

ORDINANCE NO. 423

AN ORDINANCE ADOPTING, WITH FINDINGS AND CONCLUSIONS IN SUPPORT THEREOF, THE BICYCLE AND PEDESTRIAN MASTER PLAN PREPARED BY McKEEVER AND MORRIS, INC. , WHICH REPLACES THE CURRENT BIKEWAY PLAN AND AMENDS THE COMPREHENSIVE PLAN AND THE TRANSPORTATION MASTER PLAN.

WHEREAS, the State of Oregon has mandated through the Transportation Planning Rule that local jurisdictions develop multi-modal transportation system plans (TSP's) that encourage alternatives to and reduce the reliance upon the automobile; and,

WHEREAS, the Wilsonville City Council by Resolution No. 907, formed the Bikeway Advisory Task Force (BATF) under the direction of the Transportation Advisory Commission (TAC) to assist in the development of the BICYCLE and PEDESTRIAN MASTER PLAN; and,

WHEREAS, for the past year the Bikeway Advisory Task Force has held monthly public meetings and conducted three public work shops to insure an opportunity for the public to be involved in all phases of the planning process; and,

WHEREAS, the Transportation Advisory Commission has duly met, endorsed the Bikeway Advisory Task Force recommendation and recommends adoption of the Master Plan; and,

WHEREAS, members of the Parks and Recreation Advisory Commission have been polled and recommend adoption of the Bikeway Advisory Task Force recommendation; and,

WHEREAS, the State of Oregon Department of Transportation, Washington County and Clackamas County were provided the opportunity to comment on the draft and final version of the BICYCLE AND PEDESTRIAN MASTER PLAN; and,

WHEREAS, the Planning Commission scheduled and held a public hearing on October 11, 1993, to review the BICYCLE and PEDESTRIAN MASTER PLAN and provided all interested parties an opportunity to present oral and written testimony to the Commission after notice of the hearing was duly published and posted; and,

WHEREAS, the Planning Commission, designated and acting as the official planning body for the City, adopted Resolution No. 93PC33 which recommends that the City Council formally adopt the BICYCLE AND PEDESTRIAN MASTER PLAN ; and,

WHEREAS, after due notice, a public hearing was held before the City Council on December 20, 1993, at which time the Council considered the public record, gathered additional evidence and afforded all parties an opportunity to present oral and written testimony; and,

WHEREAS, the City Council, having carefully considered the entire record of this proceeding, including recommendations of the Planning Commission, Parks and Recreation Advisory Board, the Transportation Advisory Commission, the Bikeway Advisory Task Force and the presentation of Mr. Keith Liden of McKeever and Morris, Inc., and being fully advised.

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

Section 1. DETERMINATIONS AND FINDINGS:

(a) The Wilsonville City Council hereby adopts and incorporates by reference the facts and findings contained in the BICYCLE AND PEDESTRIAN MASTER PLAN that was prepared by McKeever and Morris, Inc., and is identified as Exhibit A, and the Planning Commission Resolution 93PC33 which is identified as Exhibit B. These Exhibits, taken together with the public testimony, clearly supports this finding that it is necessary to adopt a bikeway and pedestrian way master plan that meets the present and future needs of the citizens and business community of the City of Wilsonville. In making this finding, it should be noted that a proposed pedestrian/bicycle way north of Boeckman Road along Boeckman Creek in a northerly direction up to the Frog Pond Lane area is an area of special concern.

(b) The City Council finds that the adoption of the BICYCLE AND PEDESTRIAN MASTER PLAN is necessary to help protect the public health, safety and welfare of the municipality in that it incorporates safe design of bikeway and pedestrian facilities.

(c) The Council finds that it needs to replace the current BIKEWAY PLAN set forth in the TRANSPORTATION

MASTER PLAN with the BICYCLE AND PEDESTRIAN MASTER PLAN. (Exhibit A).

(d) The City Council finds that the adoption of the BICYCLE AND PEDESTRIAN MASTER PLAN will help the City to comply with the Transportation Planning Rule that requires the City to adopt and implement multi-model transportation systems to reduce the reliance upon the automobile.

