
- This is the 14th month of a 12 to 18 month process.

3. DRAFT Parks and Recreation Master Plan Review (Schmitt)

Three large documents were on display throughout the review of the Draft Parks and Recreation Master Plan (the Plan), including:

- A Large Figure 4: Parks and Recreation System Map
- “Draft Parks and Recreation Master Plan Vision, Big Ideas”
- Neighborhoods Map

The following was distributed at the meeting:

- “Supplement to the draft Parks and Recreation Master Plan: Neighborhoods – Parks and Recreation Analysis.”
- Table 3: Draft Capital Projects List (to the Parks and Recreation Master Plan).
- Table 7: 5-Year Implementation Strategy (to the Parks and Recreation Master Plan).

Community Services Director Peggy Watters explained that the “Neighborhoods – Parks and Recreation Analysis” was drafted by Planning Director Sandi Young with a planning view of neighborhoods being a gathering of residential areas so residents do not have to cross a major street in order to access a park area. She based her analyses on existing Development Code standards.

Other items to be used during the review of the Plan include:

- The November 3, 2005 ACMP Meeting Packet
- Draft Parks and Recreation Master Plan, October 2005
- The Appendices to the Plan (distributed as a separate document from the Plan).

Lauren Schmitt of MIG overviewed the vision and big ideas for the Plan using the large “Draft Parks and Recreation Master Plan Vision, Big Ideas” document on display (copy of which is attached to these notes). Her additional comments included:

Vision:

- After reviewing the needs assessment, the ACMP emphasized the need to serve the unserved and to meet the recreational needs of Wilsonville.
 - * River access is important.
 - * A recreation center and swimming pool is something that the community wants to see.

Big ideas: (Ms. Schmitt referred to the large Figure 4: Parks and Recreation System Map during her overview of Big Ideas.)

- Ms. Schmitt explained the School/Parks concept – a joint development of city/school parks through a partnership to meeting the Community Parks need.
 - * Wilsonville could be a leader to meet active community park needs and help schools create better recreation areas.
 - * She pointed out two areas on Figure 4 for possible city/school community parks.
- There are several options for Willamette River Access:
 - * Boones Ferry Park. A new master plan for the Boones Ferry Park would provide an option for access to the Willamette River.
 - * Memorial Park
 - * Water Treatment Plant Park
 - * Meridian Landing. The City could look into the option of working with the state to develop this open space area.
- A goal is to acquire funds so that the City could act when riverfront property is up for sale.
- Ms. Schmitt pointed out natural areas on Figure 4 where opportunities could be expanded.

The Bottom Line:

- Ms. Schmitt distributed Table 3: Draft Capital Projects List and explained:
 - * Wilsonville has been spending approximately \$2.3 million a year on park improvements for the last few years, most of which was provided by the Urban Renewal District. Ms. Schmitt did not think that spending this amount on parks could be sustained in the future.

Ms. Schmitt asked for ACMP members to comment on:

- Big Ideas and the direction that the Plan is taking with the listed projects.

- She distributed Table 7: 5-Year Implementation Strategy and asked if the ACMP agreed that the listed projects were the priority projects that they wanted to see done in first five years after the adoption of the Plan.
- She explained that the appendices were limited to information about things that were in the Plan. Does the ACMP want more or less information in them.
- What does the ACMP think about the City/school partnership for developing community parks? She questioned if the ACMP thought that a design charrette should be done to gather input on this idea.

The ACMP members responded to Ms. Schmitt with these issues being discussed:

- Several members indicated that they thought that the City/school partnership was a good idea.
 - * It was questioned who would have responsibility for the maintenance of these facilities. Who would have scheduling rights to the facilities? It was suggested that these details be spelled out in an Intergovernmental Agreement.
 - * It was noted that the City already has a Memorandum of Understanding with the school district regarding sports fields. Plan language makes a City/school partnership sound like it is a new concept when the City and school district have been working together for the last decade. Ms. Schmitt stated that she would clarify the language to indicate that the City and school district have a history of working together.
 - * Ms. Schmitt explained that the timeline for a City/school partnership would be dependent on when schools and the fields are built. The design charrettes would be done within the first five years after Plan adoption.
 - She suggested that this partnership would be helpful when the school district pursues bonds.
- There was a lengthy discussion regarding the Montebello neighborhood.
 - * The Montebello area is a higher density area that is underserved. The Plan includes the need for a park site in this area but it will be challenging due to the area being built up; there is no land available.
 - * Concern was expressed that a park in this area would have to happen along Wilsonville Road but it would not be a quality park because of its proximity to Wilsonville Road.
 - * The apartments in this area do not have open space that could serve the park needs of the neighborhood.
 - * Several ACMP members indicated that the Plan should show expanded park area in Montebello's pocket park area.
 - It was suggested that the pocket park area is not very functional.
 - Recent changes to the park have reduced functionality of the park. Removal of newly planted trees and replacing a fence that was recently removed would return this park to a more functional use. The new bus pull out also takes some of the park area.
 - It was suggested that the residents of this neighborhood be asked what they want; would they prefer a field or playground.
 - Whatever is done with this area would be done on an interim basis until something better and more permanent could be funded and built. Ms. Schmitt suggested that it would be a while before something else could be built.
- A discussion regarding a Water Treatment Plant Park included:
 - * The possibility of a soccer field in the north section of the Water Treatment Plant property was discussed.
 - Concern was expressed that it would be too far away for the Montebello neighborhood residents to use.
 - It was recognized that this park would be an interim use because there are plans to expand the Water Treatment Plant into this area in the future.
 - A new alternative site would need to be found for future use.
 - * It was suggested that City staff has stated that the Water Treatment Plant property could only be used for passive recreation.
 - * There may not be enough of a turf base for soccer fields at the Water Treatment Plant. It was suggested that this is not a reason to exclude this area as a soccer field.

- * People would have to travel on a private road in order to reach the site; access and parking are issues impacting the use of the site as a public facility.
- A Recreation Center/Swimming Pool discussion included:
 - * How much the recreation center/swimming pool would cost was discussed.
 - * The Civic Center Park has been targeted as a site for the facilities.
 - * Ms. Watters explained that the planning process for the recreation center/swimming pool, as presented by Aquatic Center Committee Member Craig Faiman at a previous ACMP meeting, is a bit behind schedule.
 - Proposals for the feasibility study are now being received and Mr. Faiman and the City’s Finance Director, Gary Wallis, are moving on this.
 - * The community support for the pool was discussed. It was noted that only the Recreation and Aquatic Center Feasibility Study is included in Table 7: 5-Year Implementation Strategy.
 - It was suggested that 2006 is a “do or die” time frame for getting the recreation center/swimming pool before the voters for funding.
 - Ms. Schmitt discussed the limitations of funding the pool in the next five years.
 - There was ACMP consensus that the recreation center/swimming pool project be put in the 5-Year Implementation Plan.
 - * It was suggested that when the General Obligation (GO) Bond is put before the voters for funding a recreation center and swimming pool that there should be an Option A that includes both facilities, and an Option B that only includes the recreation center. There was a discussion that a recreation center might be needed and desired more than a swimming pool. Ms. Watters reminded that all the citizen input for this planning process indicated that a public swimming pool is highly desired in Wilsonville.
 - The private swimming pools in Charbonneau and the rest of Wilsonville are outdoor swimming pools.
 - Public input from Charbonneau indicated that an indoor public swimming pool was high on Charbonneau residents’ desire list.
 - It was suggested that one facility is not sustainable without the other.
 - * Ms. Schmitt explained that there is only \$1 million a year available for park projects. She asked if the ACMP wanted the Parks and Recreation Master Plan to include a recommendation for a GO bond request to fund the recreation center/swimming pool, and if so whether it should be the \$8 million or \$15 million as listed in Table 6: GO Bond Scenarios, on page 102 of the Plan. There was a lengthy discussion regarding the funding of the recreation center/swimming pool.
 - Referring the footnote on Table 6, Mr. Levit suggested that since the assessed value is lower than the market value, the same amount of money still has to be raised, so the tax rate has to be higher, not lower. He suggested that the table needs to be corrected. Ms. Schmitt stated that she would bring this issue to the attention of ECO Northwest, the consultants working on the financial part of the Plan to correct this.
 - It was suggested that the minimum amount should be requested because if the amount requested is too large, people won’t vote for it.
 - Bond rates and what would affect them, payments, and land valuations were discussed.
 - There seemed to be agreement that there should be a minimum of \$10 million for the bond amount so that there is “cushion” for unexpected costs.
 - It was suggested that the Plan should not include a bond amount; just say that the feasibility study would determine how much the GO Bond should be.
 - It was suggested that Table 6 be left in the Plan as an example only.
 - * Ms. Schmitt explained that the feasibility study would be looking at issues regarding the recreation center/swimming pool such as:
 - Who would be using it
 - Types of programs/uses for the recreation center.
 - Financing – how much the public is willing to spend to construct and operate the facilities.
 - How much could be charged for the use of the pool or the classes/programs at the recreation facility and if one use could subsidize another use.
 - Frequency of use

- How much would people be willing pay for those uses
- Surveys will be done at Wilsonville businesses to determine how often employees would use the facilities, how much they would pay for it, and whether the employer would use it as an incentive.
- Perhaps whether the recreation center should be separated from the swim facility.
- There was a discussion as to whether there would be restrooms and parking at the Park at Merryfield Park as the park is not suitable for such facilities. Ms. Schmitt referred to Table 3 Draft Capital Projects List and explained that the Plan did not include these types of facilities at that location.
 - * It was noted that recent changes in the area of park impacted the park such as:
 - Curb cuts were removed so that bicycles can't access the park without jumping a curb.
 - The access to the park was moved down a bit due to safety issue, but it is not wide enough for it to be a bicycle facility. It was suggested that this was an issue for the Bicycle and Pedestrian Master Plan.
 - Complications in the coordination between the Bicycle and Pedestrian Master Plan and Parks and Recreation Master Plan were noted; there are discrepancies between the two plans. Senior Engineering Technician John Michael explained that City staff has noted discrepancies between the two plans. He will be talking to Ms. Schmitt about this later.
 - Caution was voiced that both plans not include the same projects in their capital projects lists so that the costs are duplicated.
 - * Planning Director Sandi Young explained her "Neighborhoods – Parks and Recreation Analysis." She referred to the large "Neighborhood Map" that was on display during her discussion.
 - She explained that neighborhoods were delineated to eliminate crossing major streets.
 - * It was suggested that the Park at Merryfield park was designed for a specified number of children, and that the Plan should include guidelines stating that a playground is needed to serve a specified number of children in the area.
 - * The Graham Oaks Natural Area Master Plan indicates that there is to be parking on site there and are to be negotiations to locate restrooms at CREST.
 - * It was suggested that the City could negotiate with the school district to locate restrooms on school property if someone other than the school district is to perform the maintenance.
 - * Ms. Young stated that she could revise the discussion in the "Neighborhoods – Parks and Recreation Analysis" to include this discussion regarding community park use.
- There was a discussion regarding trail easements in the Fox Chase area.
- Chapter 5 *Plan Implementation* details capital projects and how they are to be funded. Ms. Schmitt explained how parks have been funded in the past and how funding was calculated for this Plan.
 - * She noted that if projects are added to the list, then other projects may have to be dropped in order to fund the new projects to the list.
- Several agreed that MIG did a good job drafting the Plan, but because there is so much in it, it is difficult to read.
- It was noted that numerous things are repeated throughout the report. It was suggested that the Plan would be easier to read if there was less redundancy.
- There needs to be consistency in Appendix A in the language for "Deficiencies/Problems" and "Planned Improvements."
- Many of the existing facilities listed in Appendix B could be upgraded to meet the guidelines that the City already has in place. There needs to be a review of parks that need to meet guidelines and note why if it is not possible to upgrade the facility.
- A glossary of terms is needed. Care needs to be taken that the terminology between the Parks and Recreation Master Plan, Bicycle and Pedestrian Master Plan, and Transit Master Plan is consistent.
- The figures listed for System Development Charges (SDCs) on page 74 are different than those SDC amounts on page 94.
- It was suggested that Table 1: "Neighborhood Park Needs by Area" be color-coordinated with the Neighborhood Map for ease of reading.
- Care needs to be taken to make it clear when facilities listed in the Plan are outside the City.
 - * The Plan makes it sound as if Graham Oaks Natural Area and Langdon Farms are within the City.
 - * It is important to show parks in those areas that are currently outside the city limits, such as the Frog Pond area, so that when they are annexed into the City, those parks needs are identified.

- The Plan needs to list how many neighborhood parks, community parks and regional parks there are in the Plan.
- There needs to be a general statement noting if any parks are being underutilized, and note the City's population and what it is expected to be in five years.
- It was suggested that Wilsonville is projected to have a population of 25,000 in five years, and that the Plan is based on today's population; people need to start thinking in terms of a bigger community. Ms. Schmitt stated that the expected population increase could be mentioned in Chapter 2: *Park and Recreation Needs*.
 - * It was noted that Wilsonville's population will increase considerably as Villebois and the condominiums at Village at Main Street are built out. Ms. Young responded that this was taken into account in her "Neighborhoods – Parks and Recreation Analysis." Increases in population related to single-family and multi-family housing in the Frog Pond area were also taken into account in the Analysis.
 - * There was a brief discussion how this population increase would affect GO Bond rates.
- Mr. Wortman raised the issue that the current Parks and Recreation Master Plan has standards based on square footage of park area per a specified number of residents, but City Attorney Mike Kohlhoff has interpreted that they were not standards and could not be enforced in Villebois.
 - * Ms. Schmitt explained that there are two types of standards. The standards in the Development Code provides a ratio of park area for single-family and multi-family residences.
 - Ms. Young based her "Neighborhoods – Parks and Recreation Analysis" on the Development Code standards, and because of this, these standards would be enforceable. She reviewed her analysis.
 - Ms. Young noted that the Development Code has recently been amended to clarify that the required open space in new development has to include usable space.
 - There are design guidelines in Appendix B.
 - It was suggested that Mr. Kohlhoff be contacted to explain his interpretation regarding this specific instance and to give guidance as to whether this Draft Plan has "teeth" or legal bearing so that the standards and guidelines are enforceable. Ms. Young responded that the standards in the Plan do have "teeth" because the Parks and Recreation Master Plan is an ancillary document to the Comprehensive Plan, but those standards do not have the "teeth" of the standards of the Development Code.
 - Chair Ripple and Mr. Levit, as DRB members, suggested that the DRB would like to see the standards to be more specific; to at least include minimums.
 - Specific standards from this Plan could be included in the Development Code, but Ms. Young would prefer not to do that because it would make the Development Code too unwieldy.
 - Chair Ripple recommended that findings based on the Parks and Recreation Master Plan be included in staff reports before the DRB.
 - There needs to be an advocate for the plans when land use applications are being reviewed so that these things don't slip through. A Bicycle and Pedestrian Task Force could play that advocacy role.
 - Perhaps include a note in the Plan the parts that the ACMP would like to be included in the Development Code.
- The Plan does not include language about registering for classes online; and this should be in the five-year capital projects list because it will require funding to get this implemented.

Mr. Meyers reported that Mayor Lehan attended a Parks and Recreation Advisory Board meeting recently and suggested that the Civic Center Park, currently under construction, should become part of Memorial Park. By vote, the Parks and Recreation Advisory Board agreed with Mayor Lehan.

- When it was suggested that because Memorial Park is so big, the different sections of the park need signage to identify them, Mr. Meyers stated that the Parks and Recreation Advisory Board agrees with this idea.
- Mr. Meyer reported that Mayor Lehan has suggested that the corner plaza of Civic Park be named for its designer, Bob Murase. She also noted that the City has been uncreative with naming its parks and suggests that the Water Treatment Plant Park be renamed.

- The ACMP suggested various names for the different sections of Memorial Park. It was also suggested that the fields and parking lots in Memorial Park could be named.
- Natural Resources Program Manager Kerry Rappold stated that signage and wayfinding for Memorial Park are included in the Memorial Park Trails Master Plan.

4. Next Steps (Neamtzu)

A. Upcoming ACMP Meeting Schedule and Approach

Mr. Neamtzu discussed the upcoming ACMP meeting schedule. He asked the ACMP to confirm that they would be willing to meeting on December 1, in a special meeting. The ACMP discussed their meeting schedule and agenda items for those schedules. They agreed to the following:

- November 17: Detailed discussion of the Draft Parks and Recreation Master Plan.
- December 1: Overview of the Draft Transit Master Plan.
- December 15: Detailed discussion of the Draft Transit Master Plan.

Mr. Neamtzu reported that City staff and consultants have been discussing the connectivity between the three plans and how to present that to the ACMP. Possible ways to do this include:

- Put all the capital projects from the three plans into one list.
- Mr. Michael said that he could create a map overlaying all three of the master plan maps to see where the plans overlap.

It was suggested that Mr. Van Wechel identified issues in his Review Comments on the Wilsonville Bicycle and Pedestrian Master Plan Draft, dated October 2005, (in the meeting packet) that the ACMP needed time to review and respond to. It was asked when the ACMP would have an opportunity to review the changes that are being made to the plans based on ACMP input, as well as review the interconnectivity between the plans.

Ms. Watters explained that City staff and consultants need time to review the comments and make the necessary changes based on those comments. She suggested that the changes to the individual plans needed to be reviewed and discussed by the ACMP before they look at all three plans together.

Mr. Neamtzu stated that the open house and public hearings on the plans have not been scheduled and that the ACMP can take the time necessary to review the plans before they are presented to the public.

The ACMP is to send additional comments regarding the Draft Parks and Recreation Master Plan to Ms. Watters. If there are many financial questions, Ms. Schmitt will ask to have a consultant from ECO Northwest present at the November 17 meeting.

5. Adjournment

The meeting adjourned at 8:45 p.m.

/ls



Draft Wilsonville Parks and Recreation Plan

Vision



A comprehensive and interrelated system of parks, recreation, and natural areas

Big Ideas

Serving underserved areas

Providing for future needs

Meeting community needs for athletic facilities

Adding major recreation facilities

Creating school parks

Improving parks and facilities

Embracing the river

Expanding on natural area opportunities

Creating a more interconnected system

The Bottom Line

More than \$39 million in projects

Just over a \$1 million per year to spend

More aggressive approach?

ADVISORY COMMITTEE ON MASTER PLANNING

**THURSDAY
SEPTEMBER 29, 2005
6:30 P.M.**

**Community Development Annex
8445 SW Elligsen Road
Wilsonville, Oregon**

SPECIAL MEETING NOTES

Committee Members Present:

Michelle Labrie-Ripple – Chair
Martin Rockwell
Vern Wise

Randy Wortman
Al Levit
Steve Van Wechel (arrived late)

City Staff Present:

Chris Neamtzu and John Michael

Consultant Present:

Mia Birk, Alta Planning and Design

Long-Range Planning Manager Chris Neamtzu explained that this special worksession of the Advisory Committee on Master Planning (ACMP) is to focus on the Wilsonville Bicycle and Pedestrian Master Plan Draft, September 2005, (the Plan) which was distributed at the September 15, 2005 ACMP meeting, and is to provide an opportunity for ACMP members discuss the specifics of the Plan. He noted that Mr. Meyers and Mr. Wise had provided written comments regarding the Plan, and that written comments are helpful to the consultants and City staff.

Mr. Neamtzu reported the following:

- Dan Hoyt has resigned from the ACMP.
- Dave Waffle, Wilsonville's Community Development Director, has resigned. Eldon Johansen will be interim Community Development Director until a replacement is found.
- The Draft Transit Master Plan is moving along but it may not be ready for ACMP review at the October 20, 2005 ACMP meeting.

Mr. Neamtzu invited the ACMP members to offer their general impressions of the Plan.

- Mr. Wise stated that City staff and Alta Planning and Design have done a masterful job with the Plan.
- Mr. Levit stated that the Plan under review is great start.
- Mr. Rockwell stated that he was impressed that the ACMP comments throughout this process were synthesized into something that is really good. He does not have any major concerns about the Plan but there are numerous "tweaks" that could be made.
- Mr. Meyer thought that the Plan looked great. It is nice to see a finished map with so much of what appeared on the big map from the Visioning Event in September 2004.
- Chair Ripple echoed that she thought that the Plan is a great beginning.

- Mr. Wortman stated that the Plan is one of the best draft master plans that he has been a part of over the years. He commended Alta Planning and Design.
 - * He suggested that the ACMP members email the minor editorial comments to City staff.
 - * He would like to spend time tonight reviewing Map 1. “Wilsonville Bicycle and Pedestrian Concept Map” (Map 1) to make sure that all are clear about the projects shown on the map.

The ACMP discussed their concerns regarding the Plan:

Mr. Wise’s written comments were discussed with the following additional comments:

- He suggested that a population matrix showing the population projected for future years, as suggested in his written comments (Item 1), would answer questions at the Development Review Board (DRB) and City Council meetings.
- He suggested that an advocacy group be formed in Wilsonville to educate bicyclists and motorists bicycle etiquette and safety (Item 2 of his written comments).
- Mr. Wise referred to his written comments regarding widening Wilsonville Road in the interchange area to eight-lanes. He suggested that it is unsafe for people to walk or bicycle in this area. He suggested that this issue be included in the Plan.
 - * There was a lengthy discussion as to how the Plan’s recommendations for the Wilsonville Road/I-5 interchange area differ from recommendations in the Transportation Systems Plan (TSP) regarding widening Wilsonville Road to eight lanes.
 - * There was ACMP consensus that it be made clear that the ACMP does not support eight lanes for Wilsonville Road in this area.
 - * Mr. Neamtzu and Senior Engineering Technician John Michael discussed the effect the adoption of the Plan will have on the TSP and other City documents.
 - * There were several specific suggestions as to what the City could do to relieve traffic in the Wilsonville Road/I-5 interchange area. Mr. Michael suggested that the recommendations in the Plan be more general by stating that if the area is deficient for bicyclists and pedestrians, that the City is to find some other way to relieve traffic in that area. Then findings could be used to support an interchange at Boeckman Road.
 - It was suggested that an interchange at Boeckman Road would result in making Boeckman Road more difficult for bicyclists and pedestrians, and then they would not have any way to cross the freeway.
 - Ms. Birk suggested that the Plan could strongly recommend that for mitigation purposes when ODOT widens Wilsonville Road, it provide new, possibly non-motorized, crossings of the freeway. It was noted that other potential crossings are listed in the Plan (page 80).
 - It was suggested that it is Wilsonville, not ODOT, who wants the changes to the Wilsonville Road/I-5 interchange area.
- Mr. Wise stated that he would strongly oppose a pedestrian/bicycle crossing across Wilsonville Road next to the railroad tracks as shown on page 99. He explained that he worked for Southern Pacific Railroad for 35 years and he has seen many accidents. He cited issues of safety because pedestrians do not always stay within the marked crosswalk and may cut across the tracks instead. He suggested that the sidewalk be at least 50 feet from the railroad right-of-way. Different ideas were offered for moving the sidewalk.
 - * When it was suggested that the crosswalk be moved east to the front of the SMART office and the SMART bus stop, caution was expressed that the SMART offices/bus stop was too close to the Wilsonville Road/Boones Ferry Road turning lanes for pedestrian safety and that the SMART offices would be moving.
 - *

- * Several reasons for moving the sidewalk and bus stops on Wilsonville Road a bit west of where the current bus stop is in front of the SMART building, and east of where it is proposed on the “Wilsonville Road and Railroad Tracks Crossing Improvement” graphics on page 100, were offered, so that it lined up with the Lowrie’s Marketplace access. There seemed to be agreement with moving the crosswalk and bus stops to
- * It was suggested that bicycle signage in this area is in places that bicyclists don’t see them and are not in places where bicyclists want to go if they are accessing the Lowrie’s Marketplace.

Mr. Meyer reviewed his written comments. Additional ACMP comments included:

- Page 21, Trail R6: Wiedeman Road Trail. The biggest part of the \$3.5 million cost of this trail is for the bridge across the freeway.
 - * Mr. Meyer suggested that the section of trail in the Canyon Creek and Parkway area be moved up in priority to give the employees who work in this area off-road opportunity to walk/bicycle to work and it would also provide additional recreational opportunities for bicycle and pedestrians
 - * There was agreement that Project R6: Wiedeman Road Trail be separated into separate projects or phases: the trail portion through the industrial area as one project, and the bridge over I-5 as a separately-listed project. The trail portions under discussion were identified on Map 1.
 - * Mr. Neamtzu discussed how development of the vacant land along this proposed trail could impact the trail and its design.
 - * Mr. Michael suggested that when the Frog Pond area develops, the trail portion from the city limits to Stafford Road could be secured.
- Page 22, Project C2: Water Treatment Plant connection.
 - * Ms. Birk explained:
 - The reason this connection is listed in the matrix is because there is a potential for a park in this area.
 - It could be used as a bicycle/pedestrian alternative to Wilsonville Road.
 - The proposed Water Treatment Plant connection trail and the existing pathway are about a half a mile apart.
 - * Mr. Neamtzu explained that the location for the possible park would be the northern, vacant portion of the Water Treatment Plant property and would be for the interim until the Water Treatment Plant is expanded sometime in the future.
 - * Safety issues regarding trucks coming from the Wilsonville Concrete Products were cited.
 - There was a discussion regarding possible changes to the routing of these trucks.
 - Mr. Neamtzu cautioned about making changes to roadways that would create the need to change the TSP. He noted that he is still trying to sort through the parts of the Plan that may conflict with the TSP.
 - * Ms. Birk was instructed to note in the project description that this trail would connect Morey’s Landing and Fox Chase neighborhoods to Old Town. It gives another option to getting to Old Town area without having to be on Wilsonville Road.
- Page 25, L8: Park Access Trail.
 - * The testimony from the Montgomery Way area residents at the September 15, 2005 ACMP meeting was cited.
 - * It was explained that the trail section on the City road was removed from Map 1, and the map will just show the public access to the feature; it will be made clear that this trail will not happen until this area is developed.
 - * Testimony from the September 15, 2005 ACMP meeting regarding the Montgomery Way trail and the State-owned park on the east side the area was related.

- * Mr. Neamtzu stated that he had met with someone from the Oregon Parks and Recreation Department. He explained:
 - When the Willamette River Greenway was established, Oregon State Parks acquired numerous pieces of little properties along the Willamette River. Nothing has been done with these small properties, nor is there money or plans for developing the land.
 - The small property east of Willamette Way, called Meridian Landing, is accessible from the Willamette River. Seasonal hunting is permitted on this property.
 - Neighbors have stated that there have been illegal activities on Meridian Landing with people moving fill dirt around, creating bridges, riding ATVs on it, etc.
 - Because it is adjacent to the City, it is public-owned and adjacent to the City; the easement to it could not be ignored in a plan that has a 20-year vision.
 - It makes sense to use a public street to access a public property.
 - The Metro Regional Trail Plan shows a greenway trail going from Wilsonville to West Linn.
 - Mr. Neamtzu stated that he agreed to change the designation on the map from “park” to “open space.”
 - Issues of security and trespassers would be addressed during the planning process should Meridian Park ever be developed.
- * Ms. Birk was instructed to make it clear in the Plan that there currently are no plans to upgrade Meridian Landing, and the color of the Meridian Landing on the map should be changed to indicate it as being open space. It is to remain a numbered project in the Wilsonville Bicycle and Pedestrian Master Plan Project Matrix.
 - It is already listed as a low priority project in the Matrix.
- Page 39, Selection Criteria:
 - * Ms. Birk stated that emphasis on recreational bicycle/pedestrian use is in the criteria.
 - It was explained that the Parks and Recreation Survey listed activities with seven of the top ten activities being trail related; 80% of the people wanted more off-street trails. This preference is reflected in this Plan as well. Ms. Birk suggested that it would be good to reference the Parks and Recreation Survey in this section.
 - There was a discussion regarding off-street bicycle/pedestrian paths versus on-street facilities.
 - * The time definition listed for Tier 3 on page 39 needs to be corrected to indicate that Tier 3 projects are to be implemented between 10 and 20 years.
 - * Ms. Birk responded to Mr. Meyer’s suggestion that the selection criteria, page 39, should include a reference to Appendix A which details how each project was rated, by explaining that her goal was to show how the projects were generally grouped in terms of tiers and not have the detailed numbers because people become “fixated” on the numbers. The detailed numbers are just tools to facilitate the grouping.
 - It was noted that there are other tables in the Plan that have detailed numbers. Ms. Birk agreed that those tables should be taken out as well. (No table was mentioned in particular.) There was consensus to do so.
- Page 103, Hiking Path Design Standards.
 - * Ms. Birk is to take a look at the listed hiking path width listed as “1 – 12” feet in width.
 - * Mr. Meyer referred to City Council minutes relating to pathway standards within Villebois and asked if the standards listed at that meeting last week were similar or within the same guidelines that the ACMP is recommending in this Plan in terms of width of pathways and types of pathways. Mr. Neamtzu responded:
 - The Villebois Village Master Plan was adopted referencing the standards in the 1994 Parks and Recreation Master Plan because the City did not have anything more current in an adopted master plan. Mr. Neamtzu listed a DKS Associates’ report suggesting that all trails widths need to be widened. Amendments to the Villebois

Village Master Plan that are currently before the City Council are being delayed while the City and applicant work out some issues. As part of those amendments, the Planning Commission has recommended that trail widths be amended.

- This Plan needs to cross-reference Villebois’ pathway standards; he has not forwarded the latest information to Ms. Birk yet.
- It was suggested that it is important that Villebois trail standards are within the limitations in this Plan as Villebois is the largest area in the City that will be developing in the next 20 years.
- Mr. Neamtzu stated that Villebois standards would be checked for consistency with this Plan. He noted that according to “Related Plans and Backgrounds,” starting on page 61, the Villebois Village Master Plan is one of the plans that this Plan has tried to maintain consistency with.
- Mr. Neamtzu listed the other documents listed in this Plan section.

Mr. Van Wechel arrived during the discussion of Mr. Meyer’s issues.

