



2. Recommended Bicycle and Pedestrian Network

Introduction

Project Matrix

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2. Recommended Bicycle and Pedestrian Network

Introduction

The recommended bicycle and pedestrian network provides a comprehensive network of trails, pathways and bikeways that connect to schools, parks, community centers, business districts, libraries, and natural resources. The network serves multiple users and interests, and improves access for residents of varying physical capabilities, ages and skill levels.

The following details of the network should be noted:

- The conceptual **Bicycle and Pedestrian Network Map** (Map 1 on page 19) includes both existing facilities (shown as solid lines) and recommended facilities (shown as dotted lines). Some of the recommended facilities exist in previous planning documents, such as the Tonquin Trail Feasibility Study or the Memorial Park Trails Plan, while other facilities are being recommended for the first time in this plan. Changes to documents such as the TSP may be required to achieve a number of recommendations contained in this plan. Where a dotted line and a solid line are side-by-side, this indicates that the facilities are partially complete, but something is lacking. For example, the location may have bike lanes, but no sidewalks, or perhaps a sidewalk on only one side of the street.
- All trail alignments shown on Map 1 are conceptual in nature and subject to adjustment, field verification, and additional studies.
- While this Plan strives to provide recreational and commuter options for all residents of Wilsonville, not all desired activities could be fully accommodated based on geographic constraints. So, while mountain biking is fully encouraged on all regional and community shared-use paths built to the appropriate standards, no dedicated single-track facilities are identified in Wilsonville. Similarly, while equestrian use may be permitted on specific segments of regional trails in Wilsonville (as along the Springwater Corridor in Portland), no dedicated equestrian trails have been identified in this Plan.
- Key terms used in this plan:

Shared-Use Path - An off-street facility designed for multiple users, including pedestrians, bicyclists, in-line skaters and other non-motorized users. Also known as a multi-use path (as in the Oregon Bicycle and Pedestrian Plan) or multi-use trail. A shared-use path is designed to meet ADA guidelines.

Walkway - A walkway, as defined by the Oregon Bicycle and Pedestrian Plan, is "a transportation facility built for use by pedestrians and persons in wheelchairs." In some cases, this may be a separated path from the roadway, while in other cases it may refer to a sidewalk adjacent to the roadway.

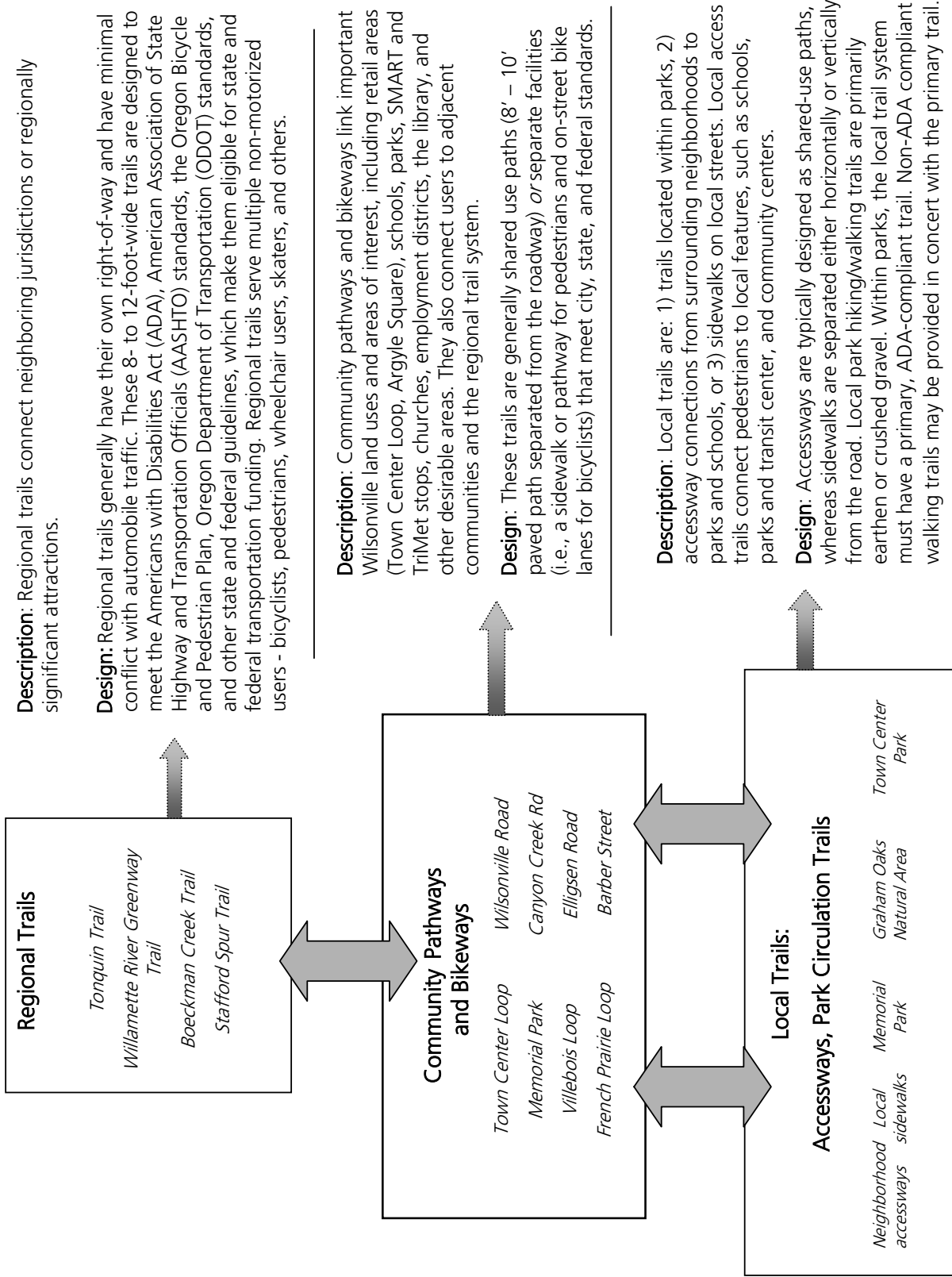
Bikeway - A facility designed for bicyclists. As an on-road facility, it may be bike lanes, wide outside lanes, or a signed shared roadway. In some cases, this may refer to a separated path. According to the Oregon Bicycle and Pedestrian Plan, a bikeway is "created when a road has the appropriate design treatment to accommodate bicyclists, based on motor vehicle traffic volumes and speed."

Local trail - Local trails are 1) trails located within parks; 2) accessway connections from surrounding neighborhoods to parks and schools; or 3) sidewalks on local streets.

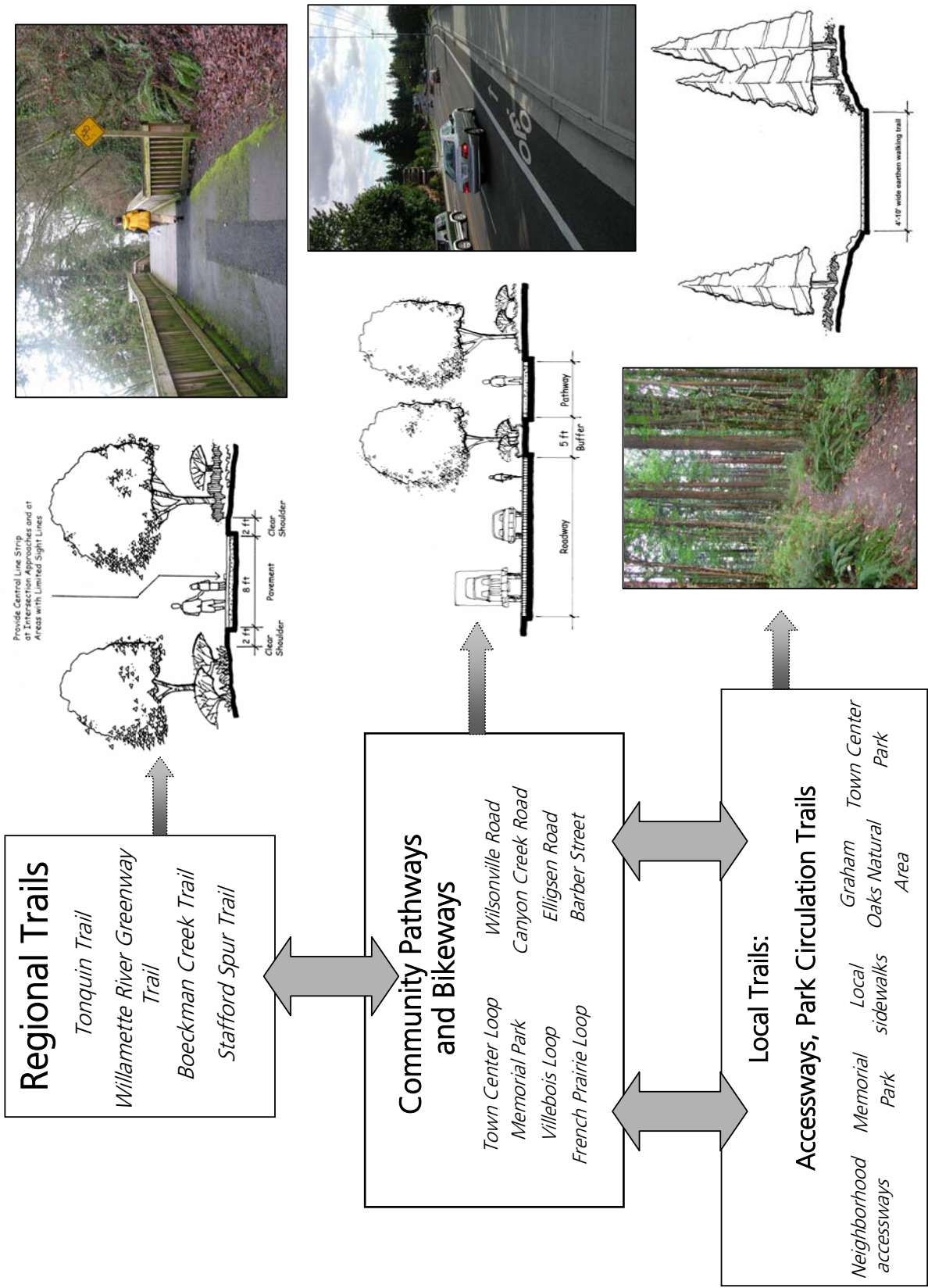
Accessways - Accessways are local paths that provide a direct connection from cul-de-sacs and other disconnected developments to parks and other desirable destinations. These will be determined through development review and permitting processes. Since accessway locations cannot be known until the development applicant provides a site plan, future accessways are not shown on the map.

- Many of the alignments shown are largely conceptual. Once a corridor is selected for an off-street shared-use path, the corridor will need further study and design. The exact location of a path may change as a result.

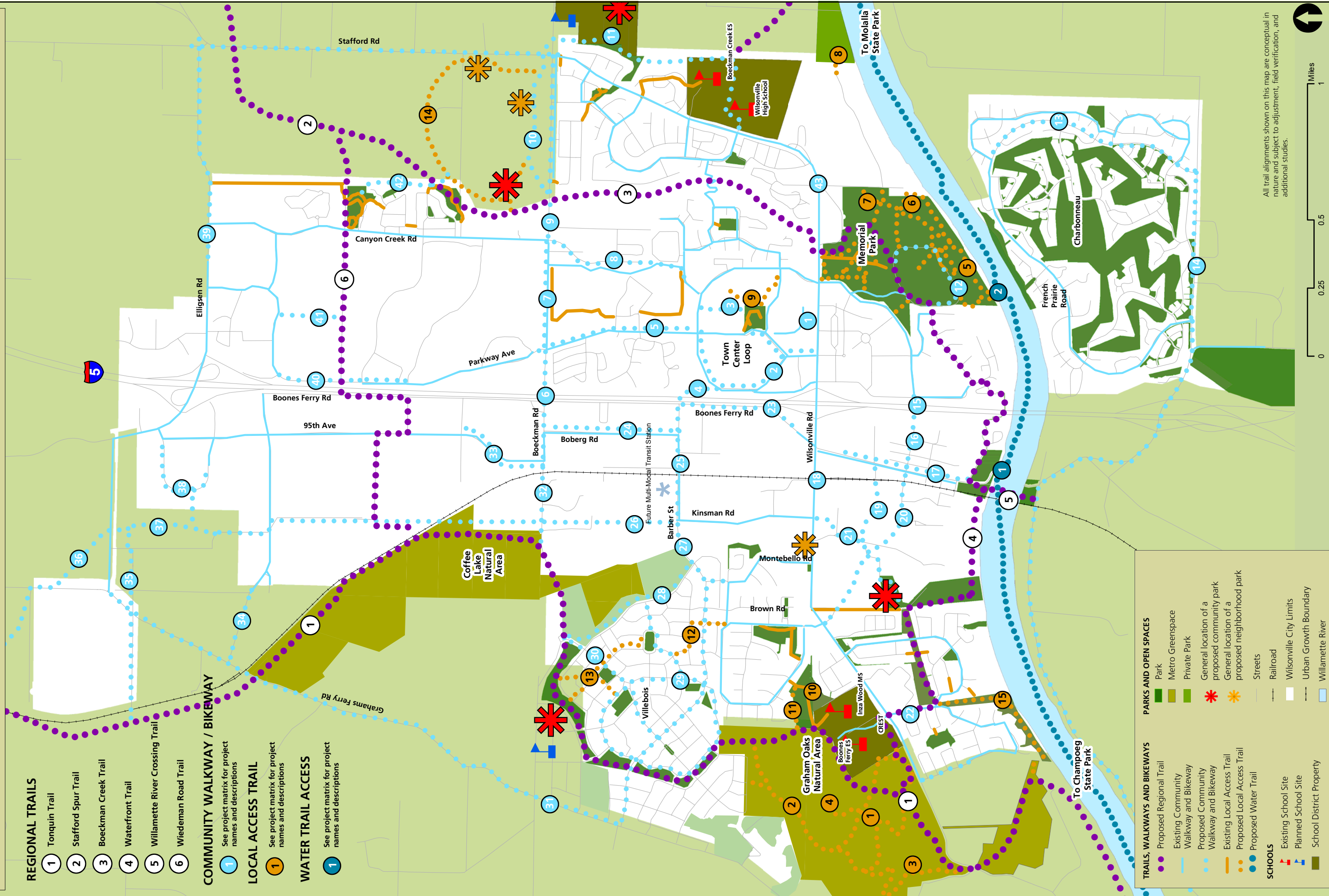
A brief description of the types of facilities recommended in the Bicycle and Pedestrian Master Plan and simple design guidelines for each of those facilities follows. These are described more fully in the Design Guidelines and Standards chapter.