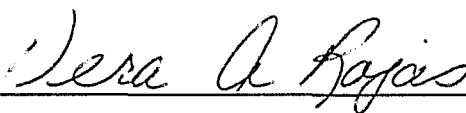
Section 2. DIRECTIVE TO THE COMMUNITY DEVELOPMENT DIRECTOR

(a) The City Council directs the Community Development Director to amend the TRANSPORTATION MASTER PLAN by adding the adopted BICYCLE AND PEDESTRIAN MASTER PLAN to replace the current BIKEWAY PLAN. In the case of conflict, the new Master Plan shall take precedence over any earlier plan or policy. The Master Plan shall be identified as a supplement of the City's Comprehensive Plan and as an amendment to the TRANSPORTATION MASTER PLAN, adopted June, 1991.

Section 3. EFFECTIVE DATE OF ORDINANCE

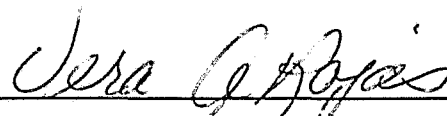
This Ordinance shall be declared to be in full force and effect thirty (30) days from the date of final passage and approval.

SUBMITTED to the City Council and read the first and second time at a regular meeting thereof on the 20th day of December, 1993, commencing at the hour of 7:00 p.m., at the Wilsonville Community Development Hearings Room.



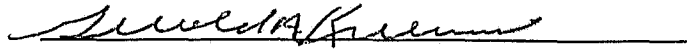
VERA A. ROJAS, CMC/A&E, City Recorder

ENACTED by the City Council on the 20th day of December, 1993, by the following votes: YEAS: 5 NAYS: 0



VERA A. ROJAS, CMC/A&E, City Recorder

DATED and signed by the Mayor this 22nd day of December, 1993.



GERALD A. KRUMMEL, Mayor

SUMMARY of Votes:

Mayor Krummel	<u>AYE</u>
Councilor Van Eck	<u>AYE</u>
Councilor Carter	<u>AYE</u>
Councilor Hawkins	<u>AYE</u>
Councilor Lehan	<u>AYE</u>

MEMORANDUM

December 17, 1993

To: Honorable Mayor Jerry Krummel and City Council.

From: Blaise Edmonds, Associate Planner.

Subject: BICYCLE AND PEDESTRIAN MASTER PLAN

Please consider the following correction to the BICYCLE AND PEDESTRIAN MASTER PLAN:

Replace the last sentences on paragraph 3 of page 2 and on paragraph 4 of page 6 to read:

"The Bike/Pathway system as listed in the PARKS, RECREATION AND OPEN SPACE PLAN shall be consistent and mutually supportive with this master plan."

MEMORANDUM

December 10, 1993

To: Honorable Mayor Jerry Krummel and City Council.

From: Blaise Edmonds, Associate Planner.

Subject: BICYCLE AND PEDESTRIAN MASTER PLAN

I'm honored to bring forward the Bikeway Advisory Task Force, Planning Commission, Transportation Advisory Board, and the Parks and Recreation Advisory Board recommendations for approval of the BICYCLE AND PEDESTRIAN MASTER PLAN. This master plan amends the original Bicycle Plan and it will be included in the Parks and Open Space Master Plan. The commissions, particularly the BATF, citizens and even elementary school students have dedicated a tremendous amount of time in the master planning process.

Attached is the executive summary of the BICYCLE AND PEDESTRIAN MASTER PLAN. In September, 1992, the process began with the City, the BATF and McKeever and Morris conducting a "Charette" that followed with two more public work shops in 1993. Those meetings were intense brainstorming sessions of citizens, City staff and experts in the field. I feel that the entire planning process encouraged active citizen and volunteer involvement. Furthermore, the bikeway consultant, Mr. Keith Liden of McKeever and Morris, helped guide the commissions and citizens to develop the master plan in the most professional manner.

Mr. Keith Liden and I will attend the City Council meeting to answer questions.

EXHIBITS

- A. Recommended BICYCLE AND PEDESTRIAN MASTER PLAN
Two volumes.
- B. Executive Summary, July 15, 1993.
- C. Planning Commission Resolution 93PC33 and Notice of Decision.
- D. Transportation Advisory Commission motion for approval. (August 15, 1993).
- E. Parks And Recreation Advisory Board motion for approval. (August 10, 1993).
- F. Letter from Mr. Rodney N. Sargent, dated September 13, 1993.
- G. Petition from property owners on Boeckman Creek, dated September 13, 1993.
- H. Letter from Mr. Hank Hummelt, dated October 5, 1993.
- I. Letter from Ms. Joy D. Abele, dated October 8, 1993.
- J. Letter from Ms. Sandy Carter, Co Chair of the Clackamas County Pedestrian/Bikeway Advisory Committee, dated November 2, 1993.

