

# **REGULAR MEETING START TIME CHANGED TO 7:30 P.M.**

## **AMENDED AGENDA**

**WILSONVILLE CITY COUNCIL MEETING  
APRIL 16, 2012 7:30 P.M.**

**CITY HALL  
29799 SW TOWN CENTER LOOP  
WILSONVILLE, OREGON**

Mayor Tim Knapp

Council President Celia Núñez  
Councilor Richard Goddard

Councilor Steve Hurst  
Councilor Scott Starr

### **CITY COUNCIL MISSION STATEMENT**

To protect and enhance Wilsonville's livability by providing quality service to ensure a safe, attractive, economically vital community while preserving our natural environment and heritage.

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**Executive Session is held in the Willamette River Room, City Hall, 2<sup>nd</sup> Floor**

- |                  |   |          |
|------------------|---|----------|
| <b>5:00 P.M.</b> | <b>EXECUTIVE SESSION</b>  | [15 min] |
| A.               | Pursuant to ORS 192.660(2)(d) Labor Negotiator and ORS 192.660(2)(h) Litigation |          |
| <b>5:15 P.M.</b> | <b>COUNCILORS' CONCERNS</b>   | [5 min]  |
| <b>5:20 P.M.</b> | <b>PRE-COUNCIL WORK SESSION</b>   |          |
| A.               | French Prairie Bridge (Neamtzu)   | [35 min] |
| B.               | Transportation Systems Plan   | [40 min] |
|                  | Proposed project policies and evaluation criteria (Neamtzu)                     |          |
| C.               | Brenchley Estates Zone Map Amendment  | [30 min] |
| D.               | Library Board Appointment   | [5 min]  |
| D.               | Review of Agenda  | [5 min]  |
| E.               | City Manager Recap  | [2 min]  |
| <b>7:25 P.M.</b> | <b>ADJOURN</b>  |          |
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### **CITY COUNCIL MEETING**

The following is a summary of the legislative and other matters to come before the Wilsonville City Council a regular session to be held Monday, April 16, 2012 at City Hall. Legislative matters must have been filed in the office of the City Recorder by 10 a.m. on April 3, 2012. Remonstrances and other documents pertaining to any matters listed in said summary filed at or prior to the time of the meeting may be considered therewith except where a time limit for filing has been fixed.

## ***REGULAR MEETING START TIME CHANGED TO 7:30 P.M.***

### **7:30 P.M. CALL TO ORDER**

- A. Roll Call
- B. Pledge of Allegiance
- C. Motion to approve the following order of the agenda and to remove items from the consent agenda.

### **7:35 P.M. MAYOR'S BUSINESS**

- A. Appointment to Library Board
- B. Upcoming Meetings

### **7:45 P.M. COMMUNICATIONS**

- A. Ken and Jake Dickson Memorial Park Dugout Project (staff – Knoll)
- B. Earth Day Proclamation and “The Journey of a Raindrop” video (staff – Rappold)
- C. Opportunity Grant Awards Parks and Recreation Advisory Board (staff – Troha)

### **8:00 P.M. CITIZEN INPUT & COMMUNITY ANNOUNCEMENTS**

This is an opportunity for visitors to address the City Council on items *not* on the agenda. It is also the time to address items that are on the agenda but not scheduled for a public hearing. Staff and the City Council will make every effort to respond to questions raised during citizens input before tonight's meeting ends or as quickly as possible thereafter. Please limit your comments to three minutes.