2. Recommended Bicycle and Pedestrian Network



Map 1. Wilsonville Bicycle and Pedestrian Concept Map



- REGIONAL TRAILS**
- 1 Tonquin Trail
 - 2 Stafford Spur Trail
 - 3 Boeckman Creek Trail
 - 4 Waterfront Trail
 - 5 Willamette River Crossing Trail
 - 6 Wiedeman Road Trail

COMMUNITY WALKWAY / BIKEWAY

1 See project matrix for project names and descriptions

LOCAL ACCESS TRAIL

1 See project matrix for project names and descriptions

WATER TRAIL ACCESS

1 See project matrix for project names and descriptions

<p>TRAILS, WALKWAYS AND BIKEWAYS</p> <ul style="list-style-type: none"> ● Proposed Regional Trail — Existing Community Walkway and Bikeway — Proposed Community Walkway and Bikeway — Existing Local Access Trail — Proposed Local Access Trail — Proposed Water Trail 	<p>PARKS AND OPEN SPACES</p> <ul style="list-style-type: none"> ■ Park ■ Metro Greenspace ■ Private Park * General location of a proposed community park * General location of a proposed neighborhood park 	<p>SCHOOLS</p> <ul style="list-style-type: none"> ▲ Existing School Site ▲ Planned School Site ■ School District Property 	<p>STREETS AND INFRASTRUCTURE</p> <ul style="list-style-type: none"> — Streets — Railroad □ Wilsonville City Limits — Urban Growth Boundary — Willamette River
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All trail alignments shown on this map are conceptual in nature and subject to adjustment, field verification, and additional studies.



2. Recommended Bicycle and Pedestrian Network

WILSONVILLE BICYCLE AND PEDESTRIAN MASTER PLAN PROJECT MATRIX								
PROJECTS								
ID	Project	From - To	Type	Description	Length (miles)	Lead Responsibility	Priority	Planning Level Cost Estimate (Excluding Property Acquisition/Easement) See Cost Estimate Worksheet for Cost Breakdown
REGIONAL TRAILS								
R1*	Tonquin Trail	Tualatin / Sherwood - Metro Greenspace (Waterfront Trail connection)	Shared use path on-street	Regional trail would connect Tualatin / Sherwood with west Wilsonville, Coffee Lake Natural Area, Villebois and the Graham Oaks Natural Area. Connections to the trail will be provided at Wilsonville Road, throughout Villebois, Boeckman Road, Cahalin Road, and BPA Powerline easement	4.0	Metro, Wilsonville, Tualatin, Sherwood, Villebois	1	\$2,900,000
R2	Stafford Spur Trail	Canyon Creek Park to planned Stafford Trail (Boeckman Creek Trail / Wiedeman Trail connection)	Shared use path	Regional trail would connect the neighborhoods and employers of east Wilsonville with Lake Oswego and the planned regional Stafford Trail.	3	Metro, Wilsonville, Lake Oswego, Three Rivers Land Conservancy	3	\$1,600,000
R3*	Boeckman Creek Trail	Memorial Park to Canyon Creek Park (Stafford Spur Trail / Wiedeman Trail connection)	Shared use path, boardwalk	Regional trail would follow Boeckman Creek north from Memorial Park, connecting with the existing community pathway crossing Boeckman Creek and continuing north to Canyon Creek Park, providing an off-street north-south alternative. Will require a comprehensive public process prior to implementation.	2.4	Wilsonville, Metro	1	\$1,900,000
R4	Waterfront Trail	Metro Greenspace to Memorial Park (connecting Tonquin Trail and Boeckman Creek Trail)	Shared use path on-street	Regional Trail would connect the Metro Greenspace on the western edge of Wilsonville with the Water Treatment Plant, Boones Ferry Park and Memorial Park while providing greater access and opportunities to view the Willamette River. Future waterfront trail envisioned only if or when land-use changes to a more compatible use. Until that time, due to the ownership and operation of Willamette Concrete, a trail is not appropriate. Any trail through private property will require the negotiation of an easement from the property owners before any trail will be considered.	2.8	Wilsonville, Metro	2	\$1,400,000
R4a	Memorial Park to Boones Ferry Park Trail Improvements	Underneath I-5	Shared use path	Improving the condition of the trail as it passes underneath the I-5 Boone Bridge by removing the Jersey barriers and installing bollards, widening the trail to 10 feet, adding appropriate pedestrian features such as benches, and altering the grade of the path underneath the underpass to make it more easily accessible.	0.14	Wilsonville, ODOT	2	\$50,000
R5*	Willamette River Bridge	Connection across Willamette River	shared use bridge	Regional trail would provide non-motorized users a safe and comfortable alternative to using I-5 when crossing the Willamette River.	0.9	Wilsonville, Metro	1	\$7,000,000 - \$12,000,000
R6	Wiedeman Road Trail	Canyon Creek Park to Coffee Lake Natural Area (Tonquin Trail / Boeckman Creek Trail, Stafford Spur Trail connection)	Shared use path on street	Regional trail would connect Coffee Lake Natural Area and the Tonquin Trail with Canyon Creek Park and the Boeckman Creek Trail and Stafford Spur Trail. Regional trail provides an east-west alternative to either Elligsen Road or Boeckman Road.	2.0	Wilsonville, Metro, Clackamas County	varies	\$4,400,000
R6a	Wiedeman Road Trail - Phase 1	Canyon Creek Rd to Parkway Ave	Shared use path	Portion of the regional trail that would provide an off-street connection from Parkway Ave near the Xerox campus to the Canyon Creek Park and the residential section Wilsonville	0.6	Wilsonville	1	\$330,000
R6b	Wiedeman Road Trail - Phase 2	I-5 to Tonquin Trail	Shared use path on-street	Portion of trail which would cross I-5 on an overpass connecting to the Tonquin Trail utilizing primarily on-street connections on Boones Ferry Rd and Freeman Dr.	1.0	Wilsonville, Metro	2	\$3,300,000

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PROJECTS								
ID	Project	From - To	Type	Description	Length (miles)	Lead Responsibility	Priority	Planning Level Cost Estimate (Excluding Property Acquisition/Easement) See Cost Estimate Worksheet for Cost Breakdown
R6c	Wiedeman Road Trail - Phase 3	Canyon Creek Rd to Stafford Spur Trail	Shared Use path	Portion of the regional trail that would provide an off-street connection from Canyon Creek Rd through Canyon Creek Park and connect with the Boeckman Creek Trail and the Stafford Spur Trail.	0.4	Wilsonville, Metro	3	\$700,000
COMMUNITY WALKWAYS AND BIKEWAYS								
C1**	Town Center Improvement Package**	Town Center	Crossings, intersection improvements	Improve and encourage pedestrian activity and safety within Town Center by creating more direct connections between destinations, improving accessibility to civic uses, retrofitting sidewalks with curb ramps, highlighting crosswalks with colored pavement or something similar.	n/a	Wilsonville	1	\$93,000
C2**	West Town Center Loop	Wilsonville Road east on Town Center Loop Rd to Parkway Ave	shared use path	Expanding the width of the current sidewalk on the interior of Town Center Loop to 10 ft would create a shared use path that would provide greater safety and accessibility to Town Center for pedestrians and bicyclists.	0.65	Wilsonville	1	\$347,000
C3**	Town Center Park Trail	Town Center Loop E to Town Center Park	shared use path	This trail would utilize a portion of an easement owned by the city next to the post office to create a greater connection to the park, the post office, and other businesses around Town Center.	0.16	Wilsonville	2	\$71,000
C4	Town Center Loop Bridge	Boones Ferry Road to Town Center Loop W	bicycle and pedestrian bridge	Provides an additional connection across I-5, connecting users with Town Center Loop and the businesses and neighborhoods on the east side of Wilsonville.	0.1	Wilsonville	2	\$3,875,000
C5	Parkway Avenue	Boeckman Road to Town Center Loop Drive	signed route with wide outside lanes	This stretch of Parkway Avenue has a three-lane design, with one lane in each direction plus a center turn lane. Reducing the width of the center turn lane would allow for the creation of wide outside lanes to be shared by vehicles and bicycles.	0.56	Wilsonville	2	\$23,000
C6*	Boeckman Road Bridge	Parkway Avenue to Bobberg Road	bicycle and pedestrian bridge	Provides an additional bicycle and pedestrian connection across I-5, connecting users with major employers, the future site of the commuter rail, and access to Villebois.	0.1	Wilsonville	1	\$3,875,000
C7	Boeckman Road	Parkway Ave to Canyon Creek Rd	Bike lanes and sidewalks	Boeckman Rd is a fairly high speed collector with no provisions for bicyclists or pedestrians.	0.4	Wilsonville	1	\$500,000
C8	Canyon Creek extension	Boeckman Creek Road to Vlahos Drive	Bike lanes and sidewalks	Provides greater connectivity from northeast Wilsonville neighborhoods with Town Center Loop and the residential development just north of Vlahos Drive. This project will likely occur during the development stage as the roadway is extended.	0.56	Wilsonville	1	\$443,000
C9	Boeckman Road	Canyon Creek Road to Wilsonville Road	Bike lanes and sidewalks	This section of Boeckman Road has two 12-foot wide motor vehicle lanes with a sidewalk along a portion of the south side. As Wilsonville continues to grow, this is a vital link in the overall connectivity of the bicycle and pedestrian network.	0.69	Wilsonville	1	\$878,000
C10	Frog Pond	Canyon Creek Road to Wilsonville Road	shared use path	Providing an off-street alternative to Boeckman Road, this trail connects with the proposed community park, linking neighborhoods and schools with the parks in the Frog Pond area.	0.52	Wilsonville	2	\$282,000

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ID	Project	From - To	Type	Description	Length (miles)	Lead Responsibility	Priority	Planning Level Cost Estimate (Excluding Property Acquisition/Easement) See Cost Estimate Worksheet for Cost Breakdown
C11	School Trail	Boeckman Creek Elementary school to planned school site	shared use path	Providing an off-street alternative to Wilsonville Road, this trail connects Boeckman Creek Elementary school and the nearby neighborhoods with the planned school site, Boeckman Road, and the planned park sites	1.39	Wilsonville	2	\$685,000
C12	Memorial Park Central Loop Trail	Memorial Park	shared use path	A shared use path in the heart of Memorial Park. See the Memorial Park Master Plan for further details.	0.75	Wilsonville	2	\$328,000
C13*	French Prairie Drive	Country View Lane to Miley Road	shared use path	French Prairie Drive has an existing five-foot wide path that ends part of the way around the roadway. This project extends the path the entire length of the road, increasing connectivity for Charbonneau residents.	0.84	Wilsonville	1	\$1,110,000
C14	Miley Road	I-5 interchange to French Prairie Drive	Bike lanes and sidewalks	This project will create a complete loop around Charbonneau for bicyclists and pedestrians as well as connecting regional bicyclists with bike lanes on Airport Rd.	1.2	Wilsonville	1	\$950,000
C15	Memorial Drive / 5th Street overpass	5th Street to Memorial Drive	bicycle and pedestrian overpass	Provides an additional connection across I-5, connecting users with the Boone Bridge, Old Town neighborhood center, and Memorial Park.	0.1	Wilsonville	3	\$6,200,000
C16	5th Street	Boones Ferry Road to I-5 overpass	Signed bike route, sidewalks	Sidewalks from Boones Ferry Road to the proposed I-5 overcrossing. Bike lanes will be provided with new development. Traffic counts should be reevaluated during project implementation.	0.18	Wilsonville	3	\$52,000
C17	Boones Ferry Road	Wilsonville Road to Boones Ferry Park	Bike lanes and sidewalks	A bike lane and sidewalk exist on the west side of Boones Ferry Road south of Wilsonville Road for a short segment, and then appear again in front of the newer developments on the west side of the road in Old Town. Boones Ferry Road is one of the few connections to Boones Ferry Park and old town Wilsonville.	0.44	Wilsonville	2	\$475,000
C18	Railroad Tracks Crossing	Railroad Tracks @ Wilsonville Road crossing	Crossing	Provides a safe, two-stage crossing of Wilsonville Road just to the west of the railroad tracks by providing striping and a pedestrian refuge island to connect the commercial and residential land uses on the north side of the road with the commercial development at Boones Ferry Road.	0.01	Wilsonville	3	\$23,000
C19	Brown Road	Brown Road to Bailey St	Off-Street Path / Bike lanes and sidewalks	Project type dependent upon extension of Brown Road or 5th Street. With no road extension, an off-street path recommended connecting Brown Road with Bailey St across the railroad tracks. With road extension, bike lanes and sidewalks. Provides east-west connection south of Wilsonville Road, increasing access to shops, neighborhoods, and the Water Treatment Plant.	0.68	Wilsonville	2	\$325,000
C20	5th Street extension	Brown Road to Boones Ferry Road	Off-Street Path / Bike lanes and sidewalks	Project type dependent upon extension of Brown Road or 5th Street. With no road extension, an off-street path recommended. With road extension, bike lanes and sidewalks. Provides east-west connection south of Wilsonville Road, increasing access to shops, neighborhoods, and the Water Treatment Plant.	0.35	Wilsonville	2	\$172,000
C21	Water Treatment Plant connection	Krisman Road to Water Treatment Plant	Off-street path	Extends the existing off-street path leading from the Water Treatment Plant to the T intersection of Krisman and Wilsonville Road. Provides greater connectivity from homes and businesses north of Wilsonville Road to the Water Treatment Plant and the proposed regional Waterfront Trail.	0.49	Wilsonville	1	\$240,000