WILSONVILLE BICYCLE AND PEDESTRIAN MASTER PLAN

EXECUTIVE SUMMARY

Draft July 15, 1993

PURPOSE OF THE MASTER PLAN

The Bicycle and Pedestrian Master Plan is intended to provide a plan for an environment that is more conducive for bicycling and walking. Not only will this create a more livable environment for residents and employees in the City, but it represents a significant part of an overall strategy to comply with the State Transportation Planning Rule which requires local land use and transportation plans to result in less reliance on the automobile. Most local government jurisdictions, including Wilsonville, are required to meet this goal. Encouraging local trips to be made by bicycle, walking, or transit will help reduce traffic congestion and the need for expensive construction projects to accommodate motor vehicles.

MASTER PLAN RECOMMENDATION

To meet the goal of encouraging increased bicycling and walking, the City Bicycle Advisory Task Force (BATF), with assistance from the consultant, developed a Master Plan recommendation that includes the following basic components:

- A policy to create in improved system of bicycle and pedestrian routes throughout the City which connect important destinations;
- Comprehensive public improvement standards for bicycle and pedestrian facilities;
- Standards for support facilities such as bicycle parking and bicycle and pedestrian circulation in new developments;
- Acknowledgment of the need for the City to actively work with other agencies and groups to provide integrated facilities and to promote safety and education; and
- An implementation program which identifies public improvement priorities, project coordination needs with other agencies, and suggested responsibilities for different City departments to implement the Master Plan.

This recommendation is the result of a planning process which included the consideration of three alternatives. The first option provided the "foundation" for the Master Plan and the second and third options added supplemental features to this foundation. The third option, with modifications, was selected as the recommended Master Plan. This Master Plan is intended to meet or exceed the requirements of the State Transportation Planning Rule. The recommendation will be reviewed by the City Transportation Advisory Committee, the Recreation, Parks and Open Space Master Plan Steering Committee, Planning Commission, City Council, and the public in the coming months.

EXHIBIT B.

RELATIONSHIP TO OTHER CITY PLANS

There are three basic planning policy documents that relate directly to the bicycle and pedestrian planning effort. First, the Wilsonville Comprehensive Plan provides the overall policy direction for land use and development, transportation, recreation, and other community needs. Second, the Transportation Master Plan was adopted in May, 1991 to supplement the Comprehensive Plan by providing a greater level of detail for transportation issues and needs facing the City. The primary focus of the document was on vehicular travel. The recommended Bicycle and Pedestrian Master Plan is intended to ultimately be adopted as an element of the Transportation Master Plan.

The Parks, Recreation, and Open Space Master Plan is the third planning document that is presently being developed to be adopted later this year. Since bicycle and pedestrian facilities often serve dual functions related to transportation and recreation, these two planning efforts have been coordinated to complement one another. The Bicycle and Pedestrian Master Plan focuses on transportation while recognizing the recreational importance of the bike and pedestrian network. Prior to the adoption of either plan, the proposed projects and programs for each plan should be reviewed so that they are consistent and mutually supportive.

PLANNING PROCESS

The basic steps of the bicycle and pedestrian master planning process were to:

1. Involve the community;
2. Develop a clear and objective rationale for selection of a preferred master plan;
3. Identify existing facilities and programs;
4. Identify master plan options for improving facilities and programs; and
5. Refine the preferred option into a final master plan with accompanying preliminary phasing, costs, and recommendations.

The community was involved throughout the planning the process by being invited in three public workshops to give comments and suggestions regarding the Plan vision as well as specific elements for the Plan. In addition, the public was represented by the City Bicycle Advisory Task Force (BATF) which met monthly for approximately one year to work with the consultant and the public to develop the following Master Plan recommendation.