Mr. Wortman comments about Map 1 and the “Wilsonville Bicycle and Pedestrian Master Plan Project Matrix: (the Matrix) included:

- Page 15, Introduction. The text introducing Map 1 and the Matrix needs to refer to the other sections of the Plan that explain what the priorities are and how they were determined. Ms. Birk agreed to add some language and references regarding the priorities.
 - * Mr. Wise suggested that the Introduction should also include language about ADA access to the bicycle/pedestrian network. He suggested that ADA access is only mentioned in a couple of places in the Plan.
 - * Mr. Wortman suggested that the Plan does not include standard terminology that the State uses and asked if the State changed their terminology for bike lanes, shared roadways and shoulder bikeways?
 - Ms. Birk responded that the State had changed their terminology. There was a discussion regarding the different types of bikeways (listed under “Bikeway” on page 15) and which types are signed. Ms. Birk explained that “bikeway” is a generic term that encompasses all different types of bike lanes, bike boulevards, etc.
 - Ms. Birk explained that bike lanes typically are not signed anymore; almost all of the references to signage have been taken out of the Oregon Bicycle and Pedestrian Plan.
- There are inconsistencies between Map 1 and the “Existing Conditions” chapter, including Map 6: “Existing Sidewalks and Trails, and Map 7: “Existing Bicycle Lanes” which show network gaps and issues.
 - Ms. Birk explained that Map 1 shows not only what exists but conceptual long-term projects.
 - Mr. Wortman’s and Ms. Birk’s further comments on this matter were inaudible on the audio tape.
- Mr. Wortman would appreciate the inclusion of a regional map with a discussion of the regional projects.
 - * He noted that the Stafford Spur Trail (Project R2 on the Matrix) has yet to be discussed by the ACMP.
 - Ms. Birk explained that Alta Planning and Design will be talking to Metro further about the Stafford Spur Trail. Mr. Wortman suggested that the Plan shows this as a trail that goes to nowhere; it needs to be clarified.
 - * Mr. Neamtzu suggested that it would be good for regional context to see what the Plan shows around the region. Ms. Birk explained that numerous towns around the region are currently working on their Bicycle and Pedestrian Master Plans, and trail alignments in the region are unknown, as the regional trails are constantly being updated.

- * Mr. Levit suggested that it is important for the Plan to show its trails as connecting to the regional trails as people will be using the trails to cut through Wilsonville.
- * The trail connections being discussed were pointed out on Map 1. Ms. Birk noted which ones were already in the regional plans.
- * Ms. Birk asked the ACMP to comment: If the Boeckman Creek Trail #R3 connections are all within the City of Wilsonville, and it is connected to R2 Stafford Spur Trail (a regional trail), should it remain a regional trail? Or should its designation be changed to a community walkway/bikeway or local trail?
 - If it is used for regional users as well as local users, it should be regional.
 - There was consensus with that the Boeckman Creek Trail should remain a regional trail.
- There needs to be a designation for bicycle/pedestrian improvements for Miley Road.
 - * There are to be road improvements at the intersection of Miley Road and Airport Road; but there are about 100 yards of Miley Road that are unimproved.
 - * Airport Road has already been improved to include bikeways.
 - * This is an existing regional facility.
 - * Ms. Birk explained that the regional designation is for separated trails and the community connectors are for bike lanes and sidewalks.
 - * Using Map 1, Ms. Birk and Mr. Wortman discussed the specific location he would like included in the Plan.
- Project C33, in the Butteville area, is on Map 1 but not on the Matrix.
 - * Mr. Wortman suggested that Butteville Road is substandard and is not a road that most people want to ride a bicycle on.
 - * Ms. Birk will include a recommendation in the Plan that “chip/seal” improvements that are done to county roads should not be done due to the hazards it presents to bicyclists.
- Project C31 and Project C32 also are shown on Map 1 but are not on the Matrix.
- Project C17, Boeckman Road.
 - * This project includes the large dip on Boeckman Road.
 - * Mr. Neamtzu suggested that this section of Boeckman Road needs an interim project that would provide bicycle/pedestrian facilities ahead of the rest of the project. He noted that there is currently a one-foot wide dirt path on the south side of Boeckman Road that is well used. There are plans to raise this area up and build a bridge in this area but these plans are far into the future.
 - * Mr. Michael explained that the TSP specifies that all new roads are to have bike lanes so that when the south side of Boeckman Road develops, half-street improvements will be done. Until those improvements are done, there is not enough room on Boeckman Road to stripe for bike lanes.
- Mr. Wortman expressed concerns about the bicycle/pedestrian improvements that are being shown for Town Center Loop (Project C22). Map 9. “Town Center Loop Existing Conditions” was referred to during this discussion.
 - * At the very least, he would like to have Project C22 divided into two projects, east side and west side as these two sides may be developed differently.
 - He did not see the west side of Town Center Loop becoming more of a priority than the east side because of the new City Hall and the Canyon Creek South extension being built on the east side.
 - Ms. Birk noted that pages 88 through 91 of the Plan list all the individual projects for Town Center Loop, and Map 9 on page 89 shows the existing facilities and the opportunities for improving bicycle/pedestrian facilities.
 - Mr. Wortman suggested that connecting Canyon Creek South with Town Center Loop would provide a good “feeder” mechanism. This would result in not putting a priority on reconstructing roads and sidewalks on a bigger scale on the west side.

- Mr. Neamtzu described the newly built improvements, and future plans, for Canyon Creek South.
- * Mr. Neamtzu suggested that Town Center Loop Project 8 (as shown on Map 9) be linked up along the undeveloped area shown as Project 5 (between the post office and Clackamas Community College). Mr. Wortman stated that he was thinking that this could be an opportunity for improvements
- * Mr. Wortman questioned why there are no improvements listed for Parkway Court.
 - Mr. Neamtzu noted that there is a 10-ft. side sidewalk on the east side of Parkway Court.
- * Mr. Wortman noted that Map 1 shows Project C23, Town Center Park Trail. Map 9 does not show this improvement.
- * Ms. Birk suggested that the numbering system on the Town Center Loop projects listed on pages 88 through 91 be changed to reflect the project letters from Map 1 and the Matrix; list the projects shown throughout pages 88 through 91 as 23A, 23B, etc., to cross-reference the projects listed on Map 1.
- * Mr. Wortman asked if there was any way to fix the problem area shown as Project 2 on Map 9. This trail terminates with a curb and bicyclists have to “jump” the curb to get to the connecting bicycle path. There needs to be a curb cut, a better alignment, and a better landing for this connection.
 - Mr. Neamtzu explained that the City Engineer was concerned about a crossing at that location; it would be unsafe.
 - Mr. Michael agreed that the curb needs to be removed.
- * Additional discussion regarding Map 9 was inaudible on the audio tape due to multiple people talking.
- Project C29, Boeckman Road Bridge.
 - * Mr. Wortman referred to the \$3.3 million cost of this project and proposed that there be interim alternatives to the reconstruction of the Boeckman Road Bridge.
 - There was a discussion that the Boeckman Road Bridge is not wide enough for additional bike lanes.
 - It was suggested that there are not enough bicyclists and pedestrians using the Boeckman Road Bridge to make this a big issue; shared use would be sufficient.
 - Mr. Michael explained that the problem is the ramps going to the bridge. He explained that Metro’s Regional Transportation Plan includes plans for widening the Boeckman Road Bridge and its approaches to four or five lanes with bikeways.
 - Widening the approaches to the bridge to accommodate bicycle/pedestrian facilities was suggested as a cheaper, interim project.
 - Mr. Michael was asked to work with Ms. Birk regarding a possible interim solution.
 - Due to numerous people talking, further discussion regarding this issue was inaudible on the audio tape.
- Mr. Wortman asked that footnotes be included in the Matrix referring to the project descriptions listed in pages 26 through 36. Ms. Birk agreed to do this.
- Mr. Wortman stated that he would forward to Ms. Birk, emails he received from ODOT a couple of years ago confirming that the rails on the Boone Bridge are substandard for AASHTO’s standards for rail height, and that ODOT has no intention of correcting this.
- Mr. Wortman suggested that there needed to be a bikeway from Grahams Ferry Road to Wilsonville Road without having to go through Villebois or the dangerous, winding section of Wilsonville Road west of the City limits.
 - * Mr. Neamtzu suggested that a logical routing would be through the Oregon-own property south of the former Living Enrichment Center property. He pointed the routing out on a map.

- * Mr. Wortman questioned if Metro would be open to a different trail plan through Graham Oaks Natural Area. Mr. Neamtzu responded that the Graham Oaks Master Plan and Natural Resources Plan has received Wilsonville City Council approval and Metro Council adoption, but something different could be proposed if there were compelling reasons to do so.
- * Mr. Wortman discussed the hazards of Wilsonville Road, west of the city limits and through the Bell Road intersection area, and reasons that bicyclists may not want to travel through Villebois.

Ms. Ripple:

- Ms. Ripple remembered that early in this planning process the ACMP had discussed striping of the share-use paths. She did not see anything in the Plan that specifies this. She expressed concern that Camelot Street and Brown Road do not have bike lane striping. She asked if this could be added to the Plan.
 - * Mr. Michael explained that these streets are residential streets; residential streets do not have striping for bike lanes. They are a shared roadway; they are to be signed and have traffic-calming as appropriate.
 - Mr. Wortman suggested that Wilsonville does not post bicycle signs on residential roads as shared bicycle ways.
 - It was suggested that people don't pay attention to the signs.
 - Ms. Ripple discussed the need for bicycle safety on Camelot Street. She also discussed how the curb cuts make it difficult for people to use wheelchairs on the sidewalks along Camelot Street.
- Ms. Birk and Ms. Ripple discussed changes Ms. Ripple had noted on a map, which she had given to Ms. Birk. Many of their comments were inaudible on the audio tape.
- There was a discussion about roadways that need to be brought up to standards. Ms. Birk asked Ms. Ripple to submit a list of trails that she has identified as needing to be brought up to standards.

There was agreement that in order to save time, the ACMP members submit comments regarding typographical errors in writing.

Mr. Levit questions and comments included:

- Mr. Levit, referring to Map 1, suggested additional bike ways in the Grahams Ferry Road and Day Road areas.
 - * Mr. Neamtzu explained the master planning process that is currently underway for this area.
 - He suggested that a conceptual line be shown in this area with some text about the Coffee Creek Industrial Area providing an off-street shared use facility. A general north/south connection off-street would be a good idea. The standards of the Plan could be incorporated into the master planning for the area.
 - * There was a discussion about development of the Frog Pond area and that the area would also be master planned. It was noted that the Frog Pond area has access to schools.
- Map 1 indicates a trail "to Molalla" (State Park). Mr. Levit suggested that the Molalla State Park is a long ways away.
- The Graham Oaks Natural Area trail that comes from Willamette Way West is considered a natural trail on one of the tables (Project L1 on the Matrix). Will it be paved?
 - * Mr. Neamtzu explained that a parking lot is planned for that area so it will be a paved facility. This improvement is listed in the Graham Oaks Master Plan and Natural Resources Management Plan.

- There is some mention of transportation costs. He suggested that to some extent this is a political document and the priority of the projects will change as some projects become popular and money becomes available for it.
- Comments regarding bicycle-friendly cities were inaudible on the audio tape.
- Page 4, Goals, Policies, and Implementation Measures.
 - * There needs to be a program to retrofit existing properties with bicycle racks and other amenities even if the City has to pay for it.
 - * Ms. Birk stated that these Goals, Policies and Implementation Measures come directly from the TSP and there is no intent to recreate the TSP. It was suggested that language stating the desire to add more bicycle amenities where they are lacking be added to the Plan.
 - Mr. Neamtzu explained that this Plan, when adopted, would replace Chapter 5, “Bicycle and Pedestrian Facilities,” in the TSP. If the Goals, Policies, and Implementation Measures are to be amended or added to, now is the time to discuss those changes.
- Mr. Levit comments regarding Map 1 and the Matrix included:
 - * He did not see any bicycle/pedestrian improvements in Argyle Square. He discussed a possible routing of bicycle/pedestrian improvements along I-5 and Argyle Square, next to the freeway. It was noted that this is ODOT property.
 - Ms. Birk stated that the Plan talks about ODOT’s right-of-way.
 - Mr. Michael suggested that because it is in ODOT’s right-of-way doesn’t preclude the Plan from showing it. The City can negotiate with ODOT to use the right-of-way.
 - He is looking for a way to bike from the south side into Argyle Square from where everybody works.
 - Mr. Neamtzu stated that it could be shown in the Plan.
- Project C27, Memorial Drive/5th Street Underpass; Project C4, 5th Street; and Project C5, Bailey Street. Why are all of these projects needed?
 - * Mr. Levit suggested that there could be better connections elsewhere (he pointed the area out on the map) rather than doing all of these projects.
 - * Ms. Birk responded that there had been a number of people who suggested that the connection be done at this place.
 - * Mr. Michael explained that this is all ODOT land and there is intent for the City to purchase that land for expansion of the Wastewater Treatment Plant. Then that land would be available for a 5th Street underpass and for a trail to go all the way along this area.
- Why does the south terminus of Project R5, Boone Bridge/Willamette River Trail extend beyond its connection with Project 33, the Butteville Road/Miley Road community walkway/bikeway trail?
- Mr. Levit discussed a concern about page 21 of the Matrix but due to multiple people talking, his concerns were inaudible on the audio tape.
- Project 23, Town Center Park Trail.
 - * He would like to change the priority of this project to a Priority 1 or 2.
 - * The post office draws a huge number of people and a pathway to it is important.
 - * Mr. Wortman referred to an earlier discussion regarding the addition of a trail connecting with Canyon Creek South and Town Center Park. (Connection between Trail 8 and Trail 5 as indicated on Map 9.)
- Map 2. “Suggested Routes to School for Boones Ferry Primary” and Map 3. “Suggested Routes to School for Inza Wood Middle School.”
 - * Fox Chase neighborhood streets are listed as safe routes to school but it doesn’t have any sidewalks. It is not safe at all.

- * Mr. Wortman suggested that the new sidewalks on the north side of Wilsonville Road along the Graham Oaks Natural Area could be designated as a safe route.
- Map 9. “Town Center Loop Existing Conditions.”
 - * All the projects for the inside of Town Center Loop, the existing pedestrian/bicycle facilities along the highway are stranded. The Family Fun Center is stranded.
 - * Another crossing is needed in front of the Family Fun Center.
 - * Different points were listed where there could be additional crossings of Town Center Loop West between the facilities on the west side of the Loop to the interior of Town Center Loop. Issues of safety were discussed regarding possible crossing points of Town Center Loop.
- Map 6. “Existing Sidewalks and Trails” and Map 7. “Existing Bicycle Lanes.”
 - * Sidewalk and trails ought to go up to Wilsonville Road from the north of the Water Treatment Plant .
- Map 7. “Existing Bicycle Lanes”
 - * Boones Ferry Road, south of Wilsonville Road, shows existing bicycle lanes all the way from Wilsonville Road to Boones Ferry Park but does not have sidewalks all the way down.
 - * Mr. Levit’s comments about the bicycle lanes on Boeckman Road were inaudible on the audio tape.
- Map 8. “Bicycle and Pedestrian Access to SMART.”
 - * Mr. Levit questioned why Map 8 is showing a key network gap along Canyon Creek Road, by Xerox. Is there not a sidewalk there? He asked that this be checked.
- Page 79, references to bicycle counts for the Boeckman Road and Wilsonville Road.
 - * He appreciates that this information is in the Plan but this is not “peak” road information for the concept that is trying to be expressed here.
- Page 85, the cantilevered bridge from the Boone Bridge.
 - * Mr. Levit asked that the design for the cantilevered bridge, as shown in the drawing on page 85, be explained. Mr. Michael detailed the design of the cantilevered bridge.
 - * Mr. Levit suggested that there are security concerns for bicycles and pedestrians crossing the cantilevered bridge as people could sleep at night on the structure.
 - * Mr. Wortman asked if examples of how other cantilevered bridges have been done could be collected and distributed to the ACMP.
 - Mr. Michael stated that this would have to be researched.
 - Ms. Birk stated that she has information already on this subject.
- Map 9. Mr. Levit discussed pedestrian access into Town Center Loop:
 - * Napa Auto Supply area. You have to walk all the around the street to get to front door of the Napa Auto Supply store from the corner of the building. He would like to see corner cuts at many of the corners where people can’t get through.
 - * It was suggested that there needed to be a corner cut for bicyclists/pedestrians from the Community Center parking lot down to the crosswalk across Wilsonville Road, to encourage people to cross Wilsonville Road in a crosswalk. The area being described was pointed out on the map.
 - * There needs to be signage for a bicycle route through Wilsonville Town Center directing bicyclists to the signals on Wilsonville Road.

Mr. Rockwell stated that he would email his comments.

Mr. Van Wechel discussed his issues with the Plan:

- Page 4, Policies.
 - * Mr. Van Wechel suggested adding a fifth policy emphasizing that that Wilsonville is assisting in promoting bicycling throughout the region.

- Mr. Wortman referred to Policy 1, and suggested that the reference to the Metro Regional Bicycle System could be expanded.
- * Mr. Neamtzu suggested that new policies could be added and asked Mr. Wortman and Mr. Van Wechel to submit ideas for the policies. These policy ideas can be discussed in future meetings.
- Page 10, Community Walkways and Bikeways.
 - * Unless you can get through Argyle Square and Wilsonville Town Center, trails to those areas are not going to be used much.
 - Routings for new sidewalks within Wilsonville Town Center were suggested, all of which led from Thriftway to other stores in the Center.
 - Additional speed bumps were suggested to increase pedestrian safety.
 - * The first paragraph needs to be expanded to place more emphasis on community functions and places. He will include further comments on this issue in an email to Ms. Birk.
- Page 24, Project C27, Memorial Drive/5th Street Underpass.
 - * A long time ago, the City looked at the possibility of a vehicle underpass at this location. Is this underpass to be only for bicycle and pedestrians, or is to be a street for vehicles as well.
 - Due to numerous people talking, the answer to Mr. Van Wechel's question was not clear.
- Page 41, Other Funding Opportunities.
 - * More creativity could be used in identifying funding sources for projects.

There was a discussion regarding the planning process for the Plan:

- The ACMP's comments and changes will be incorporated into the Plan, with one more draft being made available to the ACMP before taking the Plan to the public.
- Mr. Neamtzu asked the ACMP to submit their written comments regarding the Plan by next Friday.
- Ms. Ripple suggested that if the ACMP feels that there are additional things that need to be discussed, that discussion can occur via the Yahoo group site.

The meeting adjourned at 9:00 p.m.

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ADVISORY COMMITTEE ON MASTER PLANNING

**THURSDAY
SEPTEMBER 15, 2005
6:30 P.M.**

**Wilsonville Water Treatment Plant
10350 SW Arrowhead Creek Lane
Wilsonville, Oregon**

MEETING NOTES

Committee Members Present:

Phyllis Straight-Millan – Vice Chair	Martin Rockwell
Michelle Labrie-Ripple – Chair, (arrived later)	Randy Wortman
Vern Wise	

City Staff Present:

Peggy Watters, Chris Neamtzu, Kerry Rappold, John Michaels and Sharon Zimmerman.

Consultant Present:

Mia Birk, Alta Planning and Design, and Christine Heycke, Transit Planning

Numerous guests were present at the meeting.

1. Call to Order

In absence of Chair Ripple, Vice-Chair Straight-Millan called the meeting at order at 6:39 p.m.

2. Brief Summary on Master Planning Status

Long-Range Planning Manager Chris Neamtzu reported on the following:

- He related the history of the master planning process for the Bicycle and Pedestrian Master Plan, Parks and Recreation Master Plan and Transit Master Plan updates, and how the three plans interrelate to each other.
- The first draft of the Bicycle and Pedestrian Master Plan, September 2005 (the Plan), was made available to the ACMP at the September 15, 2005 meeting.
 - * The input received from the community was compiled into a tabled document and included in the meeting packet.
 - * He explained how to access the Plan from the City of Wilsonville's website and offered to make hard copies as requested.
 - * The draft Plan was the first of the three documents, for which the ACMP will be forwarding a recommendation to the Planning Commission. He described the adoption process for master plans.
 - * Adoption of the three Master Plans is not expected until spring of 2006. The Transit Master Plan will be available for review next month, and the Park and Recreation Master Plan is to be available for ACMP review in November.
- He thanked those in attendance for coming and looked forward to their input.

Peggy Watters, Community Services Director, reviewed the meeting notes and schedule from the September 8, 2005 Master Planning Coordination Meeting (distributed prior to the meeting).

- The draft schedule listed in the handout was developed to accommodate the time needed for review by all relevant hearing.
 - * Robert Meyer would be the Parks and Recreation Advisory Board liaison representing the Bicycle and Pedestrian Master Plan.
 - * Pertinent scheduling issues included:
 - Two ACMP meetings are to be held in November due to the holiday season.
 - On November 17, 2005, City staff anticipates all three draft plans will be reviewed by the ACMP.
 - The December 15, 2005, meeting date is available for a more detailed overview if needed.
 - A Public Open House is scheduled for January 24, 2006.

Discussion regarding the draft schedule included:

- Concern was expressed that the ACMP would not have enough time to review each Plan.
 - * Time is needed for the ACMP to review each Plan, determine consensus and project priorities for the Plans, as well as consider citizen input.
 - Ms. Watters explained that the ACMP responses are to be received at the first part of the meeting for which the specific Plan is to be reviewed. (The plans are to be distributed well in advance of the meeting where they are to be reviewed.)
 - Narrative comments would be heard in the meeting, but editorial comments would be reviewed [outside the meeting]. There would be time for discussion
 - * Chris Neamtzu assured that all the necessary time would be allotted for the ACMP to feel comfortable with the recommendations. He would start calling ACMP members to encourage more attendance. Tonight's packets would be mailed to those who were absent.
 - * The Committee agreed to tentatively accept the schedule as presented by Ms. Watters.

3. DRAFT Bicycle and Pedestrian Master Plan Review

Mia Birk of Alta Planning and Design stated that all comments received regarding the Draft Bicycle and Pedestrian Master Plan are being compiled into a detailed matrix in order to keep track of them. She estimated that several hundred responses had already been received and additional input continues to come in. She briefly overviewed the primary features of the Bicycle and Pedestrian Master Plan draft with the following additional comments:

- Page 9, Key Recommendations. Major facility recommendations included:
 - * French Prairie Pedestrian Path. Charbonneau residents overwhelmingly supported upgrading and completing this path.
 - * Tonquin Trail. Completing this trail is a major recommendation.
 - * Boeckman Creek Trail. Much debate surrounded recommendations for formalizing the Boeckman Creek corridor. This key north/south corridor provides opportunities that will work well for the community's residents while providing an excellent, unparalleled north/south connection within the City.
 - * Willamette River Crossing. A tremendous amount of input continues to be received regarding the difficulty in crossing the Willamette River by foot or bicycle. The most technically, feasible solution is to hang something off the I-5 Boone Bridge.
 - * I-5 Crossing. The Bicycle and Pedestrian Master Plan contains a section on improving the existing interchanges and paths going under I-5, as well as adding new bike/pedestrian connections over I-5.

- The Bicycle and Pedestrian Master Plan's concept is to pull the biking and walking network together cohesively, allowing anyone in Wilsonville to travel safely to any destination by foot or bike. This network encompasses a variety of pathways including everything from natural trails to sidewalks along major roads.
- Regarding a question about the Boeckman Road Bridge, Ms. Birk responded:
 - * Bicycle/Pedestrian access improvements on Boeckman Road include widening the sidewalk and having a good crossing. Upgrading the Boeckman Road freeway crossing to a full interchange is not expected until far into the future; 2025 or further. This could be accelerated with the potential for a new commuter rail.

Montgomery Way

Ms. Birk distributed additional copies of the Bicycle and Pedestrian Master Plan for several guests in attendance to view Map 1. 'Wilsonville Bicycle and Pedestrian Concept Map' as she addressed the Montgomery Way area. She explained:

- Montgomery Way is shown as a local road on the current Concept Map and the public access/easement is shown with a short dotted yellow line.
- The earlier map mailed to everyone's homes showing a line on Montgomery Way was not intended to state that the road would be changed, turned it into a path or trail or that a path or sidewalk would be added.
- This line was removed in the draft version and Montgomery Way remains as a public road on the map. The three dots represented what is already a public access.
- Nothing would change except, possibly, a directional sign to Molalla State Park connecting to Memorial Park. A signage system was being proposed for the whole bikeway system.

It was mentioned that the park at the end of Montgomery Way was not public.

- Ms. Birk responded that the public access shown on Map 1 is correct according to the information available.
- Mr. Neamtzu agreed to adjust the map to show the property as open space since the State-owned park should not be labeled a true park.
 - * According to Map 1, the park is not differentiated from any other City Park, as if it is a destination, which it clearly is not. The Bicycle and Pedestrian Master Plan needs to clearly state that the area is not open for land-based access today; it is only accessible from the river.
 - * He emphasized that the State property would need to be properly planned before it could be opened to the public. The City simply wanted to keep options open for the future, recognizing that public land is there as well as the easement and the road.
- Ms. Birk added that the concerns such as safety, privacy about potential trail options are very similar.
 - * She underscored that nothing would happen overnight. Anything proposed would involve a long process, working with the community, doing a master plan, receiving public input and making adjustments as necessary.
 - * She emphasized that the Bicycle and Pedestrian Master Plan is intended to be the long-range vision of how everything might be included; it is a 20-year plan. Some items, such as crossing the river would be far into the future. The line of the mailed brochure indicated a bicycle/pedestrian connection within this planning process.

Ms. Birk continued her review of the Bicycle and Pedestrian Master Plan Draft by briefly describing the sections of the Plan.

Ms. Birk referred to Appendix A and explained that it reflects costs and project priorities based on criteria previously discussed by the ACMP.

- She asked for the ACMP's input about the given order of priorities, encouraging them to substantiate their reasons for suggesting different project priorities.
- She did not want readers to focus on the accuracy of the cost figures, but on whether the priorities made sense.
 - * The priorities were flexible. If funding suddenly became available for a specific project, that project would become the top priority, shifting projects around accordingly.
 - * The estimated cost for all of the proposed projects is approximately \$34 million spread out over a long period of time. This is not that expensive for a community Wilsonville's size.
 - * The bridge projects are obviously very expensive and skew the cost figures.
 - * Most bike lane, trail and sidewalk projects are relatively low cost.
 - * Many of the projects will be done during development so the cost would not be borne by taxpayers necessarily.

ACMP members comments regarding the Bicycle and Pedestrian Master Plan included:

- Concern was expressed that the ACMP is expected to discuss the Plan at the October 20 meeting without the opportunity to work through the document and discuss its contents.
 - * An ACMP work session was scheduled for September 29th at 6:30 p.m. to review and discuss the Bike/Ped Plan more thoroughly and ask further questions of Ms. Birk.
 - Mr. Neamtzu would contact all ACMP members with the meeting location/details.
- The document needs to capture intergovernmental agreements to address various issues, such as ODOT claiming they cannot sweep trails, replace grates and perform maintenance.
- It was important to know which governmental agencies had jurisdiction and where.

There were no further comments until the draft plan could be reviewed further.

4. Public Input

Comments and questions from the guests in attendance included:

- What is the difference between easements and public accesses? They looked similar on the map.
 - * Mr. Neamtzu explained the differences between easements and public accesses, and gave examples of different types of easements and described how they could be researched.
- How would wildlife be impacted in what could be sensitive areas?
 - * Ms. Birk responded that a Metro guidebook was used to develop trails in an environmentally sensitive way. Construction technique and subsequent trail usage were factored in as well.
 - * Any wildlife impacts would be assessed before any trails were built. Currently, there were no protected species with Federal requirements.
 - * Kerry Rappold, Natural Resources Manager, agreed these are issues to consider but in general, many wildlife species in urbanized areas are adapted to such disturbances.
 - Decisions would be made on a case by case basis and judged against the particular standards of a given area and its environmental factors.

Montgomery Way

Mr. Neamtzu overviewed the changes that were made to the Draft Bicycle and Pedestrian Master Plan for Montgomery Way since the brochure was mailed out by the City with the following additional comments:

- Montgomery Way would remain as a public street as it is today. There are 27 homes along Montgomery Way.

- Any changes are contingent on the seemingly remote possibility of any development on the State-owned property. As noted, the project on Montgomery Way ranks very low in the overall criteria of the draft Plan.
- The public ownership and public access/easement cannot be ignored. The property was purchased by the State to protect the Willamette River greenway and any plans regarding the greenway are uncertain.
- There were no plans to build a trail on Montgomery Way today.
 - * Mr. Rappold commented that efforts were underway to establish a water trail along the Willamette River and this section of property could be considered for water access.
- The State, City and community should work together to address the illegal activity (ATVs, garbage, etc.) and improve the situation. He suggested talking to the State about posting signs that the area was not open to the public.

Montgomery Way residents discussed the following:

- The State property is fenced, but the fence is down. If the fence were repaired, it would cut down on a considerable amount of traffic.
- Putting a sign regarding the public access at the end of Montgomery Way (#8 on Map 1) would be an invitation for the public to go to the end of Montgomery Way.
 - * Residents along Montgomery Way have worked to keep the area invisible for 30 years. Since the map/brochure was distributed, the public has been coming down to the area.
 - * No fire or emergency vehicles could access the site. If the public were invited, the road would have to be changed.
- No sign is wanted at the end of Montgomery Way.
 - * Mr. Neamtzu responded that the property is a water-based access only.
 - There is no intent to put a sign at the end of the street. The State would have to change the access, plan it out, provide facilities, etc. A sign would only be placed if the property were opened to the public following planning according to the State's process. Signs would never be posted prior to that activity occurring.
- Mr. Wortman wondered if Montgomery Way residents would support a prohibitive sign, such as 'No Admission,' though it depended what the easement stated.
- It was suggested that City Staff take the access (#8) off the map until the 20-year period passed. This would eliminate confusion.
- Place a prohibitive sign at the State property line and ask the State what was legal and illegal activity for the area.
 - * Ms. Birk explained that this was a visionary, planning document for the long-range future. It would not be a public map distributed around the City.
 - * A Montgomery Way resident replied that since the brochure with the map was made available to the public there has been a huge increase in traffic and of public use.
- The preference was to have the public access removed from the map.
- Get the State to help clean up the area; the garbage, homemade bridges, etc.
- Alert the City of Wilsonville Police Department to keep an eye on that area.
 - * Mr. Neamtzu replied that he would open dialogue with the State and Wilsonville's police department.
- Is Meridian Creek a fish bearing stream?
 - * Mr. Rappold answered Meridian Creek was surveyed by the Oregon Department of Fish and Wildlife and some evidence of Chinook salmon and Steelhead was found, but primarily the habitats are used for refuge for high flows, similar to other creeks in the area.
- There was concern regarding the limited fire protection at the end of Montgomery Way.

- * No fire hydrants and no City water are available. The woods are a ferocious fire hazard, especially this time of year and there is no way to fight it. If the evergreen trees ever caught fire, it would take the neighborhood fast.
- * Directing any more traffic there without additional fire protection is a huge irresponsibility. Sparks from motorcycles, ATVs or bonfires is a concern every year.
- Mr. Wortman asked if residents would favor extending city services.
 - * Additional water would be needed and residents were told that it was not feasible/practical to bring public water down Montgomery Way because of land's grade. It would be very expensive.
- The charm of this tree-lined, 1970's neighborhood built out in the county is a gem of Wilsonville. Montgomery was designed to be a narrow road to save the birch trees lining the road.
- This was designed to be a residential neighborhood and its residents are good stewards of it. Don't change the neighborhood. The public would destroy it, change the residential neighborhood and create a economic loss for homeowners.
- Since the trails were noted in the citywide mailer, there has been an increase in police reports and public abuse. ACMP members were invited to walk the trail where the public uses private driveways.
 - People had mowed a path a wide enough for a car to go through. Fire material, trash, target practice paraphernalia, etc are everywhere. State rangers hiked the trail and were shocked to see what has been done.
 - Residents do not want to become the sheriff and do not want to be calling the police all the time. Bringing the public there for any other reason was a mistake.