### **8:10 P.M. COUNCILOR COMMENTS, LIAISON REPORTS & MEETING ANNOUNCEMENTS**

- A. Council President Núñez – Chamber Leadership and Library Board liaison
- B. Councilor Hurst – Parks and Recreation Board and Planning Commission liaison
- C. Councilor Goddard – Library, Chamber Board, and Clackamas County Business Alliance liaison
- D. Councilor Starr –Development Review Boards and Wilsonville Community Seniors Inc. liaison

### **8:20 P.M. CONSENT AGENDA**

- A. **Resolution No. 2354**  
A Resolution Granting An Exemption From Property Taxes Under ORS 307.540 To ORS 307.548 For Autumn Park Apartments, A Low-Income Apartment Development Owned And Operated By Northwest Housing Alternatives, Inc. (staff – Rodocker)
- B. **Resolution No. 2355**  
A Resolution Granting An Exemption From Property Taxes Under ORS 307.540 To ORS 307.548 For Rain Garden Limited Partnership, A Low-Income Apartment Development Owned And Operated By Caritas Community Housing Corporation. (staff – Rodocker)
- C. **Resolution No. 2356**  
A Resolution Granting An Exemption From Property Taxes Under ORS 307.540 To ORS 307.548 For Creekside Woods LP, A Low-Income Apartment Development Owned And Operated By Northwest Housing Alternatives, Inc. (staff – Rodocker)
- D. **Resolution No. 2357**  
A Resolution Granting An Exemption From Property Taxes Under ORS 307.540 To ORS 307.548 For Charleston Apartments, A Low-Income Apartment Development Owned And Operated By Northwest Housing Alternatives, Inc. (staff – Rodocker)

- E. **Resolution No. 2358**  
A Resolution Granting An Exemption From Property Taxes Under ORS 307.540 To ORS 307.548 For Wiedemann Park, A Low-Income Apartment Development Owned And Operated By Accessible Living, Inc. (staff – Rodocker)
  
- F. **Resolution No. 2352** *Carried over from April 2, 2012 meeting*  
A Resolution Of The City Of Wilsonville Temporarily Modifying Vehicular Speed Limits Along Segments Of Day Road And Boberg Road In Conformance With Oregon Revised Statutes (ORS 810.180). (staff – Adams)
  
- G. Minutes of the March 19, 2012 and April 2, 2012 Council Meetings. (staff – King)

**8:30 P.M. NEW BUSINESS**

- A. **Resolution No. 2351** *Carried over from April 2, 2012 meeting*  
A Resolution Adopting A Gift Acceptance Policy For The City Of Wilsonville. (staff – Kohlhoff / Rose)

**8:55 P.M. PUBLIC HEARING**

- A. **Resolution No. 2353** *Carried over from April 2, 2012 meeting.*  
A Resolution Of The City Of Wilsonville Establishing Just And Equitable System Development Charge And A Stormwater Fee For Stormwater Management And Repeals Resolution No. 1732. (staff - Rappold)
  
- B. **Ordinance No. 703** – First reading.  
An Ordinance Of The City Of Wilsonville Approving A Zone Map Amendment From The Residential Agricultural – Holding (RA-H) Zone To The Planned Development Residential – 4 (PDR-4) Zone On 19.962 Acres Comprising The Northerly Portions of Tax Lots 103, 105, And 200 Of Section 14A, T3S, R1W, Clackamas County, Oregon. Holland Partner Group, Applicant. (staff – Edmonds)

**9:50 P.M. CITY MANAGER'S BUSINESS**

- A. Meeting Recap

**9:55 P.M. LEGAL BUSINESS**

**10:00 P.M. ADJOURN**

Time frames for agenda items are not time certain (i.e. Agenda items may be considered earlier than indicated. The Mayor will call for a majority vote of the Council before allotting more time than indicated for an agenda item.) Assistive Listening Devices (ALD) are available for persons with impaired hearing and can be scheduled for this meeting if required at least 48 hours prior to the meeting. The city will also endeavor to provide the following services, without cost, if requested at least 48 hours prior to the meeting:-Qualified sign language interpreters for persons with speech or hearing impairments. Qualified bilingual interpreters. To obtain services, please contact the City Recorder, (503)570-1506 or [king@ci.wilsonville.or.us](mailto:king@ci.wilsonville.or.us)

## MEETINGS HAPPEN IN STAGES

### BEFORE

- Circulate agenda in question form
- Use email and message boards
  - Informal discussion of issues
  - Updates
  - Getting others up to speed
- Rotate meeting leadership