The BATF, consultant, and the public agreed upon Decision Criteria at the outset of the project which identified the vision and basic goals for the project. The existing programs, standards, and facilities for bicyclists and pedestrians were evaluated followed by the development and consideration of three plan options. The Decision Criteria for the project were used to evaluate the options which lead to the selection of the recommended Bicycle and Pedestrian Master Plan.

The three options considered were:

1. Base Case

This option describes the City's present bicycle and pedestrian program as reflected in the adopted Comprehensive Plan, Transportation Master Plan, Zoning Ordinance, and Public Works Standards.

2. Transportation Planning Rule Compliance

The State has adopted a Transportation Planning Rule which applies to the majority of communities in the State, including Wilsonville. Briefly summarized, the Rule requires local governments to conduct land use and transportation planning in a coordinated fashion rather than separate issues. Also, the Rule requires that vehicle miles traveled be reduced, on a per capita basis, by 20% over the next 30 years. The requirements of this Rule extend well beyond the scope of the Bicycle and Pedestrian Master Plan, but this Master Plan should become a significant part of the City's overall strategy for meeting this State mandate.

As it pertains to pedestrians and bicyclists, the Rule requires:

- Safe and convenient bike and pedestrian access;
- Good pedestrian circulation within developments;
- Sidewalks and bikeways on all major streets; and
- Bicycle parking.

This option represents a modification of the Base Case alternative by including provisions that will comply with the minimum requirements of the Transportation Planning Rule.

3. Exceed State Requirements

This third option describes what additional things the City could do to go beyond what is mandated by the State to promote bicycling and walking.

KL/kl: 102

PLANNING COMMISSION

RESOLUTION NO. 93PC33

**A RESOLUTION RECOMMENDING THAT THE CITY COUNCIL ADOPT THE
CITY OF WILSONVILLE BICYCLE AND PEDESTRIAN MASTER PLAN AS
AN AMENDMENT TO THE TRANSPORTATION MASTER PLAN AND IS
MADE AN ELEMENT OF THE CITY'S COMPREHENSIVE PLAN.**

WHEREAS, an application, together with planning exhibits for the above-captioned development, has been submitted in accordance with the procedures set forth in Plan Amendments of the Comprehensive Plan.

WHEREAS, the Planning Staff has prepared a report on the above-captioned subject which is on file with the Planning Department, and

WHEREAS, said planning exhibits and staff report were duly considered by the Planning Commission at a regularly scheduled meeting conducted on September 13, 1993 and October 11, 1993 at which time said exhibits, together with findings and public testimony, were entered into the public record, and

WHEREAS, the Planning Commission has duly considered the subject and the recommendations contained in the staff report, and

WHEREAS, interested parties, if any, have had an opportunity to be heard on the subject.

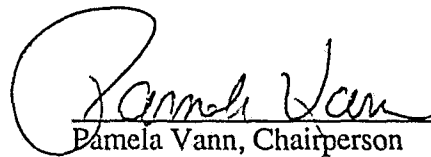
NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Wilsonville does hereby adopt the staff report along with the findings and recommendations contained therein and further authorizes the Planning Director to recommend that the City Council adopt the CITY OF WILSONVILLE BICYCLE AND PEDESTRIAN MASTER PLAN as revised.

ADOPTED by the Planning Commission of the City of Wilsonville at a regular meeting thereof this 11th Day of October, 1993, and filed with the Wilsonville Planning Secretary on October 15, 1993

Attest:



Sally Hartill, Planning Secretary



Pamela Vann, Chairperson
Wilsonville Planning Commission

EXHIBIT C

City of
WILSONVILLE
In OREGON



30000 SW Town Center Loop E
Wilsonville, Oregon 97070
FAX (503) 682-1015
(503) 682-1011

NOTICE OF DECISION (RECOMMENDATION TO CITY COUNCIL)

Project Name: Bikeway/Pedestrian Way Master Plan File No. 93PC33

Applicant/Owner City of Wilsonville

Recommended Action: Adoption of the City of Wilsonville Bicycle and
Pedestrian Way Master Plan draft recommendation

Property Description:

Map No: _____ Tax Lot No: _____ Site Size: _____

Address: _____

Location: CITY WIDE

On October 11, 1993 at the meeting of the Planning Commission
the following recommendation and decision was made on the above-referenced
Proposed Development Action:

Approval Approval with Conditions Denied

This decision has been finalized in written form and placed on file in the City records at the Wilsonville City Annex this 15th day of October, 1993 and is available for public inspection. The date of filing is the date of the decision. The City Council will publish Public Hearing Notices and hold further Public Hearings on this matter.