WILSONVILLE BICYCLE AND PEDESTRIAN MASTER PLAN PROJECT MATRIX

PROJECTS									
ID	Project	From - To	Type	Description	Length (miles)	Lead Responsibility	Priority	Planning Level Cost Estimate (Excluding Property Acquisition/Easement) See Cost Estimate Worksheet for Cost Breakdown	
C22	Willamette Way East sidewalks	along Willamette Way East	sidewalks	Fill in gaps in the sidewalk network to provide safer routes to the schools from the neighborhoods south of Wilsonville Road.	0.1	Wilsonville	1	\$30,000	
C23	Barber Street / Boones Ferry Road	Boberg Road via Barber Street along Boones Ferry Road to Wilsonville Road	Bike lanes and sidewalks	Provide bike lanes and sidewalks on this section of Boones Ferry Road and Barber Street, as they provides a more direct connection from the existing bicycle network to existing and proposed crossings of I-5, as well as Boones Ferry Park and the proposed Boone Bridge.	0.58	Wilsonville	3	\$625,000	
C24	Boberg Road	Boeckman Road to Barber Street	Sidewalks	Boberg Road lacks sidewalks along most of the eastern edge of the roadway, and as a transit route, SMART users should be able to get to their destinations easily.	0.48	Wilsonville	1	\$365,000	
C25	Barber Street	Boberg Road to Kinsman	Bike lanes and sidewalks	Provide bike lanes and sidewalks on both sides of Barber Street.	0.32	Wilsonville	1	\$431,000	
C26	Kinsman Road extension	Barber Street to Day Rd	Bike lanes and sidewalks	Provides north-south connection to proposed site of commuter rail station. Provides connection to Tonquin Trail. <i>Will be installed along with the road project.</i>	2.13	Wilsonville	2	\$2,200,000	
C27	Barber Street	Kinsman to Grahams Ferry Rd	Bike lanes and sidewalks	Provide bike lanes and sidewalks on both sides of Barber Street through Villebois. <i>This project will be completed during development of Villebois.</i>	1.26	Wilsonville	2	\$1,380,000	
C28	Villebois Open Space	Barber St to Villebois Drive	Shared use path	A shared use path through the open space on the eastern edge of Villebois. <i>Project will be completed during Villebois development.</i>	0.5	Wilsonville	2	\$233,000	
C29	Villebois Loop	Barber Street to Barber Street	Signed bike route and sidewalks	Provide signed bike route and sidewalks on this main circulation road through Villebois connecting the greenway, parks and the village center. <i>Will be completed during development of Villebois.</i>	1.32	Villebois	2	\$800,000	
C30	Villebois Drive	Boeckman Road to Villebois Loop	Bike lanes and sidewalks	Provide bike lanes and sidewalks on primary northern entrance to Villebois. <i>Project will be completed during Villebois development.</i>	0.29	Villebois	2	\$320,000	
C31	Grahams Ferry Road	Day Road to Toozee Road	Bike lanes and sidewalks	A major north south access road into Wilsonville that currently has no provisions for bicyclists or pedestrians. Providing dedicated facilities provides additional choices for bicycle commuters.	1.8	Wilsonville	1	\$1,980,000	
C32	Boeckman Road extension	95th Avenue to Tonquin Trail	Bike lanes and sidewalks	This portion of Boeckman Road lacks both bike lanes and sidewalks. Boeckman Road will be a primary route into Villebois, and requires adequate facilities for bicyclists and pedestrians.	0.27	Wilsonville	1	\$215,000	
C33	95th Avenue	spot locations	sidewalks	95th Avenue has complete bike lanes in both directions but is lacking sidewalks in several locations, which makes access to transit difficult and hazardous at times.	0.28	Wilsonville	1	\$80,000	

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C34	Clutter Road	Garden Acres to Grahams Ferry Rd	Bike lanes and sidewalks	Provides a safe connection through the northern industrial area of Wilsonville.	0.3	Wilsonville	3	\$347,000	
C35	Cahalin Road (new road)	Krisman Rd to Tonquin Trail	Bike lanes and sidewalks	Provides a safe connection through the northern industrial area of Wilsonville. May provide additional connection to the Tonquin Trail. <i>This project will be completed during road construction.</i>	0.65	Wilsonville	3	\$690,000	
C36	BPA Powerline Trail	Day Road to Tonquin Trail	shared use path	This trail connects bicyclists and pedestrians along Day Rd with the Tonquin Trail. Provides Tonquin trail users access to the northern industrial area of Wilsonville.	0.85	Wilsonville	2	\$490,000	
C37	Area 42 Trail	Krisman Rd to Day Rd	Shared use path	This trail was outlined in the <i>Preliminary Urban Reserve Plan Area 42</i> and <i>North Wilsonville Industrial Area Proposed Concept Plan</i> providing a connection to the BPA powerline easement. Provides an off-street connection through the industrial lands.	0.4	Wilsonville	2	\$215,000	
C38	Commerce Circle	95th Avenue	sidewalks	Commerce Circle serves north Wilsonville as a transit route, and major portions of the roadway lacks sidewalks on one or both sides.	0.34	Wilsonville	3	\$98,000	
C39	Elligsen Road	shopping center to city limits	sidewalks and bike lanes	Provide bike lanes and sidewalks on major east-west street in the northern section of the city to connect residential areas with the commercial shopping center.	0.26	Wilsonville	3	\$160,000	
C40	Parkway Avenue	Xerox Drive to Parkway Center Drive	Bike lanes and sidewalks	Within the City, the only north-south roads east of I-5 are Canyon Creek Road and Parkway Avenue. This section of Parkway Avenue needs improvement through the addition of bicycle and pedestrian facilities.	0.47	Wilsonville	1	\$515,000	
C41	Parkway Center Connector	Wiedeman Road Trail to Parkway Center Drive	shared use path	As the remaining parcels become developed, the Parkway Center Connector provides a connection from the regional trail system to the nearby employment centers, as well as Argyle Square.	0.25	Wilsonville	2	\$117,000	
C42	Canyon Creek Trail	Canyon Creek Park to Boeckman Creek Trail	shared use path	This shared use path connects Canyon Creek Park with Boeckman Creek Trail and the neighborhoods to the south. The trail also provides greater connectivity to proposed parks in the Frog Pond Area.	0.34	Wilsonville	3	\$198,000	
C43	Rose Lane Crossing	Rose Lane @ Wilsonville Road crossing	Crossing	Provides a safe, two-stage crossing of Wilsonville Road at Rose Lane by providing striping and a pedestrian refuge island to connect the church and residential land uses on the north side of the road with Memorial Park.	0.01	Wilsonville	3	\$46,500	
LOCAL TRAILS									
L1	Center Loop Trail	Graham Oaks Natural Area	natural trail	The trail circumnavigates the main open space of the tract. The trail will pass through five different ecotypes and located adjacent to wetlands with viewing blinds for looking at wildlife in the tract. A paved section from Wilsonville Rd to the Tonquin Trail will be provided.	1.25	Wilsonville, Metro	1	\$410,000	
L2	Triangle Forest Trail	Center Loop Trail to Tonquin Trail	natural trail	This trail connects to the Center Loop Trail, taking users through the wooded portion of the site, allowing visitors to experience the remaining old growth trees and the forested riparian corridors.	0.6	Wilsonville, Metro	1	\$200,000	
L3	Indian Plum Creek Trail	Tonquin Trail to Center Loop Trail	natural trail	Connecting Wilsonville Road with Tonquin Trail and the Center Loop Trail, this trail goes by two creeks, Indian Plum Creek and Legacy Creek.	0.55	Wilsonville, Metro	1	\$190,000	

WILSONVILLE BICYCLE AND PEDESTRIAN MASTER PLAN PROJECT MATRIX

PROJECTS									
ID	Project	From - To	Type	Description	Length (miles)	Lead Responsibility	Priority	Planning Level Cost Estimate (Excluding Property Acquisition/Easement) See Cost Estimate Worksheet for Cost Breakdown	
L4	Lone Oak Trail	Center Loop Trail	natural trail	A trail leading to "The Lone Oak", a remnant Oregon white oak which stands in the middle of the agricultural field located in the central portion of the natural area.	0.1	Wilsonville Parks	1	\$21,000	
L5	River Trail	Memorial Park Center Loop Trail	natural trail	The trail will connect to the boat dock and feature several river overlooks with benches. The River Trail will connect with the Center Loop Trail and the Homestead Trail.	0.62	Wilsonville Parks	2	\$127,000	
L6	Kolbe Homestead Trail	River Trail to Memorial Park Center Loop Trail	natural trail	An interpretative route offering information and a tour of the historic Kolbe homestead.	0.44	Wilsonville Parks	2	\$62,000	
L7	Klein Homestead Trail	Kolbe Homestead Trail	natural trail	An interpretative route offering information and a tour of the historic Klein homestead.	0.31	Wilsonville Parks	2	\$62,000	
L8	Park Access Trail	Rose Lane	low volume roadway	Dependent upon a long-range plan for the Meridian Landing state-controlled property just east of the current Wilsonville city boundary. Would connect via an easement from Montgomery Way. Would involve extensive public process before any actual construction occurred.	0.45	Wilsonville	3	\$12,000	
L9**	Town Center Loop	Town Center Loop	city trail	Connects Clackamas Community College, the new City Hall and open space	0.25	Wilsonville	2	\$52,000	
L10	Park @ Merryfield Trail	Camelet Street to Inza Wood Middle School	city trail	Widen and stripe the trail leading from the neighborhood through the Park at Merryfield and connecting with Inza Wood Middle School and Boones Ferry Primary School.	0.1	Wilsonville	1	\$47,000	
L11	Tonquin Connector	Tonquin Trail to Park @ Merryfield	natural trail	Connects the regional Tonquin Trail with the Park @ Merryfield and the nearby homes.	0.15	Wilsonville	2	\$30,000	
L12	Villebois Loop Trail	Villebois Greenway to Tonquin Trail	city trail	Connecting the Villebois Greenway and the Tonquin Trail with the residential areas of Villebois as well as the Village center. To be completed during construction of Villebois.	0.84	Villebois, Wilsonville	3	\$172,000	
L13	School Trail	Planned school site to Barber Street	city trail	Connects the proposed school site with the Tonquin Trail, the Coffee Lake Natural Area and two primary routes into Villebois, Boeckman Road and Barber Street. To be constructed during construction of Villebois.	1.06	Villebois, Wilsonville	3	\$217,000	
L14	Frog Pond Loop	Proposed community park	city trail	Connects three proposed parks with the neighborhoods and the proposed regional Boeckman Creek Trail.	1.18	WWLSD, Wilsonville	2	\$281,000	
L15	Rivergreen Trail	Tonquin Trail / SW Willamette Way to Waterfront Trail	natural trail	A natural trail providing access to the river for surrounding residents. This trail may or may not connect to the existing Metro property and the proposed Tonquin Trail. This trail would require an easement from the Rivergreen HOA to locate the trail through their common property.	0.65	Wilsonville	3	\$251,000	
Total								\$56,820,000	