Other comments included:

- A Charbonneau resident rides his bike over I-5 everyday to work. There is a lot of debris on the road not seen by motorized vehicles. (Wrenches, tires, etc.) He supported having a bridge and understood the expense of having one. He asked what the timeline was and what could be done to help move the project forward.
 - * Ms. Birk responded that the project was a top priority. Funding had to be raised to complete the process.
 - It was unlikely that the I-5 crossing would be ready in the 5-10 year range. Such a project is a timely endeavor.
 - An interim step is to have the State sweep the shoulders.
 - ODOT is positive about the project, though whether the bicycle path widths need to accommodate ODOT's gigantic roadway sweeper are a source of debate. Using a smaller sweeper would be the City's responsibility.
 - The bike path on the I-205 Bridge across the Columbia River swept by ODOT is only about 6 feet wide.
 - ODOT used to have a bicycle sweeper, but not any longer. Ms. Birk would find out if ODOT had a crew that swept the bicycle paths.
- Perhaps there would be less debris if the path were for bicycle and pedestrians only, no vehicles.
- The 55 m.p.h. speed limit should be extended south of Wilsonville.
 - * The City has been trying to get it reduced for a long time, but I-5 speed limits are controlled by the State, who are not open to reducing the speed limits in the Wilsonville area.

5. Review of Wilsonville Master Planning Update Brochure Comments (Neamtzu)

A series of tabled documents compiling all the various and complex issues, comments and questions regarding the Bicycle and Pedestrian Master Plan were available. These included a response column to provide answers to questions raised in the process.

- The meeting packet including the above tabulations was available on the City's website.
 - * The Rivergreen trail segment is another area of concern. Mr. Neamtzu described the two proposed trails and overviewed the survey results.
 - * Ms. Birk is maintaining a list of comments and statements from committee members and the public.

Mr. Wortman suggested that the majority of comments seemed to result from three areas: Montgomery Way and Rivergreen neighborhoods, and the Boeckman Creek Corridor.

- He requested specific maps showing private, neighborhood association and State property ownership rights as well as information regarding the easement on Montgomery Way for the ACMP's next meeting.
 - * It was important to clarify where the property lines are.
 - * It would also help in discussions with the State regarding the broken fence, garbage, etc.

6. Next Steps

A. Upcoming ACMP Meeting Schedule and Approach

Two additional meetings outside the normal schedule were added to continue work on the Bicycle and Pedestrian Master Plan:

- September 29, 2005, 6:30 p.m. An informal work session to review the Draft. The location would be confirmed by Mr. Neamtzu.
- October 20, 2005 is the next regularly scheduled ACMP meeting.
- November 3, 2005 is an additional November ACMP meeting to accommodate the holiday schedule. The Bicycle and Pedestrian Master Plan would also be reviewed then.

Mr. Neamtzu commented:

- Progress is being made and he appreciated the input from Wilsonville's citizens. More work needs to be done and it is important to follow the process through to the end. He encouraged people to support the projects they liked, share how concerns could be addressed and stay involved. The Plan is not expected to go to City Council until March or April 2006.
- A follow up to the Park and Recreation Master Plan and the Bicycle and Pedestrian Master Plan should include new methodology for SDCs to pay for trails, etc. Grants and other funds should also be sought after.

A question arose regarding how effective previous plans had been.

- Several trails have been implemented from the 1994 Parks and Recreation Master Plan. Most of the trails and the sidewalk system of pedestrian and bicycle ways were completed through the TSP and road improvements.

The Bicycle and Pedestrian Master Plan's Project Matrix notes the priority of the proposed projects (pages 21-25):

- Projects are ranked by general groups with a priority column (i.e. priority 1, 2 or 3)
 - * The City would focus on projects with Priority 1, focusing SDC and other funding on completing those projects.
- Projects are identified as Regional trails (R), Community pathways and bikeways (C) and Local trails (L).

- Each project was ranked within its own group. Regional trails are ranked against regional; Community against community, etc, recognizing that there is different funding sources for each group.

8. Adjournment

The meeting adjourned at 8:08 p.m.

Respectfully submitted,

Paula Pinyerd, Transcriptionist for
Linda Straessle, Planning Administrative Assistant

ADVISORY COMMITTEE ON MASTER PLANNING

**THURSDAY
JULY 21, 2005
6:30 P.M.**

**Wilsonville Water Treatment Plant
10350 SW Arrowhead Creek Lane
Wilsonville, Oregon**

MEETING NOTES

Committee Members Present:

Al Levit	Vern Wise	Randy Wortman
Martin Rockwell	Steven Van Wechel	
Benny Holt	City Council Representative	
Robert Meyer	Parks and Recreation Advisory Board Representative	
Vicki Yates	Wilsonville Chamber of Commerce Liaison	

City Staff Present:

Peggy Watters, Sandi Young, Robb Reed, John Michael, and Linda Straessle.

Consultant Present:

Christine Heycke, SMART Consultant

1. Call to Order

In absence of Chair Ripple and Vice-Chair Straight-Millan, Mr. Levit called the meeting at order at 6:30 p.m.

2. Brief Summary on Master Planning Status

Peggy Watters, Community Services Director, reported:

- The three consultants, Alta Planning and Design, MIG, and Christine Heycke, are working on draft outlines for the three master plans and hope to have drafts available for review by the August meeting. All three plans are moving along well.
- The brochure, "Wilsonville Master Planning Update," dated July 2005, has been mailed to all households in Wilsonville. (Brochure was distributed later in the meeting.)

3. SMART Issues

Christine Heycke of SMART presented a PowerPoint presentation (paper copy is attached) to explain the following issues. Ms. Heycke's and ACMP's additional comments regarding issues presented in the PowerPoint included:

ACMP Priorities Feedback:

- The priorities need to be balanced according to who the transit passengers are and where they are going; whether they are commuters traveling in/out of Wilsonville, seniors, those traveling to destinations within Wilsonville, etc.
- People are saying that there is not enough bus schedule information at the bus stops.

Employer Survey Results

- Ms. Yates questioned which employers were sent surveys as she did not receive one.
 - * Ms. Heycke thought that all employers should have received one.
 - * Ms. Heycke emphasized the need for as many returned surveys as possible. She has been calling some of the employers to encourage their responding to the survey.
- Ms Heycke explained:
 - * Only 14 Wilsonville employers returned their surveys with a total of 22 surveys being returned (some employers were mailed more than one survey).
 - Xerox, Nike, Sysco and the West Linn – Wilsonville School District were three of the employers that sent back survey responses.
 - * The employer surveys indicated that the employers shared the same perspective regarding transit as what was indicated in the general survey.
 - There was a discussion regarding the type of questions that were on the surveys.
 - * The general survey included the commuters' perspectives regarding their traveling into/out of Wilsonville to go to work.
 - * Sometimes the routes and services generating a lower priority will pay for themselves. An example of a special service that could fit in this category is special event buses.
 - * Because there were so few employer survey responses, caution is advised regarding the results.
 - * SMART is looking at providing earlier service for commuters based on survey responses.
 - * The employers are not being involved in the decision making regarding the initiation of a fare for the Salem bus service. It is an administrative decision due to many factors.
 - If a fare is charged, there is a loss of federal funding.
 - There may be a loss of ridership if a fare is implemented.

Zip Code Data

- The Employee Zip Code data is based on 6437 employees, which is 1/3 of the total employees in Wilsonville.
 - * Van pools could be useful to encourage more of the 143 employees in Vancouver to use transit service.

Proposed SMART Service Additions:

Color maps for this agenda item were provided in the meeting packet.

- It was questioned why there is SMART service to Canby but no service planned for Sherwood.
 - * Ms. Heycke explained that there is other funding for the Canby service.
 - * It was suggested that the census data be looked at to show where Wilsonville people who work out of town are going.
- Route 201:
 - * ACMP members suggested:
 - This route is the opposite of what people want to use to get to Portland; it has too many stops before it reaches Downtown Portland.
 - This bus route is a well-used route; the buses are full.

- A park-and-ride is needed at a central point, someplace that is easy for residential riders to access.
 - The park-and-ride needs to be in North Wilsonville.
 - There needs to be overlapping transfer routes so that all buses get to the transfer station at the same time so that commuters can access their transfer buses without waiting.
- * Ms. Heycke explained:
 - Average travel time between City Hall and the Barber Transfer Station is 45 minutes.
 - Ms. Heycke agreed that a transfer station is needed at the north end of the City, but acquisition of property for the station is an issue.
 - Employment sites need to be on the collector routes which then go to an express transit center.
- Route 203:
 - * The parks will be removed from this map, and other facilities are to be added.
 - * The commuter rail site was further identified.
 - * Ms. Heycke explained that the routes indicated on this map will change; just which routes that are to be changed will be determined at a later time.
- Route 204:
 - * It was suggested that if this route is changed to service Villebois, it would “kill” the route as it will be too long. Providing a separate northbound route would be preferable. Suggested routing for such a route was demonstrated on a large map.
 - * Currently, people waiting at the bus stop in front of Wood Middle School and Autumn Park Apartments are standing on the pad that sets off the crosswalk signal.
 - * It was noted that the Route 204 bus often pulls over and stops at a cut off in front of Boones Ferry Primary School for 20 to 30 minutes at the same time that the children are let out of school. Issues related to blocked site vision, bus fumes and bus driver smoking in front of the school were cited. It was suggested that the same thing is happening on the other side of Wilsonville. It was suggested that bus drivers take their breaks some distance from schools.
- Route 205:
 - * It was noted that there is no parking facilities at the only Charbonneau bus stop.
- Route 1X:
 - * It was suggested that more people from Wilsonville are going to Salem to work than are coming from Salem to Wilsonville creating a “lopsided” route.
 - * Ms. Heycke explained that it is unknown how charging a fare on this route will impact ridership.
 - * The issue of a central park-and-ride/transit center was discussed again.
 - A fare purchasing center, such as the ones at the Tri-met transfer centers, could be located at a central transit center, so that no money is collected on the bus.
 - Connector buses provide service through the residential and employment areas, then go to the transfer center so that people can access express buses to the out-of-town routes. It was suggest that some people do not like to transfer buses so people should have a choice to ride a connector bus to the transfer center or driving to the transfer center directly.
 - Ms. Heycke suggested that a large employer could provide a shuttle bus from the transfer center.
 - Ms. Yates reported that the Wilsonville Chamber of Commerce is concerned that the large employers pay the biggest portion of the transit tax and they are important players. They may or may not want to implement fares based on the

effect it might have on ridership numbers. Ms. Yates further discussed the Chamber's Government Affairs Committee concerns.

- Additional Service Areas:
 - * Additional service areas within Wilsonville were suggested:
 - Within Argyle Square and Wilsonville Town Center. Ms. Heycke discussed issues related to bus service within parking lots.
 - Daydream Ranch subdivision.

Innovation and New Technology:

- The cost of converting to hybrid vehicles would cost more than it would save in fuel costs.
- There was a discussion of bio-diesel as it is becoming more available and affordable.
- Reader boards are expensive but the conclusion is that more information at bus stops is needed.
- People are now sitting on the ground at bus stops; seats and information kiosks at bus stops was suggested. Ms. Heycke noted that more shelters at bus stops are planned.

Ms. Heycke stated that she would take ideas regarding express routes and shuttles to/from the Commuter Rail station, Villebois and employer sites. She noted that it has been repeatedly stated that there is not enough information available to the public regarding other routes, schedules and other services provided to the community.

A discussion regarding transit issues included:

- The need for a transit center and park-and-ride are needed in North Wilsonville.
 - * It was suggested that almost every bus route should be going to a north transit center. Ms. Heycke explained:
 - A north transit center is not on the maps because route information is still unknown.
 - A north transit center was included in the Transportation Systems Plan but the question is where it should go.
- Ms. Heycke explained that bus routes going to Portland are changed twice a year based on Tri-met connections.
 - * It was suggested that information regarding routes and other SMART services could be mailed to Wilsonville citizens or included in the Chamber of Commerce directory which is distributed yearly.
 - * Robb Reed, Public Information Officer, suggested that it could be published as a pull-out bi-annually in the *Boones Ferry Messenger* and that he could work to have it shown Wilsonville's public access television.

4. Housekeeping Issues

Ms. Watters asked the ACMP members if they wanted additional information regarding the Parks and Recreation Master Plan, Bicycle and Pedestrian Master Plan and Transit Master Plan updates; do they feel that they are missing anything. The ACMP members discussed:

- They needed to see the draft Plans in order to answer this question.
- The Committee members all indicated that they would like to receive the draft documents well in advance of doing any Committee review of the documents.
 - * It was requested that the "fluff" such as pictures be left out of the draft plans; add them to the final draft.
- There was a discussion regarding the similarities that are planned for the three plans. ACMP suggestions included:
 - * The formatting of the three Plans should be similar.

- * Uses as few acronyms in the Plans as possible.
- * The graphics in the Plans need to pertain to the content.
- * The Plans' introductions could be used to explain about the master planning process that was used to produce the three plans.
- * Ms. Watters explained that readability and understandability is a standard being used for the three Plans.
- * Each Plan should have a section discussing how each Plan is to be implemented and maintained; the process to be used to be sure that projects within the Plans are done.
- * Ms. Watters explained that Alta Planning & Design have formatted both the Bicycle and Pedestrian Master Plan and the Transit Master Plan.
- * It was suggested that there be a chapter in each Plan that discusses the similarities between the three documents, or possibly included in the Plans' introduction.
- Make it clear in the Plans whether they include standards versus guidelines.
- A table showing current park inventory was requested.
 - * Also requested was a comparison of possible parks as listed in the current Parks and Recreation Master Plan versus what was actually constructed.
 - * It was suggested that the current Parks and Recreation Master Plan has not been a useful document in recent years because so many of the proposed parks and recreation facilities have not been done.
 - * It was suggested that the Plans needed to be flexible so that they can be amended to keep them current.
- The City needs a process to acquire easements through properties in order to create trail connections.
- The Parks and Recreation Master Plan needs to include mention of the Memorial Park Master Plan and other park master plans, possibly in an appendix.
- There was a discussion regarding a recreation center in conjunction with the school that is to be located in Villebois.

5. Next Steps

Ms. Watters explained that drafts of all three Master Plans are due in August. The ACMP members discussed the following:

- The need for ample time for the Committee members to review and discuss the documents was reiterated.
- There needs to be more discussion of the interconnectivity of the three Plans.
 - * Bus routes need to be accessible to the parks.
 - * How do the three Plans "flow" together?
 - * Delivering the three Plans at separate times was suggested.
- An open house is being planned to present the three Plans to the public, tentatively, in September. (The open house has been moved to October.)
- It was noted that there is still much to cover in this planning process, and that the ACMP had yet to discuss many issues including project costs.

6. Communications

A. Notes from the June 16, 2005 ACMP meeting.

It was requested that the meeting notes be email to the ACMP members and posted on the ACMP city web page immediately upon completion.

B. Parks and Recreation Master Plan Baseline Financial Analysis.

Ms. Watters explained that this item was included in the packet for the Committee's information only so that they could review it prior to review of the Parks and Recreation Master Plan.

- Ms. Watters explained that there are to be three separate financial analyses for the three Plans.
- The first sentence in Tables 1 through 3 on pages 3 and 4 were corrected to, "The estimates for fiscal years 2000 ~~–01~~ through ~~2004-05~~ **2003-04** are based on actuals *budgets* for those years.
- It was suggested that the 2005-06 estimated "Charges for Services" in Table 5 seemed too low.
- It was suggested that the SDCs listed Table 5 are adjusted based on the Seattle Consumer Index.
- * It was explained that the "actual" listed is what was listed in the budget but may not be what was actually spent.

C. Final Brochure.

Ms. Watters distributed the brochure, "Wilsonville Master Planning Update," dated July 2005, which had been mailed citywide. She reported that the response from the public to the brochure, which included a comment card, has been good. The brochures are being handed out at various public events. She asked the ACMP members to encourage their neighbors and friends to return their comment cards to the City. Locations of drop-off points for the comment cards were listed, or they can be mailed to the City.

D. Town Center Mini-Master Plan.

It was noted that there are more people in the Town Center Park now that its construction is finished, making the need for better bicycle/pedestrian/transit connections even more important.

E. Written Comments on Bike and Pedestrian Plan Map.

The ACMP members were encouraged to return their "Draft Bicycle and Pedestrian Concept Map" with their written comments and suggestions/corrections to the map to City Staff as soon as possible. A few members stated that they had not received the maps in the mail; copies are to be mailed to them.

A guest at the meeting asked when there was an expectation for breaking ground on the projects in the Bicycle and Pedestrian Master Plan and Parks and Recreation Master Plan. Sandi Young, Planning Director, explained that these are master plans, not construction plans, and look twenty years into the future. She explained about project priorities; and short-range, mid-range and long-range project priority lists. The process of moving a project forward was explained and that public hearing notices regarding public hearings for the projects would be mailed to the public.

7. Adjournment

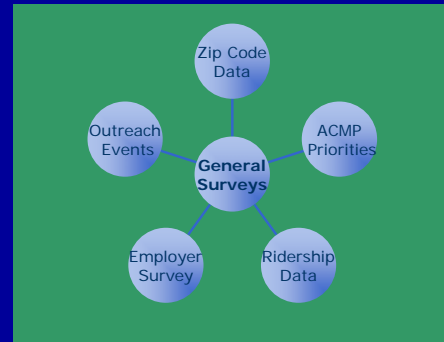
The meeting adjourned at 8:40 p.m.

/ls

What are SMART's Priorities?



Quantitative and Qualitative Inputs



SMART's Role in the Community

	Employer % Very Important	ACMP Points
1. Provide commuting service for people who live or work in Wilsonville.	86%	182
2. Provide service for youth, seniors, and others who don't drive.	85%	130
3. Provide local (in town) service for residents and visitors	43%	101

Lower Priorities

	Employer % Very Important	ACMP Points
1. Provide service to community events, sports, and recreation.	20%	45
2. Provide tours of Wilsonville and educational outings	15%	33

Service Expansion Priorities

	Employer % Very Important	ACMP Points
1. Connect to other regional transit systems.	91%	206
2. Provide service to neighboring communities	68%	95
3. Provide earlier/later service	91%/68%	64

Regional Transit Connections

	Employer % Very Important	ACMP Points
1. Connect to TriMet bus system	95%	131
2. Connect to Max in Beaverton or Portland	81%	130
3. Connect to Commuter Rail Station in Wilsonville	63%	90
4. Connect to Salem Transit	55%	82
5. Connect to Canby and Molalla Transit Systems	32%	65



Employer-rated Route Priorities

1. Portland service
2. Beaverton service
3. Route 201 (Barbur)
4. Route 1X (Salem)
5. Shuttle from Commuter Rail
6. Route 205 (Canby)
7. Route 203 (Commerce Circle)
8. Route 204 (Crosstown)

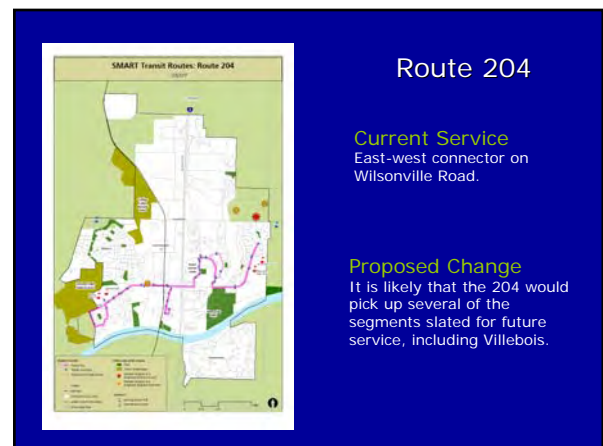
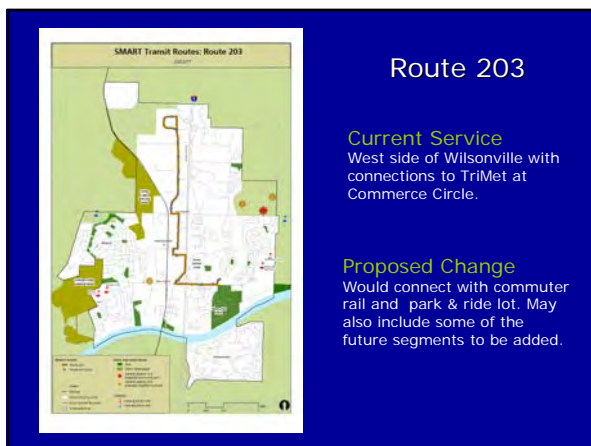
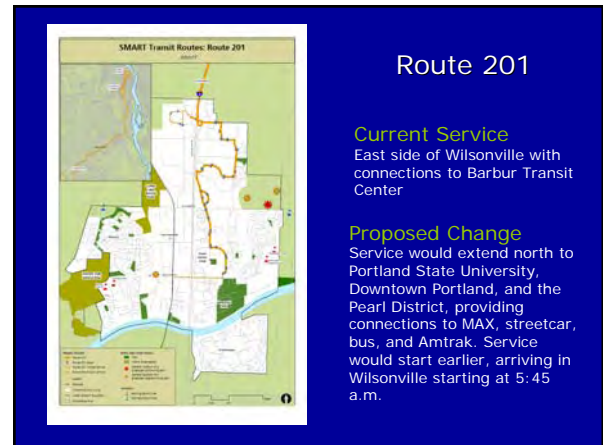
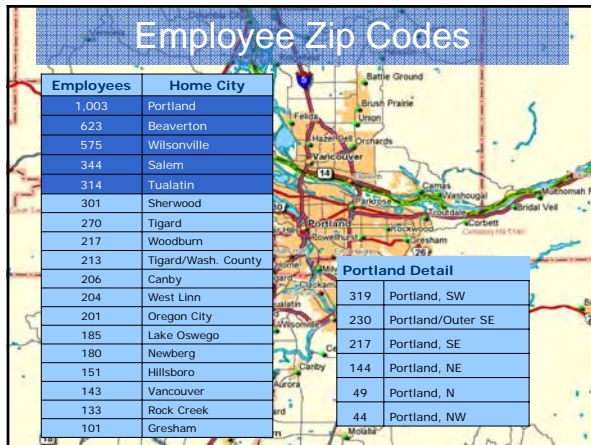


Survey-rated Top Routes

1. Route 201 (Barbur)
2. Route 1X (Salem)
3. Route 204 (Crosstown)
4. Route 203 (Commerce Circle)
5. Route 205 (Canby)

Top destinations they would like to reach:

- Portland
- Woodburn
- Beaverton





Route 205

Current Service

Connects Wilsonville and Canby with one stop at Charbonneau. Connects with TriMet and CAT in Canby.

Proposed Change

Additional stops in Charbonneau.



Route 1X

Current Service

Connects east and west sides of Wilsonville with Salem.

Proposed Change

Enter Salem at the Market Street Park & Ride rather than via the Parkway, creating more convenient access for northbound passengers. Additional stop to be added in Woodburn, upon completion of the interchange and Park & Ride lot.



Additional Service Areas

- Beaverton
- Morey's Landing
- Villebois
- Boeckman Road
- Barber Street/Connection with Commuter Rail/P&R
- Charbonneau
- Village at Main Street
- Town Center
- Canyon Creek N and S
- Future annexation of industrial lands will also require new service or extension of existing routes on the northwest side of Wilsonville near Coffee Creek.

Innovations & New Technology

ACMP Priorities

- Alternative Fuels (330)
- Reader Boards (104)
- Flex Car/Flex Van (100)
- Queue Bypass (98)
- Dispatch Software (97)

Creating a Practical Alternative

- Earlier Service
- Later Service
- Express Service
- Shuttles
- Flexvan/Flexcar
- Vanpools
- Information/Marketing

Advisory Committee on Master Planning

Thursday, June 16, 2005

6:30 p.m.

**Wilsonville Water Treatment Plan
10310 SW Arrowhead Creek Lane
Wilsonville, Oregon**

Meeting Notes

Chair Ripple called the meeting to order at 6:45.

Committee Members present:

Michelle Ripple
Al Levit

Dan Hoyt
Randy Wortman

Steve Van Wechel
Vern Wise

Benny Holt City Council Representative
Robert Meyer Parks and Recreation Master Plan Representative
Vickie Yates Wilsonville Chamber of Commerce Representative

Staff Present:

Chris Neamtzu, John Michael, Kerry Rappold and Linda Straessle.

Consultants present

Mia Birk and Mike Tressider of Alta Planning & Design

The following handouts were distributed at the beginning of the meeting:

- ☞ May 19, 2005 Meeting Notes
- ☞ Draft Bicycle and Pedestrian Network Map
- ☞ Design Guidelines Discussion
- ☞ A memo dated June 10, 2005, to Chris Neamtzu, from Susie Stevens, regarding Charbonneau's Strategic Planning Results.

2. Brief Summary on Master Planning Status

Long-Range Planning Manager Chris Neamtzu reported:

- City staff has received a draft financial analysis for Parks and Recreation Master Plan which will be available for review at next month's meeting.
- July's review material for the Transit Master Plan is included in tonight's meeting packet.
- The Bicycle and Pedestrian Master Plan Design Guidelines are still in draft form.
- The document, "Willamette River Trail Permitting" is still in draft form.
- A PowerPoint presentation regarding the master planning status (paper copies of which were distributed to the ACMP at the May 19, 2005 ACMP meeting) was shown to the City Council at their last meeting. This same presentation was made to the Parks and Recreation Advisory Board and the Planning Commission. The presentation also will be run on the City's television access channel.

- A "Citizen Input" book which compiled the results of all the citizen input for this master plan planning process thus far was distributed to CC. Copies of the "Citizen Input" book are available at tonight's meeting for ACMP members to look through.

3. Evaluation Criteria and ACMP Weighting

Mia Birk of Alta Planning & Design reviewed the Wilsonville Pedestrian and Bicycle Evaluation Criteria in the meeting packet.

- Ms. Birk reviewed the results listed in Table 1 and explained:
 - * These results helped guide the drafting of the Draft Bicycle and Pedestrian Network Map.
 - * The missing gaps in the sidewalks, bicycle lanes, and trails were analyzed to see if they were connected to a land use or if they were "stand alone" facilities.
 - * The next step is to rank the projects in order of priority based upon the evaluation criteria.

4. Draft Bicycle and Pedestrian Network Map

Alta Planning and Design is working with the consultants for the Parks and Recreation Master Plan and the Transit Master Plan to make sure the three plans are coordinated so that everything "flows" together.

Ms. Birk explained that the Draft Bicycle and Pedestrian Network map is still in draft form and includes three tiers of trails: regional, community connectors and local access trails. She overviewed the map using a large copy of the Draft Bicycle and Pedestrian Network Map:

- Regional trails
 - * Ms. Birk described the benefits of each regional trail on the map.
 - * Trying to design trails along the Willamette River that would affect as few private property owners as possible is proving to be a challenge.
 - * Regional trails are typically trails separate from vehicular traffic and are a paved shared use path.
- Community Connector Trails
 - * Are meant to connect places within the community of Wilsonville.
 - * Follow a roadway network in the Transportation Systems Plan (TSP) such as on-street bike lanes and sidewalks. Some community connectors are on the roadway such as they are on French Prairie Road.
 - * She described different ways that community connectors can be designed
- Local Access Trails
 - * Can be renamed if the ACMP so desire.
 - * Serve local uses.
 - * Provide circulation within the parks
 - * Connectors from a neighborhood to a park may be paved and provide access for fire trucks.
 - * Provide circulation within certain campuses.
 - * May be paved in parks,
- Asterisks indicate the different park types.
- Willamette River bicycle/pedestrian crossings:
 - * The bridge issue is still unsettled. Citizen input indicates that there is more support for a bicycle/pedestrian crossing on Boone Bridge
 - * Other Willamette River crossings were looked at.
- Intersection improvements for bicycle/pedestrian facilities are included on the large map, but not on the handout.

The ACMP provided input to the draft Conceptual Bicycle and Pedestrian Network map:

- Due to the small text, the map legend is nearly unreadable.

- ACMP members discussed the various facilities indicated on the map which included the following comments:
 - * Ms. Birk clarified routing and types of bike/pedestrian facilities. Engineering Associate John Michael offered to meet with Alta Planning & Design to clarify routing.
 - * The Water Treatment Plant park is not marked on the map.
 - * The future Villebois school site needs to be added to the map.
 - * The east side of Villebois needs a connector to Barber Street. This link, as well as another link in the Villebois area, were pointed out on the map.
 - * The map and map legend need to indicate neighborhood parks with play structures.
 - * Morey's Landing trail is a public trail but the park is private. Constraints regarding a Morey's Landing riverfront trail were discussed. Ms. Birk explained that the trail will not be next to the river in the Morey's Landing area.
- Comments regarding bicycle/pedestrian facilities in the Boones Ferry Road/I-5/Town Center area included:
 - * A discussion regarding the safety issues of trying to cross under the freeway in this area.
 - If Wilsonville Road is widened to eight lanes, this area is going to be very difficult for bicyclists and pedestrians.
 - Ms. Birk explained that it is very difficult to make this area better.
 - * Mr. Neamtzu and Mike Tressider of Alta Planning & Design walked the area earlier and will be proposing some concepts for connections.
 - * There needs to be a pedestrian crossing of Town Center Loop in the vicinity of Les Schwab and Family Fun Center.
 - * There are ways to make the Town Center area easier for bicycle and pedestrians. An easy and inexpensive solution to creating connections would be to route trails through barrier-creating landscaping.
 - * It was suggested there be a single narrow bicycle/pedestrian lane crossing under the I-5 interchange on Wilsonville Road; limit travel to one direction only and use a stoplight to control the direction of travel.
 - * There was a discussion regarding routing the bike lane along Boones Ferry Road away from the Boones Ferry Road/Wilsonville Road intersection.
 - Ms. Birk stated that the Boones Ferry Road/Wilsonville Road intersection is an important destination.
 - This bicycle lane is in the TSP.
 - If people are traveling to the east side, they will have to go through that intersection anyways.
 - * People cross Wilsonville Road at the railroad tracks. There needs to be a pedestrian crossing there. There was agreement that this is an essential crossing.
 - * The sidewalk on the north side of Wilsonville Road has many grates and obstacles for people in wheelchairs.
 - Ms. Birk stated that sidewalks should have a 5-ft. clear zone and ADA requirements state that it has to be a smooth surface.
- Comments regarding a additional bicycle/pedestrian I-5 crossings included:
 - * Mr. Neamtzu pointed to other possible crossing points on the large map.
 - * The feasibility of a crossing at 5th Street or Bailey Street was discussed.
 - Mr. Michael explained that the City explored possible under and over crossings at Bailey Street and 5th Street, but these crossing would be too expensive to build.
 - There is a strong desire to have a separated bike/pedestrian I-5 crossing south of Boones Ferry Road.
 - * Mr. Michael explained that Boeckman Road is in Regional Transportation Plan as a bicycle and pedestrian east/west connection.
 - Boeckman Road currently is wide enough for two car lanes and two bike lanes but the approaches to the bridge are not wide enough.