ART-Change

### DURING

- Start on time
- Get and Keep Yourself Present
- Time Keeper
  - Hold people accountable for time taken
- Recorder
- Visual Device (Focus, Acknowledge)

ART-Change

### DURING

- Topic
- Process
  - Brainstorm
  - Match/Mismatch
  - Robert's Rules - Why have rules?
- Ideas as Proposals
  - Discussion follows proposals
  - Make sure quiet people have a voice

### WHAT TO DO WITH TWO (OR MORE) POSITIONS

- Narrowly define the difference by ruling out areas of agreement
  - Listen to each other
  - Acknowledge good intent
- Clarify criteria and definitions
- Seek a solution that encompasses as many criteria as possible

ART-Change

### AFTER

- Summarize meeting verbally
- Go Round Table (feelings, commitments)
- One minute minutes-Produce and Distribute
  - Dollars
  - Decisions
  - Deadlines
  - Commitments
- Complete Minutes

ART-Change

The Responsibilities of Leadership

**HOLD THE FOCUS**

- **WHAT ARE WE DOING?**
- **WHY ARE WE DOING IT?**
- **WHY DOES IT MATTER?**

Every member of a group has a responsibility to the other members of the group to keep the mission in focus. This isn't somebody's job, it's everybody's job. Without it, even the most interesting work becomes routine after a time. Ask and answer these questions of yourself and each other at meetings, on projects, and whenever a new effort is begun. What are we doing? Why are we doing it? Why does it matter?

**WHERE RUBBER MEETS ROAD.**

**RESPECT:** Don't do to others what you don't want done to you.

**INFORM:** Let people know about decisions before they are implemented. Spread the word when important information finds its way to you.

**RECOGNIZE:** Catch each other in the act of doing something right.

**KEEP IT MEANINGFUL**

- **RESPECT**
- **INFORM**
- **RECOGNIZE**

**SELF MANAGEMENT**

People ought to be able to observe you to know what you are all about. Self management means you don't wait until you're in trouble. There is support all around you. But it's not enough to want support. You've got to reach out.

**Manage Yourself**

**CITY COUNCIL MEETING  
STAFF REPORT**

<b>Meeting Date:</b>  City Council Worksession April 16, 2012	<b>Subject:</b>  French Prairie Bicycle/Pedestrian/Emergency Bridge  Staff Member: Chris Neamtzu, Planning Director Department: Community Development	
<b>Action Required</b> <input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 <sup>st</sup> Reading Date: <input type="checkbox"/> Ordinance 2 <sup>nd</sup> Reading Date: <input type="checkbox"/> Resolution <input type="checkbox"/> Information or Direction <input checked="" type="checkbox"/> Information Only <input checked="" type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda	<b>Advisory Board/Commission Recommendation</b> <input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable  <b>Comments:</b>  NA	
<b>Staff Recommendation:</b>  <p>Staff recommends the City Council review the history of the project and the materials contained in the project summary booklet and provide Staff with specific direction on the utilization of the \$1.25M Metropolitan Transportation Improvement Program (MTIP) Regional Flexible Funds (RFF) grant award available in FY 2013/14 (starting in June of 2013).</p> <p>Staff recommends that the MTIP RFF funds be used to study the project in more detail affording decision makers a complete package of recommendations about feasibility and costs that can lead to further decision making.</p>		
<b>Recommended Language for Motion:</b> NA		
<b>PROJECT / ISSUE RELATES TO:</b>		
<input checked="" type="checkbox"/> Council Goals/Priorities <u>Goal 1.</u> Enhance livability and safety in Wilsonville. <u>Goal 2.</u> Ensure efficient, cost effective and sustainable development and infrastructure.	<input checked="" type="checkbox"/> Adopted Master Plan(s) 2006 Bicycle and Pedestrian Master Plan, which is a sub-element of the city's 2003 Transportation Systems Plan (TSP).	<input type="checkbox"/> Not Applicable

## **ISSUE BEFORE COUNCIL:**

Following substantial public involvement, the French Prairie Bridge was adopted as a high priority project in the 2006 Bicycle and Pedestrian Master Plan. Following that, the City of Wilsonville was awarded in 2010 \$1.25M in highly competitive MTIP Regional Flexible Funds to study the feasibility of a bicycle, pedestrian and emergency access bridge crossing the Willamette River in the vicinity of Boones Ferry Road and Butteville Road (identified start and end points in the MTIP grant).