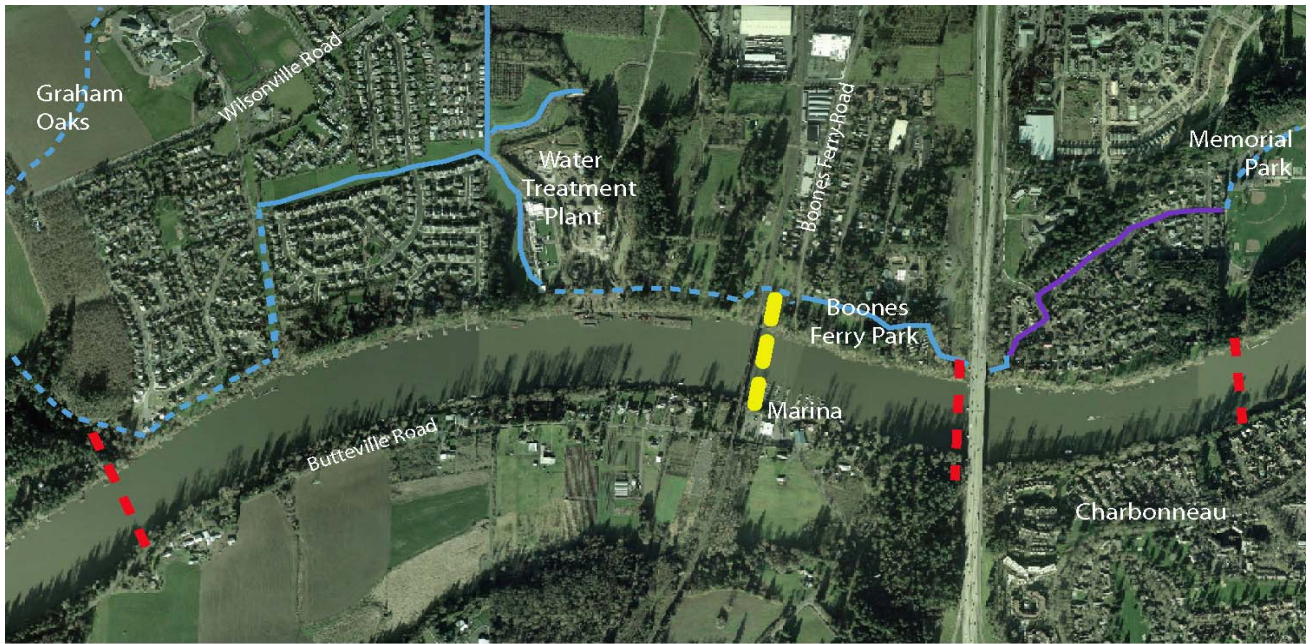
* Additional information about these projects may be found on pages 28-39.

** Additional information about these projects and other Town Center Loop improvements may be found in Chapter 6, "Key Challenges and Opportunities."

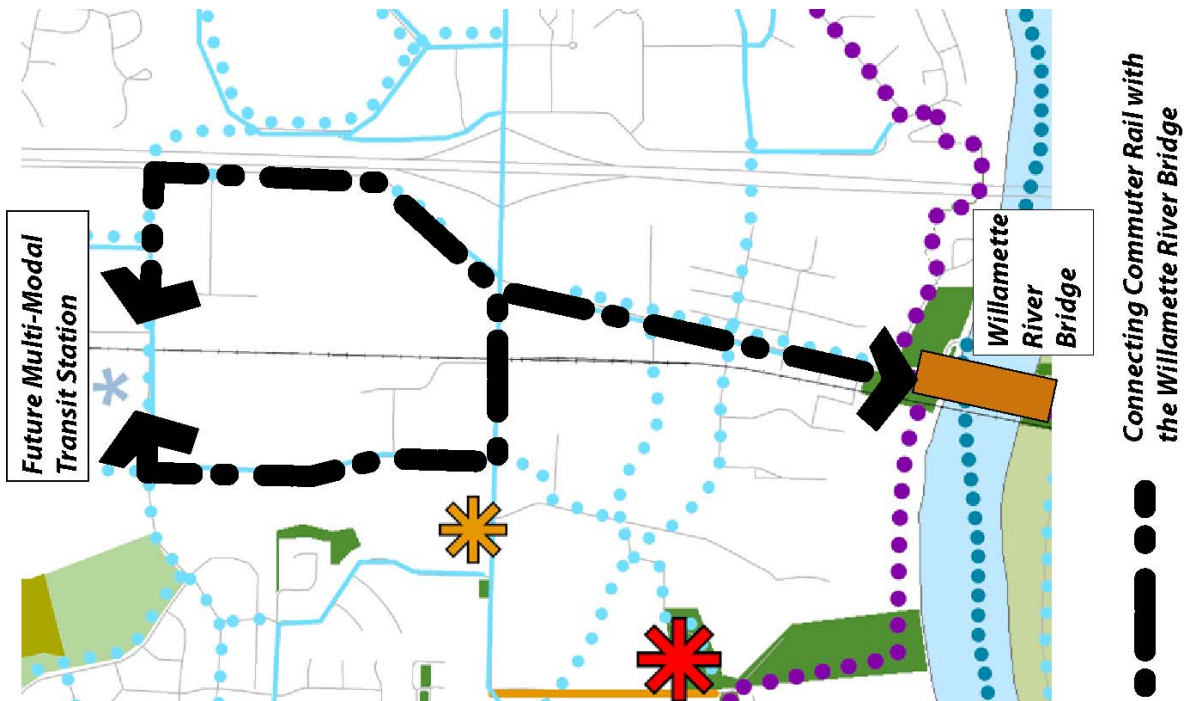
Priority Projects

Members of the ACMP, City staff, and the general public have identified the projects highlighted on the following pages as priority projects. These projects fill in a vital missing link within the existing bicycle and pedestrian network, enhancing opportunities for recreational use within the City while providing additional alternate transportation routes for commuters of all ages.




R5: Willamette River Crossing



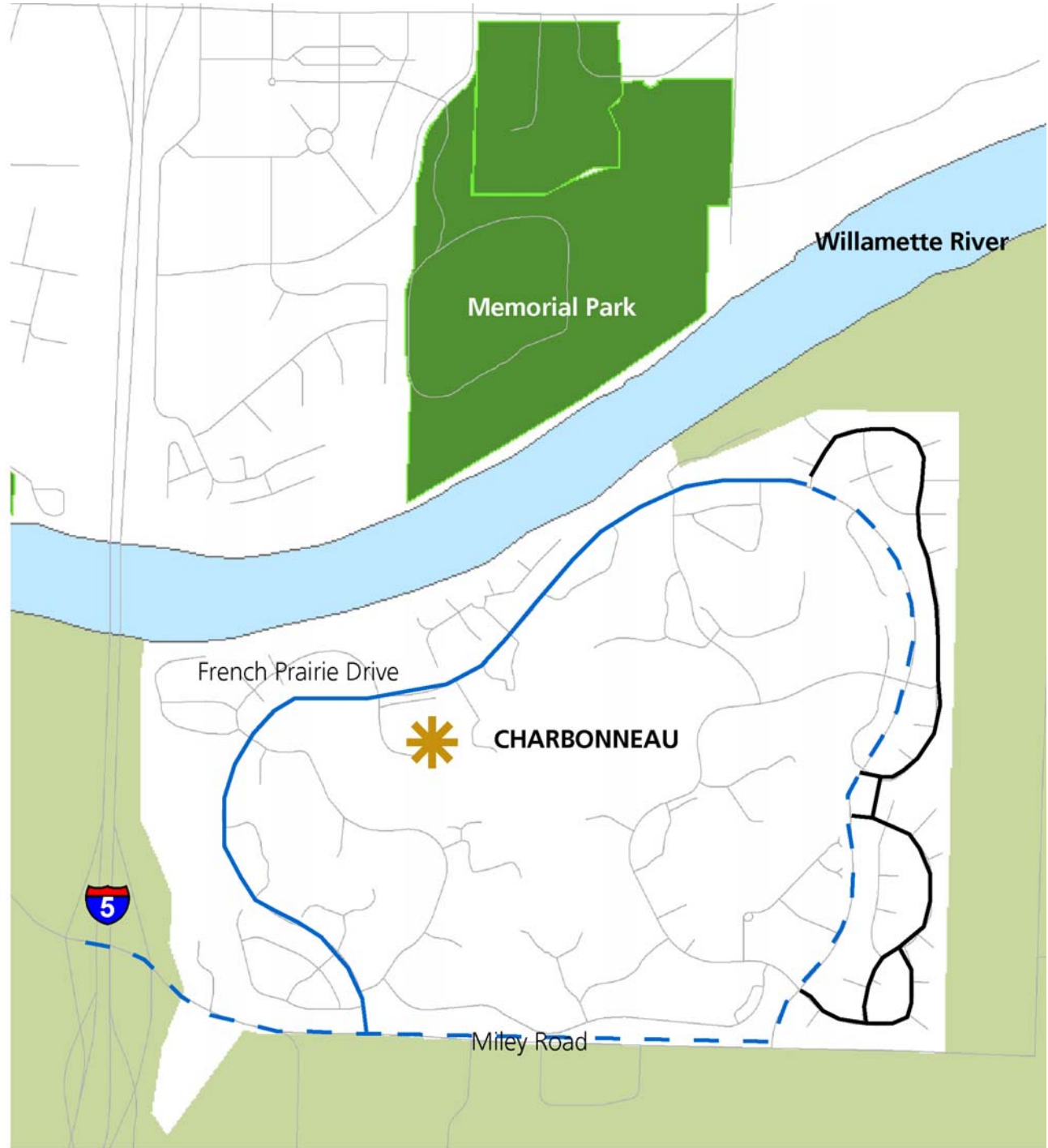
- - - Potential locations for a separated bicycle/pedestrian bridge over the Willamette River
- - - Preferred location for a separated bicycle/pedestrian bridge over the Willamette River
- - - Potential shared-use paths
- Existing shared-use paths
- Existing on-street connection



2. Recommended Bicycle and Pedestrian Network

R5: Willamette River Crossing			
<p>Description</p> <p>A separated bicycle and pedestrian bridge spanning the Willamette River would greatly improve the biking and walking experience of all users while serving as a gateway to Wilsonville and the Portland metro region for northbound travelers and the Willamette Valley for southbound travelers.</p> <p>Currently, bicyclists and pedestrians are expected to use the freeway bridge deck when they wish to cross the Willamette River. For most users, this is a frightening experience at best. Instead of biking or walking, people choose to drive over the river and start bicycling from the south side.</p> <p>The installation of a separated bridge also creates the opportunity to connect people with the river, while providing economic development opportunities for businesses in Old Town and other parts of Wilsonville. Furthermore, the bridge will strengthen regional connections by providing a linkage to the regional commuter rail station scheduled to begin operations in 2008.</p> <p>The bridge would also emphasize Wilsonville's dedication as a bicycle and pedestrian friendly environment while creating stronger regional connections.</p>			
			
<p style="text-align: center;"><i>Bicycle and pedestrian bridge near a rail bridge, Arizona</i></p>			
			
<p style="text-align: center;"><i>Sundial bridge in Redding, CA</i></p>			
			
<p style="text-align: center;"><i>Suspension bridge in Waco, TX</i></p>			
<p>Type/Width</p> <p>Shared-use bridge / 14 ft</p>	<p>Length</p> <p>Approximately one mile</p>		
<p>Ownership</p> <p>City of Wilsonville</p>			
<p>Key Land Uses/Destinations</p> <p>Serves residents and visitors of Wilsonville. Connects Wilsonville with Charbonneau, Champoeg, Willamette Valley Scenic Bikeway, and the southern Willamette Valley.</p>			
<p>Issues</p> <table border="0" style="width: 100%;"> <tr> <td style="width: 50%; vertical-align: top;"> <ul style="list-style-type: none"> • Identifying the appropriate bridge location and negotiating with property owners. • Ensuring the privacy and safety of nearby residences and businesses. </td> <td style="width: 50%; vertical-align: top;"> <ul style="list-style-type: none"> • Creating safe, comfortable access from both the north and south to ensure high usage of the bridge. </td> </tr> </table>		<ul style="list-style-type: none"> • Identifying the appropriate bridge location and negotiating with property owners. • Ensuring the privacy and safety of nearby residences and businesses. 	<ul style="list-style-type: none"> • Creating safe, comfortable access from both the north and south to ensure high usage of the bridge.
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<p>Planning-Level Cost Estimate</p> <p>\$7 - 12 million</p>			

C13: Charbonneau Pedestrian Path



- Existing Path
- - - Proposed Path
- Existing Sidewalk
- ★ Charbonneau Village Center

2. Recommended Bicycle and Pedestrian Network

C13: Charbonneau Pedestrian Path

Description

The primary objective of this project is to improve the bicycling and pedestrian environment within Charbonneau.

Currently, the existing six-foot wide path ends at Country View Lane, transitioning to the existing sidewalk network on the roads east of French Prairie Drive. This existing path is a six-foot-wide asphalt path along the outside of the roadway, separated by a planting strip. The condition of the path varies from very good to substandard, mostly due to cracking and lifting of the path surface caused by tree roots. French Prairie Drive has a posted speed limit of 25 mph.

In a survey of Charbonneau residents, the majority of participants overwhelmingly supported the continuation of the path around the entire loop, so that people did not have to walk in the roadway. In addition to completing the loop, the project would focus on bringing the entire path up to ADA standards.

To accommodate bicyclists, the outside lane in either direction could be signed as a shared roadway, indicating to motorists to expect bicyclists. Another method of accommodating bicyclists is to reduce the number of travel lanes to one in either direction, and use the gained space to create curbside pathways for pedestrians and bicyclists. The paths could be raised and separated for protection from motor vehicle traffic.