- I-5 crossings at Wilsonville Road and Boeckman Road are too far apart for bicyclists and pedestrians to use as an east/west connection across the freeway.
- * Barber Street is a logical crossing due to the Commuter Rail Station, location of the schools, the Town Center, and other major destination points.
- Comments regarding a possible Willamette Review bicycle/pedestrian crossing included:
 - * The I-5 Boone Bridge bicycle/pedestrian crossing should not be designed to accommodate a street sweeper which is what ODOT said that it would have to do. Mr. Michael explained that the City has discussed this with ODOT; if the City agrees to maintain the crossing, it does not need to be that big.
- Comments regarding regional trails included:
 - * Tonquin Trail will follow the Boeckman Road extension.
 - * City can design and pay for regional trail links as long as they meet design guidelines.
 - * Regional trails are separated multi-use trails. Ms. Birk listed specific regional trails that are not separated from vehicular traffic.
 - * Alta Planning & Design is coordinating with other regional communities, Metro and other regional groups regarding the regional trails. This is a coordinated effort.
 - The other groups working on the regional trails were listed along with their efforts thus far.
 - * It was suggested that Boeckman Road is a logical regional trail for crossing I-5.
 - * The need for the regional trail to go all the way to Miley Road was questioned.
 - There is a bicycle/pedestrian access under Boone Bridge on the north side of the river. The area under the south side of Boone Bridge is gated by Clackamas County and the Home Security Agency.
 - It was suggested that Miley Road across the freeway could be considered a link in the trail system.
 - * The map doesn't show connection to CREST from the Graham Oaks Natural Area, nor does it show a spur to the parking lot on Wilsonville Road. These connections are in the Graham Oaks Natural Area Master Plan
 - * Having the Boeckman Creek corridor as part of a regional trail is good but there needs to be more access points to the trail than there currently are.
 - * The developer granted access for a trail through the Cedar Pointe subdivision.
- Comments regarding community connector trails include:
 - * It was noted that there needed to be directional signs to the parks.
 - * Curb cuts on Camelot Street make it impossible for wheelchairs to use the sidewalks.
 - * The lack of striping on Camelot Street causes it to be a visually wide road and cars speed along it.
 - Lane striping creates a visual separation that slows traffic.
 - This applies to other neighborhood streets.
 - * Ms. Birk suggested that communities with low-volume streets indicate lower speeds to slow the traffic down. She discussed various ways to slow traffic down on low volume streets.
- Comments regarding local access trails included:
 - * Bicycle and pedestrian access in Argyle Square is dangerous.
 - * Connections and shortcuts through the Town Center area need to be indicated on the map. Signage for bicyclists is needed for these shortcuts.
- It was asked if it possible to indicate on the map when bicycle and pedestrian paths are dangerous and difficult. Ms. Birk explained that this could be explained in the text of the Bicycle and Pedestrian Master Plan.

Mr. Neamtzu is to provide the ACMP with updated enlarged Conceptual Bicycle and Pedestrian Network maps for the Committee members to write indicate additional bicycle/pedestrian facilities, corrections, and any other suggestions to the map on.

- * Ms. Birk will have a more detailed map for ACMP review at the August meeting.
- * It was asked that an enlarged map with the proposed bus routes be sent out at the same time.

5. Design Guidelines Discussion

ACMP discussion regarding the Design Guidelines included:

- The Willamette Narrows Greenway trail description is incorrect; it is the greenway corridor connecting to West Linn.
- It was noted that term “Community Connectors” which is a heading on page 1 turns into “community trails” in the paragraph that follows. Ms. Birks stated that this would be corrected.
- There was a lengthy discussion regarding Waterway Trails as presented on page 3, and the Willamette River Greenway:
 - * It would be unfeasible to use the Willamette River as a waterway trail for no-wake boats. The popularity of boat use in the Wilsonville area and boat speeds were cited as reasons why this would not be feasible.
 - It was suggested that there be a “no-wake” crossing.
 - It was suggested that this is unenforceable and out of the City's jurisdiction; the City does not have any regulatory authority over the Willamette River. Numerous agencies that do have regulatory authority were cited..
 - * Mr. Rappold explained that the Waterway Trail, regionally, is already being planned.
 - * Mr. Neamtzu stated that boat wakes are causing bank erosion which is a serious problem for riverfront properties. This will drive wake regulations along the river.
 - * The region is looking at the Willamette River in terms of regional development with a river focus.
 - The Willamette River makes Wilsonville important.
 - One agency has \$50 million dedicated to Willamette River development and improvements.
 - The cost of a riverfront promenade such as the one in Portland was cited. There are areas along the Willamette River in Wilsonville that are tailor-made for a river focus; the Tauchman House area was cited as such a place.
 - * The ACMP agreed with the concept of a Waterway Trail.
- It was suggested that the street designs on pages 5 and 6 did not meet ODOT and AASHTO guidelines. The following discussion included these comments:
 - * Ms. Birk explained the reasoning behind the recommendations in the Design Guidelines and why they differ from the Oregon Bicycle Plan and Federal Standards. Ms. Birk and Mr. Michael explained that the Oregon Bike Plan and Federal Standards are guidelines and not standards.
 - Mr. Michael explained that the Oregon and Federal standards are "guidelines" and as such they are minimum standards.
 - Other communities have the same as what is being proposed in this document
 - * Mr. Michael explained that the roads need to be wider for trucks so that they can clear the parked cars and so that their mirrors don't hit bicyclists.
 - It was suggested that rather than wide roads and narrow bike lanes, there be wider bike lanes and narrower streets.
 - Bike lanes attract trash, so bicyclists will ride in the streets to avoid the trash
 - Mr. Neamtzu stated that the fire district is a major player in street design. The trucks are getting bigger and need more room to maneuver.
 - Mr. Michael explained that residential transit streets are addressed in the TSP to accommodate the large SMART buses.
 - * There was ACMP agreement to the suggestion that language be included in the Design Guidelines that would allow for flexibility on a case-by-case basis.
 - A suggestion was discussed is having new residential development accessed by alleys in the rear of the homes in order to make Wilsonville more pedestrian-friendly.
 - It was suggested that a "top ten list" of design elements that could make Wilsonville more pedestrian friendly be compiled.
 - There are Metro guidelines for "green streets" and neighborhoods.

6. Willamette River Trail Permitting

Ms. Birk cited difficulties of designing trails along the Willamette River.

- There are numerous permitting agencies that are involved in order to do anything on the Willamette River.
 - * It can be done, but it is very difficult.

8. Communications

C. Civic Park Site Plan

Mr. Neamtzu pointed out different features of the Civic Park Site Plan. It was suggested that there needed to be better crossing of Wilsonville Road from the north into the park. Limitations of other locations for crossings were listed.

D. Aquatics Task Force Final Report

Ms. Yates suggested that Wilsonville has grown considerably since the survey was taken. She noted that 47% of the people responding were from Charbonneau. She suggested the survey results needed to be looked at critically because it may be outdated. It was explained that another survey is scheduled in the new efforts to plan and build a swimming pool

E. Draft Brochure

Mr. Tressider distributed draft "Wilsonville Master Planning Update" brochures

- Mr. Neamtzu explained that although there are comment cards included with the brochure for people to submit suggestions and comments regarding the master planning efforts, the focus of the brochure is for getting this information out to the public. This is to be mailed as soon as the map is updated.

ACMP members offered comments and suggestions regarding the draft brochure:

- Remove Prison from event list
- Events need to be in chronological order with the location of the event on the right side.
- Map should be labeled as conceptual.
- The web site address on the brochure needs more prominence.
- Drop off locations for dropping off the comment cards were suggested; Thriftway and Albertsons were cited as possible locations. Mr. Neamtzu will discuss a possible comment box at Thriftway with Mr. Wise. Other public places were listed.
- There needs to be less focus on the history of the planning process, and more focus on where the process is going.
- Remove the pie graph off of the third page and replace it with picture.
- Include more of the large statistical blips that are at the bottom of the pages as they are eye-catching and informative
- Use more eye-catching graphics on the front page; there should be less text.
- Some graphics are too small to read.
- Additional comments regarding the brochure are to be directed to Mr. Neamtzu within a week.
- Alta is going to incorporate the ACMP suggestions.

The ACMP thought that this was a good document and would be a good way to keep people informed on the master planning efforts.

F. CCI Meeting on PFTS 6/22

A Committee for Citizen Involvement (CCI) meeting has been scheduled for June 22 at the Wilsonville Community Center focusing on a proposed Public Facilities Transportation Strategy and other transportation issues in the Wilsonville Road/Boones Ferry Road/Town Center Loop area. ACMP members were encouraged to attend the meeting.

It was suggested that the post card mailed out regarding the CCI meeting needed an email address listed on it for returning comments via email. Chair Ripple suggested that a front page ad be taken out advertising the CCI meeting and it should have an email address included in it for people to forward their comments to the City. Mr. Neamtzu encouraged Chair Ripple to call Public Affairs Director Danielle Cowan regarding her suggestion.

Chair Ripple noted that Mr. Hoyt had asked that the ACMP submit a letter to the CCI regarding the Wilsonville Road/Boones Ferry Road/I-5 area. She asked if there an ACMP consensus to draft such a letter. There was a discussion about the proposal and what should be included in the letter. Ms. Ripple offered to draft a letter and post it on the ACMP group web site for ACMP input. Mr. Levit volunteered to take the final letter to the CCI meeting and submit it.

A letter date June 10, 2005, to Peggy Watters, from Dr. Roger L. Woehl, (regarding the June 4, 2005 West Linn-Wilsonville School District Land Summit), was distributed.

- Mr. Wortman, who attended the Land Summit on June 4, 2005, reported:
 - * There was consensus at the meeting to sell the Frog Pond property.
 - It was noted that approximately 75 people attended the Land Summit.
 - * The long-range task force has identified various needed school locations as there has been a tremendous amount of growth within the school district.
 - * This is the first step in finding out what people want to do.
 - * School district is looking at an operation funding shortfall due to state allocations of funding.
- Mr. Meyers suggested that the City talk to the school district about leasing the Frog Pond property to the City for sports fields in the interim period of when the Frog Pond area starts to build out.

Susie Stevens of the Charbonneau County Club reviewed her memorandum dated June 10, 2005, to Chris Neamtzu, from Susie Stevens, regarding Charbonneau's Strategic Planning Results. a memorandum dated June 10, 2005, that was distributed at the beginning of the meeting. She highlighted the more popular input results of Charbonneau residents given at two different meetings. She explained:

- The Charbonneau Strategic Planning Task Force will continue to work towards the items that are strongly supported by Charbonneau citizens including the Willamette River crossing close to Charbonneau.
- The ACMP discussed the favored items on the list of items.

9. Adjournment

The meeting adjourned at 9:30 p.m.

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ADVISORY COMMITTEE ON MASTER PLANNING

**THURSDAY
MAY 19, 2005
6:30 P.M.**

**Wilsonville Water Treatment Plant
10350 SW Arrowhead Creek Lane
Wilsonville, Oregon**

MEETING NOTES

Committee Members Present:

Michelle Labrie-Ripple - Chair
Al Levit
Vern Wise

Dan Hoyt
Randy Wortman
Steven Van Wechel arrived late

Committee Members Absent:

Phyllis Straight-Millan – Vice Chair
Martin Rockwell
Tommy Egger
Claudia Ramirez

Lourdes Islas-Ramirez
Dave Rawlings
Mark Jurman
Beth Geever

Also Present:

Benny Holt City Council Representative
Sue Guyton Planning Commission Representative arrived late
Robert Meyer Parks Board Representative

City Staff Present: Chris Neamtzu, Robb Reed, Peggy Watters, Kerry Rappold and Linda Straessle.

Consultant Present: Lauren Schmitt, MIG

1. Call to Order

Chair Ripple called the meeting to order at 6:40 p.m.

2. Presentation on Community Recreation Center by Planning Commission Craig Faiman

Guest Presenter Planning Commissioner Craig Faiman referred to public input done earlier for the master planning process and noted public input results indicate that an aquatic center was the most desired facility for Wilsonville.

- The Parks and Recreation Master Plan has an aquatic center in a high priority category.
- Commissioner Faiman related the history of past efforts towards locating an aquatic center in Wilsonville.

Commissioner Faiman stated that he is renewing his efforts towards getting an aquatic center built.

- He referred to the item, "Community Recreation Center, Plan to Shape a Proposal," in the meeting packet for this matter and explained:
 - * The time line in the "Community Recreation Center, Plan to Shape a Proposal" indicates an aquatic center being completed in 2008.
 - * He discussed issues related to putting a bond measure before the voters.
 - * He suggested that people are more willing to pay for a swimming facility than a community center.

- * There had been a proposal to build a public pool at Villebois, but the Parks and Recreation Advisory Board recommended that it be built on the Boozier property due to accessibility issues for Wilsonville youth.
- * Commissioner Faiman is presenting his proposal to all the Wilsonville Boards and Commissions.
 - He is asking that the Advisory Committee on Master Planning (ACMP) make a recommendation to the City Council for the approval of \$5000 for a feasibility study for the aquatic center..
 - No public subsidy is being asked for to operate the facility; the intent is for the recreation center to be self-sustaining.
- The greatest amount of public support indicates support for a cool water lap pool and a warm water recreation pool. There is also support for a splash pool. This could result in two or three pools based on water temperature.

Vern Wise moved that the ACMP recommend to City Council that \$5000 be spent for a pool feasibility study. Randy Wortman seconded motion.

Discussion of the motion included:

- Other possible facilities that could be located at the Community Recreation Center would include basketball courts, and arts and crafts. Commissioner Faiman stated that he is looking for stakeholder groups to ask for specific kinds of facilities.
- The amount of the charges that would be set for users was questioned. Commissioner Faiman explained that these details still need to be worked out.
- If half of the older youth who would walk, bicycle, etc. are not able to get to a Villebois facility, how will their counterparts who will be living in Villebois get to a facility on the Boozier site?
- It was suggested that if the feasibility study indicates that a recreation center is too expensive, that there could be a shared facility at Bally's Fitness Center or at Villebois. If at Villebois, the Villebois residents could use it for free and others would be charged admission.
- It was suggested that there would be a better response to a survey if it were done a month or two earlier than the scheduled December 2005 because so many Charbonneau residents travel south for the winter.
- Commissioner Faiman explained that studies indicate that the Boozier site is feasible for a recreation center as it would support the infrastructure.
- It was suggested that if school swim teams use the swimming pool, School District might share the operation costs. Commissioner Faiman responded that while schools can get bonds passed for new facilities, they are cautious about assuming operation costs.

The motion carried 6 to 0

3. Brief summary on Master Planning Status

Chris Neamtzu reported:

- Alta Planning & Design is continuing to work on concepts for the Bicycle and Pedestrian Master Plan, and are working with SMART to integrate the transit system with the bicycle and pedestrian facilities. The three consulting firms for this master planning process are working together to make the overlaps between the three plans seamless and to look the same.
- The open house that was tentatively scheduled for sometime in June has been cancelled because past history indicates that open houses are poorly attended.
 - * A color brochure is being designed which is to be mailed to everyone in the community to show the progress that has been made on the Bicycle and Pedestrian Master Plan, Parks and Recreation Master Plan, and Transit Master Plan updates.
 - The brochure is to be a tri-fold document with a tear-out comment card.

- The brochure will be brought to the ACMP for their approval before it is mailed out.
- * An open house will be scheduled in September.
- Transit chapters are being written and more transit surveys are to be done.
- Next month's meeting is to focus on the Bicycle and Pedestrian Master Plan.

Mr. Neamtzu explained that the final plan drafts are to be completed in September. He will provide the ACMP with an updated timeline as the schedule has changed.

There was a discussion regarding the Public Facilities Transportation Strategy (PFTS) and an option to expand Wilsonville Road to eight lanes and Boones Ferry Road to six or seven lanes that the Planning Commission recommended to the City Council on May 11, 2005.

- It was suggested that this design was not pedestrian/bicycle friendly.
- Mr. Neamtzu explained what was included in the PFTS proposal.
 - * The PFTS proposal included three parts: the PFTS, a change from LOS "D" to LOS "E", and Transportation Demand Management (TDM). The Planning Commission forwarded the first two parts to the City Council. The third piece, TDM, pertains to the City working with businesses to reduce trips.
- The Planning Commission, which has been conducting public hearings regarding the PFTS proposal since September 2004, has requested that a Committee for Citizen Involvement (CCI) meeting be scheduled to gather more public input prior to this proposal going to City Council public hearing.
 - * It was suggested that the Planning Commission public hearings had not been well advertised and people did not know about. Mr. Neamtzu noted that big business and large land owner representatives had been attending the public hearings, but their testimony to the PFTS proposals had been mixed.
 - * The ACMP was encouraged to attend both the June 22, 2005 CCI meeting and the City Council public hearing for this matter.
- The complexity of trying to manage traffic and the PFTS was discussed at length.

4. Introduction of ACMP Business Category Replacement Members

Mr. Dave Rawlings of Xerox Corp. was unable to attend tonight's meeting. Mr. Neamtzu talked to Mr. Rawlings and was told that Xerox Corp. is trying to pull in another Xerox representative.

5. Parks and Recreation Master Plan

A. Community Needs Assessment – Continued Discussion

Lauren Schmitt recapped last month's meeting discussion and asked the ACMP to verify that she had summarized their comments accurately.

Neighborhood Parks:

- Mr. Wortman suggested that the ACMP had requested maps showing ¼ mile service areas, but no conclusion had been made as to whether the service areas should be reduced from ½ mile radiuses to ¼ radiuses. A large "Existing Park and Recreation" map with ¼ mile radiuses shown on it was referred to during the ensuing discussion:
 - * Ms. Schmitt explained that the map shows ¼ circles around public playgrounds with play structures. It was asked that the map also include ¼ mile circles drawn around private parks as well.
 - Ms. Schmitt pointed out the private parks on the large maps; the ACMP confirmed whether they had playgrounds or not.
 - The apartment communities that had playgrounds were pointed out on the map. Mr. Neamtzu listed approved developments not yet built that were to have playgrounds. It was noted that

playgrounds associated with apartment complexes were not included in the park inventory because they are not always permanent parks. He explained only parks that serve single-family units are being considered.

- * Parks are not shown for Villebois. Mr. Neamtzu is to provide information regarding Villebois parks to Ms. Schmitt, and she will update the maps and bring them back to the ACMP.
- * Park Service Area NB7 is to be expanded to serve the Montebello area.
- * Park Service Area NB4 is to be updated to service the "unserved" area in the Frog Pond area.

Community Parks:

- The ACMP agreed that one mile radius for Community Park service areas was adequate.
- There are constraints in the Canyon Creek area.
- A park is desired for the Frog Pond area. It was asked if people in the Frog Pond area had been contacted yet in regards to parks. Community Services Director Peggy Watters explained that the West Linn-Wilsonville School District was conducting a meeting on June 4, 2005, starting at 8:30 a.m. to sometime in the afternoon, at the School District Administration Building, in regards to a school site that had been purchased on Advance Road, and the disposition of the school site that the School District has owned for a number of years.
 - * The school board is looking for advice as to whether the previous school site should be sold or converted into parks.
 - * City staff and consultants are suggesting that one of the plots from the previous school site be used to create a path through the neighborhood from Canyon Creek Park to the school site.
 - It was noted that this area is outside of the city limits.
 - It was suggested that a park in this area is already included in the Parks and Recreation Master Plan.
 - The previous school site and the new school site were pointed out on the map.
 - The goal is encourage the School District to work with the City; perhaps give the City the "first refusal" so that the City could buy the property.
 - The site would have to be annexed into the City.
 - The Bicycle and Pedestrian Master Plan update will look at this issue for inclusion of the pathway into that plan.
 - * The new school site may need to be annexed into the City in order for the City to provide services to it.
 - * They are asking that an ACMP member and Parks and Recreation Advisory Board member attend the meeting to give input to the value that school site. She asked for volunteers. Mr. Wortman and Mr. Wise volunteered to be at the June 4, 2005 meeting.
- ACMP members had thought that a park was needed in western Wilsonville, but there is some debate as to how to do it. The area was pointed out on the map. Ms. Schmitt explained that how to create a park in this area is a question to be answered in the future.
 - * It was suggested that a question that needed to be answered is what facilities are needed in this area besides a community park.
- Four out of the six ACMP members present were in agreement to Mr. Hoyt's suggested language change on page 24 of the "Community Needs Assessment," first sentence of the Service at Build-Out paragraph, "Based on the discussion of unserved areas, ~~it is assumed that~~ **the City would need to develop** one public community park of 10 acres in size..."
 - * He suggested that the Villebois area is the one area in the City that is already served by a large number of parks. To recommend another ten acres in this area is too much.
 - * He suggested that the City Council rather than the ACMP should be making these types of suggestions.
 - * Mr. Wortman noted that Villebois parks include the wetlands, the Graham Oaks Natural Area, and pocket parks. It is lacking sport fields. He suggested that the recreation center needs identified in the Parks and Recreation Master Plan have not been addressed in Villebois.

- Mr. Levit agreed with Mr. Wortman and suggested that the City needed to acquire land in Villebois for sports field in that area.
- Mr. Meyer suggested that a community park may not be needed in the Villebois area because even Villebois, LLC does not know what the demographics are going to be in Villebois, and they won't know until after more units are sold. He noted that there are already several fields within a ½ mile radius of Villebois.
- Ms. Schmitt stated that she would come back with language to address the issues being discussed.
- Mr. Hoyt asked if the ACMP should quantify whether Villebois is well served by parks by possibly saying that in an area where there are x number of people served by x number of parks, and then have different criteria for each kind of park.
 - * Ms. Schmitt suggested that there could be a policy direction that a park should be within a certain distance of neighborhoods.
 - * Mr. Hoyt questioned how to determine how people are going to use a park. He used as an example that people living in Charbonneau are not going to need sports fields, whereas, another area with young families would need sports fields.
 - * Ms. Schmitt responded that this is in the plan; MIG has looked at what is provided and flexibility can be built into the plan as to whether certain types of parks are needed in specific areas. There has to be flexibility to address what is best for citizens and future citizens.
 - * Ms. Schmitt explained that the plan is a circular process, not linear; the plan will be revisited.

There was a discussion as to how to review the rest of the "Community Needs Assessment" report, a page by page review or by doing an overview and then narrow it down to a final report for closer review.

- Chair Ripple suggested that the web site forum could be used to discuss the details. She expressed concern that a page by page review at this time would "bog down" the process.
- Ms. Schmitt asked the ACMP members let City staff know if they disagree with anything in the report.

Ms. Schmitt continued her review of the "Community Needs Assessment" report with these additional comments and ACMP discussion:

Special Use Areas, starting on page 36:

- It was noted that the Community Center is at capacity now and there is no mention in the report about expanding it. Ms. Schmitt explained that this report focuses on the land that the Community Center sits on rather than the facility itself.
- It was questioned as to whether there should be a policy as to what types of activities would be allowed in specific areas; will some active sports be disallowed in sport fields due to design considerations?
- Other special use facilities suggested by the ACMP included:
 - * Indoor pool
 - * Providing river access
 - * Other things:
 - * Disk golf course

Natural Areas, starting on page 39:

- It was noted that the City does not own very many of the natural areas.
 - * The City is going to continue to provide natural areas but not own the land. Graham Oaks Natural Area was offered as an example.
 - * Mr. Rappold explained that the "Community Needs Assessment" focuses on the natural areas but not plans for those areas.
 - He reported that Metro is exploring another greenspaces bond measure, possibly in 2006, which would include the Tonquin area.

- Another Metro-owned property southwest of the city was pointed out on the map.
- * It needs to be stated in Table 9 "Existing Natural Areas," on page 39 of the report, that Metro-owned Graham Oaks Natural Area and Coffee Creek Natural Area are not in Wilsonville's city limits.
- * It needs to be distinguished when facilities included in the report are outside of the City limits. Ms. Schmitt stated that this could be done with a footnote.
- Ms. Schmitt asked the ACMP to let her know they agreed with the direction given for Natural Areas in the report. Mr. Hoyt suggested that there needed to be criteria for a level of service standard.
 - * Ms. Schmitt questioned if the criteria should be goal-based. Mr. Hoyt responded that the goals for natural areas should be listed.
- Mr. Wortman suggested that it should be stated in the report that developers are required to have outdoor use areas designated in their developments. Sometimes that outdoor use area is park land and sometimes it is private land. If there are dedicated park lands, it is often marginal use natural areas.
- Mr. Hoyt referred to page 42 of the report, which recommends the acquisition of land for natural areas along the Willamette River, and suggested that given how much natural area per 1000 residents there already is in Wilsonville, he does not see how this recommendation could be justified. He suggested that facilities such as bicycle paths or other such facility should be looked at instead.
 - * This is a policy of elected officials but is not what a master plan should be.
 - * Mr. Wortman suggested that a master plan is required to do that if the City wants that as a policy.
 - * Mr. Hoyt suggested that this Natural Areas section does not include a level of service standard while saying that more land is to be acquired for natural areas.
 - * Chair Ripple noted that the language for this recommendation is "should consider."
 - * Ms. Schmitt noted that the impetus for this language is that so many people have said that they want riverfront access. This is just a "comment" and is not a policy. The thought is that if a property goes on the market, the City could acquire it.
 - * Mr. Meyer suggested that a statement be included stating that acquiring parcels that help implement items in the Parks and Recreation Master Plan and Bicycle and Pedestrian Master Plan such as connecting parks with a bicycle/pedestrian is a higher priority.
 - * Mr. Levit suggested that easements be considered for bicycle/pedestrian pathways.

Greenways and Greenbelts, starting on page 46.

- All four of the listed greenways listed in Table 10 "Existing and Planned Greenways/Greenbelts are in Villebois. They were pointed out on the large map.
- It needs to be clear in this section whether it is the Willamette River Greenway or a general greenway is being referred to.
- It is confusing that the greenways in Villebois are different than the parks and pathways in Villebois.
- Mr. Hoyt questioned the reason for the inclusion of this section in the "Community Needs Assessment" report. Ms. Schmitt explained that greenways and greenbelts did not seem to fit in other park types; they are neighborhood parks, not community parks, nor are they natural areas.
 - * Pathways will be in the Bicycle and Pedestrian Master Plan, but greenways and greenbelts needed to be addressed in the Parks and Recreation Master Plan.
 - * The City may end up owning this acreage and it seemed reasonable to include in the Parks and Recreation Master Plan.
- Mr. Rappold pointed out that the Summary of Need on page 48 of the report talks about other possible greenway areas. He suggested that one such area could possibly be in the Boeckman Creek area.
- The reason why the Morey's Landing greenbelt is not included in the report is because it is privately owned land. The trail in this area is in the inventory, but the surrounding area is privately owned.

The numbers in Table 11 "Existing and Future Park Land Needs" will change based on ACMP discussions.

Regional Facilities.

Based on the acreage standard the City will not acquire more regional facilities

- Mr. Hoyt expressed that some of the land should be sold and dedicate the money to other parks.
- The only regional park in Wilsonville is Memorial Park.

Level of service standards for parks was discussed.

- The level of service is based on future population; the numbers in the report are based on Wilsonville's needs when it is built out.
- There was a lengthy discussion regarding whether the prison population should be included in the level of service counts.
 - * The Portland State University Research Center includes the prison population.
 - * It was suggested that the prison population has no impact on park usage.
 - * Ms. Watters offered to call other communities that have prisons within their communities to compare whether they count the prison population in the park level of service standards..

Recreation Facilities

Athletic fields, starting on page 53.:

- It was suggested that there is a decline of organized sports in other surrounding cities and if this is the case in Wilsonville? Ms. Schmitt answered that there is an increase of demand for sport fields because of multiple season sports.
 - * ACMP listed popular sports in this area.
 - * A lack of demand for certain sports may be because there are no facilities for that sport in Wilsonville so people are going elsewhere to play.
 - Page 76 lists that there is no demand for Lacrosse fields in Wilsonville, but in fact there is a demand, players are going elsewhere to play.
 - There are no field hockey fields in Wilsonville.
 - * Other communities charge groups to use the fields as does Wilsonville.
- Ms. Schmitt asked the ACMP members to look at the list of athletic field types to verify that all types were included. She asked the ACMP to provide points of correction.
- Parking guidelines were discussed as this is to be considered with the design guidelines. Other items addressed with design guidelines include lighting and turf.
 - * It was suggested that lighting of parks in the Fall/Winter doesn't do any good unless there is artificial turf.
- Adult/youth programs need to be considered in terms of future athletic fields. Adult sport demands vary in each community.
- Wilsonville does not have the land to build the needed amount of fields, but that need is built into the plan.
- Ms. Watters offered to do a report of a typical season to identify how many times lighted fields are requested. If there is no lighting, how many days this year the season was cut off.
- It was suggested that Sherwood be contacted to see what criteria it uses to decide what type of fields to build.
- It was suggested that the vacant lots of large corporations be used for sport fields. It was explained that Xerox are already using their vacant field for lunchtime sports.

Indoor Courts (Gymnasiums), starting on page 78:

- There is limited use of indoor courts as they are only available when schools are not using them.

Indoor Swimming Pools:

- Ms. Schmitt responded to a question regarding the Analysis of Supply and Demand question from last month's meeting. Mr. Levit still has doubts about the numbers. He suggested that MIG compare their

numbers with the numbers from the Aquatic Task Force's report. Ms. Schmitt stated that the numbers between the two reports are fairly close.

- Mr. Neamtzu is to provide the ACMP members with the Aquatic Task Force's 2002 report.
- The ACMP listed other possible recreation facilities:
 - * Amphitheater
 - * Historical society is talking about museum – little historic church- a name for museum Emery Aden
 - * Theater – performance space
 - * Skateboarding
 - * Historic church site could become a park.
 - * Driving range – Langdon Farms & Charbonneau
 - * BMX bicycling facility
 - * Mountain bike trails those at memorial park are going away.
 - * Off leash dog area on west side.

The ACMP was asked to forward additional comments and suggestions to Ms. Watters within the next week.

MIG was asked to use strikethroughs and bold text to indicate any language changes.

The baseline financial plan is underway and may be available in June.

6. Follow-up on April 21, 2005 Meeting Concerns

A. City Hall Connectivity

Large site plan of future City Hall with elevations and an aerial map were displayed during this discussion. Mr. Neamtzu pointed out bike lanes, walkways, sidewalks, transit pullouts, site circulations on the site plan.

- He stated that construction of the City Hall would not be able to fix all of the problems in the Town Center area.
 - * The Bicycle and Pedestrian Master Plan will show Town Center circulation and how it can be improved.
 - * Mr. Hoyt demonstrated on the aerial map how he thought that circulation could improve the center of the City.
 - * Mr. Neamtzu noted that the Wilsonville Town Center has its own master plan.
 - * The City Hall plans were discussed further in regards to its design.

B. Bicycle Lanes – TSP Street Cross-sections

This item is to be discussed at the June 16, 2005 ACMP meeting.