The project would involve:

- 1) Conducting an extensive public engagement process
- 2) Analyzing various alignment alternatives in the vicinity of the start point and end point identified in the grant
- 3) Conducting a detailed analysis of the project's social, economic, and environmental impacts
- 4) Developing preliminary designs of the facility
- 5) Conducting preliminary engineering for the facility
- 6) Determining right-of-way, access, permitting, and mitigation
- 7) Assessing the overall project feasibility
- 8) Engage potential project partners (BPA, State Parks, BTA, tourism interests, TVFR, federal agencies, other utilities) in a discussion about funding
- 9) Developing detailed cost estimates for the preferred alternative leading to further City Council discussions and decisions about the project

In other words, the MTIP award is designed to do the necessary groundwork for making a prudent decision to build the proposed facility or not. The purpose of this report and the attachments is to provide the City Council with a holistic summary of the history of the project and to set the stage for City Council discussion about the utilization of the grant funds.

## **EXECUTIVE SUMMARY:**

There has been a fair amount of discussion about the French Prairie Bridge project recently both at the City Council and community level.

1. There appears to be some conflicting points of view about the timeliness and prioritization of the project.
2. With the recent removal of the project from the Old Town Neighborhood Plan there is community concern that the project may no longer be supported by the City Council.
3. The topic of a non-motorized crossing of the Willamette River has been included in city planning documents since City Council adoption of the 1993 Bicycle and Pedestrian Master Plan.
4. The most recent master planning effort, which addressed bicycle/pedestrian, parks/recreation and transit took place from 2004-2007 and included substantial public involvement throughout the community.
5. This master planning process was guided by an Advisory Committee on Master Planning (ACMP) that included two residents of the Old Town neighborhood.
6. The ACMP conducted the public involvement for the three master plans and advised the Planning Commission and City Council on the prioritization of projects contained in the adopted Master Plans.

7. The French Prairie Bridge was included in the 2006 Bicycle and Pedestrian Master Plan as a Tier 1 high priority project.
8. Following adoption of the Master Plan in 2006 the City of Wilsonville was awarded \$1.25M in MTIP RFF.
9. City staff does not know all that it needs to know to evaluate and determine the feasibility and costs of the French Prairie Bridge. Additional information is needed to adequately advise the City Council on all aspects of the project.
10. Ownership of the facility would need to be addressed. Would the bridge be a city, county or state owned facility? The city has obtained the initial funding, but may not be the ultimate owner.
11. It is the purpose of the grant funding to study the project at a higher level, collect critical information about the project opportunities and constraints and from that exercise determine if there is a feasible, cost effective project that benefits the community, region and state.

In the packet materials staff has compiled the history of the project which includes:

- A summary of the key attributes
- Benefits of a redundant emergency link to 1-5
- Historical context and topography
- Regional trail connections
- Media coverage
- Letters of support
- Previous master plan excerpts
- A summary of recent public involvement efforts
- Summary of MTIP grant award process

#### **EXPECTED RESULTS:**

From this discussion, staff and community members seek to understand the disposition of the grant funds and the prioritization of the French Prairie Bridge project.

#### **TIMELINE:**

The funding for the project would become available in 2013. Staff envisions a process of 18-24 months to fully analyze all aspects of the project taking us into 2015.

#### **CURRENT YEAR BUDGET IMPACTS:**

At the time of project initiation, there would be a 10.6% match required. The five year CIP identifies this match coming from Parks SDC's.

Management of this project will require dedication of staff time (project management and administrative support) to manage the public process, outreach, consultant relations, and grant reporting.

No city funds have been dedicated to this project to date.