Written decision is attached

Written decision is on file and available for inspection and/or copying

For further information, please contact the Wilsonville Planning Department at Community Development Building, 8445 S.W. Elligsen Rd or phone 682-4960.

FILED 10-15-93 *pl*

EXHIBIT C

**93PC33 - CITY OF WILSONVILLE - BIKEWAY AND PEDESTRIAN WAY
MASTER PLAN - Review of revised language on the Draft Master Plan.**

**Commissioner Burns moved to recommend approval to City Council of the
Bikeway/Pedestrian Way Master Plan as corrected by the City Staff. Commissioner
Spicer seconded the motion. Motion passed 5-0.**

TAC

Greg Carter indicated it was his understanding the first meeting was an informational meeting. Rod Sargent stated the result of meeting brought back options the commission had not recommended.

Wilsonville Road Alignment Study Cont'd

Greg Carter stressed the importance of building 5 lanes, as anything else appears to be a massive mistake. He indicated that he has not seen any options presented that would dispute this.

Importance of 5 Lanes

Rod Sargent felt that the TAC recommendation should be presented before other recommendations are presented. He noted a new method should be used to look at project. Greg Carter agreed with this position.

Rod Sargent noted that this is not the way the council, boards and commissions should interrelate and is unlike anything in the past.

Additional Concerns Over Process

John Norman felt the commission's purpose was to be a sounding board for the community.

Greg Carter stated if people want this to happen the way the citizens really want it, they need to let the council know.

DRAFT

BIKEWAY PLAN

Bikeway Plan

Rod Sargent discussed the draft recommendation. Staff indicated that the Parks Commission had met on this item. They gave unanimous approval of the plan with one change regarding the Wilsonville Road Alignment. The Parks Commission wished to insert language to indicate that they were in agreement with the concept of that alignment. The Parks Commissions' endorsement was presumed to include the recommended revisions by staff.

Draft Recommendation

Keith Lyman of McKeever Morris discussed the June 29, 1993 version of the plan and the July 15, 1993 executive summary. He indicated that in September of 1992 public workshops had been held. Since that time there have been monthly meetings of the BATF to formulate a plan. The Transportation Master Plan was used as a starting point. The Bikeway Plan is a supplement to the Master Plan.

June 29, 1993 Version and Executive Summary

Mr. Lyman also discussed the "decision criteria", needs and ideals. Three approaches were developed for the plan; 1) Base case - an implementation of the Transportation Master Plan, 2) Compliance with Transportation Master Plan, 3) Exceed the Transportation Master Plan. Additional public meetings were also held.

Three Plan Approaches

The plan recommended is considered to be a hybrid of the second and third alternatives.

The primary parts of the plan are: 1) a policy statement of what the city should be doing as far as encouraging and accommodating bicyclists, 2) a non-street system with additional off-street portions and revision of the map to link various destinations (routes and standards for improvement will hopefully be consistent between recommended Parks Master Plan and Bikeway Plan), and 3) a policy of standards to be used. For on-street systems the standard preferred is a marked and striped bicycle lane.

Policy Statement and Standards

Provisions are also included for either a stepped shoulder with no other marking and finally a shared roadway. Standards for support facilities were also discussed focusing on bicycle parking and pedestrian access.

Bikeway Plan Cont'd

Chairman Anderson questioned who would oversee the plan; the Design Review Board or Bike Task Force. Rodney Sargent indicated that this issue had not been addressed. Chairman Anderson suggested the Design Review Board be assigned this responsibility.

DRB Will Oversee

Mr. Lyman continued the discussion indicating that the city needs to coordinate well with other agencies that are involved in transportation planning, ODOT, Washington County, and Clackamas County. An implementation section was presented listing early opportunity projects and short and long term priorities.

Coordination of Transportation Planning

Rod Sargent stated that the priorities of the recommendation were not necessarily listed in order of importance.

DRAFT

A motion was made by Rod Sargent to accept and adopt the Bike Plan with recommendations and revisions by staff. The motion was seconded by Craig Faiman and TAC members voted their unanimous approval of the plan.