C. Rivergreen Homeowners Association Meeting Summary and Survey

The meeting summary was in last month's packet and the draft survey is in this packet. Mr. Neamtzu asked the ACMP to get any comments on this matter to him soon.

Mr. Neamtzu distributed paper copies of a PowerPoint presentation to update people on the progress of the planning process for the Parks and Recreation Master Plan, Bicycle and Pedestrian Master Plan and Transit Master Plan updates that was presented to the Planning Commission and the Parks and Recreation Advisory Board. It is also to be presented to City Council and will be shown on the City television access channel.

9. Adjournment

The meeting adjourned at 9:35 p.m.

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ADVISORY COMMITTEE ON MASTER PLANNING

**THURSDAY
APRIL 21, 2005
6:30 P.M.**

**Wilsonville Water Treatment Plant
10350 SW Arrowhead Creek Lane
Wilsonville, Oregon**

MEETING NOTES

1. Call to Order

Chair Ripple called the meeting to order at 6:35 p.m.

Committee Members in attendance:

Michelle Labrie-Ripple - Chair	Dan Hoyt	Randy Wortman
Phyllis Straight-Millan – Vice Chair	Martin Rockwell	Vern Wise
Al Levit	Steven Van Wechel	
Benny Holt	City Council Representative	
Robert Meyer	Parks and Recreation Advisory Board Representative	
Vicki Yates	Wilsonville Chamber of Commerce Liaison	

The following ACMP members were absent:

Claudia Ramirez	Gracie Alvarado	Mark Jurman
Beth Geever	Lourdes Islas-Ramirez	Tommy Egger
Dave Rawlings		
Sue Guyton	Planning Commission Representative	
Mel Huie	Metro Ex-Officio	
Tim Woodley	WLWV School District Ex- Officio	

City Staff in attendance:

Peggy Watters,	Kerry Rappold
Justin Cutler	Linda Straessle
Rob Reed	Sandi Young

Consultants in attendance:

Lauren Schmitt, MIG
Christine Heycke, SMART Transit Consultant

The following items were distributed at the beginning of the meeting:

- Ideas, Suggestions and Thoughts from ACMP members including:
 - 🚲 Jedidiah Smith Memorial Trail (American River Bikeway) from Randy Wortman.
 - 🚲 A letter dated February 20, 2005, to Chris Neamtzu, from Steven Van Wechel, with attached Concept Paper for a Bicycle/Pedestrian Bridge Across the Willamette River in Wilsonville.
 - 🚲 Advisory Committee on Master Planning, Comments as of March 2005, Prepared by Dan Hoyt.
 - 🚲 An email dated March 12, 2005, regarding ACMP homework/comments, from Al Levit.

2. Brief Summary On Master Planning Status

Due to Long-Range Planner Chris Neamtzu's absence, the brief summary on the master planning status was not given.

3. New Members Introduced

Dave Rawlings and Beth Geever from Xerox Corp. were absent. Robert Meyers of the Parks and Recreation Advisory Board was introduced. It was noted that Gracie Alvarado had resigned from the ACMP.

Mr. Hoyt asked the ACMP to consider taking a formal position in regards to connectivity of bicycle/pedestrian and transit facilities for the City Hall proposal that is going before Wilsonville voters in May. He suggested that the City should incorporate connectivity with the rest of the Town Center area into the City Hall proposal. The ACMP discussed Mr. Hoyt's suggestion with these issues being discussed:

- Whether the ACMP should write a letter to the City Council asking that the City Hall plans include better bicycle/pedestrian/transit connections to Town Center.
- Whether it was within the ACMP's purview to make such a recommendation.
- The City Hall proposal would be going before the Development Review Board (DRB) and the DRB would be providing input on the plans. It was noted that three DRB members were on the ACMP and were present.
- The City Hall proposal has been presented to the Wilsonville Chamber of Commerce Government Affairs Committee. Mr. Hoyt and Ms. Yates are both members of that committee.
- If the ACMP is to make a recommendation on the City Hall proposal, it needed to be done as early in the process as possible. Concern was expressed that the project would be done before the Bicycle and Pedestrian Master Plan, Parks and Recreation Master Plan and Transit Master Plans updates were completed and would not conform to the guidelines in the three plans.
- There is a lack of connectivity in the Town Center area, and the City Hall proposal is an opportunity to remedy this lack.
- There seemed to be consensus that the ACMP members were concerned about what was being included in the City Hall plans in regards to the bicycle/pedestrian/transit connections, but did not have enough information on the project.
 - * There were strong feelings that the City Hall needed to be bicycle/pedestrian/transit friendly.
 - * They asked that City Councilor Alan Kirk be invited to the May 19, 2005 ACMP meeting.
 - * They asked that site plans showing how the project addresses the connectivity issues be available during this presentation.

4. Transit Service Priorities

Ms. Heycke referred to the SMART Service Priorities survey in the meeting packet, and reviewed the survey. She corrected the last item at the bottom of page 2 of 4 to, "Extend evening *and morning* service."

She distributed the following handouts and explained that these handouts offered further information on two items listed on page 4 of 4, "Wi-Fi on the Bus" and "Flex Car/Flex Van."

- 🚲 An Internet article, "Intercity Rail Service with Internet Access."
- 🚲 Norm Thompson/Flexcar/TriMet Partnership, A Flexible Vanpool Shuttle.

Ms. Heycke explained that the project costs were intentionally left out because the survey was looking at concepts. ACMP members were invited to list any concerns they may have about the service options on the survey. She asked that the surveys be returned as soon as possible.

An additional transit survey is being sent to Wilsonville employers through the Chamber of Commerce via the internet.

5. Parks and Recreation Community Needs Assessment

Ms. Schmitt explained that the information in the *Parks and Recreation Community Needs Assessment Report* is important because it sets the stage for policy direction recommendations. She briefly reviewed the recommendations in the report using the enlarged maps, "Neighborhood Park Service Areas" and "Community Park Service Areas," from the *Community Needs Assessment Report*, and asked the ACMP if they agreed with the policy directions included in the report. The ACMP comments regarding the following issues included:

Neighborhood Parks:

- The City has done a good job of developing parks.
- Analysis showed that the employer areas need to be served better.
- There was a discussion regarding the neighborhood park service areas with ½-mile radiuses.
 - * Ms. Schmitt explained:
 - The ½-mile service area is typical practice and is how the distribution of parks is currently.
 - The circles were only drawn around public parks but private parks were taken into consideration in areas such as Charbonneau.
 - Some community parks serve as neighborhood parks such as Boones Ferry Park and Memorial Park.
 - * The ½-mile service radius is not a problem if a park is in the center of radius. It may be too far for small children to walk if a park is on the opposite side of a service area from a neighborhood.
 - Montebello is on the outer edge of the ½-mile service radius. Neighborhood Park (NP) NP-7 is the closest service area, but children would have to cross Wilsonville Road to access it. There are apartments there with numerous children in this area.
 - Also Montebello is on the outskirts of the Park at Merryfield service area and Brown Road can be a barrier to that park.
 - Because the entrance to Memorial Park is on the outer edges of the park, the ½-radius is too big for surrounding neighborhoods.
 - * Would a ¼-mile service area result in more parks? Would this be a standard that could not be met?
 - * It was suggested that the size of the service area could vary based on whether there is good bicycle/pedestrian connectivity to a park.
 - It was suggested that the density of an area could also be a consideration.
 - Villebois might be one area that would benefit from a ¼-mile service area.
 - * Ms. Schmitt was asked to provide a map of public parks showing ¼-mile service areas with the following instructions:
 - Look at ¼-mile radiuses around parks with playgrounds.
 - Don't classify the parks on this map.
 - Highlight the residential areas.
 - Once the public parks are looked at, then private parks with play structures can be looked at.
 - It was suggested that another map showing all the parks, public and private, should be done.
 - A cost comparison between doing ¼-mile service areas and ½-mile service areas was requested.
- Whether there is a nearby play structure needs to be considered.
 - * Parks with play structures are a need separate from other types of parks.
 - * The age of the children using the neighborhood park has to be taken into consideration.
 - * Private parks with play structures are not open to everybody.
- South of Canyon Creek

- * The Canyon Creek area is being developed right now.
- * Another unserved area, NP-8, needs to be depicted and addressed for this area.
- There are natural areas included in the neighborhood park areas, but these areas are unusable.
 - * The green area in Morey's Landing does not count as a play area. It is not maintained or graded for recreational use.
 - * Most of the park at Park at Merryfield is open space and a recreational area. While there is park area that is usable for recreational uses, most of it is a wetlands area.
 - * If there are natural areas that are inaccessible, they should not be considered as part of a neighborhood park.
 - This statement applies only to neighborhood parks, not to community parks.
 - Aerial photos can be used to get an estimate of usable park land and natural areas.
- The northwest industrial area, NP-1, does not have much land for a park.
 - * It was suggested that an underpass under the railroad tracks would open up the Tonquin Trail/Coffee Creek area to the northwest employment area.
 - * MIG has a concept for service in this area but they need to figure out how to do it.
 - * MIG is to work with Alta Planning & Design in relation to trails in this area.
- Considering only the acreage/population standard to determine number of parks and their types could result in the park equation becoming unbalanced.
 - * People don't always think about specific types of parks, they just know that there is a park.
- Another park is needed in the Frog Pond area.

Community Parks:

- Community parks have service areas of a mile radius.
- Ms. Schmitt pointed out the community parks and their service areas on a large "Community Park Service Areas" map, and explained the functions that they serve. She further explained:
 - * Canyon Creek is marked as a community park but doesn't have all the amenities that the other parks have and may not be fulfilling the full function of a community park.
 - * The northwest industrial area is not served. The westside does not have parks that fulfill community park function even though there are open spaces and trails throughout the area.
- It was suggested that Wilsonville only has two community parks: Canyon Creek Park and Boones Ferry Park.
 - * Memorial Park and Town Center Park are actually regional parks serving a community park function.
- The implications of there not being a community park planned for an undeveloped area is a policy question that needs to be determined.
 - * Future growth areas that may be annexed into the City later needs to be addressed.
 - * There could be recommendations in the Parks and Recreation Master Plan specifying how specific undeveloped areas could be serviced.
 - * The Frog Pond area is a large area and needs to be addressed.
 - * Available vacant land for parks are located at the periphery of the City which could result in future major parks being located there.
- Boones Ferry Park and Canyon Creek Park do not have active areas.
 - * There is an option to have more active space at Boones Ferry Park because of surrounding undeveloped land.
 - * It is not up to the ACMP to handle problems at the Canyon Creek Park, simply note that there are inadequacies.
 - * There are wetlands at the Canyon Creek Park that would preclude some improvements.
- School sites were not considered as community parks.
 - * They can fulfill the playground function, but their use is limited during the day.
 - It was noted that children are in school at the times that school sites are not available to the public.

- It was also noted that school sports fields are not available to the general public when school sports teams are using them.
- * The question the ACMP is to answer is whether school fields should be included in the community park inventory.
 - It was suggested that each school site needs to be looked at in terms of their facilities; what is there and what is lacking.
- * There was a lengthy discussion as to whether the policy to exclude school sports fields in the community park inventory needed to be reconsidered.
 - Ms. Schmitt suggested that if the responses from the criteria evaluation homework ranks sport fields high, then school sites may be the only place with land for the fields. It was suggested that Wilsonville has already placed a high importance on sport fields.
 - When it was suggested that Wilsonville has a disproportionate amount of school fields being used for sports/parks, Ms. Schmitt disagreed and noted that the City helped to develop those school fields.
 - Ms. Schmitt suggested that the ACMP could recommend a policy statement that says that sport fields don't need to be included in community parks because they are located at school sites.
 - School sites don't provide all of the facilities, but yet the community parks don't provide all the facilities either.
 - Each community park could have its own features such as river access, sports fields, etc.
 - More than one person suggested that school sites need to be considered as community parks. It was suggested that there could be a policy direction stating that new community parks should have many sports fields. This is something that Wilsonville has not typically done.
- The possibility of a community park in Villebois was discussed.
 - * Costa Pacific Communities has found that in their previous developments big parks are unused so Costa Pacific Communities is proposing numerous small parks. Look at totality of the parks.
 - It was suggested that Villebois includes a lot of small green places but no play structures.
 - * The plaza in Villebois is listed as a ½ acre but it can be expanded to a full acre for community functions by the closing of adjacent streets, and would be the size of Pioneer Courtyard Square in Portland.
 - Would this make the area a community park one day, but not the next day?
 - It was suggested that the issue is whether the area has the capacity to handle large crowds.
 - It was suggested that rather than getting hung up on titles of parks, look at the facilities and functions the park has to offer.
 - * Whether there should be a community park located in Villebois was discussed.
 - Mr. Hoyt referred to the statement on page 24 of the *Community Needs Assessment Report*, in the paragraph for Service at Build-Out that states, "Based on the discussion of unserved areas, it is assumed that one public community park of 10 acres in size will be provided to serve the Villebois Area (CP01)." He suggested that this sentence be deleted or clarified as Costa Pacific Communities is not going to donate ten acres of buildable land for a park.
 - If Villebois is underserved by community parks, should the City buy eight to ten acres for park land. This may not be good use of City money if Villebois already has numerous smaller parks.
 - There are going to be a lot of people living in Villebois and this may be the only place where land is available for a community park.
 - Ms. Schmitt stated that a public park needs to be considered for an area the size of Villebois.
 - Ms. Schmitt explained that the *Community Needs Assessment Report* is different than the Parks and Recreation Master Plan; this is not language in a master plan.
 - Mr. Hoyt urged that this sentence be clarified; if the intent is that a ten acre park is needed, then state this and make it clear that a private developer is not ultimately responsible for providing a public park.

- * If sport fields are going to be a critical piece, then the Villebois area may be underserved, as ten acres just are not available for parks.
- Ms. Schmitt explained that determining the acreage and type of parks is no longer being determined based on population, but rather by park level of service.
- If an area is underserved and no land is available to fill the park needs, the Parks and Recreation Master Plan could identify that there is need, but not offer a way to serve that need.
- The concept of Willamette River access was discussed.
 - * River access was a need that has been identified during this planning process. Where that access should be needs to be determined.
 - * It was suggested that the river access could be developed at Boones Ferry Park.
- While the focus has been on ball fields during this community parks discussion, a broader view needs to be recognized. Surveys have indicated that trails and other active uses are also very important to Wilsonville citizens.
- The ACMP needs to consider the issue of community parks further.

Indoor Swimming Pools:

- Ms. Schmitt was asked if MIG had used the same criteria for an aquatic center that the Wilsonville Swimming Pool Task Force had.
 - * How did MIG determine that 12 square feet per person is required? It was suggested that this was far too little space per swimmer.
 - * Ms. Schmitt explained that the assumption is that people are not going to all be at the swimming pool at the same time, and that those who are there are not going to be all swimming at the same time.
 - * Ms. Schmitt explained that the work done by the task force is important as they were looking at different things that what was looked at in the *Community Needs Assessment Report*, and the data from the two different analyses give a bigger picture of this issue.

The ACMP members asked to email any further comments on the *Community Needs Assessment Report* to Community Services Director Peggy Watters.

6. Bicycle and Pedestrian Master Plan Status Overview

It was noted that Mia Birk of Alta Planning & Design had provided a written report giving an overview of the Bicycle and Pedestrian Master Plan status, which is included in the meeting packet.

7. Evaluation Criteria Homework

The following was distributed:

- ⌘ Updated Criteria for Evaluating Project Priorities – ACMP Responses
- ⌘ Updated Wilsonville Pedestrian and Bicycle Evaluation Criteria: Overview and Sample Criteria (ACMP Responses)

These handouts updated the homework responses to include the responses of those who had turned in their homework since the meeting packet was distributed. It was noted that only a few ACMP members had returned their homework.

Administrative Assistant Linda Straessle is to email copies of the two homework assignments to those who have not turned them in yet. ACMP members were urged to do the homework exercises and return to them to Ms. Straessle as soon as possible.

8. Ideas, Suggestions and Thoughts from ACMP members

It was noted that four handouts were distributed at the beginning of the meeting for this agenda item.

Additional comments included:

- Once the Plans are adopted, they need to work; to be implemented consistently by the City.
 - * It was questioned whether there should be an overview committee formed to make sure that the plans are followed during the design of developments.
- It was suggested that there be trash cans on the streets in order to have nice/clean streets.
- Facilities have to be done right if people are going to use them.
 - * Benches for seniors need to be in appropriate places such as between residential areas and bus stops and along trails.
 - * If bicycle lanes are not done right, people will not use them. Sewer grates are unfriendly to bicyclists. Road repairs can also make bicycle lanes unfriendly to bicyclists.
 - * It was suggested that bicycle lanes need to be striped on roads other than just arterial roads; all bicycle facilities need to be safe. It was suggested that shared bicycle/car lanes do not work; they are unsafe. There are many streets that are wide enough to be striped for bicycle lanes; it would just be the cost of the paint to stripe them.
 - * It was noted that the May ACMP meeting would focus on the Bicycle and Pedestrian Master Plan and how the three master plans connect.
 - * Planning Director Sandi Young explained that there are street cross-sections in the Transportation Systems Plan, and suggested that these TSP pages be provided to the ACMP at the May meeting.
- Facilities have to be maintained. This has not been addressed during this process.
 - * Ms. Watters explained that the final plans will have recommendations and will include cautions about maintenance and accommodations.
- It was suggested that when members of a committee says something is unsafe and substandard, the city attorney should be notified because this is a liability to the city.
 - * Ms. Watters discussed the facility maintenance and programs such as "adopt a park/stream/road" programs that assist in the maintenance of City facilities.
 - She noted that once a problem is identified to the City it becomes a liability, but there will be a period of time between when a problem is identified and when the City can take care of it.

9. Public Involvement Update

It was noted that the Boeckman Creek Student Survey results were included in the meeting packet. Mr. Neamtzu's absence was noted as he was to summarize the Rivergreen Homeowners Association meeting.

10. Next Steps

An open house has tentatively been scheduled for June 16, 2005, which is the ACMP's scheduled June meeting night. (This meeting has been cancelled.)

- How to advertise the open house in order to attract as many people as possible was discussed.

It was noted that the ACMP had spent most of this meeting discussing just a small part of the *Community Needs Assessment Report*, and questioned how the ACMP could adequately review the three master plans and related information by September 2005.

- It was suggested that an email forum for the ACMP members to discuss the issues be set up.

- It was suggested that the ACMP members talk to their neighbors and friends to gather ideas for community needs and desires for the master plans.

11. Communications

Several ACMP members indicated that they would prefer paper copies of the meeting packets. Ms. Straessle was instructed to place paper copies in the cupboard in the outer lobby of the Community Development Annex, 8445 SW Elligsen Road. The outer lobby of the Annex is open 24-hours a day for the convenience of committee members to pick things up.

12. Adjournment

The meeting adjourned at 9:00 p.m.

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ADVISORY COMMITTEE ON MASTER PLANNING

**THURSDAY
FEBRUARY 17, 2005
6:30 P.M.**

**Wilsonville Water Treatment Plant
10350 SW Arrowhead Creek Lane
Wilsonville, Oregon**

MEETING NOTES

Committee members present:

Michelle Labrie-Ripple	Dan Hoyt	Martin Rockwell
Al Levit	Dresden Skees-Gregory	Randy Wortman
Claudia Ramirez	Lourdes Islas-Ramirez	Steven Van Wechel

Committee members absent:

Phyllis Straight-Millan	Tommy Egger	Mark Jurman
Gracie Alvarado	Vern Wise	

Also Present:

Benny Holt	Planning Commission Representative
Sue Guyton	Planning Commission Representative
Mel Huie	Metro Ex-Officio

City Staff Present:

Chris Neamtzu	Peggy Watters	Kerry Rappold
Sandi Young	Robb Reed	John Michael
Linda Straessle		

Consultants Present:

Christine Heycke, SMART
Mia Birk, Alta Planning & Design

1. Call to Order

Chair Ripple called the meeting to order at 6:33 p.m. Those present introduced themselves.

2. Brief summary on Master Planning Status

A. Upcoming Youth Input

Long-Range Planning Manager Chris Neamtzu reported that a mini-charrette has been scheduled February 23, 2005, at Wood Middle School, including students from the 6th, 7th and 8th grade science class. Recommendations from approximately 30 students will be solicited through a mini-survey and interactive program exercise.

3. Transit Master Plan

A. Focus Group Results

Ms. Heycke reviewed the results from the January 14, 2005, Senior Stakeholder meeting as presented in the meeting packet.

B. Transit Survey Results

Ms. Heycke distributed "Draft Master Plan Survey Report", dated February 2005. She reviewed the Transit Survey results as presented in the "Draft Master Plan Survey Report" using a PowerPoint presentation (paper copy attached).

4. Round Table Discussion

- A. Update on Stakeholder meetings
- B. Emerging Themes Discussion
- C. Project Overlap Discussion

The following comments were offered during the discussion of emerging themes and project overlaps:

- Wilsonville is a town of cul-de-sacs; there are over 50 cul-de-sacs in Wilsonville north of the Willamette River. The following was discussed regarding cul-de-sacs:
 - * Why people like living on cul-de-sacs.
 - * The barriers that cul-de-sacs place on connectivity.
 - Cul-de-sacs make transit and bicycle/pedestrian connections almost impossible.
 - Cutting paths through some of the existing cul-de-sacs is a consideration.
 - Cul-de-sacs built in the last ten years have connectivity because this requirement is now in the City Code.
- It takes 1 ¾ hours to get from Wilsonville to Portland by bus.
- There was a discussion regarding the "guaranteed ride" offered by SMART.
 - * This is a seldom used service that needs to be better advertised.
 - * SMART is contracting with a taxi service to provide the guaranteed ride service.
- There was a general consensus that connectivity was a major issue that overlapped between the three plans. Comments regarding connectivity included:
 - * There needs to be connectivity:
 - Between home and work
 - To parks
 - To shopping areas. SMART needs to have bus stops in the Wilsonville Town Center.
 - Connecting people from all parts of the City, including those living south of the Willamette River, to services in Wilsonville.
 - Surprise was expressed at the number of Charbonneau residents who stated that they would like to see a bicycle/pedestrian crossing of the Willamette River as they have vocalized opposition to such a crossing in the past.
 - With regional trails and bike routes.
 - * The absence of connectivity makes at least two of the three master plans not work.
 - Wilsonville has great parks but they are hard to get to. Due to the layout of the town, there is only one east/west route for people to use; Wilsonville Road.
 - * People talk about making bicycle/pedestrian connections on rights-of-way that exist but adjoining property owners object to the trails running next to their property.
 - * Connecting Villebois to Old Town would serve getting cars off of Wilsonville Road and create opportunity for trail connections between these two areas
 - It was suggested that there is an opportunity for trails through the orchard. It was noted that there are some barriers in this area.
- Several expressed a desire to have bicycle/pedestrian trails separate from Wilsonville Road; there is a big demand for off-street bicycle/pedestrian paths.

- Surprise was expressed about the number of people who expressed an interest in a ferry service across the Willamette River.
- People are sensitive to the cost of some of the options to encourage people to walk and/or bicycle to their destinations.
 - * This may be why people stated on the survey that they would be willing to pay a transit fare so that the system can pay its own way.
- Accommodations need to be made for motorized wheelchairs and mechanized carts.
 - * Curb cuts make using the sidewalk difficult for these vehicles which is why they can be seen in the streets; curb cuts can tip them over.
 - * Sidewalk and trail designs need to be such that these vehicles are not excluded.
 - * Gravel in construction zones are also hazardous for wheelchairs and motorized scooters.
- There is only one park that is not dominated by adjacent homes with three-car garages.
- Xerox has more people riding their bicycles to work than riding the bus; there are 60 bicyclists.
 - * Some of the bicyclists come from more than 10 miles away.
 - * More bicyclist people might ride bicycles if not for the barriers that they encounter. Boones Ferry Road and Stafford Road were listed as being barriers to bicyclists. Boone Bridge is a barrier for those coming from Charbonneau.
 - * A SMART connection from Lake Oswego could make a big difference in Xerox employee ridership.
- Need to make it fast and easy for people to get to where they want to go.
- Numerous high school students are riding SMART to and from school. Buses on those routes have standing room only and a bigger bus is needed for those runs.
- There needs to be a bus route from the schools to the parks and to the neighborhoods.
- People are using the trail along the Willamette River, under Boone Bridge, to cross from the east to get to Albertson's. The question is how to get people south of Wilsonville Road to Thriftway. People do not like crossing Wilsonville Road.
- Mel Huie of Metro agreed that connectivity with the regional trail system is an important issue.
 - * He reported that Metro is considering another greenspace bond measure and suggested that by highlighting the regional issues, there is a better possibility that money would be allocated to the Tonquin Trail and Graham Oaks Natural Area.
 - * When it was suggested that construction of a bicycle/pedestrian trail across the Willamette River is really a regional issue, Mr. Huie answered that Metro's jurisdiction stops at the Willamette River at I-5.
 - * It was suggested that the river crossing should be a State issue. There are a number of bicycle/pedestrian crossings over rivers elsewhere in the State.
- Comments regarding safety issues included:
 - * It should be determined if the comments regarding safety in the "Draft Master Plan Survey Report" pertained to issues at the bus stops or on the bus itself.
 - * The pathways need lights for safety. The Park at Merryfield path was mentioned specifically.
 - * Some studies say that lighting does not reduce crime; it just helps the people committing the crimes to see better.
- The need for a swimming facility, and trails were major themes at the September Visioning Event.
- Not all people want to go in a straight line to their destination; sometimes they want to be able to meander through scenic areas.
- Alta Planning & Design will be using the Advisory Committee on Master Planning's (ACMP) direction to converge the plans.

5. **Bicycle and Pedestrian Issues**

- A Conclude Issues Papers – Bike/Ped/Transit Charbonneau SR2S River x-ing.

The following issues from the "Wilsonville Issues Paper," December 2004, were discussed:

Issue #3 Bicycle and Pedestrian Circulation in Charbonneau

Ms. Birk reported that of the options proposed at the Charbonneau stakeholder meeting to accommodate bicycles and pedestrians along French Prairie Drive, there was a consensus that the sidewalk along French Prairie Drive should be completed, and the sections that are already there need to be fixed.

- Only a few people did not want this because the pathway was adjacent to their backyards. Ms. Birk talked to these people about mitigation of the pathways impacts.
- Susie Stevens of the Charbonneau Homeowners Association stated that people are now walking in the streets because of the poor condition of the sidewalks. Letters to the Charbonneau newsletters indicate that this is an issue that people are passionate about. The safety issue of people walking in the streets is a constant problem.
- Mr. Neamtzu reported that the City is responsible for the maintenance of the asphalt path. There is funding to make some improvements which should be done within the next year.
- Mr. Neamtzu suggested that drivers tend to use the west French Prairie Drive entrance into Charbonneau so some people thought that there was potential for onstreet paths along the east side of French Prairie Drive.

Issue #6. Crossing the Willamette River

Mr. Neamtzu pointed out the ODOT meeting notes regarding a pedestrian crossing of the Willamette River cantilevered to the Boone Bridge (in the meeting packet).

- Mr. Neamtzu suggested that the cantilevered crossing of the Willamette River was a clear favorite at the January 6, 2005 Charbonneau stakeholder meeting, but the pedestrian/bicycle ferry option for crossing the river was liked by the seniors at the January 14, 2005 senior stakeholder meeting.
- The structure would have to support ODOT's very heavy street sweeper, making the structure substantial and expensive. If the City agrees to maintain the structure it could be smaller. It was suggested that there should be lightweight engineering solutions to the weight constrictions.
- Which side of the Boone Bridge to cantilever the pathway on, and where the trail connections to the crossing should be, need to be determined.
 - * It was suggested that cantilevering the pathway on west side would make more sense as then it could connect with the Tonquin Trail and the Commuter Rail.

Issue #7 Pedestrian and Bicycle Access to Transit.

- According to the Transit Survey Results, many people ride their bicycles to the bus stops.
- Alta Planning & Design and SMART are working together on some of the issues.
 - * Alta will be doing some of the mapping for transit and they will be working together on the issues of access to bus stops and street crossings in the area of bus stops.
 - * They will be considering the locations of major employers when designing the routes.
 - * A database is being created to get more information out to the public.
 - * The two plans are converging nicely.
- Alta Planning & Design is looking at the parks inventory and trying to connect them with good bicycle/pedestrian routes away from major roads.
- Issues related to the Commuter Rail Station need to be looked at in terms of:
 - * Bus access between the station and major Wilsonville employers
 - * East/west crossings so that bicyclists can get from the Commuter Rail Station on the west side of the freeway to the large employment areas on the east side.
 - Boeckman Road overcrossing needs bicycle/pedestrian improvements and other improvements to ensure bicycle/pedestrian safety.

- A bicycle/pedestrian freeway overpass at Barber Street was discussed. A freeway crossing at this location has been discussed in the past; the first Wilsonville Town Center master plan generally showed a crossing at this point, and numerous crossings were discussed during the Transportation Systems Plan (TSP) planning process. There may still be some opportunities with this connection.
- High school students who live on the west side would also find an east/west bicycle/pedestrian crossing useful.

Ms. Birk explained that this discussion of the "Wilsonville Issues Paper and other discussions are to provide background information when writing the master plans. Once this process is concluded, Alta Design & Planning will begin drafting a draft Bicycle and Pedestrian Master Plan.

B. Discuss Evaluation Criteria for Network Concepts and Project Alternatives

Ms. Birk referred to the "Wilsonville Pedestrian and Bicycle Evaluation Criteria: Overview and Sample Criteria" document included in the meeting packet, and explained:

- This document is to assist the ACMP in giving direction to Alta Planning & Design for assigning priorities. Using a point system, the ACMP is to weigh the listed criteria.
 - * Ms. Birk reviewed the criteria and their description.
 - * Project cost is not listed as a criteria because some bike projects are very expensive, but they can be very important. Ms. Birk instructed the ACMP to add it to the criteria list in terms of cost versus benefit.
 - * While some projects may rate high in priority, they also have to be evaluated politically. This is not something for the ACMP to do, but it should not be taken off of the table.
 - Whether a project would be tough or easy to gain public approval was given as a definition for political criteria.
 - It was suggested that the City needed to do a better job of mobilizing proponents of ideas. When people oppose something they come out in force against it, but sometimes they are the minority but because they are so vocal they can sway others to their opinions.
 - It was suggested that this prioritization could be done on the basis of what make sense and what doesn't.
- The rankings of the criteria will be reviewed and prioritized at a future meeting and will be used to make strategic choices.
 - * Criteria is subjective and the ACMP will be asked later if the criteria make sense when projects are ranked.

The ACMP referred to the small print of this document and stated that it was difficult to read. Ms. Birk stated that she would redistribute the document in larger print. (An enlarged version of the "Wilsonville Pedestrian and Bicycle Evaluation Criteria: Overview and Sample Criteria" has been posted on the ACMP page of the City's web site.)

Mr. Neamtzu distributed the handout, "Using Spatial Indicators for Pre- and Post Development Analysis of TOD Areas: A Case Study of Portland and the Silicon Valley." He explained that this report analyzes transit-oriented development, and how barriers such as I-5 and the river impact pedestrian circulation.