**FINANCIAL REVIEW / COMMENTS:**

Reviewed by: GW Date: 4/6/12

No direct financial impacts on FY 2011-12 budget.

**LEGAL REVIEW / COMMENT:**

Reviewed by: MEK Date: 4/5/12

The report correctly sets forth the legal status of the funds and their purpose.

**COMMUNITY INVOLVEMENT PROCESS:**

Discussions about a bicycle and pedestrian crossing of the Willamette River go back 20 years. The briefing booklet contains a summary of previous planning efforts under Tab #5.

**POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY (businesses, neighborhoods, protected and other groups):**

Potential impacts to the community include:

- Additional foot and bicycle use in neighborhoods
- Identification of funding sources
- Long-term maintenance and liability issues, if constructed
- Ownership

Potential benefits to the community include:

- Increased community connectivity
- Safe bicycle and pedestrian access across the river
- Emergency access across the Willamette River, redundancy for I-5
  - Emergency services access to Charbonneau
  - Emergency access for I-5 incidents
- Tourism development opportunities
- Increased business for hotels, restaurants and support services

**ALTERNATIVES:**

1. The City's adopted Bicycle and Pedestrian Master Plan contains numerous analysis regarding crossing the Willamette River.
2. The planning process evaluated four different locations to cross the river from west of the city limits, to Charbonneau/Memorial Park.
3. The Plan evaluated six specific ways to cross the river, including: the railroad bridge; a cantilevered bridge from I-5; a bridge under I-5; a new bridge; a seasonal bicycle and pedestrian ferry; and doing nothing.
4. Following the public process, the ACMP/Planning Commission/City Council arrived at the recommendation that the best way to cross the river was with a stand-alone bridge facility.

5. The City Council may decide to direct staff to investigate broadening the scope of the grant to include other physical locations or methods for crossing the river. If that is the outcome, Staff would need to coordinate with Metro as to the specifics of the modified request and determine the process that would need to be followed to make modifications.
6. An MTIP amendment would be needed for significant changes to the scope. The city would need to demonstrate why the revised proposal is a better option and indicate community support for the changes. Assessment could determine that an MTIP amendment is necessary requiring legislation for JPACT and Metro Council to consider.
7. Substantial modifications to the proposed project, such as the elimination of the emergency services portion of the project, could jeopardize the funding, according to Metro.
8. The City Council may also determine not to utilize the grant funding. This is not recommended, and could result in the loss of substantial political capital at the regional level.

**CITY MANAGER COMMENT:**

**ATTACHMENTS**

- A. French Prairie Bridge Bicycle and Pedestrian Bridge Summary Booklet

# French Prairie

## Bike-Ped-Emergency Bridge

WILSONVILLE, OREGON





**French Prairie  
Bike-Ped  
Emergency  
Bridge**

**Briefing Booklet**

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**March 2012**

**Table of Contents**

**1. Summary of Key Attributes:**

- Emergency Link for I-5
- Historical Context & Topography
- Regional Trail Connections

**2. Media Coverage:**

- Articles
- Opinion Editorials

**3. Supporters:**

- Governments
- Organizations

**4. Master Plan Excerpts:**

- 1993 Bicycle and Pedestrian
- 1994 Parks & Recreation
- 2007 Bicycle, Pedestrian and Transit

**5. Public Involvement:**

- Master Planning Efforts
- History of Public Input
- Planning Commission
- Metro MTIP Award Process

**1. Summary of Key Attributes:**

- **Emergency Link for I-5**
- **Historical Context & Topography**
- **Regional Trail Connections**

# French Prairie

## Bike-Ped-Emergency Bridge



WILSONVILLE, OREGON



*Reconnecting the missing, historic Willamette River link of the Portland area with the Willamette Valley*

### Key Attributes of the Proposed French Prairie Bridge at Wilsonville

- Historic route reestablished at Boones Ferry crossing, linking the French Prairie region of the north Willamette Valley to the greater Portland metro area.
- Safe bicycle and pedestrian access across the Willamette River without the hazards of using I-5.
- Improved connectivity between the Willamette Valley Scenic Bikeway and new Portland area Tonquin Trail.
- Emergency access to highway accidents for police, fire and safety vehicles responding to incidents occurring on I-5.
- Tourism development opportunities featuring French Prairie, the Willamette River Greenway, Champoeg State Heritage Park and "Oregon Wine Country."
- Practical, cost-effective transportation solution with multiple public benefits.