Motion to Accept Bikeway Plan, Unanimous Approval

STRIPING REPORT-WILSONVILLE ROAD FROM BOONES FERRY TO RAILROAD TRACKS

Striping Report

Staff discussed the striping of Wilsonville Road and the incorporation of a left turn lane at Lowries. A left turn lane was proposed at the middle driveway of Lowries with a 6 foot bike lane on the south side only. The possibility of a north side bike lane was presented but this lane apparently would have no access on either end.

Striping of Wilsonville Road

Craig Faiman questioned the width of the turn lanes. Staff indicated the left lane currently was 16 feet with a roadway 42 or 44 feet wide. A discussion followed on the various combinations of bike lane and turn lane dimensions.

Turn Lane Width

Rod Sargent questioned the safety impact of how the public would be advised of a traffic change. Staff indicated that diamond signs would be posted indicating a traffic change. Signage would be posted eastbound and westbound. It was stressed that the eastbound traffic was of the most concern.

Safety Impact

Craig Faiman voiced his reservation about a 6 foot bike lane and that if it were this dimension, it should be on both sides of the road and be carried over as far as possible past the railroad tracks.

Concern Re: Lane Dimensions

Rod Sargent indicated this would be an interim improvement.

Rod Sargent made the motion to accept the proposal as presented. John Norman seconded the proposal followed by a 3-1 vote of the commission with Craig Faiman abstaining. Rod Sargent asked that a portion of Wilsonville Road be restriped west of Brown Road and east of the school.


Motion to Accept Striping Report, 3 to 1 in Favor

Blaise

City of
WILSONVILLE
in OREGON

3000 SW Town Center Loop E
Wilsonville, Oregon 97070
FAX (503) 682-1015
(503) 682-1011

PARKS AND RECREATION ADVISORY BOARD
M E M O R A N D U M

DATE: SEPTEMBER 13 1993
TO: WAYNE SORENSON, PLANNING DIRECTOR
FROM: GLENN MILNOR, PARKS & RECREATION 
SUBJECT: BICYCLE MASTER PLAN

At the Parks and Recreation Advisory Board meeting on August 10, 1993, Blaise Edmonds, Planning Department and Keith Linden, McKeever/Morris presented the Wilsonville Bicycle and Pedestrian Master Plan. Following extensive discussion, the Board made the following motion:

"Lou Macovsky moved that the Wilsonville Parks and Recreation Department recommend the Wilsonville Bicycle and Pedestrian Master Plan as presented. Kempton Cushman seconded the motion which carried 5-0."

gm/pjm

EXHIBIT E

**Rodney N. Sargent
11639 SW Preakness
Wilsonville, Oregon 97070
(503) 682-5008**

13 September 1993

Planning Commission
City of Wilsonville
8445 S.W. Elligsen Road
Wilsonville, Oregon 97070

Honorable Commissioners:

The document before you represents a significant commitment of time, energy, and thought. The Bicycle and Pedestrian Master plan is the product of multiple public work sessions, monthly meetings, and substantial community input.

Our planning consultant, Keith Leiden of McKeever Morris, and the city planning staff will present an overview and summary, so I will keep these comments brief. The Bicycle Advisory Task Force (B.A.T.F.) was created through ordinance by the City Council. The charge of this group was to prepare a bicycle and pedestrian master plan that would incorporate into the existing planning documents. This document is a refinement, or enhancement, to the existing transportation master plan. We hope it is explicit enough to create a standardized framework, yet flexible enough to adapt and grow into a comprehensive system of safe, efficient, and enjoyable facilities.

The B.A.T.F. gathered research on similar efforts across the country, examined existing and proposed state and federal engineering and design standards and, most importantly, sought the advice of prospective users.

The recommendations of the B.A.T.F. were forwarded to the Transportation Advisory Commission and to the Parks and Recreation Advisory Board. Both of those bodies have endorsed the plan with the initial amendments suggested by city staff.

EXHIBIT F.

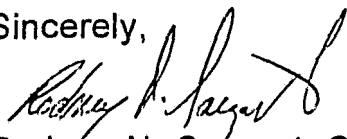
It has been a pleasure to act as chairperson for such a talented group of involved citizens. As we endeavored for a meaningful consensus, our discussions were often filled with emotion, passion, and intensity. We are all very proud of the final product and the potential lifestyle enhancement this plan represents for Wilsonville.