6. Parks and Recreation Discussion

A. Survey Report

It was noted that the Parks and Recreation Survey analysis was included in the meeting packet.

B. Existing Conditions Report and Map - Constraints and Opportunities.

The ACMP was asked to review the "Existing Park and Recreation Resources" in the meeting packet and let City staff know if they find any inaccuracies.

Using the "Comment Page" (in the meeting packet) to assist in the discussion, Ms. Watters and the ACMP discussed the "Existing Parks and Recreation Resources" document.

A. *Diversity* of the park types offered throughout the City:

- Parks are considered one of Wilsonville's strengths. Are more parks needed and, if so, what kind and what amenities should be offered? The following comments were offered:
 - * Park programming diversity is lacking in recreation facilities.
 - * There needs to be more indoor facilities for activities such as basketball and swimming.
 - * There is a lack of open space where people can go throw Frisbees or play catch as the active recreational facilities large enough for activities such as these are rented out to ball leagues and are unavailable to the general public. Most parks are not large enough for this kind of activity.
 - It was suggested that the Civic Park and school facilities may resolve this issue.
 - Older children would benefit from this kind of park. Neighborhood parks have amenities for younger children, but need active areas for older children with basketball hoops and other amenities.
 - Not all fields are quality fields; they do not have the right soils or good grass.
 - Not all fields can accommodate all the different sports.
 - There is a lot of undeveloped and unplanned acreage in the City.
- It was suggested that the active recreation areas need to be kept separate from the natural open areas.
 - * Multi-uses create conflicts
 - * People tend to trash parks, so keep the active areas separate from the natural areas.

B. *Maintenance* issues at the various levels of park construction in Wilsonville.

- Ms. Watters reported that the City has received good reviews regarding park maintenance.
 - * It was suggested that designated activities need to be in their own areas.
- It was questioned whether the ACMP needed to deal with maintenance issues in this master planning process.
 - * Ms. Watters suggested that this issue needed to be addressed by the ACMP in terms of planning new parks for reduced maintenance. Maintenance can be a big issue when developing a facility.
 - For example, should astro turf be used to reduce maintenance?
 - Mixed uses of parks can create maintenance issues.
 - It was noted that in the past, the City has not pursued acquiring park land because of the long-term maintenance costs.
 - Whether the value of a facility is worth the maintenance costs is something that needs to be considered when planning new parks.

C. *Planned New Construction*: Currently focusing on Town Center Park completion with new features and the upcoming construction of Civic Park – what value do these bring to the community?

- The new water feature in Town Center Park was noted.
- It was noted that the industrial areas have a lack of recreational space, no park and trail opportunities.
 - * Residents neighboring Xerox frequently use the trails on the Xerox property.
 - * Ms. Watters noted that this issue is listed under challenges.

- It was suggested that a longitudinal park or green space could be created under the BPA powerlines in the Weideman Road area. This would connect Parkway Avenue and Canyon Creek Road N.
 - People use the trails south of Mentor Graphics. This is still Mentor Graphics property and will be developed some day. It would be nice to get permanent trails there before the property is developed.
 - Villebois will have numerous green spaces and parks.
 - * There is a proposal for locating a public pool at Villebois.
- E. *Partnerships*: What impact can partnerships have in the long range success of parks and recreation development for the City of Wilsonville?
- Partnerships are already in the parks and recreation programming.
 - * They make programs more affordable.
 - Partnerships between the City and other entities were listed included the Metro partnership for the Graham Oaks Natural Area.

Because of the late hour, the ACMP agreed to finish up the Comment Page before the next meeting, and bring it back for discussion at the March 17, 2005 meeting.

- The March 17, 2005, meeting is to have a strong parks and recreation focus.
- The ACMP was invited to email their comments to Mr. Neamtzu prior to the next meeting.

9. Adjournment

The meeting adjourned at 9:02 p.m.

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Purpose of the *SMART* Survey

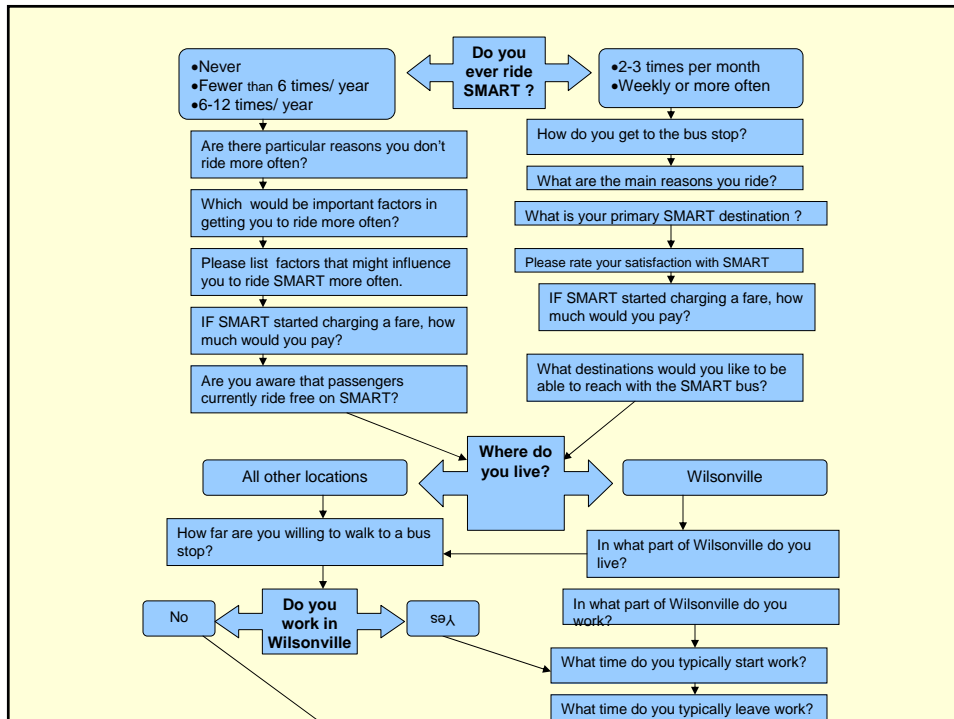
- Who rides SMART?
- Where are they coming from/going?
- What are their travel times?
- What improvements would they like to see
- What are the reasons people don't ride?
- What could SMART do to attract new riders?
- What destinations would people like to reach?
- Who want to ride commuter rail?

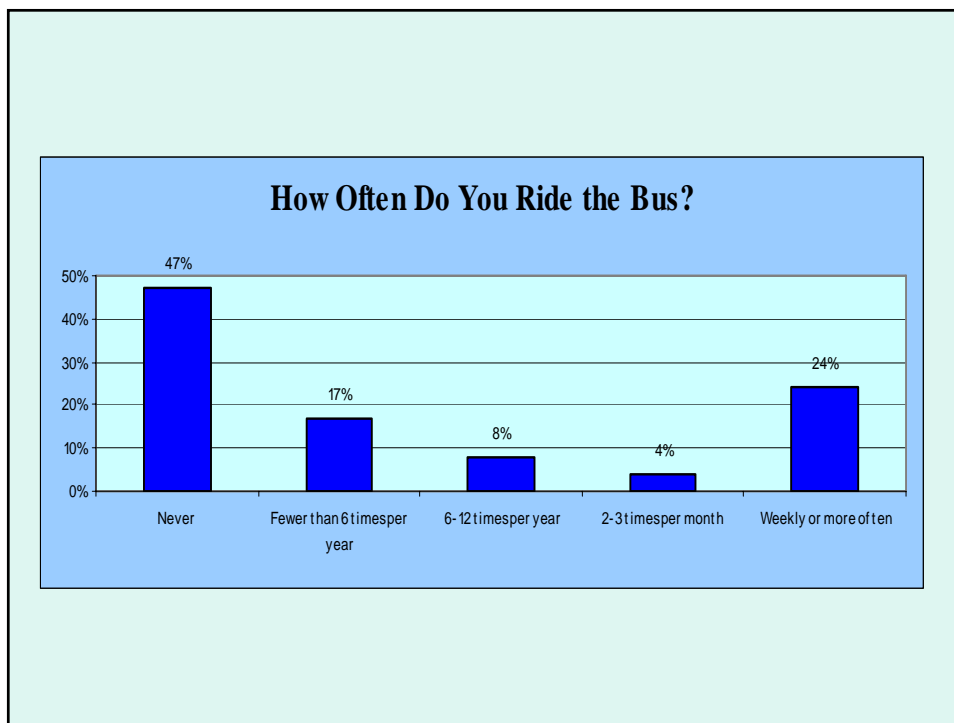
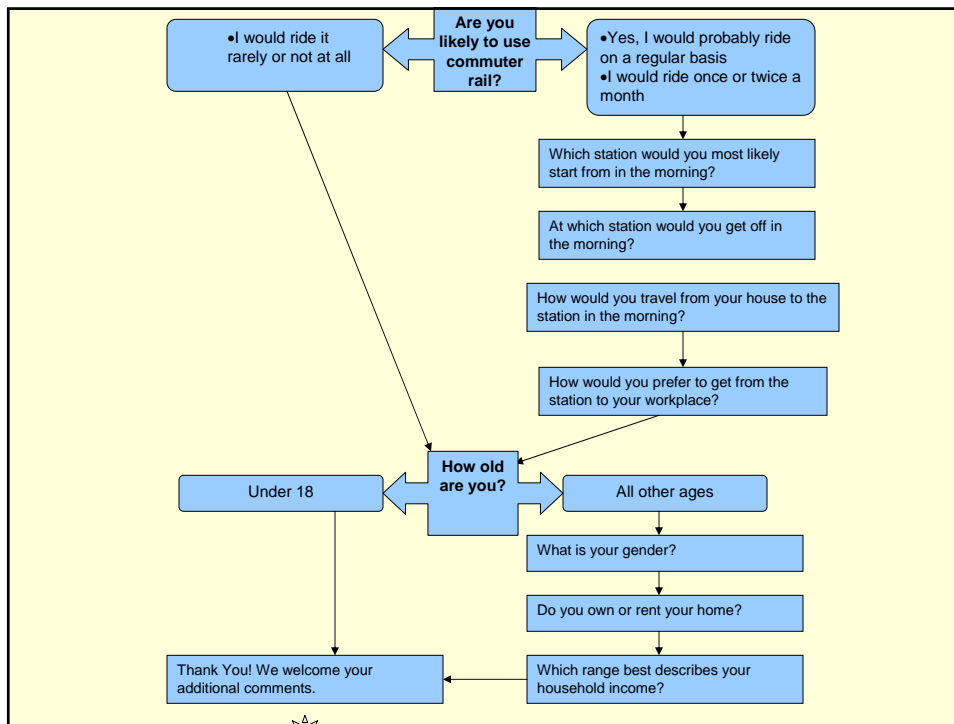
SMART Survey Results

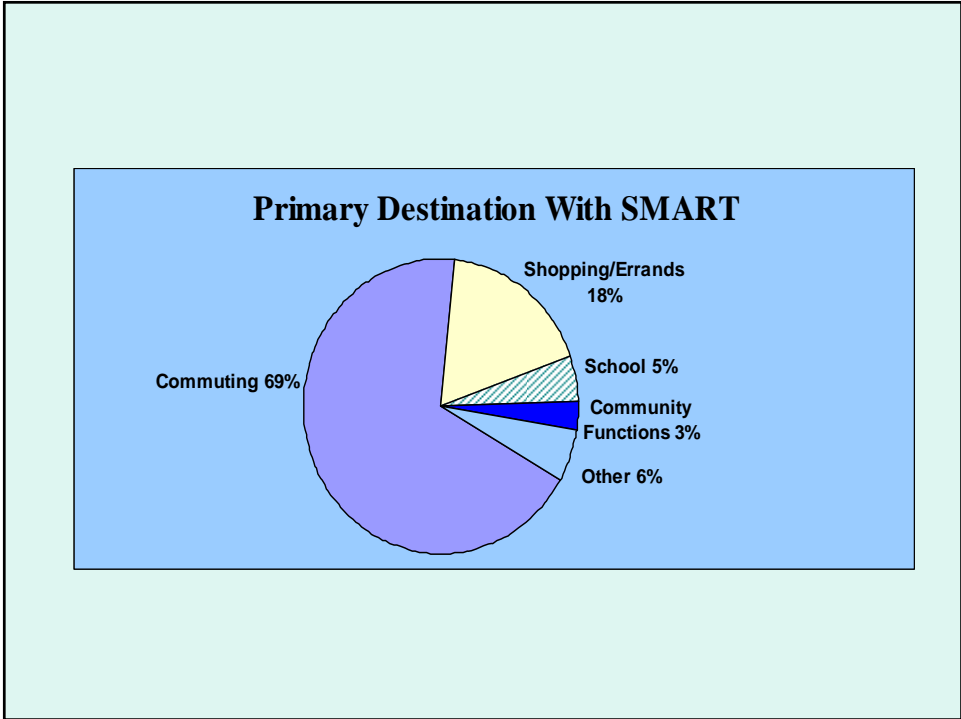
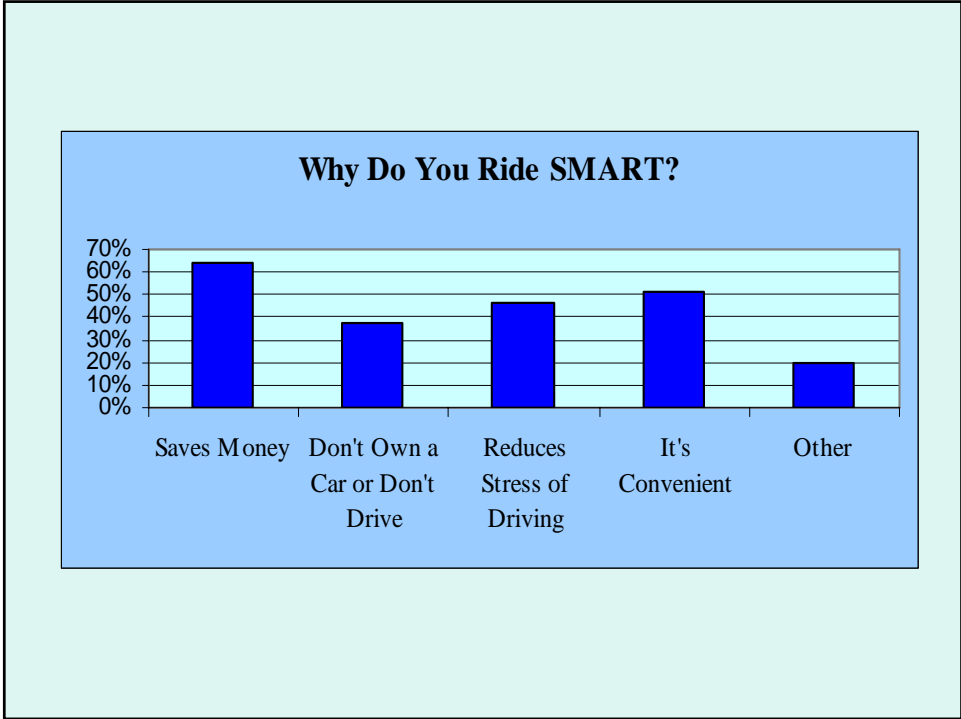
- 574 usable surveys
- 347 on-line, 215 paper, 12 phone
- 34 in Spanish
- 185 children (middle- and high school)

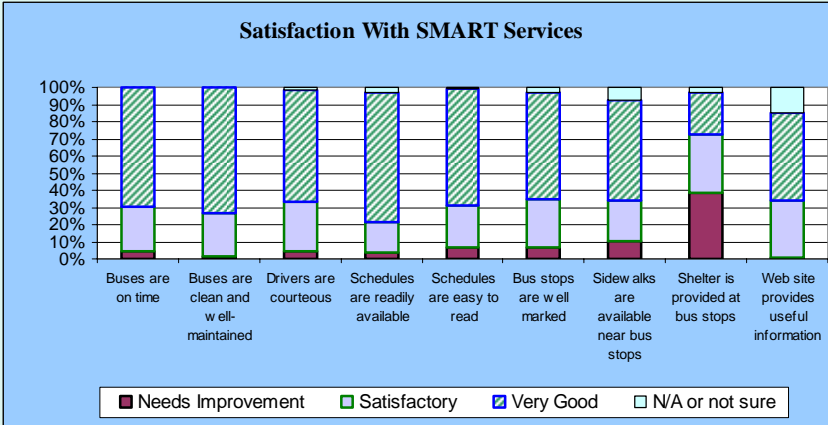
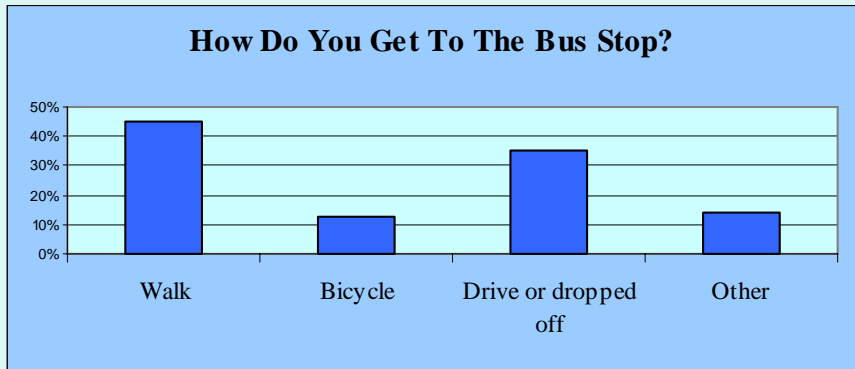
SMART Survey Respondents

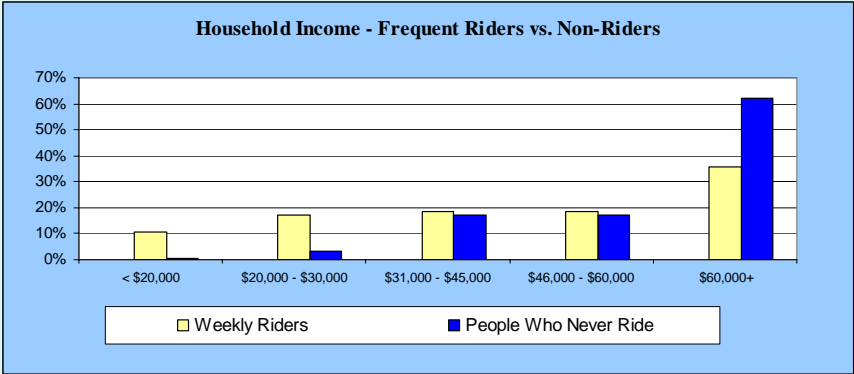
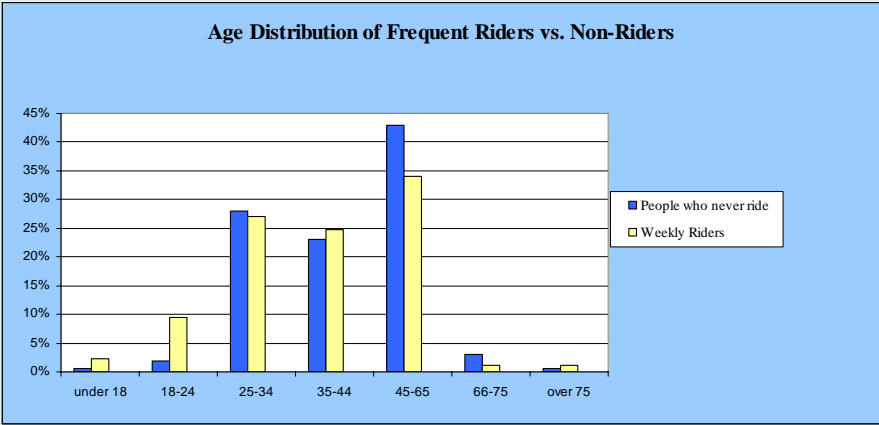
- 53% male, 47% female
- 32% live in Wilsonville
- 70% work in Wilsonville
- 72% homeowners
- 47% household income over \$60,000

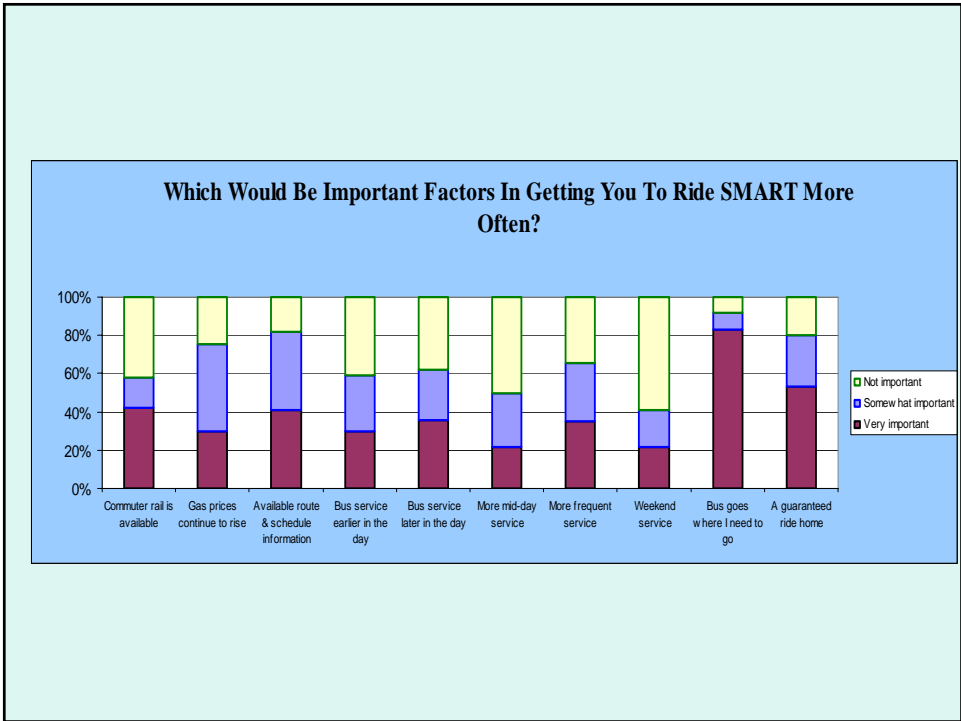
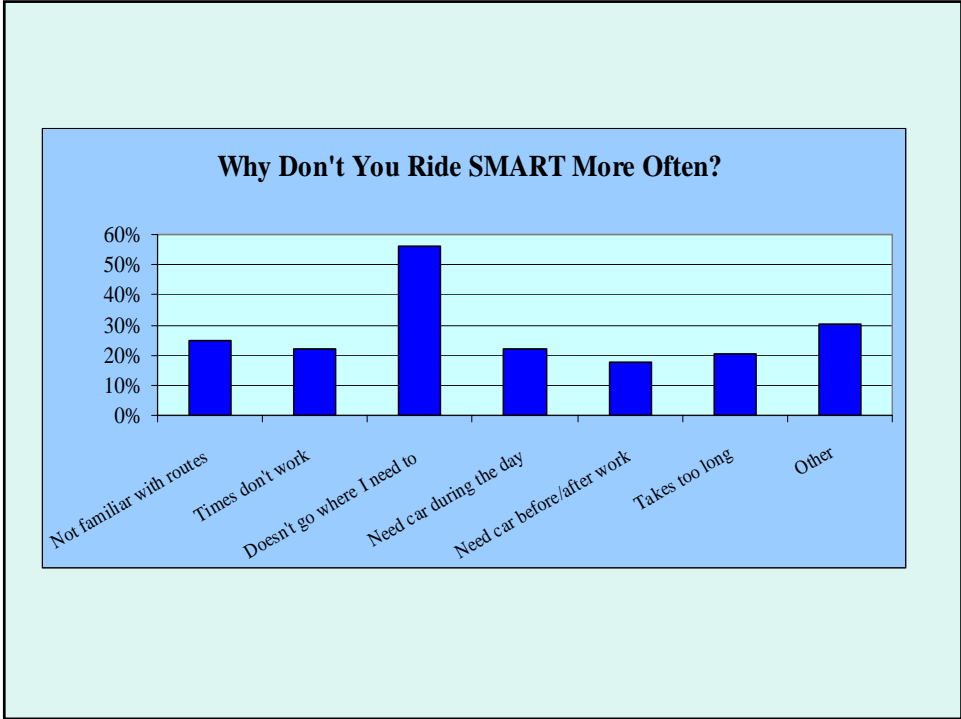


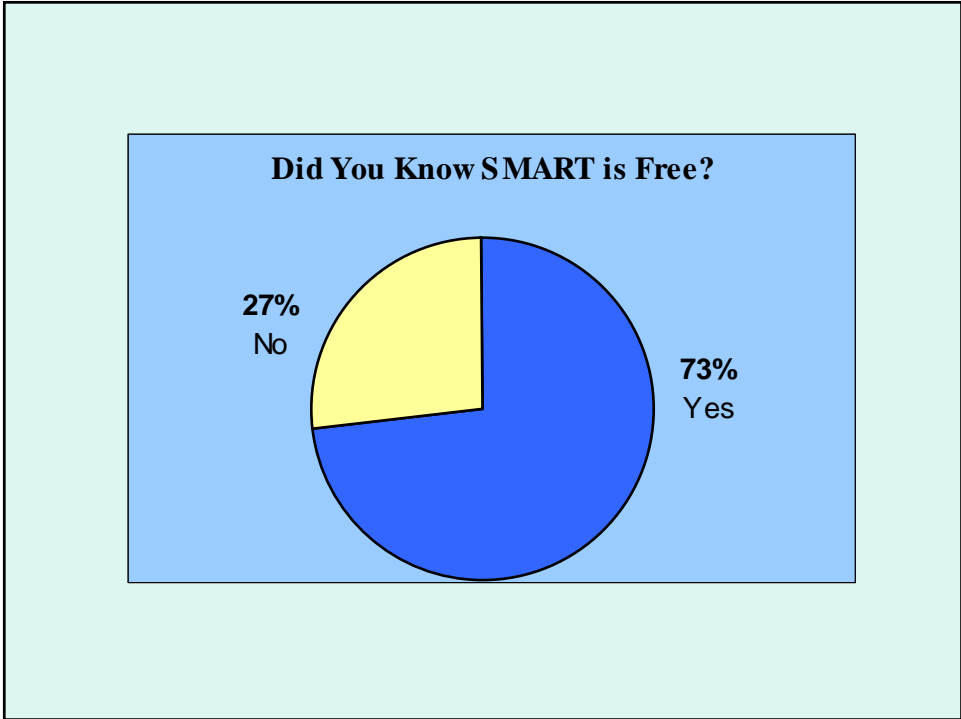
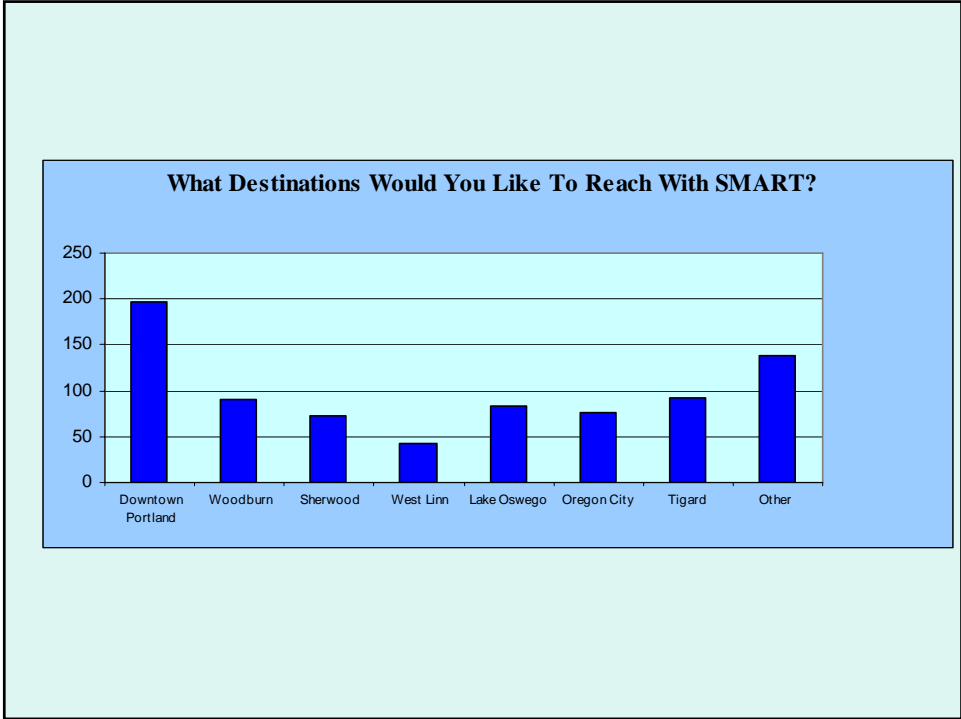


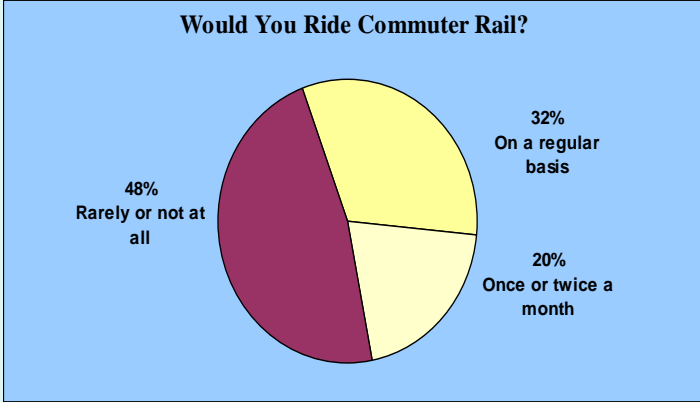
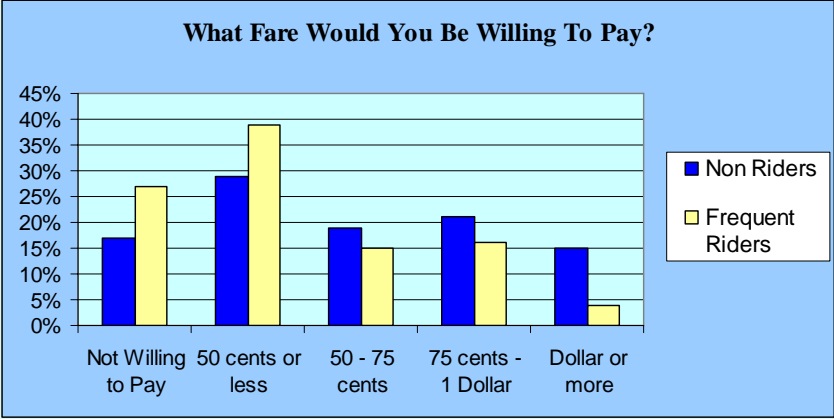


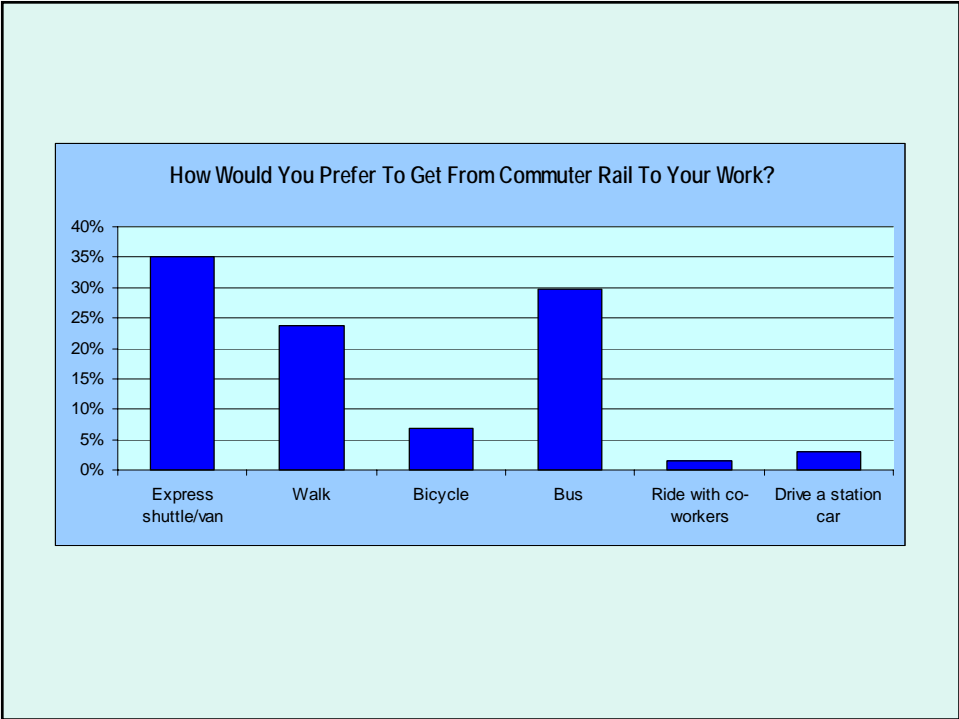
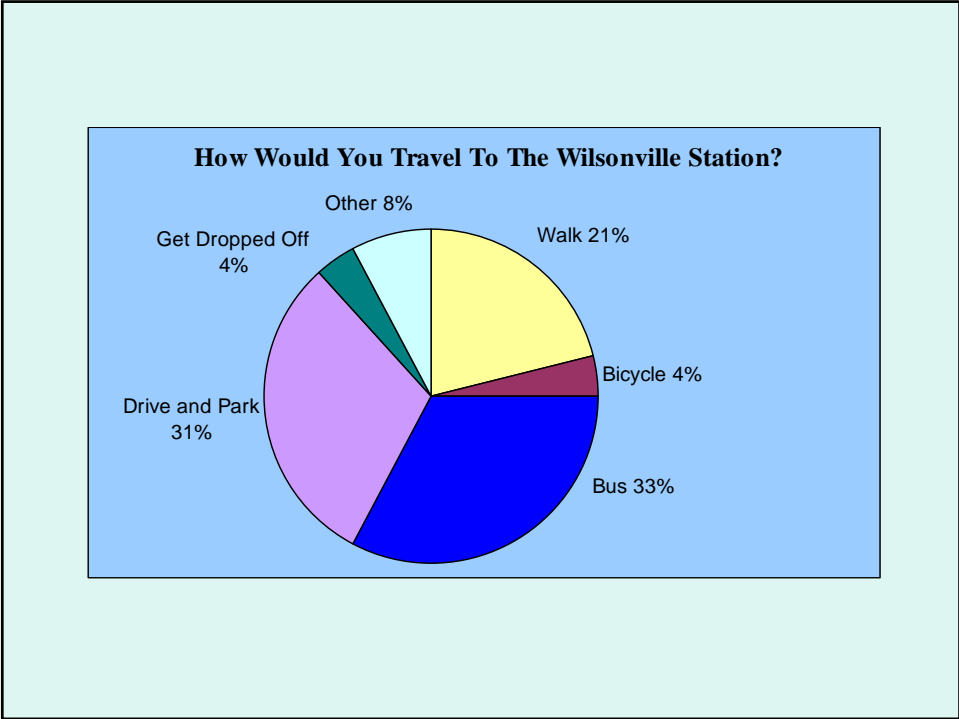












Kids' Survey



Who's riding?