Type/Width

Paved pedestrian path / 8 - 10 ft
Shared lane bicycle markings on roadway

Length

0.84 miles for missing piece, approximately 2.2 miles for the entire loop

Ownership

City of Wilsonville

Key Land Uses/Destinations

Serves residents and visitors to Charbonneau. Connects all neighborhoods with the golf course and village center. Connects residents with existing and proposed SMART stops.

Issues

- Some residents near missing gap concerned about more people traveling near their property.
- Ensuring appropriate design sensitivity to address privacy concerns of residents along French Prairie Drive.

Planning-Level Cost Estimate

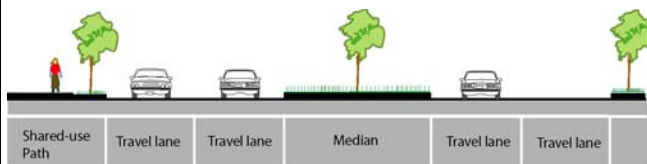
\$1,000,000 - \$1,110,000



Existing walking path

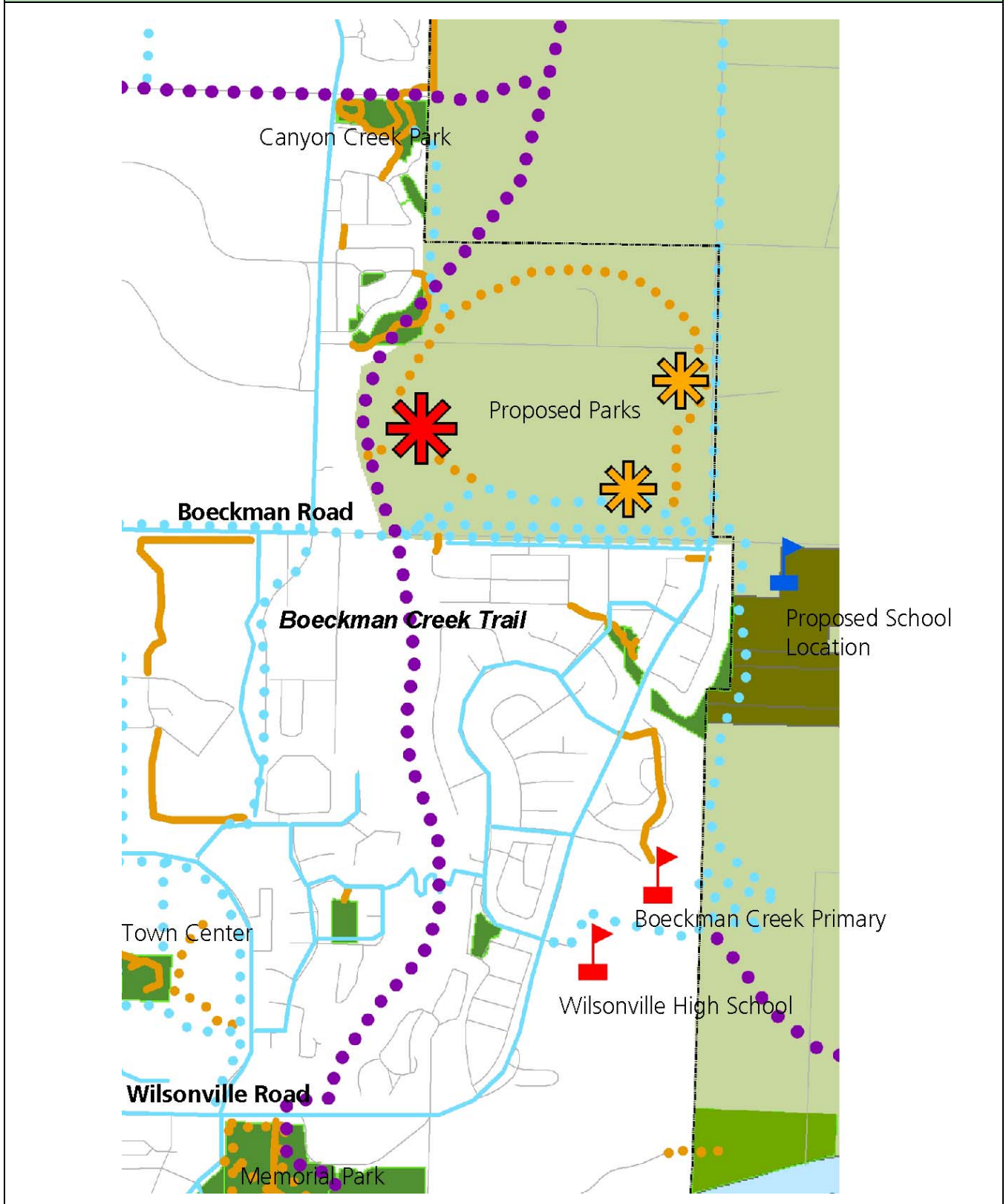


Potential location for path extension



The existing roadway with an 8-10-foot-wide path along the outside of French Prairie Drive.

R3: Boeckman Creek Trail



2. Recommended Bicycle and Pedestrian Network

R3: Boeckman Creek Trail

Description

The Boeckman Creek Trail is a critical piece of the potential regional trail loop around Wilsonville, linking to Memorial Park to the South, the Tonquin Trail to the West, and the Stafford Spur Trail to the East.

Establishing the Boeckman Creek Trail as a regional trail would increase its usage, provide a much needed north-south bikeway/walkway corridor and offer an amazing community amenity. This would entail adding a hard surface to facilitate non-motorized travel by wheeled vehicles such as wheelchairs, bicycles, inline skates, and skateboards.

There is an unpaved service road parallel to Boeckman Creek between Wilsonville Road and Boeckman Road. This connection is currently used as an "unofficial" recreation trail by bicyclists and pedestrians.

Surfacing options include permeable or non-permeable asphalt or concrete, sand seal, crushed granite or rock. Other amenities such as benches, art, and interpretive signs could be added.

Type/Width

Paved shared-use path / 10 - 12 ft

Length

2.4 miles from Memorial Park to Canyon Creek Park

Ownership

City of Wilsonville, Clackamas County, private property

Key Land Uses/Destinations

Serves residents throughout Wilsonville, particularly those living on the east side of the freeway. Provides connections to neighborhoods, planned development in the Frog Pond area, Memorial Park and the river, Wilsonville High School and Boeckman Creek Elementary School, Canyon Creek Park, Mentor Graphics and Xerox.

Issues

- Environmental constraints with regards to building close to the creek and within a sensitive habitat.
- Neighborhood concerns regarding safety and security due to greater access to the creek.
- Finding and creating multiple access points to the trail.
- Ensuring suitable connections to Wilsonville Road and Boeckman Creek Road.