For more information, contact the City of Wilsonville, Public & Government Affairs Section, at 503-570-1505



# French Prairie Bike-Ped-Emergency Bridge

WILSONVILLE, OREGON

## Critical Historical Transportation Link Restoration

The French Prairie Bridge will provide the missing link to restore a seamless, non-highway connection between Portland and Eugene. The bridge will link the metro regional Tonquin Trail with the Champoeg Trail, and to the Willamette Valley Scenic Bikeway. Building the French Prairie Bridge will connect the Portland metropolitan area to the entire regional trail system of the Willamette Valley.

### Regional Trail Connections



The proposed location of the French Prairie Bridge is at the site of Boones Ferry, which operated from 1847 to 1954. Founded by the grandson of famous explorer Daniel Boone, the ferry and Boones Ferry Road were key components of a major land-based thoroughfare in pioneer times that linked fledgling Portland with the pre-territorial government at Champoeg, and later the state capital of Salem.

## Safe, Multi-Modal Connectivity

In addition to providing seamless connectivity between multi-use trail systems, the French Prairie Bridge will also provide connections to the Westside Express Service (WES) at the Wilsonville Commuter Rail Station, with service beginning in Fall 2008. The bridge also facilitates access to and from the Willamette River Water Trail, which stretches from Eugene to Portland.



The bridge will permit safe passage across the Willamette River for both bicyclists and pedestrians, who otherwise risk personal safety if they try to cross over the heavily trafficked I-5 Boone Bridge. The French Prairie Bridge will be the only safe bike-ped bridge over the Willamette River located within a 30-mile (48 km) stretch between Newberg and Oregon City.

## Interstate Freeway Emergency Utility

Currently, when traffic incidents occur near Boone Bridge in Wilsonville, I-5 and the entire surrounding freeway system can shut-down for hours. With an average daily traffic volume of 120,000 vehicles, this crucial West Coast interstate corridor—also a predominant truck route—can become a regional



bottleneck, impacting traffic throughout the Portland metro and North Willamette Valley regions.

The French Prairie Bridge would serve as a rapid-incident, emergency response system, allowing authorized vehicles access to an incident on the freeway. The bridge will give ODOT and other responsible authorities the ability to clean-up faster; and police, fire, and other emergency vehicles will have better access to incidents. At \$20 million, the cost-effective French Prairie Bridge will always be available for this purpose and will be fully commandeerable by emergency services personnel.

## Contextually and Environmentally Sensitive

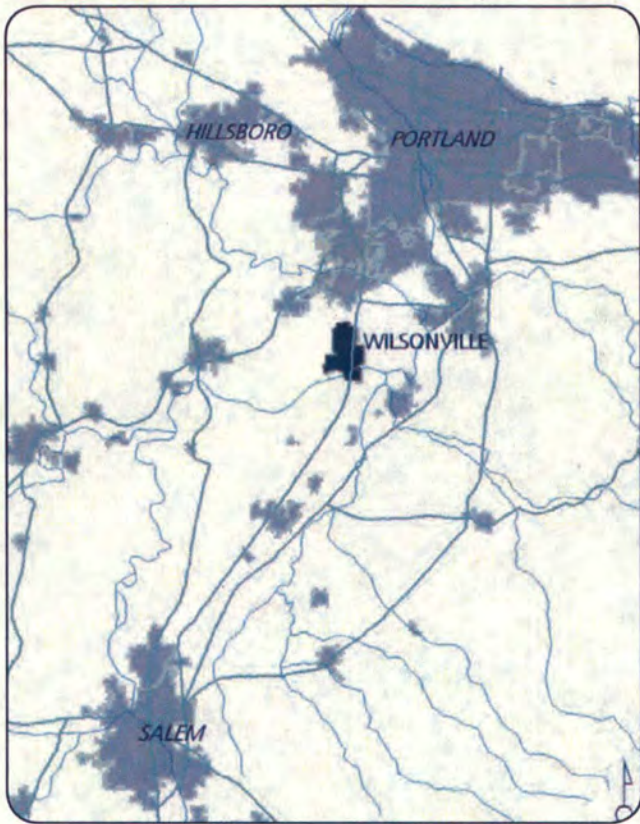
The French Prairie Bridge is designed to preserve the surrounding riparian area and to complement the design of nearby highway and train bridges. The foundations of the bridge will be at higher elevations, and the bridge will touch down gently in a non-sensitive portion of the river channel. With graceful horizontal and vertical curves, the design of the bridge suggests the movement of skipping stones across the river.