- 11% ride weekly
- 204 is most popular route
- Destinations –school/shopping
- 95% walk to bus stop
- 50% want more shelters

Reasons they don't ride

1. Parents drive me
2. I take the school bus
3. I live close to school and walk
4. Not allowed to/not safe

SMART Wish List

- Bus/shuttle service to and from Commuter Rail
- Connections to Portland, Woodburn and...
- More Shelters
- More information
- Better connections between routes
- Better sidewalk access to bus stops
- A guaranteed ride home
- Service later in the day
- More frequent service
- No fares



ADVISORY COMMITTEE ON MASTER PLANNING

**THURSDAY
JANUARY 20, 2005
6:30 P.M.**

**Wilsonville Water Treatment Plant
10350 SW Arrowhead Creek Lane
Wilsonville, Oregon**

MEETING NOTES

Committee members present:

Michelle Labrie-Ripple - Chair	Al Levit	Randy Wortman
Phyllis Straight-Millan – Vice Chair	Martin Rockwell	Lourdes Islas-Ramirez
Vern Wise	Tommy Egger	Gracie Alvarado
Dan Hoyt	Dresden Skees-Gregory	Steven Van Wechel

Committee member absent:

Claudia Ramirez	Mark Jurman	Dana De La Rosa
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Also present:

Benny Holt	City Council Representative
Lisa Martin	Parks Board Representative
Vicki Yates	Wilsonville Chamber of Commerce Liaison

City Staff present:

Chris Neamtzu	Peggy Watters	Robb Reed
Dave Waffle	Kerry Rappold	Justin Cutler
John Michael	Sandi Young	Linda Straessle

Consultant present:

Lauren Schmitt of MIG

The following items were distributed at the beginning of the meeting:

- Updated Advisory Committee on Master Planning roster.
 - "Determining Level of Service (LOS)"
 - Bicycle and Pedestrian board results from the January 6, 2005 Charbonneau Stakeholders' Meeting
 - SMART results from the January 6, 2005 Charbonneau Stakeholders' Meeting
 - Parks & Recreation and Bicycle & Pedestrian board results from the January 14, 2005 Senior Stakeholders' meeting.
 - Comments from the January 14, 2005 Senior Stakeholders' meeting.
-

1. Call to Order – Introductions

Chair Ripple called the meeting to order at 6:35 p.m.

A. Introduction of new member, Tommy Egger

It was noted that Jenna Callaghan had resigned from the Advisory Committee on Master Planning (ACMP); her replacement Tommy Egger, is a freshman at Wilsonville High School.

2. Brief Summary on Master Planning Status

Long-Range Planner Chris Neamtzu explained that a community open house is being scheduled for March or April. Invitations to this open house may extend beyond Wilsonville's city limits as some of the park and trails in Wilsonville draw people from throughout the region.

3. Parks and Recreation Survey:

Parks and Recreation Consultant Lauren Schmitt explained that finishing the parks and recreation survey that was mailed to randomly selected households is a major step in the planning process for the master plan updates. She showed a PowerPoint presentation to explain the survey results. A copy of the PowerPoint presentation is attached. Additional comments included:

- The results being presented tonight are preliminary; more detailed survey analysis will be made available to the ACMP later.
- Doing a level of service analysis is the next step; whether the way the City operates the park and recreation facilities needs to change has to be determined.
- Ms. Schmitt sees ACMP members as advisors and a "check" for the direction that the planning is going.
 - * The "check" will come during the level of service analysis.
 - * The ACMP will decide the priority of the projects listed in the Parks and Recreation Master Plan.
- Survey results assist in the understanding of the community's needs and desires.
 - * ACMP member survey results were tallied separately as a comparison to the other citizen responses.
- The survey process has been a two-month process.
 - * Data entry was done up to a week ago because responses were still coming in.
- Overall Findings.
 - * Proposing the right package will result in people supporting it and supporting funds for it.
 - * It shows in the surveys that people really care about their community.
 - * People were very detailed in their comments.
- Most Needed Type of Park.
 - * The reason for such a small percentage of support for neighborhoods parks may be because there are already so many small neighborhood parks that people do not see a need for more.
 - * Wilsonville has numerous protected natural areas but few are available to the public.
 - * While westside resident responses were not differentiated from eastside resident responses, you can tell where people live because people referred to specific areas in their responses.
 - * The neighborhood parks were pointed out on a large *Neighborhood Park Service Areas* map.
 - * There is a neighborhood park to serve almost every residential area in Wilsonville. Some public parks are serving as neighborhood parks.
 - * Parking and restrooms are defining features of a community park as well size and uses contained within the park
- Park Maintenance
 - * It can be difficult to play sports in Memorial Park because of surface problems.
- Dogs in Parks
 - * Design guidelines might be that baggies are provided.
 - It was noted that baggies are already provided in Memorial Park but people don't use them.
- Developing a Bikeway/Walkway system.
 - * This information will be going to Alta Planning.
- Most Needed Trail Type
 - * This is consistent with what was reported at the stakeholder meetings for off-street paths.
- Program Participation
 - * Participation is high considering that Wilsonville does not have very many recreational facilities. What is being offered is very popular.
- Program Marketing
 - * It is unusual that the newspaper percentage is this high.
 - * The responses indicate that the marketing program is well designed.

- Reasons For Not Participating In Programs.
 - * This information is important during finance planning to target those who are really interested in the programs.
 - * People could select multiple answers for this issue. This is a percentage of all answers, not all people
- Highest Priority Facilities
 - * Environmental education centers may be least desirable because Wilsonville already has the CREST center.
- River Access
 - * This was high priority at the Visioning Event.
- Recreation Participation
 - * Walking and bicycling are trail oriented.
 - * Swimming was in top 20 items on the list, so people are swimming, just not in Wilsonville.
 - * Charbonneau has 16 communities and each community has a swimming pool. Other areas with swimming pools were cited. It was noted that all but one of Charbonneau's swimming pools were outdoor and there is a desire for indoor pools.
 - * MIG averages are based on 15 communities that MIG has surveyed.
- Preferred Activities.
 - * It is important that the Bicycle and Pedestrian Master Plan and Parks and Recreation Master Plan work together.
 - * Villebois LLC and the City Council have met informally to discuss the possibility of siting a community center and swimming pool in Villebois.
 - * Starred items indicate latent demand.

ACMP members discussed the survey results with these issues being addressed:

- 75% of the respondents were from single-family residences and 18% were renters.
 - * Census data show there is a higher percentage of renters in Wilsonville.
 - * This is a good response from renters and renters don't always feel tied to community
 - * Seniors in residential homes are renters and may have increased renters' response percentage.
 - * There is a perception that many people work outside Wilsonville, so it was a surprise to see a third of the respondents say they work in Wilsonville. It was noted that many people work in their homes.
- The survey did not ask if the respondent was a man or a woman. It was suggested that men and women might have answered the questions differently.
- According to the survey there is a high percentage of bicyclists/pedestrians in Wilsonville, but there don't seem to be too many on the streets. This might be because people are bicycling/walking on off-street trails. Ms. Schmitt stated that although she expected high trail activity because of what she has observed in the parks, the percentage was higher than her expectations.
- A full report of the survey analyses will be distributed to City staff and will be made available on the City's web site.
 - * The report will document each response to each question and the number of responses for each question.

4. Discussion of Service Levels – Standards and Definitions

Ms. Schmitt reviewed the documents, "Park and Recreation Level of Service," and the types of parks as listed in the "Park and Recreation Planning Terms" that were included in the meeting packet. Her additional comments included:

- Unprogramed uses of park and recreation facilities have to be considered.
- Greenways and special use parks are going to be determined in other ways other than by level of service.
- MIG will be looking at demand, availability and affordability.
 - * Current team play at sports fields will be taken into account. Youth sports clubs have been contacted.

- * Whether facilities provide services to multiple communities will be looked at.
- * There will be a swimming pool demand model done; shallow water pools and deep water pools will be looked at. A higher percentage of people swim in shallow pools
- * The availability of school gyms is to be factored in.
- Level of Service Analysis – Parks.
 - * Ms. Schmitt pointed out the community parks on a large *Community Park Service Areas* map.
 - Charbonneau has numerous private facilities which will affect policy recommendations for Charbonneau. Where would you put a park in Charbonneau?
 - There are many challenges in Charbonneau.
 - There are access issues; Charbonneau people don't use Wilsonville facilities because of the difficulty of crossing river.
 - * Community service parks.
 - Villebois is not currently being served.
 - If there is a barrier between residents and a neighborhood park, then it is discounted as a neighborhood park for that resident.
- It was suggested that connectivity is a reason for why these three Master Plans are being looked at together.
 - * It was suggested that all the roads on the southwest part of the city feed onto Wilsonville Road, creating a barrier to the community parks.
 - Ms. Schmitt suggested that level of service might be looked at in terms of getting around the barriers.
 - It was suggested that the Town Center is a barrier to connectivity for bicyclists & pedestrians. It is not designed for Transit service either.
 - Ms. Schmitt suggested that a key issue is how the Bicycle and Pedestrian Master Plan and the Parks and Recreation Master Plan overlay the street system; make bicycle/pedestrian paths on streets a goal and not just an afterthought when building streets.

5. Focus Group Reviews

Mr. Neamtzu explained that there were about 80 people at the Senior Stakeholder meeting on January 14, 2005. The tallies from the January 6, 2005 Charbonneau Stakeholder meeting and the Senior Stakeholder meeting are available in the meeting packet and were distributed at tonight's meeting. Mr. Neamtzu briefly reviewed the results. Community Services Director Peggy Watters explained that people at the stakeholders' meetings were asked to think beyond themselves because this is a 20-year plan. Additional comments regarding the stakeholder meetings included:

- People walk in the streets in Charbonneau because of sidewalk irregularities; the sidewalks need to be fixed. Mr. Neamtzu is looking into who is responsible for maintenance of Charbonneau sidewalks.
- Charbonneau golf courses are only open to walkers after times of golf use because of safety issues.
- Charbonneau issues will be discussed further at the next meetings.
- Better maps will be distributed.
- Charbonneau residents were recommending a high brick wall to separate walking trails from home lots on the east side of French Prairie Drive. Mr. Neamtzu and Mia Birk of Alta Planning & Design will be looking at the grades in these areas.
- The Wilsonville Historical Society had met just prior to the Senior Stakeholder meeting which may have skewed the responses regarding the church preservation.
- Walking had a low response but nature walking had a high response suggesting that people don't want to walk on the streets.
- There may be a confused message about the "bike" ferry because pedestrian were not specifically listed.
- The boards are still at the Community Center for those who were unable to attend the stakeholder meetings, but would like to provide additional input.
- There was a great deal of interest in access to the Willamette River and riverfront parks.

- There was some interest in acquiring land for future parks, but no interest in building new parks. Does this mean that people will not want to pay for new parks when the City tries to obtain funding for them?
- Mr. Neamtzu noted that Christine Heycke, the consultant working on the Transit Master Plan, is ill, but would present the Transit Survey results and the Senior Stakeholder meeting board results at the next meeting.
- The stakeholder meeting results and Parks and Recreation Survey results will be posted on the City's web site (<http://www.ci.wilsonville.or.us/boards/acmp.html>).

6. Next Steps

City staff and the consultants will be visiting area schools to present and solicit comments/suggestions regarding the Parks and Recreation Master Plan, Bicycle and Pedestrian Master Plan and the Transit Master Plan. Mr. Neamtzu explained:

- They would be doing a presentation at Boeckman Primary School and surveys would be distributed to the students in the classrooms.
- There is to be a charrette process at Wood Middle School where students will have a "hands-on" opportunity to contribute their suggestions.
- There would not be a presentation at the high school because students are driving to school.
 - * Mr. Egger confirmed this and added that the high school students without driver's licenses are getting rides from those who do have licenses.
 - * Mr. Neamtzu stated that City staff has talked to the track coach about the needs of the track team and the Memorial Park Trails Plan.
 - * Mr. Neamtzu and Ms. Birk have met with the school district principles and administrator to discuss safe routes to school.
 - * The high school statistics class will be "crunching numbers" for this planning process.
 - * Mr. Neamtzu referred to the limited budget for this process and explained that a "target audience" had to be selected and the younger students were targeted so as to get their involvement in these issues.
- It was noted that it was a school district policy that people are not to ride bicycles on campus; they have to walk their bicycles from the road to the bicycle racks, which in some cases is quite a distance. It was suggested that this discourages students from riding their bicycles to school.

Mr. Neamtzu explained that the input from the stakeholder meetings would be taken into consideration when writing the three Plans. The Plans would be brought back to the ACMP for their recommendations, and then the three documents would be presented to the public in public hearings.

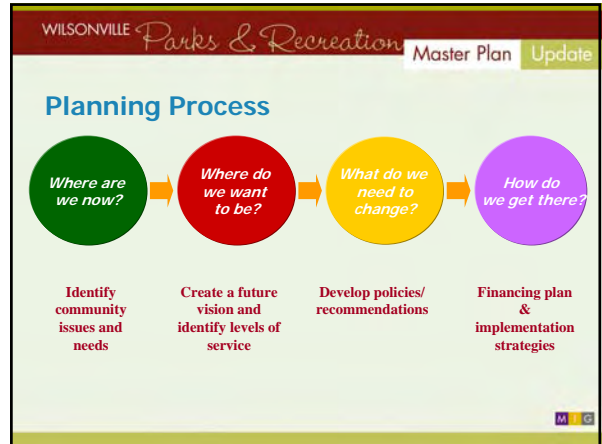
Mr. Hoyt suggested that an agenda item for a future meeting should be to discuss how the three Plans overlap and the corresponding policies in the three Plans. He questioned about what input the ACMP is to provide in this planning process. Ms. Watters responded that the creative parts will be where the Plans come together. The Plans will be prepared so that the ACMP can see the independent parts of the three Plans and where they connect. As soon as this is clear, they will come to the ACMP for their input; making the choices is where the ACMP input is important.

The next meeting is scheduled for Thursday, February 17, 2005.

7. Adjournment

The meeting adjourned at 8:30 p.m.

/ls



-
- Active community!**
 - High level of participation in City programs
 - High level of participation in activities
 - Very high level of interest in trails, especially for exercise and recreation
 - Support for funding depends on projects proposed

-
- Random sample of 1,425 addresses
 - 408 usable questionnaires returned
 - Overall response rate of 34.3%
 - Margin of error of 4.79 percent
 - ACMP results tabulated separately and shown for comparison

-
- More than 80% use parks
 - Top reasons for use:
 - Enjoy the outdoors
 - Exercise
 - Fewer people use parks for:
 - Playing sports
 - Using specific facilities
 - Meeting friends

WILSONVILLE Parks & Recreation Master Plan Update

Most Needed Type of Park



- Natural areas with trails (27%)
- Parks with river or creek frontage (19%)
- Large multi-use parks (18%)
- No additional parks needed (15%)
- Small parks in neighborhoods (13%)

M I G

WILSONVILLE Parks & Recreation Master Plan Update

Park Maintenance



- Overall, people appear to be satisfied with the level of maintenance
- Highest ranking was for cleanliness of parks and facilities (4.0 average)
- Lowest ranking was for sports field condition (3.7 average)

M I G

WILSONVILLE Parks & Recreation Master Plan Update

Dogs in Parks



Opinion was divided:

- More enforcement of leash laws (50%)
- Some type of off-leash area (50%)
- ACMP members all favored off-leash areas

M I G

WILSONVILLE Parks & Recreation Master Plan Update

Developing a Bikeway/Walkway System

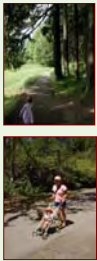
- Almost 90% of respondents believe more bikeways or walkways are needed.
- Top reasons:
 - Exercise (33%)
 - Increasing non-motorized transportation (20%).



M I G

WILSONVILLE Parks & Recreation Master Plan Update

Frequency of Bikeway/Walkway Use



- 80% indicated they would use, and 66% would use at least monthly
- Most respondents who indicated they would never use bikeways/walkways were age 65+
- ACMP members use more frequently: All ACMP members would use, with more daily users

M I G

WILSONVILLE Parks & Recreation Master Plan Update

Most Needed Trail Type



- Off-street paved paths (30%)
- Unpaved trails (16%)
- Multiple use trails (16%)
- On-street bike lanes received minimal support
- Mountain bike and equestrian trails least favored
- ACMP results were comparable, but with higher preference for on-street bike lanes

M I G

WILSONVILLE Parks & Recreation Master Plan Update

Reasons For Not Using Trails/Bikeways




- Lack of awareness! (22%)
- Not interested (20%)
- Lack of trails and connections (19%)
- Too far away, inconvenient (18%)
- User conflicts and poor maintenance insignificant factors
- ACMP members: lack of connections and safety are top reasons for not using.

M I G

WILSONVILLE Parks & Recreation Master Plan Update

Program Participation

- 33% have participated
- Average for west coast is about 23% participation.
- Lower levels of participation for the age groups 55-64 and 65+
- 80% of ACMP members have participated





M I G

WILSONVILLE Parks & Recreation Master Plan Update

Program Marketing

- Newspaper (28%)
- Programs brochure (24%)
- Special flyers (23%)
- Word of mouth (14%)
- Website and cable access not significant



M I G

WILSONVILLE Parks & Recreation Master Plan Update

Reasons for Not Participating in Programs



- Too busy (24%)
- Lack of awareness (23%)
- Not interested in offerings (18%)
- Childcare, transportation, and facilities do not appear to be barriers to participation

M I G

WILSONVILLE Parks & Recreation Master Plan Update

Cultural Arts Programming






- More than 90% desire cultural arts programming
- Top programs:
 - Concerts in the park most favored (29%)
 - Performing arts programs received 22% of responses
- Art in public places was least favored

M I G

WILSONVILLE Parks & Recreation Master Plan Update

Program Times

- Top choices:
 - Weekday evenings
 - Weekend afternoons
 - Drop-in formats
- 65+ - weekday afternoons
- ACMP members favored weekday evenings, but preferred weekend mornings

M I G

WILSONVILLE Parks & Recreation Master Plan Update

Highest Priority Facilities

- Most desired:
 - Swimming pool (29%)
 - Multi-use recreation center (20%)
 - Citywide trail system (14%)
- Least desired: Sports fields, indoor gym, an environmental education center
- ACMP members: pool, teen center, citywide trail system




WILSONVILLE Parks & Recreation Master Plan Update

Sports Fields



- 32% use:
 - Youth games (18%)
 - Pick-up games (11%)
 - Adult games (3%)
- Over 55 less likely to use
- 60% of ACMP members use fields, mostly for youth sports




WILSONVILLE Parks & Recreation Master Plan Update

River Access

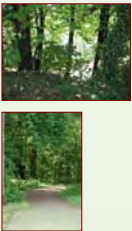

- 65% believe more access of some type is needed:
 - Active uses (30%)
 - Passive use (19%)
 - Transportation (16%)
- 55+ less likely to support
- ACMP members favored additional access for transportation

WILSONVILLE Parks & Recreation Master Plan Update

Use of Natural Areas



- 95% support public use
- Favor site-specific decisions (35%)
- Combination (33%)
- Active (8%)
- Habitat protection (5%)

WILSONVILLE Parks & Recreation Master Plan Update

Senior Program Use

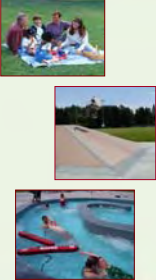

- 24% use programs
- Top reasons for use:
 - Exercise
 - Learn something new
- Senior housing facilities are major providers

WILSONVILLE Parks & Recreation Master Plan Update

Recreation Participation

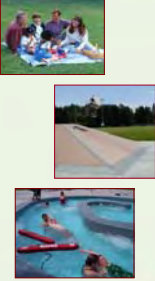

1	Computers (personal)
2	Walking for Exercise
3	Walking for Pleasure
4	Exercising/Aerobics
5	Dog Walking
6	Golf (play)
7	Bicycling for Pleasure
8	Playground (visit/play)
9	Bird Watching/Feeding
10	Nature Walks

WILSONVILLE Parks & Recreation Master Plan Update

Recreation Participation

11	Swimming (outdoors)
12	Jogging/Running
13	Swimming (indoors)
14	Golf (driving range)
15	Basketball
16	Arts (drawing, photography)
17	Picnicking
18	Cultural Events (attend)
19	Needlecraft/Sewing
20	Musical Instruments (playing)

WILSONVILLE Parks & Recreation Master Plan Update

Recreation Participation

- Higher than the MIG Average for the top 14 activities
- Basketball is the highest ranked traditional sport
- 5 of the 10 most popular activities are trail related
- Golf and swimming activities are higher than the MIG Average




WILSONVILLE Parks & Recreation Master Plan Update

Preferred Activities

1	Walking for Pleasure	*
2	Walking for Exercise	*
3	Swimming (indoors)	**
4	Golf (play)	*
5	Bicycling for Pleasure	*
6	Nature Walks	*
7	Swimming (outdoors)	*
8	Golf (driving range)	*
9	Exercising/Aerobics	
10	Computers (personal)	




WILSONVILLE Parks & Recreation Master Plan Update

Preferred Activities

11	Cultural Events (attend)	**
12	Dog Walking	
13	Arts	*
14	Crafts	**
15	Picnicking	*
16	Drama (attend)	**
17	Playground (visit)	
18	Bird Watching/Feeding	
19	Hiking/Backpacking	**
20	Jogging/Running	






WILSONVILLE Parks & Recreation Master Plan Update

Level of Service Analysis





WILSONVILLE Parks & Recreation Master Plan Update

Level of Service Analysis - Parks

WILSONVILLE Parks & Recreation Master Plan Update



The map, titled "Community Park Service Areas", shows various colored regions across the city of Wilsonville. A legend on the right side of the map lists different service areas with corresponding colors: Green, Yellow, Orange, and Red. The map also includes labels for various parks and recreational facilities. A scale bar and north arrow are located in the bottom left corner of the map area.

Level of Service Analysis - Parks

M I G

WILSONVILLE Parks & Recreation Master Plan Update

M I G

ADVISORY COMMITTEE ON MASTER PLANNING

ACMP Meeting Notes

2004

ADVISORY COMMITTEE ON MASTER PLANNING

**THURSDAY
DECEMBER 16, 2004
6:30 P.M.**

**Wilsonville Water Treatment Plant
10350 SW Arrowhead Creek Lane
Wilsonville, Oregon**

Meeting Notes

1. Call to Order – Introductions

- Chair Ripple called the meeting to order at 6:40 p.m. Those at the table and the guests in attendance introduced themselves.

ACMP members present included:

Michelle Labrie-Ripple - Chair
Al Levit
Vern Wise
Martin Rockwell
Dresden Skees-Gregory

Phyllis Straight-Millan – Vice Chair
Randy Wortman
Steven Van Wechel

Dan Hoyt, Jenna Callaghan, Claudia Ramirez, Lourdes Islas-Ramirez, Graciella Alvarado, Mark Jurman, and Dana De La Rosa were absent.

Also Present:

Debra Iguchi	Planning Commission Representative (substituting for Sue Guyton)
Marilyn Lippencott	Parks and Recreation Advisory Board Representative (substituting for Lisa Martin)
Tim Woodley	WLWV School District Ex-Officio
Vicki Yates	Wilsonville Chamber of Commerce Liaison

City Staff:

Chris Neamtzu, Kerry Rappold, John Michael, Christine Heycke, Linda Straessle and Sandi Young.

Mia Birk of Alta Planning and Design was also present.

Three new handouts were distributed:

- Comment Sheet for responding to issues presented in the *Wilsonville Issues Paper December 2004*
- Alta Scope of Work
- MIG Scope of Work

2. Brief Summary on Master Planning Status

Mr. Neamtzu gave a brief update of the planning process.

- The survey regarding park and recreation facilities from the consulting firm, MIG, has been mailed out to selected households.

- A Charbonneau open house has been scheduled for January 6, 2005, at the Charbonneau Country Club, 6:30 to 9:00 p.m.
- An open house for seniors is scheduled for January 14, 2005, Wilsonville Community Center, 12:00 p.m. to 2:00 p.m.
- Additional meetings are being scheduled for City staff and consultants to meet with school children at the local schools.

3. Wilsonville Issues Paper – Bicycle and Pedestrian Master Plan

Mia Birk of Alta Planning and Design distributed:

- Wilsonville Bicycle and Pedestrian Plan Update, Schedule & Milestones 12/16/04, June 2004-October 2005.

The ACMP discussed the issues presented in the *Wilsonville Issues Paper December 2004*, using the Comment Sheet as a format:

#1. Completing the Wilsonville bicycle/pedestrian network.

Using a large Bicycle and Pedestrian Master Plan Existing Bike & Pedestrian Network & Proposed Improvements in Adopted Plans Map, Ms. Birk explained:

- The map does not show the missing links. The overall vision is to try to fill in the missing links:
 - * Connect parks and schools.
 - * Get people to where they want to go; good routes with accessible routes.
 - * Routes that reasonably work for people of all ages and all skill levels.
 - * It was noted that some of the sidewalks on the map are incorrect. The noted incorrect sidewalks were pointed out on the map.
 - * The path along I-5 and under Boone Bridge is hard to find and the path is dangerous as it has blind corners. It was suggested that redesigning the path is a priority.
- A quarter-mile walk takes about five minutes.
- Ms. Birk asked the Advisory Committee on Master Planning (ACMP) to offer additional suggestions for the overall vision. ACMP suggestions included:
 - * If the paths are to be shared by bicyclist and pedestrians, they need to be designed for safety.
 - Safety suggestions included striped paths, wider paths, signage and separation from motor vehicles.
 - * Look for opportunities for creating routes for people walking to work from within the city and from outside the city.
 - * Give consideration to recreational bicyclists coming from outside the City.
 - Connections are needed between regions.
 - Connections are needed within the regions.
 - * Connections are needed to link residents to business, commercial areas, and schools.
 - Safe bicycle/pedestrian routes to schools are needed.
- Problem areas include:
 - * It is difficult for bicyclists/pedestrians to get to Town Center.
 - * Police need to monitor cars running yellow lights.
 - * Crosswalk signal timing is not long enough to allow pedestrians to cross Wilsonville Road. This is a particular problem by the library and community center as children and senior citizens are crossing here.
 - * Traffic signal sensors are not detecting bicycles, and if they do, the green signal is not long enough for bicyclists to cross the intersection.
- Suggestions for improvements include:

- * "Blue" bike lanes such as those in Portland would be useful in the Elligsen Road/I-5 and Wilsonville Road/I-5 interchange areas, as well as other busy intersections.
- * Have bicycle/pedestrian connections directly through neighborhoods and between cul-de-sacs.
- Transit Planner Christine Heycke has a list indicating the difficult areas for SMART buses; she will give the list to Ms. Birk.
-

#2. Formalizing the Boeckman Creek Trail.