Planning-Level Cost Estimate

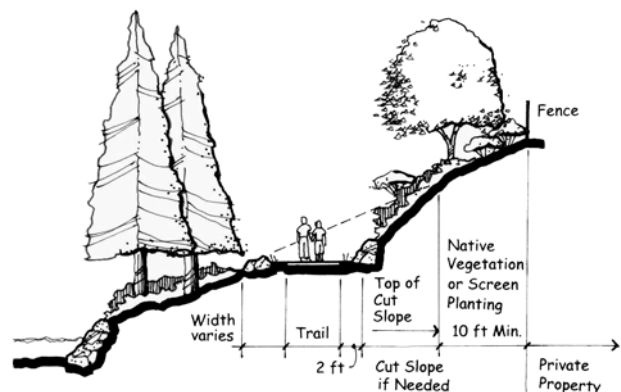
\$1.5 - 2.5 million



Existing condition along Boeckman Creek

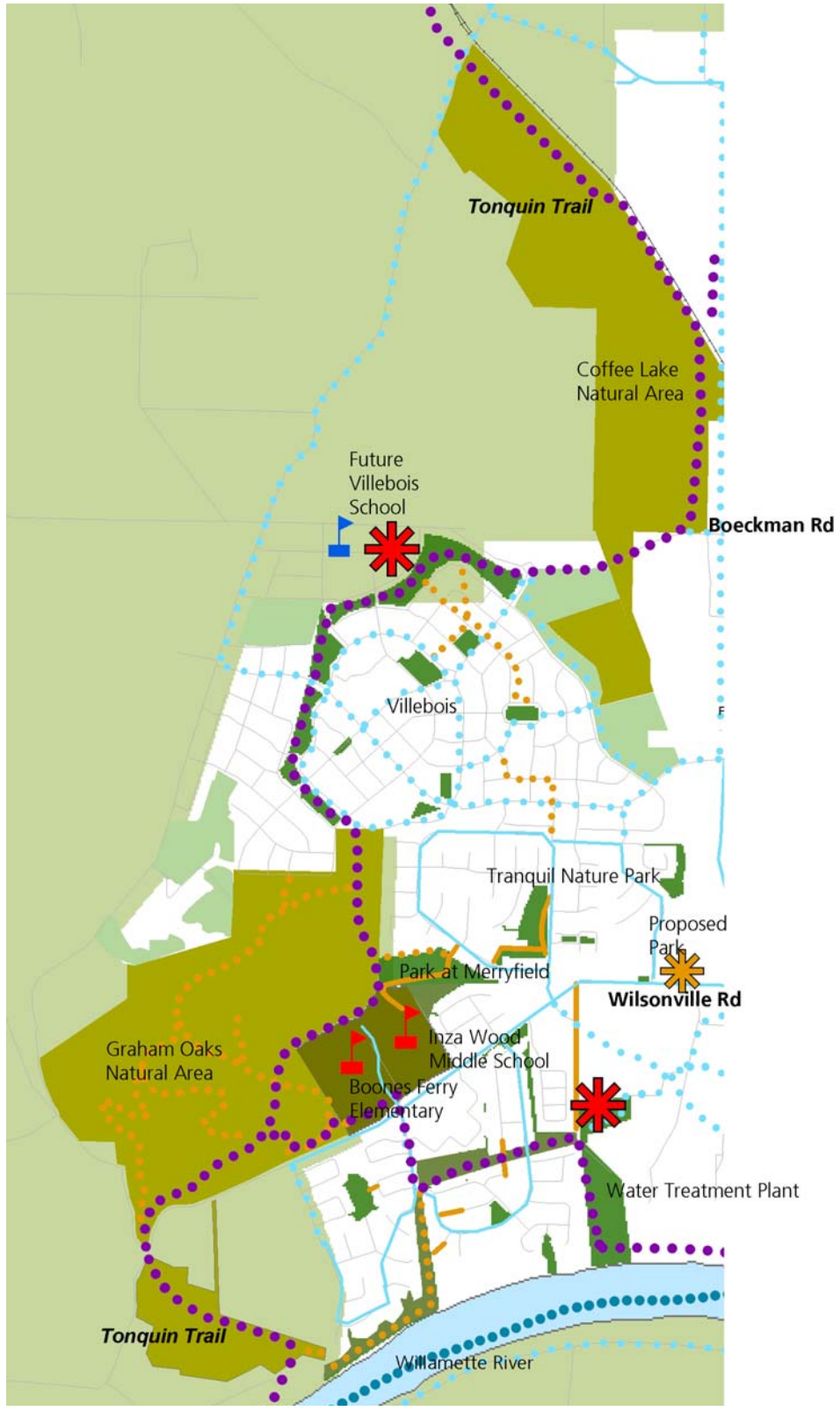


Existing bridge crossing Boeckman Creek



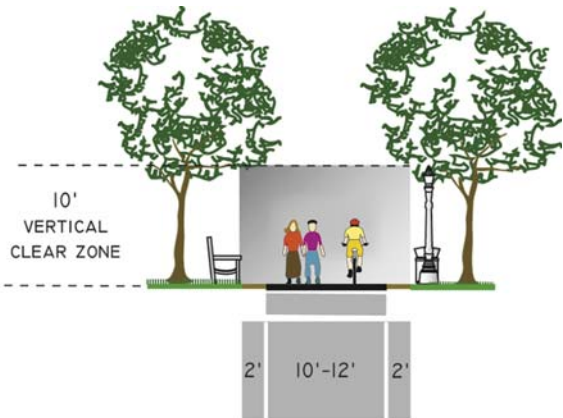


A shared-use path next to a creek

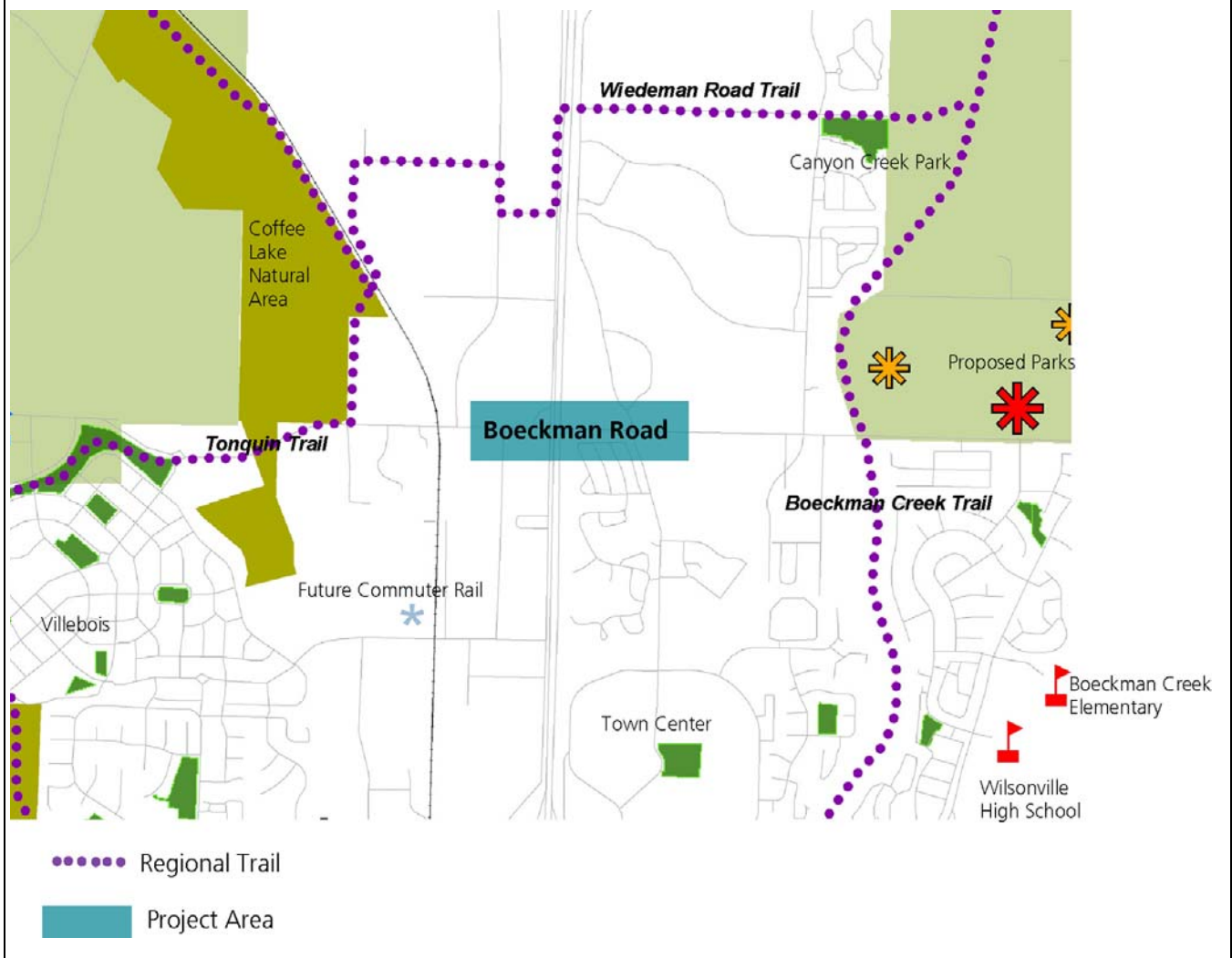
R1: Tonquin Trail



2. Recommended Bicycle and Pedestrian Network

R1: Tonquin Trail	
<p>Description</p> <p>The Tonquin Trail is identified on Metro's Regional Trail Plan as a significant regional, non-motorized trail linking the cities of Wilsonville, Tualatin and Sherwood. The trail, when built, will also serve to connect the Willamette and Tualatin Rivers, the existing Fanno Creek Greenway Trail, the future Willamette and Tualatin River Greenways, and the proposed Wiedeman Road Trail and Waterfront Trail. The trail will also connect users to the Tualatin River Natural Wildlife Refuge.</p> <p>When built, the Tonquin Trail will provide tremendous opportunities for transportation, recreation, and environmental education in this region. Along with numerous local and regional connections, the Tonquin Trail will also provide a number of wayside trail parks for the rest and enjoyment of all trail users.</p>	
<p>Type/Width</p> <p>Paved shared-use path / 10 - 14 ft</p>	<p>Length</p> <p>Approximately 4 miles in Wilsonville, nearly 12 miles its entire length</p>
<p>Ownership</p> <p>Metro, City of Wilsonville, other</p>	
<p>Key Land Uses/Destinations</p> <p>The Tonquin Trail will serve Wilsonville residents and visitors alike by connecting: the rivers, parks, schools and neighborhoods from Wilsonville to Sherwood and Tualatin. In Wilsonville, the trail will connect Boones Ferry Park, the Water Treatment Plant Park, Boones Ferry Primary, Inza Wood Middle School, CREST, the Graham Oaks Natural Area, Villebois, Villebois school, and the CoffeeCreek wetlands.</p>	
<p>Issues</p> <ul style="list-style-type: none"> • Environmental mitigation and environmentally sensitive construction. • Maintaining access along the corridor for all users. • Maintaining privacy and security for residents along the proposed trail alignment. 	
<p>Planning-Level Cost Estimate</p> <p>\$1.2 - 2.9 million for the Wilsonville portion of the trail (including the sections of the trail that go through Villebois and Graham Oaks Natural Area). This is based on the Tonquin Trail Feasibility Study's recommended alignment, which followed an extensive multi-jurisdictional process.</p>	
 <p><i>Coffee Creek wetlands</i></p>  <p><i>The Tonquin Trail will travel along the Graham Oaks Natural Area, connecting users with the planned trail system there.</i></p>  <p><i>A standard regional trail cross-section</i></p>	

C6: Boeckman Road Overpass



2. Recommended Bicycle and Pedestrian Network

C6: Boeckman Road Overpass

Description

Bisected by I-5, residents of Wilsonville have few options for crossing the freeway - Elligsen Rd, Boeckman Rd, and Wilsonville Rd. These options all present challenges to the bicyclist and pedestrian, especially Elligsen and Wilsonville Roads, as they are freeway interchanges.

The lack of freeway access to and from Boeckman Road makes it ideal for an improved bicycle and pedestrian crossing. This is only enhanced by the road's central location and easy access to numerous destinations.

The bridge would be cantilevered off of one or both sides of the Boeckman Road overpass to provide easy east-west access. This section of Boeckman Road is in the TSP for a widening project, which would accommodate bike paths.

A short-term option includes widening the current approaches to the bridge and striping a bicycle/pedestrian path across the bridge. Additional precautions — such as slightly raising the path, sloping the path, or adding some type of barrier — could be explored.

Type/Width

Shared-use bridge / 6-12 ft

Length

Approximately half a mile

Ownership

City of Wilsonville, ODOT

Key Land Uses/Destinations

Serves residents throughout Wilsonville. Connects major employers such as Xerox and Mentor Graphics with neighborhoods (Villebois), the business parks and the future home of the commuter rail station. Provides residents of the west side improved access to Town Center and the high school.

Issues

- Load bearing capacity of the Boeckman Road overpass.
- Securing enough right-of-way to locate the bridge and the approaches.
- Coordination with ODOT would be required for this option.
- Providing safe and comfortable connections to the bicycle and pedestrian bridge on both sides of the freeway.
- Location of a future interchange at Boeckman Road and I-5.

Planning-Level Cost Estimate

\$2 - 4 million

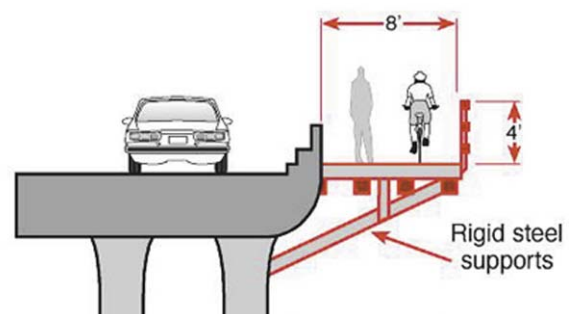


Boeckman Road looking west from Parkway Avenue



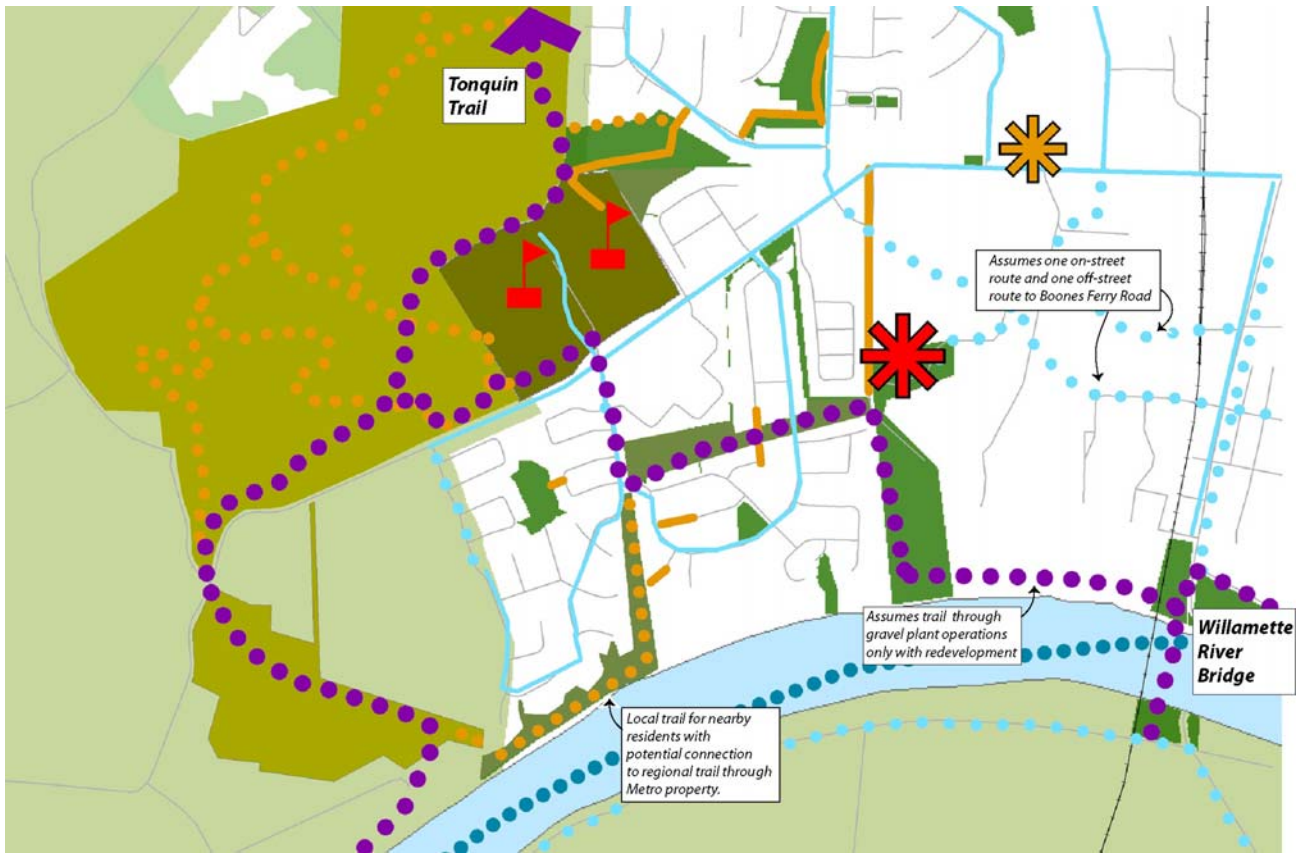
An overhead view of the Boeckman Road overpass

Cantilevered path addition



Cross-section of a cantilevered bridge

R4: Waterfront Trail - Rivergreen Alignment



2. Recommended Bicycle and Pedestrian Network

R4: Waterfront Trail – Rivergreen Alignment

Description

The Rivergreen neighborhood lies in a prominent position in the Wilsonville Bicycle and Pedestrian Plan, as it is located along the Willamette River, between the Tonquin Trail and the Willamette River Bridge. A number of alignments were examined, focusing on how each alignment met the goals of this Master Plan.

The recommended alignment for the regional trail is an on-street alignment that would connect through the school district property, head south along Willamette Way East, and connect with the Morey's Landing Trail.

The greenway along the river provides an opportunity for a local, natural trail. The BPA corridor is rather steep as it approaches the river, and will require some grading and switchbacks. Furthermore, the BPA corridor and greenway is owned by the HOA; thus, any trail there would require that the HOA and the BPA approve an easement. Together, the regional trail and local trail would provide an excellent set of trail loops for nearby residents.

It should be noted that this is a conceptual, planning-level alignment with a long-range vision for the eventual development of a complete bicycle, pedestrian, and trail system within Wilsonville. As the City begins to secure funding for the planning and design of this project, the City will work closely with adjacent homeowners to ensure privacy and security.

Type/Width

4-6 ft wide soft surface trail

Length

Approximately 0.5 miles

Ownership

City of Wilsonville, BPA, Rivergreen Homeowners Association

Key Land Uses/Destinations

Graham Oaks Natural Area, undeveloped Metro property south of Wilsonville Rd, regional Tonquin Trail, Boones Ferry Primary School, Wood Middle School, Rivergreen neighborhood, Water Treatment Plant Park, Willamette River bridge

Issues

- | | |
|---|--|
| <ul style="list-style-type: none"> • Negotiating with Rivergreen HOA for easement along the greenway and powerline corridor for local trail. • Working with the neighborhood to ensure the privacy and safety of the nearby homes and property. | <ul style="list-style-type: none"> • Creating safe and comfortable access for all trail users while addressing ADA issues. • Environmental permitting. • Working with the school district to locate a regional trail near the CREST campus. |
|---|--|

Planning-Level Cost Estimate

\$300,000 – \$500,000



The slope of the Rivergreen HOA open space leading from the Willamette River up to the BPA powerline corridor will require grading and switchbacks for a local, natural trail.