# French Prairie Bridge

An aerial photograph of the French Prairie Bridge, a cable-stayed bridge with a prominent arch. The bridge spans a wide river. The image is presented in a dark, monochromatic blue color scheme. The bridge's structure, including the arch and the supporting cables, is clearly visible against the water and sky. The overall composition is a high-angle shot, looking down at the bridge as it crosses the river.

*Restoring  
a Critical  
Transportation  
Link in the  
Willamette Valley*





### Interstate Freeway Emergency Utility

Currently, when incidents occur near Boone Bridge, Interstate-5 and the entire surrounding freeway system shut down for hours. With an average daily traffic volume of 120,000 vehicles, this interstate corridor - also a predominant truck route - can become a regional bottleneck. The French Prairie Bridge would serve as a **rapid incident response** system, allowing for authorized vehicles to flow around freeway incidents. The bridge will give ODOT

and other responsible authorities the ability to clean up faster; and police, fire, and other emergency vehicles will have faster access to incidents. At \$20 million, the **cost-effective** French Prairie Bridge will always be available and commandeerable as an emergency utility.

### Critical Historical Transportation Link Restoration

The French Prairie Bridge will provide the missing link to restore a **seamless connection** between Portland and Eugene. The bridge will link the regional Tonquin Trail with the Champoeg Trail, and to the Willamette Valley Scenic Bikeway. This will connect Portland, the largest city in the state, to the entire regional trail system.

### Multi-Modal Connectivity

The bridge will provide critical connections to Wilsonville's commuter rail (service beginning in Fall 2008), as well as to the Willamette River water trail system.

### Contextually & Environmentally Sensitive

The French Prairie Bridge is designed to preserve the surrounding riparian area and to complement the design of nearby bridges. The foundations of the bridge will be at higher elevations, and the bridge will touch down gently in a non-sensitive portion of the river channel. With graceful horizontal and vertical curves, the design of the bridge suggests the movement of skipping stones across the river.