The ACMP discussed the opportunities of making the Boeckman Creek Trail a north/south, bicycle/pedestrian corridor:

- It is separate from the roads.
 - * It would encourage people to get out of their cars, as it would provide a safe environment for walking/bicycling.
- It would create an opportunity for a loop trail around Wilsonville.
 - * When the Frog Pond area develops, it would provide a connection from the Frog Pond area to other parts of the City, including Memorial Park.
 - * It could be a link towards connecting Tonquin Trail to Memorial Park.

The ACMP discussed the issues related to a Boeckman Creek Trail.

- While there is a City-owned sewer easement in the Boeckman Creek corridor, the corridor is privately owned.
 - * The City would have to acquire easements to accommodate the trail, which would be expensive, and currently there is no funding for it.
 - * This would have to be considered a long-range project.
 - * Adjacent residents would have concerns regarding trespassers, vandals, and other issues related to the increase of people having access to their property.
- This is a natural area and a major wildlife corridor. There was concern how developing the trail would impact the natural area.
- Some sections of the Boeckman Creek area may be better for a trail than other parts.
- The ACMP discussed whether the trail should be paved.
 - * Paving the trail would:
 - Make it ADA accessible.
 - Be a greater impact on the wildlife.
 - Would change the "experience" of the natural area.
 - * While there was no clear consensus on whether the trail should be paved, several members expressed preference for a "soft" trail.
- People would have to be educated regarding bicycle etiquette and safety on a shared trail.

There was no clear consensus on the issues relating to a Boeckman Creek Trail. Ms. Birk will discuss this issue further with Long-Range Planning Manager Chris Neamtzu and Natural Resource Program Manager Kerry Rappold.

#3. Bicycle and Pedestrian Circulation in Charbonneau.

This issue will be brought back to the ACMP after the Charbonneau Stakeholders' meeting on January 6, 2005.

#4. Improving Bicycle/Pedestrian conditions in Town Center.

Discussion of the opportunities/constraints of bicycle/pedestrian conditions in Town Center include the following concerns:

- There was consensus that Town Center Loop and Wilsonville Road are unsafe for bicyclists and pedestrians. Accessing the Town Center is difficult and once in the Town Center, pedestrian and bicyclists have a difficult time going through the parking lot to access the businesses in Town Center or to go to the Town Center Park.
 - * It was suggested that there should be connections from the center of Town Center to other places where people want to go, such as the Library, keeping in mind that people want to take the most direct routes.
 - * Focus needs to be placed on dedicated interior pathways for bicyclists and pedestrians.
 - * There is no place to park a bicycle at Town Center. The only bike rack is at Lamb's Thriftway, and then it is blocking the sidewalk.
 - It was noted that Capital Realty Corp. is selling the Town Center. Mr. Neamtzu will be talking to the new owners about this issue.
 - * There are sidewalks that go nowhere.
 - * People in cars don't respect bicyclists in this area.
- SMART buses do not get close to Lamb's Thriftway or other stores. It is difficult to walk to the park-n-ride at City Hall carrying groceries.
- The old road running parallel and west of Town Center Loop West needs to be fixed so that it is usable.
- Taking out the medians on Town Center Loop to create wider sidewalks and bike lanes is not an option.

#5. Bicycle and Pedestrian Access to the Willamette River.

#6. Crossing the Willamette River.

Access to the Willamette River was discussed with these issues being addressed:

- There was agreement that a riverside trail along the Willamette River was desirable.
 - * The riverside trail could be a section of a loop trail around Wilsonville which would connect up to Tonquin Trail.
- The pathway under the I-5 Boone Bridge needs to be fixed.
- Different possible access points to the Willamette River were pointed out on the map by a guest.

The ACMP discussed the opportunities and constraints of different alternatives for bicycle/pedestrian crossings across the Willamette River, which included:

- A bicycle/pedestrian bridge that is cantilevered off of the I-5 Boone Bridge.
- Sharing the railroad bridge.
- Ferry
- A new bicycle/pedestrian bridge between Memorial Park and Charbonneau.
- The constraints of each alternative was discussed:
 - * There was a consensus not to give up on the idea of using the railroad bridge or cantilevering a footbridge to the I-5 Boone Bridge.
 - People are already using the railroad bridge to walk across the river.
 - There are other cantilevered bicycle/pedestrian bridges in Oregon, some of which were cited.
 - * Many spoke in favor of ferry service in the Wilsonville area.
 - * It was suggested that a "stand-alone" bridge would be a nicer experience for bicyclists/pedestrians than cantilevering bridge to the I-5 Boone bridge because of noise and other aesthetic issues.

- A crossing of the Willamette River would create a connection between Tonquin Trail and points south of the Willamette River, including Champoeg Park.

It was noted that City staff and the Consultants would have more information regarding Issues 7 – 10 once the Transit survey and Parks and Recreation survey results are compiled.

4. **Transit Master Plan – Fares on the Salem/Wilsonville Route 1X**

Ms. Heycke reviewed the packet item, "Fares on the Salem-Wilsonville Route 1X. The ACMP discussed charging a fare on the 1X route:

- How tickets would be sold was questioned. Suggestions included:
 - * Monthly passes
 - * Employer-provided passes or identification cards
 - * Ticket machines
- The inequity of two transit services serving the same route, and only one of them (Salem's Charriots) charging a fare was discussed.
 - * People would crowd onto the free bus.
 - * A Wilsonville fareless square was suggested.
 - * Whether SMART should discontinue the Salem route was discussed.
 - It was noted that this was a popular service.
 - It was suggested that SMART and Charriots merge their services.
 - Ms. Heycke noted that if Charriots runs the service, changes to the service may be more difficult to do.
- How charging a fare would affect federal funding was discussed.
- Whether there would be a loss of ridership if a fare were charged was discussed. It was suggested that there would initially be a loss of ridership, but they would eventually come back.
- The possibility of exempting people who live or work in Wilsonville from paying the fare was discussed.
 - * Vicki Yates, Wilsonville Chamber of Commerce liaison to the ACMP, distributed a Wilsonville Chamber of Commerce Resolution regarding SMART Operations for Non-Wilsonville Commuters.

Other transit-related comments included:

- SMART service to the local stores is desirable.
- Buses that are full going in one direction are frequently empty on the return trip.
- Small transit providers such as SMART cannot operate 24 hours a day and not all routes can be served. Choices have to be made to provide the most practical service to the most people.
- Signage and bus schedules need to be posted at the bus stops and with large employers.

5. **SMART Survey**

It was noted that most of those in attendance had taken the online survey. Ms. Heycke explained the benefits and constraints of doing an Internet survey.

- She noted that surveys were sent to employers and some of the surveys were done by telephone in order to get demographically balanced responses.
- The Internet survey is available online in Spanish.
- It was suggested that surveys should be sent to the schools.

The SMART survey results should be available by the January 20, 2005 ACMP meeting.

6. Parks and Recreation Survey

Community Services Director Peggy Watters thanked those who had turned in their surveys. She explained:

- All the surveys were coded to indicate which group of people they were from.
 - * ACMP responses on the survey will not be tallied into the survey results, but rather will be compared to how the general population answered the survey questions.
- Ms. Watters listed how many surveys had been mailed and how many completed surveys had been returned. She noted that there has been a good response.
- The survey results will be presented at the January 20, 2005 ACMP meeting.

ACMP members commented that some of the questions on the survey were ambiguous, some were "all or nothing" options, and that there had not been a place for comments. It was noted that the consultants doing the survey for the City are in Eugene and some people were hesitant to do the survey because of this. It was suggested that there should have been a statement included on the survey that those who were mailed the survey had been randomly picked.

7. Upcoming Focus Group Meetings

8. Next Steps (Chris Neamtzu)

A Charbonneau Stakeholders' Open House has been scheduled for January 6, 2005, at the Charbonneau Country Club at 6:30 p.m. Announcements have been mailed to the ACMP.

A Stakeholders' Open House for seniors has been scheduled for January 14, 2005 at the Wilsonville Community Center, at noon.

9. Communications – Distribution of CD with Master Plans

CDs with copies of the following master plans were distributed to the ACMP:

- Memorial Park Trails Master Plan
- Chapter 6 Transit, Chapter 7 Other Modes and Multi-Modal, and Chapter 8 Transportation Demand Management of the Wilsonville Transportation Systems Plan
- Villebois Village Master Plan

10. Adjournment

The meeting adjourned at 9:20 p.m.

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ADVISORY COMMITTEE ON MASTER PLANNING

**THURSDAY
OCTOBER 21, 2004
6:30 P.M.**

**Wilsonville Community Development Annex
8445 SW Elligsen Road
Wilsonville, Oregon**

Notes

The meeting was called to order at 6:38 p.m. by Manager of Long-Range Planning, Chris Neamtzu.
Those present:

Committee Members:

Al Levit	Dresden Skees-Gregory
Phyllis Straight-Millan	Randy Wortman
Michelle Labrie-Ripple	Graciella Alvarado
Dan Hoyt	Steven Van Wechel
Martin Rockwell	

Vern Wise, Jenna Callaghan, Claudia Ramirez, Lourdes Islas-Ramirez, Mark Jurman, and Dana De La Rosa were absent

Board/Commission Representatives:

City Councilor Benny Holt, Planning Commissioner Sue Guyton, and Parks and Recreation Advisory Board member Lisa Martin were present.

Heather Nelson-Kent of Metro and Tim Woodley of the West Linn-Wilsonville School District were absent.

City Staff:

Chris Neamtzu, Peggy Watters, Kerry Rappold, Gus Wettstein, and Linda Straessle

Consultants:

Mia Birk of Alta Planning and Design, Lauren Schmidt of MIG and Christine Heycke for SMART.

The following items were distributed at the beginning of the meeting:

- City of Wilsonville Parks and Recreation Master Plan Updated Report December 2003
- Amended Meeting Agenda
- In a binder:
 - * Advisory Committee on Master Planning (ACMP) Member Roster
 - * Visioning Summary
 - * CD with the following master plans:
 - *Wilsonville Tract Master Plan,*
 - *Bicycle and Pedestrian Master Plan and*
 - *Tonquin Trail Feasibility Study.*

1. Welcome and Introductions

- Chris Neamtzu welcomed the ACMP members to the first meeting. Those in the room introduced themselves.
- Mr. Neamtzu pointed out resource books that were available to the Committee members to check out.
- The *Memorial Parks Trails Master Plan* and Chapter 6 Transit System and Chapter 7 Other Modes and Multi-Modal of the TSP will be made available on CD at a later time.
- Committee members are to call Mr. Neamtzu or Community Services Director Peggy Watters if they need more information.
- It was noted that the ACMP roster did not include contact information for City staff.

2. Follow up on Homework

Most Committee members indicated that they had done the homework assignment given to them by Mr. Neamtzu, which consisted of visiting the parks, riding SMART and bicycling/walking where they hadn't been before.

- Some of the members provided feedback on their experiences.
- It was suggested that Wilsonville businesses and SMART bus stops have bus schedules available to SMART riders.

3. Goals of Committee/Rules of Order

Mr. Neamtzu reviewed the Goals of the Committee (attached to the amended meeting agenda distributed at the beginning of the meeting).

- It was clarified that the ACMP will be assisting and directing the progress of the Parks and Recreation Master Plan, Bicycle and Pedestrian Master Plan and Transit Master Plan.
 - * They will be making decisions, by consensus, regarding the three plans.
 - * City staff hopes that they will be bringing fresh ideas to the planning process.
 - * It was suggested that a timeframe/flow chart of the planning process be provided to the ACMP.

Mr. Neamtzu explained that the ACMP is not being asked to follow Robert's Rules of Order and reviewed his suggested list of rules of order. The ACMP offered additional rules:

- Come to the meetings prepared.
- Regular attendance and staying committed.
- Come on time.
- Members are to share their ideas with the group – not just with other individuals at break time.
- Members are to feel free to offer dissenting ideas.
- Remember and offer the ideas discussed in the parking lot after the meetings at the next meeting.
- Respect the Chairperson.

4. Meeting Schedule - Dates and Times

The Committee members, by consensus, decided that future meetings of the ACMP be held on the third Thursday of each month, at 6:30 p.m. Those meetings are to be at the Water Treatment Plant.

- Meeting information (packets) is to be provided one week prior to the meetings, and will be posted on the City web site. Committee members will be notified when the packets are posted to the web site.
- Those absent are to be polled to see if the meeting schedule is convenient for them.
- The consultants will not be present at all the meetings, but rather will attend when their area of expertise is on the agenda.

5. Summary of Visioning

Mr. Neamtzu gave a brief overview of the Vision Summary for the September 14, 2004 Visioning Event for the Parks and Recreation Master Plan, Bicycle and Pedestrian Master Plan and Transit Master Plan (included in the binder).

6. Bicycle and Pedestrian Master Plan Project Status

Mia Birk of Alta Planning and Design distributed:

- Bicycle and Pedestrian Master Plan Existing Conditions map.
- Paper copies of Bicycle and Pedestrian Master Plan update PowerPoint presentation.

Ms. Birk, using a PowerPoint presentation, explained about the Bicycle and Pedestrian Master Plan update. Additional comments offered during the PowerPoint presentation included:

- The three plans the ACMP is to work on are interlinked with regional plans.
- History.
 - * The three plans are based on already adopted plans and will go beyond them.
- Project Concepts.
 - * Ms. Birk expects the ACMP to help decide when it is appropriate to pave trails.
 - Natural Resources Program Manager Kerry Rappold explained that this issue was struggled with during the planning process for the recently adopted Memorial Park Trails Master Plan.
- Types of Bikeways/Walkways.
 - * Terminology needs to be consistent.
 - The TSP does not always use the correct terminology.
- Proposals (Adopted Plans)
 - * Part of the trails included in the *Tonquin Trail Feasibility Study* are within Wilsonville's city limits.
 - * Ms. Birk is to check to whether the trail mileage given in the PowerPoint presentation includes those trails that are outside the City limits.
- Opportunities.
 - * There are opportunities to use easements and City rights-of-way for connectivity.
- Process.
 - * Dates and milestones are to be added to the flow chart.
 - * The order of the items in the flow chart may change.

Ms. Birk was asked to provide the criteria for getting a city identified as a "Bike City."

7. Parks and Recreation Master Plan Project Status

Lauren Schmidt of MIG distributed a handout, "Park and Recreation Planning Terms." Using a PowerPoint presentation, Ms. Schmidt explained about the Parks and Recreation Master Plan update. A copy of the PowerPoint presentation is attached. Additional ACMP and consultant comments included:

- It is all about land use.
- Town Center Park only has one road to access it.
- MIG will be mailing a survey questioning citizens and Ms. Birk will be conducting stakeholder meetings about parks.
 - * The surveys will be mailed to a cross-section of Wilsonville citizens.
 - * The ACMP will not see the survey before it is mailed.
 - * Ms. Schmidt hopes to have the survey results at the next ACMP meeting.
 - * The survey results will be used to determine what it is that Wilsonville citizens want in terms of parks and recreation facilities.
 - Using the results, recommendations will be made in regards to types and acreage amounts of open space, natural areas, parks, etc.
 - The ACMP will help to decide what is an appropriate level of facilities per person, which will be used to formulate policy for types of parks and the number of parks that are needed.
 - * The ACMP members stated that that they want to know what the people are saying during the stakeholder interviews.
- The recommendations that come out of this planning process will be forwarded to the Counties and State; but those recommendations have to get in the Plans.

- MIG has teamed with ECONorthwest. ECONorthwest will offer suggestions as to how to pay for park improvements.
- The planning horizon for the plans is twenty years.
- It was suggested that operation and management of the parks should be left to people who do this for a living and not be included in the Parks and Recreation Master Plan.
- Financing options need to be flexible so that they do not exclude funding from a source that is not listed, and also will allow facilities to be built even if not on the Five-year Capital Improvement Program (CIP) if funding becomes available.
- There was a discussion regarding active versus passive recreation; sports fields versus natural areas.
- The service area for the different types of parks needs to be considered. If a neighborhood park, access to the parks needs to be considered.
 - * It was explained that there would be service area maps, as part of the parks needs assessment.

8. Transit Master Plan Status

Christine Heycke distributed:

- Paper copies of SMART PowerPoint presentation by Christine Heycke
- Draft SMART Master Plan Glossary of Terms.
- SMART bus schedule

Ms. Heycke, using a PowerPoint presentation, explained SMART services with these additional comments:

- SMART is working with employers to give their employees information about non-motorized choices.
- There has been discussion regarding charging fares but the #1 reason for people using SMART services is that it is free.
- SMART is developing a survey to mail out.
 - * It is important to identify why people don't ride SMART so that SMART can adjust their services to meet their needs.
- Once the commuter rail is in service, SMART will need to provide bus service between the commuter rail station and the major employers.
- There will soon be fixed bus routes serving Charbonneau.
- SMART is talking to Tri-Met to establish a route into downtown Portland.
- Express routes and routes with many stops have to be balanced.

9. Election of Committee Chair and Vice Chair

Michelle Labrie-Ripple was elected as Chair of the ACMP. Phyllis Straight-Millan was elected as Vice Chair of the ACMP.

10. Adjournment

The meeting adjourned at 8:40 p.m.

/ls

MIG, Inc.

- Building community through people, parks, and programs



The MIG Team

MIG, Inc.

- Sally McIntyre
Principal-in-Charge
- Lauren Schmitt
Project Manager
- Kevin Apperson
Landscape Architect

ECONorthwest

- Terry Moore
- Becky Steckler

Mayer/Reed

- Carol Mayer-Reed
- Irene Bowers
- Krishna Smith



Parks and recreation includes:



- Parks such as Memorial Park and Town Center Park
- Natural areas
- Recreation facilities such as the Community Center
- Recreation programs, including camps, youth activities, and senior activities
- Self-directed recreation activities, such as walking or birdwatching
- Cultural arts



Parks and Recreation Master Plan Goals



- Review the strengths and weaknesses of current park and recreation services.
- Gauge community needs for parks, natural areas, and recreation services.
- Develop a customized and realistic plan for the Wilsonville's future park system



WILSONVILLE Parks & Recreation Master Plan Update

Planning Process

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    graph LR
      A((Where are we now?)) --> B((Where do we want to be?))
      B --> C((What do we need to change?))
      C --> D((How do we get there?))
  
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- Where are we now?**
Identify community issues and needs
- Where do we want to be?**
Create a future vision
- What do we need to change?**
Develop policies/recommendations
- How do we get there?**
Financing plan & implementation strategies

MIG

WILSONVILLE Parks & Recreation Master Plan Update

Measuring Public Opinion

- Community Survey
- Public Forums
- ACMP
- Contacts with User Groups
- Stakeholder Interviews or Focus Groups

MIG

WILSONVILLE Parks & Recreation Master Plan Update

Community Survey

- Population profile
- Preferences and needs
- Current use
- Programs
- Trails
- Support for funding
- Top 50 recreation activities
- Comparison to NW Average

MIG

WILSONVILLE Parks & Recreation Master Plan Update

Assessing Need

- Specifically Designed for Wilsonville
- Conclusions Based on:
 - Years of Refinement and Data Gathering
 - Recreation Survey
 - MIG Database
 - Public Input
 - Mathematical Models

MIG

WILSONVILLE *Parks & Recreation* Master Plan Update

The Parks & Recreation Master Plan will address:

- Parks and facilities
- Natural area parks
- Recreation programs
- Maintenance and operations
- Financing




WILSONVILLE *Parks & Recreation* Master Plan Update

Park Layout

- Locations for future parks
- Guidelines for design and programming
- Coordinated with Bicycle and Pedestrian Master Plan




WILSONVILLE *Parks & Recreation* Master Plan Update

Policies and Recommendations

- Guide future park, recreation, and natural area space planning, acquisition, development, restoration, programming, management, and partnerships.




WILSONVILLE *Parks & Recreation* Master Plan Update

Implementation Plan

- Phasing plan
- 5-year plan of proposed capital improvements
- Financing options






Parks & Recreation Advisory Board
Yearly Meeting and Tour
October 12, 2004

Attendees: City Council: Benny Holt
ACMP: Al Levit, Vern Wise, Martin Rockwell, Michelle Ripple, Randy Wortman, Steven Van Wechel, Scott Hanna
Planning Commission: Debra Iguchi
Park & Rec. Advisory: Lisa Martin, Marilyn Lippincott, Cathie Gleeson, Robert Meyer, Chris Schuldt.
Staff: Chris Neamtzu, Peggy Watters, Floyd Peoples, Robb Reed, Sandi Young, Danielle Cowan.

Introduction: This Meeting and Tour included members of the Planning Commission and ACMP for the purpose of sharing the collective view of the City and to meet each other as the Master Plan process begins. The Tour followed much of that provided to the Master Plan consultant teams. The Meeting focused on the open-ended feedback from all attendees regarding issues and observations of the City's state of parks, trails and transit. The following notes are those gathered during the Meeting, in order of their comment, with no attempt at organizing or prioritizing the comments. Future meetings, both independently and collectively for these boards and commissions will have focused topics and outcomes. Information will flow between these bodies for clarification and recommendation to the final products.

Structure: The Advisory Committee on Master Plans (ACMP) is made up of selected members of the community to represent a cross section of citizen groups and interest areas. Ad-hoc members include a representative of the Parks & Recreation Advisory Board, the Planning Commission, the School District, and the City Council. Ad-hoc members are not voting members, and will be responsible for relaying information between their representative group and the ACMP. Staff support for the ACMP will include lead staff for each Master Plan and their support staff.

Chris Neamtzu will be the lead staff for the ACMP. A notebook is being prepared for the ACMP that will include background information on all plans to date.

Input to the October Tour and Meeting:

- Maps are needed
 - Topographic maps to identify terrain challenges for planning.
 - Existing features of all plans (trails, parks, transit)
 - Amenities of existing features (trails, parks, transit - shelters, benches, trailheads, etc.)
 - What is owned/versus maintained by the City and/or homeowners associations
 - Identify the City maintenance costs for each.
 - The future features in Villebois.
 - Definitions and descriptions of parks and trails
- Horse Trails - history on equestrian activities

- Identification of current equestrian needs and possibilities - see sewer easement along Boeckman Creek.
- Disabilities and Age - specific strategies to evaluate plans for these populations.
 - OHSU - ADA training (Marilyn Lippincott). Receive input from ADA advocates.
 - Define ADA standards and then implement strategy to make user friendly by practical experience. Planning for service above the minimum standard.
- Target populations and new sports activities
 - Youth, Adult, Senior - explore La Crosse, Mountain Bikes, Bocci Ball
 - Identify Regional connections to trails, paths and parks.
- Charbonneau - see as a regional resource, address special issues.
- Off-street bike paths have different goals:
 - Commuter/practical use to avoid traffic, provide safe travel and efficient commute.
 - Recreational experience for individuals and families of varying cycle experience.
- Off-road pedestrian pathways to satisfy different goals of practical and recreational needs.
 - Plan for a variety of recreational experiences.
 - Widen paths for multi use, possible stripped paths marked for pedestrian and bicycles.
 - See Seattle model at Green Lake - downtown to Elliott Bay; Vancouver B.C. Stanley Park; Vienna.
- Doggie Bags more prevalent
- City Codes need review and amendment for safety and accessibility for trails and bikeways:
 - Curb cuts, sewer grates, driveway lip, public works standards.
 - Check throughout the process that the City Codes and the Master Plans do not contradict each other before establishing approvals.
 - For Bike Lanes:
 - Too narrow
 - Turn lanes do not have safety zone for bike lane
 - Stripping for bike lane should have rumble strip
 - Bike lane symbol (Thermoplastic) should not be too thick to be a hazard
- Recognize variety of uses of pathways for bicycle and pedestrian use.
 - Ensure connectivity to business and leisure facilities.
 - Focus on urban use.
- River Access paths - Define various 'access' issues.
- River Crossing for bicycle and pedestrian use.
- Traffic Light timing and sensitivity for bicycle transit.
- River Access for leisure - define various 'access' issues.
 - Update the Memorial Park trails and use of the dock - define trail access levels.
- Boones Ferry Park West
- Nike Property and Memorial Park East
- Skate Park - define and describe level of development and use.
- Swim Facilities

- Park Amenities for passive activity - such as checker board tables.
- Emphasize Facilities for Middle and High School Youth
- Emphasis of Low Maintenance/Sustainable landscaping throughout.
- Horse Trails - connecting to Regional system
- Transit Issues:
 - Signage
 - Walking value for elderly
 - Bus schedules more user friendly
 - Bus routes to recreation facilities and parks.
- All advisory bodies will need common definitions of categories and maps.
 - Provide an overview of plans currently in the works.
 - Provide an overview of the current state of parks and level of service.

Bicycle and Pedestrian Master Plan Update
Parks and Recreation Master Plan Update
Transit Master Plan

Citizen Input

Open House and Barbecue

June 30, 2006



Three Plans – One Vision

Open House

A free BBQ meal will be provided!

Tuesday,
May 30, 2006

5:30 - 8:00 p.m.

Clackamas County Regional Visitor Information Center
at Town Center Park
29600 SW Park Place

Please join us on **May 30** to celebrate Wilsonville's unified effort to produce the

**Bicycle and Pedestrian Master Plan,
Parks and Recreation Master Plan, and
Transit Master Plan.**

This open house is an opportunity for the public to review progress made in developing these three Plans.

For more information, contact: Chris Neamtzu, City of Wilsonville, at (503) 682-4960 or Neamtzu@ci.wilsonville.or.us.

Walk, ride your bike, or take the bus. SMART Bus Service, Route 204, is available until 7:00 p.m. Map and schedule are available at: www.ridesmart.com/Routes/Route204.htm.

Join Us!



Wheelchair Accessible

More information also available at: www.ci.wilsonville.or.us/boards/acmp.html

Three Plans – One Vision
May 30, 2006 Open House
Bicycle and Pedestrian Master Plan Comments

What do you like about the Bicycle and Pedestrian Master Plan?

- Bridge across the Willamette
- Additional bike paths
- Bus route to downtown
- Interconnecting trails
- Away from traffic & safe for kids
- More river access
- Safety
- Saves gasoline
- Graham Oaks area improvement
- Easy access to otherwise inaccessible areas

What concerns do you have about the Bicycle and Pedestrian Master Plan?

- How long will it take?
- Should not go through Rivergreen greenway
- Can't build it under Rivergreen power lines – cliffs too deep, wetlands below impassible
- Safety in the a.m. and p.m.
- Funding for bridge
- Overcrowding
- Too many trails in the forested part of Graham Oaks may disturb wildlife
- Need an emergency call box near the bridge

What are your favorite three projects listed in the Bicycle and Pedestrian Master Plan?

- Bridge across the river
- How 'connected' the city will be – accessible by transportation
- City trails
- Bike trails
- Natural trails
- Regional trail to Tonkin Reserve
- Safe biking w/lanes
- Bike racks
- More parks close to the river
- More foot / bike traffic to old town / Charbonneau
- The central path through Graham Oaks
- The bike / walkway in Town Center
- Drinking fountain & benches
- Boat dock
- Information kiosks
- Boeckman Rd project

Does the Bicycle and Pedestrian Master Plan capture the “Vision” that you see for Wilsonville’s future?

- **“Connected & still a community”**
- **Yes – 15**
- **No - 0**

List additional comments/concerns on the back of this card.

- **Big tax on SUV’s for funding**

Three Plans – One Vision
May 30, 2006 Open House
Parks and Recreation Master Plan Comments

What do you like about the Parks and Recreation Master Plan?

- It's fun and cool
- Skateboard opportunities and water park
- Parks within walking distance
- Overall good planning
- That there is play structures and fields to play soccer and football on
- It provides lots of opportunities
- Skate board opportunities/Frog Pond development
- It is more fun
- The sports, the expanses
- Interconnection/paths
- Lots of more parks
- I think it is a great idea. Additional parks and recreational areas help build a community stronger.
- More things to do around Wilsonville
- More things to do in Wilsonville

What concerns do you have about the Parks and Recreation Master Plan?

- None
- Cost a lot of money
- Wildlife corridor in Civic Park east side should all extend all the way to Wilsonville Rd.
- Aquatic center should be started now. Waiting 4 years isn't necessary, even if we start now it will take 4 years. If there is a gap before population meets funding level cost could be covered by special short term funding.
- Evil developers!
- The city (tax payers) should consider subsidizing operation of an aquatic center. Youth involved in this sort of activity will be less likely to be involved in behavior which necessitates expenditure on corrections.
- I think that the parks should have pools. Otherwise I have no concerns.
- School athletic field and gymnasiums
- Overcrowding
- Making them look too private.
- The parks being big enough
- It might severely disturb the animals in forestry areas

What are your favorite three projects listed in the Parks and Recreation Master Plan?

- Building Parks
- Bicycle plan, Smart bus plan, wetland plan
- Aquatic center, memorial park, civic park, wildlife corridor

- Additional park & wetland, open space between Villebois and Boone's Ferry Primary
- Trail linkage via new pedestrian and bicycle lane bridge – aquatic center –city should consider subsidizing operation
- The Graham Oaks plan, the coffee lake area, Boeckman Creek Trail
- Soccer area at water treatment center, trail near the recreation program, waterfront access
- Skateboard opportunities, frog pond development and longer soccer fields
- Signage
- The pocket parks
- All the trails. The bus lines connecting parks. New parks
- The new parks, sports areas and aquatic features
- Mostly the trails
- Mostly trails

Does the Parks and Recreation Master Plan capture the “Vision” that you see for Wilsonville’s future?

- Yes
- Yes
- No.....aquatic center should be priority
- Pretty much, yup
- Yes –stay with trying to provide parks and playgrounds in neighborhoods. Expand trails & include horses.
- Yes, I see many parks build and families and children having a blast
- Yes
- Yes
- Yes
- Yes
- Yep
- Yes
- Yes
- Sure
- Yes

List additional comments/concerns on the back of this card.

- I think it is a great idea of what they are doing to Wilsonville
- If we could have a paintball course

Three Plans – One Vision

May 30, 2006 Open House
Transit Master Plan Comments

What do you like about the Transit Master Plan?

- Bus to Portland
- I love the idea of a foot/bicycle bridge over the river and more connected bike paths
- New route 201 to downtown Portland and Villebois and the transit center. Bravo also route to Charbonneau
- Overall, well for the needs of Wilsonville

What concerns do you have about the Transit Master Plan?

- Money.....who's paying for it?
- That it won't happen
- Stay positive with the business community so that they see the value in providing this service to residents

What are your favorite three projects listed in the Transit Master Plan?

- Bridge – bike path on Boeckman – completing the trail loop
- Route 201 to Portland – Villebois routes – the rail center and train to Beaverton

Does the Transit Master Plan capture the “Vision” that you see for Wilsonville’s future?

- Yes
- Yes
- Yes – great job

List additional comments/concerns on the back of this card.

* Hoping we can secure funding. Need a large sur tax!