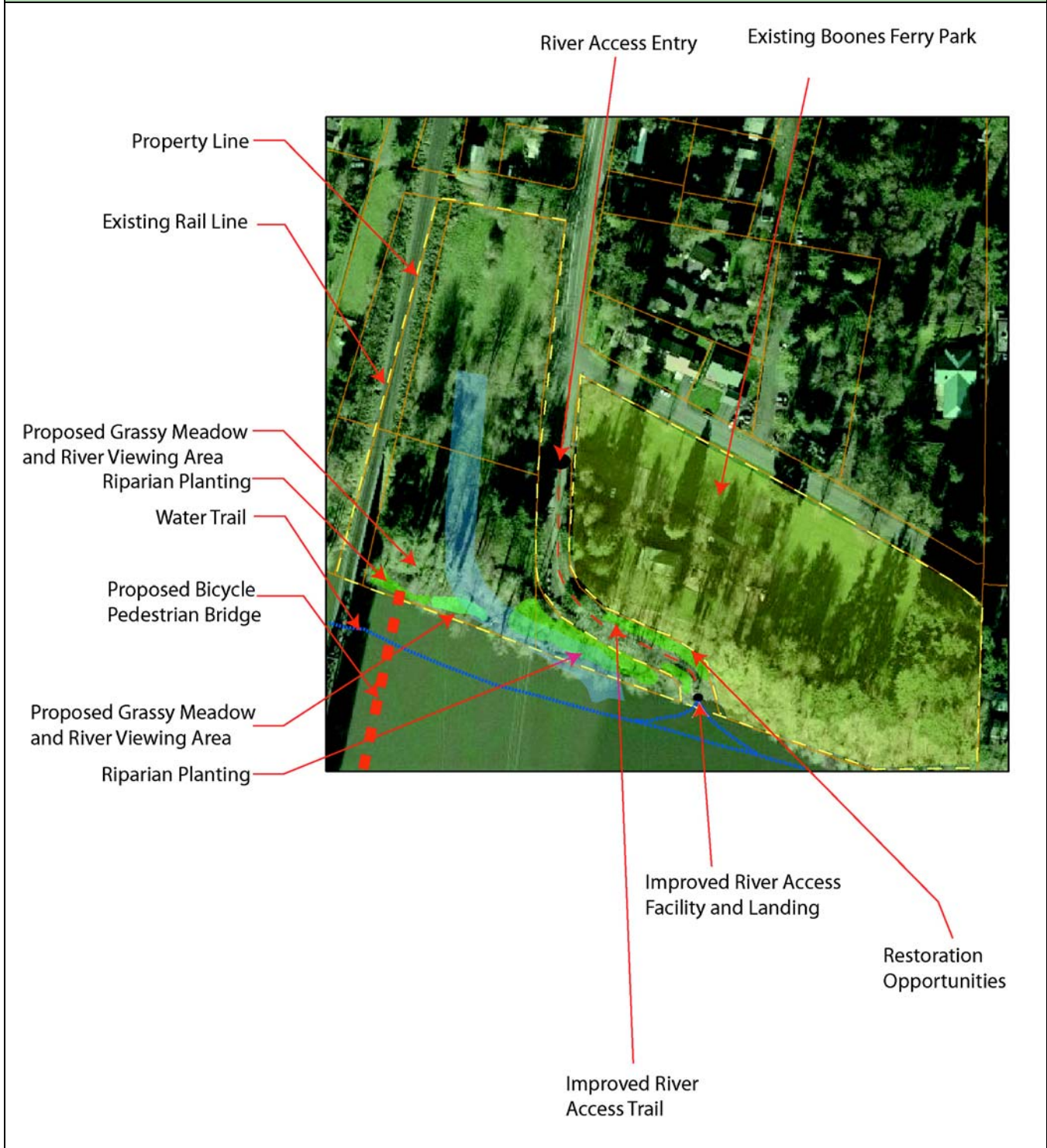


A connection to the regional trail system should occur through the school district property.



The existing Morey's Landing path that would become part of the regional trail network within Wilsonville.

WT1: Boones Ferry Landing



2. Recommended Bicycle and Pedestrian Network

WT1: Boones Ferry Landing

Description

The Boones Ferry entry site is representative of the historic ferry terminal operated by the Boone family. A steep paved access road leads to the rivers edge where the concrete foundation of the historic ferry landing can be viewed. The site is tied to a formal park while the current path leading to the river is paved most of the way and does not meet ADA access standards.

Opportunities exist to develop facilities that foster safe entry to the river for non-motorized watercraft. While formalizing a connection to the river there is an opportunity to develop a park and river access facility that celebrates the historic uses of the river. The site offers opportunities to develop a possible storage facility. The site also provides excellent economic development opportunities for the Old Town along Boones Ferry Road as a tourist and traveler destination spot.

Put-in/Take-out

Length from Parking

Both

Approximately 500 feet

Ownership

City of Wilsonville

Key Land Uses/Destinations/Facilities

Businesses and residents in Old Town, Tauchman House and key regional bike paths. Play, sports and picnic facilities at Boones Ferry Park.

Issues

- Steep pathway down to river
- Improve river access
- Path surface is uneven and needs to be formally developed

Planning-Level Cost Estimate

\$100,000 - \$300,000



Existing slope looking up toward the top of the river bank from the historic Boones Ferry Landing

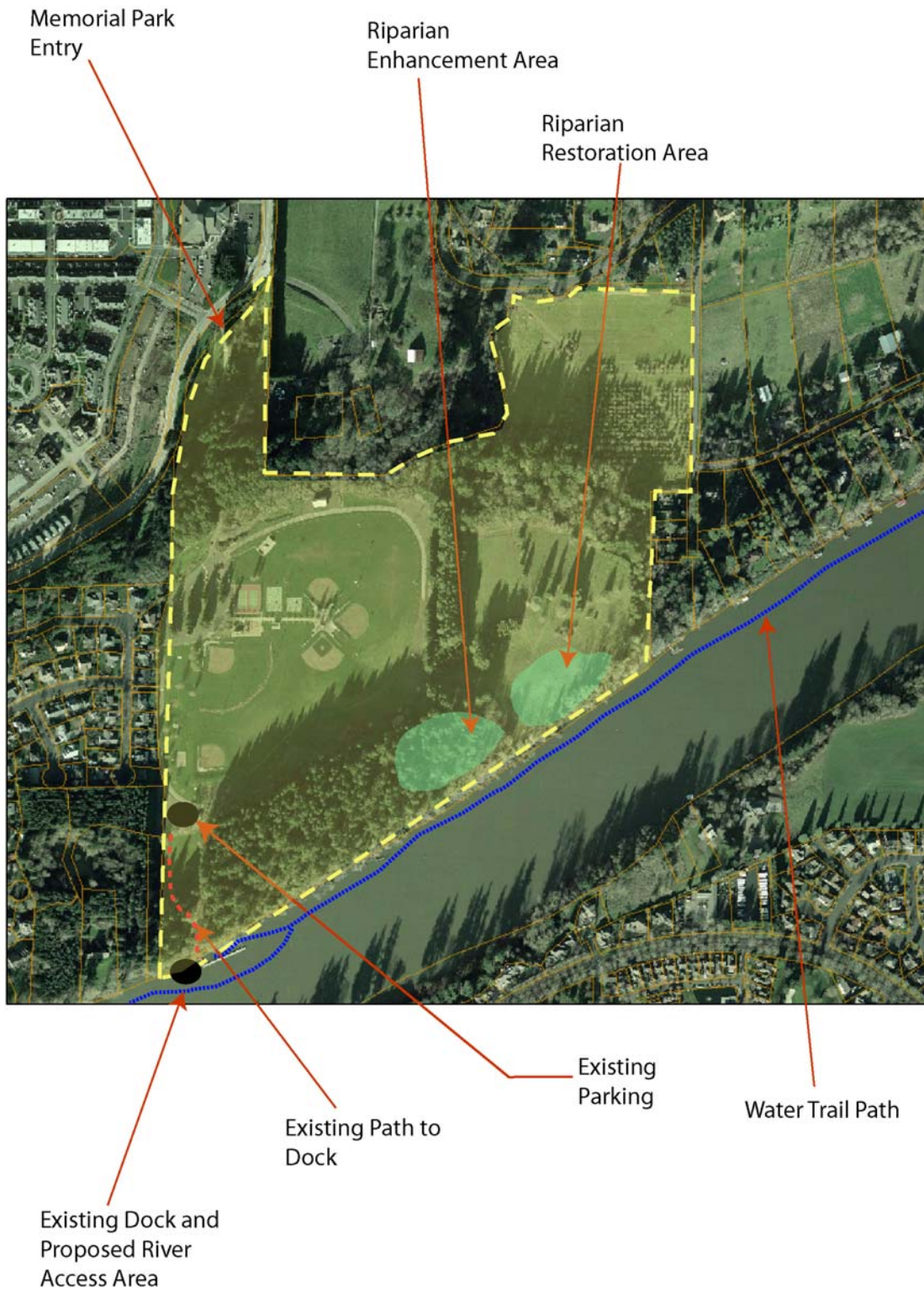


Proposed hard surface trail and hand rail treatment to improve access



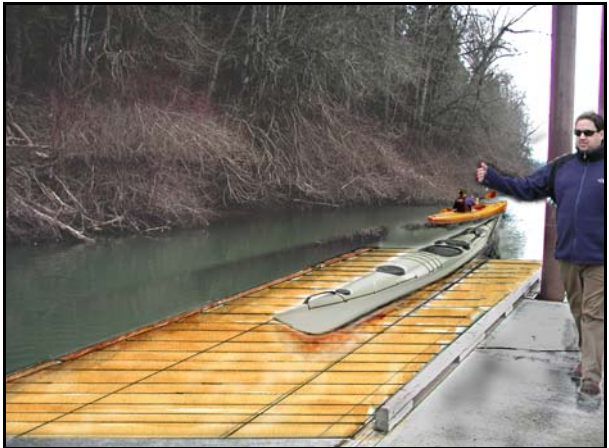


A rendering of a formal entrance to the Boones Ferry Landing

WT2: Memorial Park



2. Recommended Bicycle and Pedestrian Network

WT2: Memorial Park	
<p>Description</p> <p>Memorial Park currently serves as a primary recreation and natural area resource for Wilsonville residents and visitors alike by connecting the river, parks, schools and neighborhoods from Wilsonville to the Willamette River. The site offers interpretive riparian restoration opportunities along with connections to existing dock facilities. This site offers safe access and entry to the Willamette, as well as the opportunity to locate boat storage facilities adjacent to the parking area overlooking the sheltered picnic facility.</p> <p>This site is a primary water trail access and take out location. Parking is a benefit to users that are participating in multi-day river excursions, and there is space to stage equipment. Handcarts could be provided to assist in the hauling of the boats and equipment to the river.</p>	
<p>Put-in/Take-out</p> <p>Both</p>	<p>Length from Parking</p> <p>Approximately 1000 feet from the parking area to the dock ramp</p>
<p>Ownership</p> <p>City of Wilsonville</p>	
<p>Key Land Uses/Destinations/Facilities</p> <ul style="list-style-type: none"> • General park facilities ball fields, play grounds, picnic shelter • Parking • Dock facilities • Restrooms • Riparian restoration and enhancement area 	
<p>Issues</p> <ul style="list-style-type: none"> • Site does not meet ADA standards • Dock facility does not support non-motorized water craft • Path surface is uneven and needs to be developed 	
<p>Planning-Level Cost Estimate</p> <p>\$75,000 - 375,000 (The lower costs are for improvement of the trail and approach only. The higher costs would be for addition of a retrofit dock to support non-motorized water craft and a new gangway facility that supports ADA access to the dock.)</p>	
 <p style="text-align: center;"><i>Existing Memorial Park dock</i></p>  <p style="text-align: center;"><i>Existing dock entry at Memorial Park</i></p>  <p style="text-align: center;"><i>A rendering of a non-motorized dock attached to the existing dock</i></p>	



3. Plan Implementation and Phasing

Selection Criteria and Project Priorities

Estimated Long-Term Costs

Public Funding Sources for Bicycle, Pedestrian, and Trail Projects

Maintenance Guidelines and Costs

3. Plan Implementation and Phasing

Selection Criteria and Project Priorities

Working with consultants, city staff, and the ACMP, evaluation criteria for the bicycle and pedestrian plan was developed. The evaluation criteria was applied in three different ways:

- The criteria were applied in laying out the future bicycle and pedestrian network by identifying the features of a network that are most important to the residents of Wilsonville.
- The criteria were applied to individual project alternatives to select a preferred alternative.
- The criteria were used to rank projects against each other as an indication of their relative importance.

The goal was to develop three tiers of project priorities so that the City may focus funding and funding applications on the highest priority projects. As there are three different categories of facilities set forth in the Plan, each category was evaluated independently. The criteria used in the rankings include (100 total points possible):

Connectivity (25 points): To what degree does this alternative fill in a missing gap in the bicycle and pedestrian system?