The B.A.T.F. also wishes to express their sincere gratitude to the city staff who endured long days to attend our meetings and workshops. The dedication of Blaise Edmonds is of particular note. The enthusiasm, effort, and energy Blaise demonstrated went beyond the requirements of his assignment. He took a sincere ownership in the project, investing many hours of his personal time to provide the necessary research materials to the group.

We have chosen to delay the production of the final document, pending your review, analysis, and recommendations. While the content will remain intact, the final document will incorporate those staff recommendations approved by the other advisory bodies. The production quality will also improve. Once Mr. Leiden and Staff present their summaries, I am happy to respond to any questions, comments, or concerns that you may have.

Thank you for your time and consideration.

Sincerely,



Rodney N. Sargent, Chairman
Bicycle Advisory Task Force
City of Wilsonville.

Exhibit to
Bike Plan
93PC33

OPPOSITION -

September 13, 1993

TO: Wilsonville City Planning
FROM: Property owners, Canyon Creek Road
RE: Development along Boeckman Creek

We are concerned about the development along Boeckman Creek adjacent to our properties. We believe the treed area surrounding the creek should be protected from logging and development. Boeckman Creek serves as a wildlife corridor connecting to the Willamette River; tracks of deer, raccoon, and other animals can be found in the area, though not as frequently as even just a few years ago.

Boeckman Creek has been included in the natural areas inventory conducted by the City for consideration as a greenway. We have been told completion of the inventory has been stalled due to inadequate finances at this time. If there is to be a potential natural area/greenway designation in the future, let's not make such a designation meaningless by permitting development to the creek now.

One needs only to stroll into the Boeckman Creek wild area to appreciate its value, not only to wildlife but to the aesthetics and appeal of Wilsonville. Perhaps that is why we are protective of this unique area within our city, and why we are concerned when we awaken to the sounds of chain saws and heavy equipment. Development is inevitable, but please do not allow this natural habitat to be obliterated simply because it has not yet received formal designation.

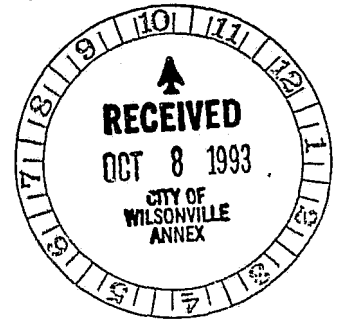
Signed:

Address:

- ✓ Beverly & David Schalk 28400 SW Canyon Creek Rd
- ✓ Beth & Ken Boeckman 28500 S.W. Canyon CK Rd. (residents)
- ✓ Pat & Bob Spring 28700 SW Canyon CK Rd.
- ✓ Valerie DeBoard 28340 S.W. Canyon CK Rd.
- ✓ Michael Porke 28100 SW Canyon Creek Rd
- ✓ Kathy Zimmerman 28650 SW Canyon Creek Rd.
- ✓ Cathy King, ?? 28450 SW Canyon Creek Rd.
- ✓ [Signature] 28450 SW Canyon Creek Rd
- ✓ [Signature] 28530 SW Canyon Creek
- ✓ Mike & Annie Falconer 28130 SW Canyon Creek Rd

EXHIBIT G.

H. B. HUMMELT
10836 S.W. MOREY LANE
WILSONVILLE, OREGON 97070



October 5, 1993

Park Steering Committee c/o
Mr. Wayne Sorensen
Planning Director
8445 S.W. Eligsen Rd.
Wilsonville, OR 97070

Re: Bike Plan

Dear Committee Members:

My son Jon attended the September 13th Planning Commission meeting and both of us have attended a past Park Steering Committee meeting in which the proposed bike plan was discussed. I agree with the concept of the plan and believe it will be a fine addition to the community, however, as the plan relates to my property I do have a concern which we made a matter of record at both meetings.

In addition to the three acres on which my house sits I recently purchased property owned by Mr. & Mrs. Walt Morey, which includes approximately 56 acres. Based on my observation of the bike plan I see three major problems: 1) the actual construction of the path would be almost impossible due to the contours of the land, 2) the path would cross multiple property owners making it more difficult for the City to acquire the land and 3) as near as I can tell the path goes through the living rooms of four houses.