User Generator (25 points): To what degree will the alternative likely generate significant transportation or recreational usage based on population, corridor aesthetics, etc?

Land Uses (15 points): How many user generators does the alternative connect to within one-fourth to one-half mile of the project, such as schools, parks, transit centers, employment and commercial districts, churches, etc?

Overcomes Barrier (15 points): How well does the alternative overcome a barrier in the current bicycle and pedestrian network?

Regional Benefits (10 points): To what degree does the alternative offer potential benefits to the wider,

regional community by creating opportunities for increased connectivity, parks, view points, etc?

Ease of Implementation (10 points): How difficult will it be to implement this project? This criterion takes into account topographical, environmental, political, and economic constraints, which should be considered only after the idea has been evaluated on merit.

Using the above criteria, the consultant team ranked individual projects based on information obtained from site visits, field work, City staff, and from the public. As a result, the projects have been grouped by classification into Tier 1, Tier 2, and Tier 3 project priorities.

The short-, mid-, and long-term schedule may change according to available funds, changing priorities, new roadway projects that coincide, new development and redevelopment opportunities, or other factors.

It should be noted that the purpose of this exercise is to understand the relative priority of the projects so that the City may apportion available funding to the highest priority projects. Medium and long-term projects also are important, and may be implemented at any point in time as part of a development or public works project. The ranked lists should be considered a "living document" and should be frequently reviewed to ensure they reflect current Wilsonville priorities.

Table 2. Regional Trail Priorities

Tier 1	Tier 2	Tier 3
R1: Tonquin Trail	R4: Waterfront Trail	R2: Stafford Spur Trail
R3: Boeckman Creek Trail	R4a: Memorial Park to Boones Ferry Park Trail improvements	R6: Wiedeman Road Trail - Phase 3
R5: Willamette River Bridge	R6b: Wiedeman Road Trail - Phase 2	
R6a: Wiedeman Road Trail - Phase 1		

Table 3. Community Pathways and Bikeways Priorities

Tier 1	Tier 2	Tier 3
C1: Town Center Improvement Package	C3: Town Center Park Trail	C15: Memorial Drive/5th Street overpass
C2: West Town Center Loop	C4: Town Center Loop Bridge	C16: 5th Street
C6: Boeckman Road Bridge	C5: Parkway Avenue	C18: Railroad Tracks crossing
C7: Boeckman Road	C10: Frog Pond	C23: Barber Street/Boones Ferry Road
C8: Canyon Creek extension	C11: School Trail	C34: Clutter Road
C9: Boeckman Road	C12: Memorial Park Central Loop Trail	C35: Cahalin Road (new road)
C13: French Prairie Drive	C19: Brown Road	C38: Commerce Circle
C14: Miley Road	C20: 5th Street extension	C39: Elligsen Road
C21: Water Treatment Plant connection	C26: Kinsman Road extension	C42: Canyon Creek Trail
C22: Willamette Way East sidewalks	C27: Barber Street	
C24: Boberg Road	C28: Villebois Open Space	
C25: Barber Street	C29: Villebois Loop	
C32: Boeckman Road extension	C30: Villebois Drive	
C33: 95th Avenue	C31: Grahams Ferry Road	
C40: Parkway Avenue	C36: BPA Powerline Trail	
	C37: Area 42 Trail	
	C41: Parkway Center Connector	

Table 4. Local Trail Priorities

Tier 1	Tier 2	Tier 3
L1: Center Loop Trail	L5: River Trail	L8: Park Access Trail
L2: Triangle Forest Trail	L6: Kolbe Homestead Trail	L12: Villebois Loop Trail
L3: Indian Plum Creek Trail	L7: Klein Homestead Trail	L13: School Trail
L4: Lone Oak Trail	L9: Town Center Loop	L15: Rivergreen
L10: Park at Merryfield Trail	L11: Tonquin Connector	
	L13: Frog Pond Loop	

Estimated Long-Term Costs

The candidate projects are recommended to be implemented over the next 25+ years, or as funding is available. Some of the more expensive projects may take longer to implement.

The total implementation cost is estimated at approximately \$60 million. Approximately \$24 million is for regional trails, \$34 million for pathways and bikeways, and \$2 million for local trails. A complete breakdown of costs is included in Appendix A. Again, many trails will likely be implemented as part of property development projects over time. It is important to note that while some of the trail projects can be funded with Federal, State, and regional transportation, safety, and/or air quality grants, many are recreational in nature and must be funded by local or private sources.

Table 5. Tier 1 Projects with Planning Level Costs

ID	Project	Cost
R1	Tonquin Trail	\$2,900,000
R3	Boeckman Creek Trail	\$1,900,000
R5	Willamette River Bridge	\$10,000,000
R6a	Wiedeman Road Trail - Phase 1	\$330,000
C1	Town Center Improvement Package	\$90,000
C2	West Town Center Loop	\$345,000
C6	Boeckman Road Bridge	\$3,875,000
C7	Boeckman Road	\$490,000
C8	Canyon Creek extension	\$445,000

ID	Project	Cost
C9	Boeckman Road	\$875,000
C13	French Prairie Drive	\$1,110,000
C14	Miley Road	\$950,000
C21	Water Treatment Plant connection	\$235,000
C22	Willamette Way East sidewalks	\$30,000
C24	Boberg Road	\$360,000
C25	Barber Street	\$430,000
C32	Boeckman Road extension	\$215,000
C33	95th Avenue	\$80,000
C40	Parkway Avenue	\$515,000
L1	Center Loop Trail	\$410,000
L2	Triangle Forest Trail	\$200,000
L3	Indian Plum Creek Trail	\$190,000
L4	Lone Oak Trail	\$20,000
L10	Park at Merryfield Trail	\$46,500
	TOTAL	\$26,041,500

Facility Funding Sources

Historical Funding

The City of Wilsonville spends hundreds of thousands of dollars each year on transportation infrastructure, with all new roadway projects including bicycle and pedestrian facilities (bike lanes and sidewalks). For example, the phased improvement of Wilsonville Road from the western city boundary to Boeckman Road now provides a complete east-west bicycle and pedestrian connection. This figure does not include other monies and projects supported by the state, county, and private developers. Thus, projects such as the trails and greenways in Villebois are funded primarily by private developers while improving bicycle and pedestrian conditions within the City of Wilsonville. In addition, the City has recently dedicated money to the Boeckman Creek Crossing, the Memorial Park Trail, and the Boones Ferry Park/Memorial Park Connector Trail. In total, the City and others have spent millions of dollars on transportation infrastructure improvements that have directly benefited bicyclists and pedestrians.

The Tier 1 projects are a combination of major bridge investments (Willamette River Bridge, Boeckman Road Bridge) that will require coordination and funding from federal, state, regional, and local sources; regional trails that will require coordination between Metro, counties, and the effected cities; bike lanes and sidewalks that will be constructed as the adjacent roadways are improved or constructed using traditional funding methods; and community and local trails that will be funded primarily by the City of Wilsonville through a variety of methods. Funding opportunities are discussed further below.

Public Funding for Bicycle and Pedestrian Facilities

There are a variety of potential funding sources including local, state, regional, and federal funding programs that can be used to construct or augment the proposed bicycle and pedestrian improvements. Most of these are competitive, and involve the completion of extensive applications with clear documentation of the project need, costs, and benefits. Local funding for these projects would typically come from Wilsonville and/or potential future bonds or other local revenues.

Table 6 on page 51 summarizes public funding sources for Wilsonville trails, bicycle, and pedestrian projects. Some of these funds are restricted to the type of improvements that qualify for assistance. It is important to note that many of the funding sources are highly competitive and impossible to determine exactly which projects will be funded by which funding sources. It is also difficult to pinpoint the timing of the projects, due to dependence on competitive funding sources, timing of roadway and development projects, and the overall economy.

Developer Contributions

Developers continue to play an important role in the development of the bicycle and pedestrian network and park system within the City of Wilsonville. The Villebois development has contributed a number of parks and open spaces connected by trails, as well as a comprehensive sidewalk network and bike lanes where appropriate to encourage non-motorized travel and provide additional recreational opportunities to the surrounding residents. The Canyon Creek development has also provided additional bicycle and pedestrian facilities for connecting to Town Center Loop.

Other Funding Opportunities

Residents and other community members are excellent resources for garnering support and enthusiasm for a bicycle and pedestrian facility and the City should work with volunteers to substantially reduce implementation and maintenance costs. Local schools, community groups, or a group of dedicated neighbors may use the project as a project for the year, possibly working with a local designer or engineer. Work parties can be formed to help clear the right-of-way where needed. A local construction company can donate or discount services. Other opportunities for implementation will appear over time, such as grants and private funds. The City should look to its residents for additional funding ideas to expedite the completion of the bicycle and pedestrian system.

Table 6. Public Funding Sources for Bicycle, Pedestrian, and Trail Projects

Source	Description	Eligible Projects	Funding Cycle
Metro Transportation Improvement Program Funding (MTIP)	Federal transportation funds coordinated by Metro. Funds can be used for Preliminary Engineering, ROW acquisition and construction.	Regional, community trail projects along roadways with regional classifications	2 years
Recreational Trails Grants	Coordinated by Oregon State Parks. Funds can be used for ROW acquisition and construction.	Regional, local trails	Annual
Land and Water Conservation Fund (LWCF)	Federal funds coordinated by Oregon State Parks. Funds can be used for ROW acquisition and construction.	Regional, local trails	Annual
Measure 66 funds from Oregon State Lottery	Coordinated by Oregon State Parks. Funds can be used for ROW acquisition and construction.	Regional, local trails	2 years
Transportation Enhancements	Administered by Oregon Department of Transportation (ODOT). Must serve transportation need.	Regional, community, some local trails	2 years
Oregon Bike/Ped Grants	Administered by ODOT's Bicycle and Pedestrian Program. Must be in public ROW.	Regional, community, some local trails	2 years
System Development Charges (SDCs)	Fees on new construction allocated for parks, streets, and public improvements. Expand Wilsonville Parks' SDC program to include trail projects.	Community, local trails	Varies
Local/Regional bond measures	Funds can be used for ROW acquisition, engineering, design and trail construction.	Regional, community, local Trails	Varies
Tax Increment Financing/ Urban Renewal Funds	Part of trail project must be located in an urban renewal district which meets certain economic criteria and is approved by a local governing body.	Community, local trails	Varies
Local Traffic Safety Commission	Funding for street crossings and signals.	Community, local trails	Varies
Safe Routes to School Funds	Federal funds for pedestrian and bicycle facilities to improve school safety	Regional, community, local trails	Pending legislation
Congestion Mitigation and Air Quality (CMAQ) funds	Federal funding for bicycle and pedestrian facilities that reduce travel by automobile. Recreational facilities generally are not funded.	Community trails	2 years
Local Improvement District (LID)	For proposed trail alignments that fall across private property, the City should consider purchasing the properties, if they are for sale, and acquiring a trail easement before reselling the property.	Regional, Community, Local trails	Varies

Maintenance Guidelines and Costs

The following table summarizes a recommended maintenance schedule for the Wilsonville bicycle and pedestrian system. These guidelines address maintenance on the off-street portions of the system. On-street portions should be maintained per the standards of the city.

Table 7. Maintenance Guidelines

Item	Frequency
Inspections	Seasonal - at both beginning and end of summer
Signage replacement	1-3 years
Pavement markings replacement	1-3 years
Major damage response (fallen trees, washouts, flooding)	Repair as soon as possible
Pavement sealing, potholes	5-15 years
Tree and shrub plantings, trimming	Every 1-3 years
Culvert inspection	Before winter and after major storms
Cleaning ditches	As needed
Trash disposal	Weekly during high use; twice monthly during low use
Trash cans frequency	Located at all trailheads and junctures, and as appropriate based on trail usage.
Lighting luminaire repair	Repair as soon as possible; monitor on a regular basis
Pavement sweeping/blowing	As needed, before high use season. Weekly in fall.
Maintaining culvert inlets	Inspect before the onset of the wet season, then again in early fall.
Shoulder plant trimming (weeds, trees, brambles)	Twice a year: middle of growing season and early fall
Waterbar maintenance (earthen trails)	Annually
Site furnishings, replace damaged components	As needed
Graffiti removal	Weekly, as needed
Fencing repair	Inspect regularly for holes and damage, repair immediately
Shrub/tree irrigation for introduced planting areas	Periodically during summer months until plants are established
Litter pick-up	Weekly for high use; twice a month for low use
Drinking fountain and restroom maintenance	As needed
Biobag placement/inspection	Before winter and after major storms

Table 8. Total Annual Maintenance Costs

Facility Type	Miles*	Cost/Mile	Total
Regional Trails	15	\$6,000**	\$90,000
Community Trails	16	assumed as part of roadway maintenance	
Local Trails			
Natural Trails	4.5	\$800	\$3,600
City Trails	4	\$3,000	\$12,000
Sidewalks/ Accessway	n/a	assumed as part of roadway maintenance	
<p>* Approximate estimation. Actual trail miles will be determined after a detailed planning process and an engineering/survey analysis.</p> <p>** Lower bound cost estimate based on Portland's Springwater Corridor Trail. Maintenance costs typically range from \$6,000 - \$10,000 per year. On-street portions of the Regional Trail will undergo routine street maintenance.</p>			