I have a suggestion that would solve these problems and that is to locate the path in the Bonneville Power Administration Easement which is slightly north of the current path location. The terrain is flat; I own the property on which the BPA easement is located, therefore, the city only has to deal with one property owner and the path does not go through any living rooms. Locating the path in the BPA Easement only changes the location of the path by a few hundred feet but does not alter the general direction.

Once again, I agree with the concept of the bike path but do object to the location as it relates to my property and the property of my neighbors. I believe that my suggested plan would achieve the general goal of your committee.

EXHIBIT H

I would formally request that the committee reconsider the alignment of the bike path at your next meeting.

Thank you for your consideration.

Sincerely,


Hank Hummelt

cc: Planning Commission



Joy D. Abele
31250 S. Parkway Avenue
Wilsonville, Oregon 97070

October 8, 1993

Pamela Vann, Chairperson
Wilsonville Planning Commission
30000 Town Center Loop East
Wilsonville, Oregon 97070

Re: Bikeway and Pedestrian Way Master Plan

Dear Pam:

As you know I live in the Day Dream Ranch area. My address (and mailbox) are on Parkway but I am actually located at the east end of Metolius. Although I haven't seen the draft Bikeway and Pedestrian Way Master Plan, I have talked to Wayne Sorenson and I understand that the plan for the Day Dream Ranch area goes under the I-5 bridge, along the I-5 embankment and along Wilson Street to the park. I am in favor of that route and in favor of using the existing street system.

I would be very strongly opposed to any public path or access along the river on the south side of Day Dream Ranch for the obvious reasons:

1. It would create a serious security problem for the residences located there.
2. It isn't fair to plan public ways through existing private residential backyards.

Thank you for your consideration.

Very truly yours,

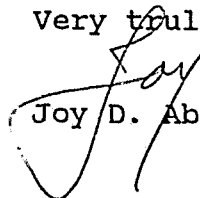

Joy D. Abele

EXHIBIT I

Clackamas County Pedestrian/Bikeway Advisory Committee

November 2, 1993

Jerry Krummel, Mayor
City of Wilsonville
30000 SW Town Center Loop E.
Wilsonville, OR 97070

Dear Mayor Krummel:

We congratulate you on the Planning Commission's approval of the City of Wilsonville Bicycle and Pedestrian Way Master Plan. I've followed your process for the last year, attending several meetings along the way, and I hope that the City Council gives it the final stamp of approval soon. Your city's commitment to solving growth and auto-generated problems and making other travel modes safer and more accessible is impressive.

In response to your September letter, the Committee recognizes the importance of including critical County connectors to Wilsonville in the network of pedestrian and bike routes that we recommend for eventual construction. Because of current funding constraints and the number of miles of road needing attention in the unincorporated County, building a comprehensive, inclusive system--such as yours--will be a very slow process.

Your request that Stafford and Advance Roads be considered for improvement to support your system and as critical parts of that greater network has obvious merit. As a result of your letter, that has been discussed recently with planning staff. Regretfully, staff reports that the 1.5 miles of Stafford Road north of your city limits was inadvertently left off of the Comprehensive Plan at its last revision, several years ago. While it is hard to imagine how that could have happened, I assure you that the next revision will rectify the error.

In the meantime, research is continuing into any immediate road maintenance or reconstruction plans that may be scheduled but are currently unknown to the Committee on roads connecting to Wilsonville. We agree that the roads you mention--particularly Stafford--deserve inclusion in future County work plans, but we are unable to assure you that it will happen in the next year or two, given the constraints of the typical planning process, from identification in the CIP to completion of a project.

Work has recently begun on a County Bike Master Plan. We hope to be able to make significant contributions to that process. We are delighted that Wilsonville and some other county jurisdictions are now moving in the direction of multi-modal planning, which is dictated today by both the State and our public-interest conscience. Thank you very much for your input, effort, and dedication to the interests of Wilsonville's "soft traffic." Please do not hesitate to write again if you have additional concerns.

Sincerely,

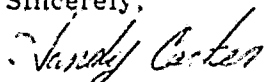

Sandy Carter, Co-Chair

EXHIBIT J.