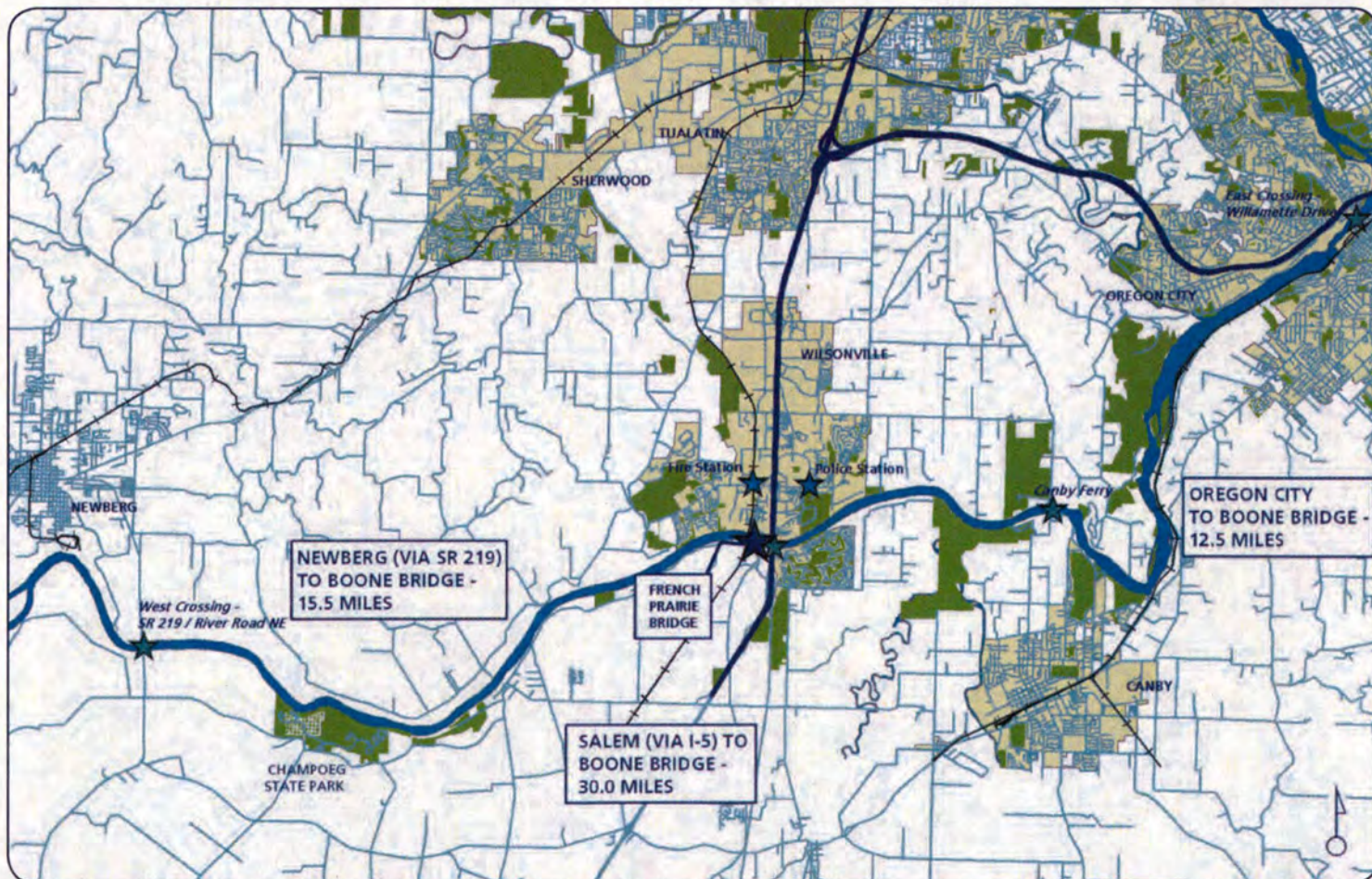
Photo rendering of the proposed bridge design.



# French Prairie Bridge

## *Emergency Link for I-5*

Currently, when incidents occur near Boone Bridge, Interstate-5 and the entire surrounding freeway system shut down for hours. With an average daily traffic volume of 120,000 vehicles, this interstate corridor - also a predominant truck route - can become a regional bottleneck. The French Prairie Bridge would serve as a rapid incident response system, allowing for authorized vehicles to flow around freeway incidents. The bridge will give ODOT and other responsible authorities the ability to clean up faster; and police, fire, and other emergency vehicles will have faster access to incidents. At \$20 million, the cost-effective French Prairie Bridge will always be available and commandeerable as an emergency utility.



# Emergency Link for I-5





# French Prairie Bridge

## *Historical Context & Topography*

**W**ilsonville is uniquely sited as a result of regional geology. With the Chehalem Mountains to the northwest and the basalt cliffs to the northeast, it is the only direct connection to Portland across the broad Willamette River.

In 1846, Alphonso Boone immigrated to Oregon via the Applegate Trail with his large family. By 1847, using local Tuality Indians as oarsmen, the family had established Boone's Ferry. The thriving community of Boone's Landing, genesis of Wilsonville, quickly sprang up on the Willamette River's north shore.

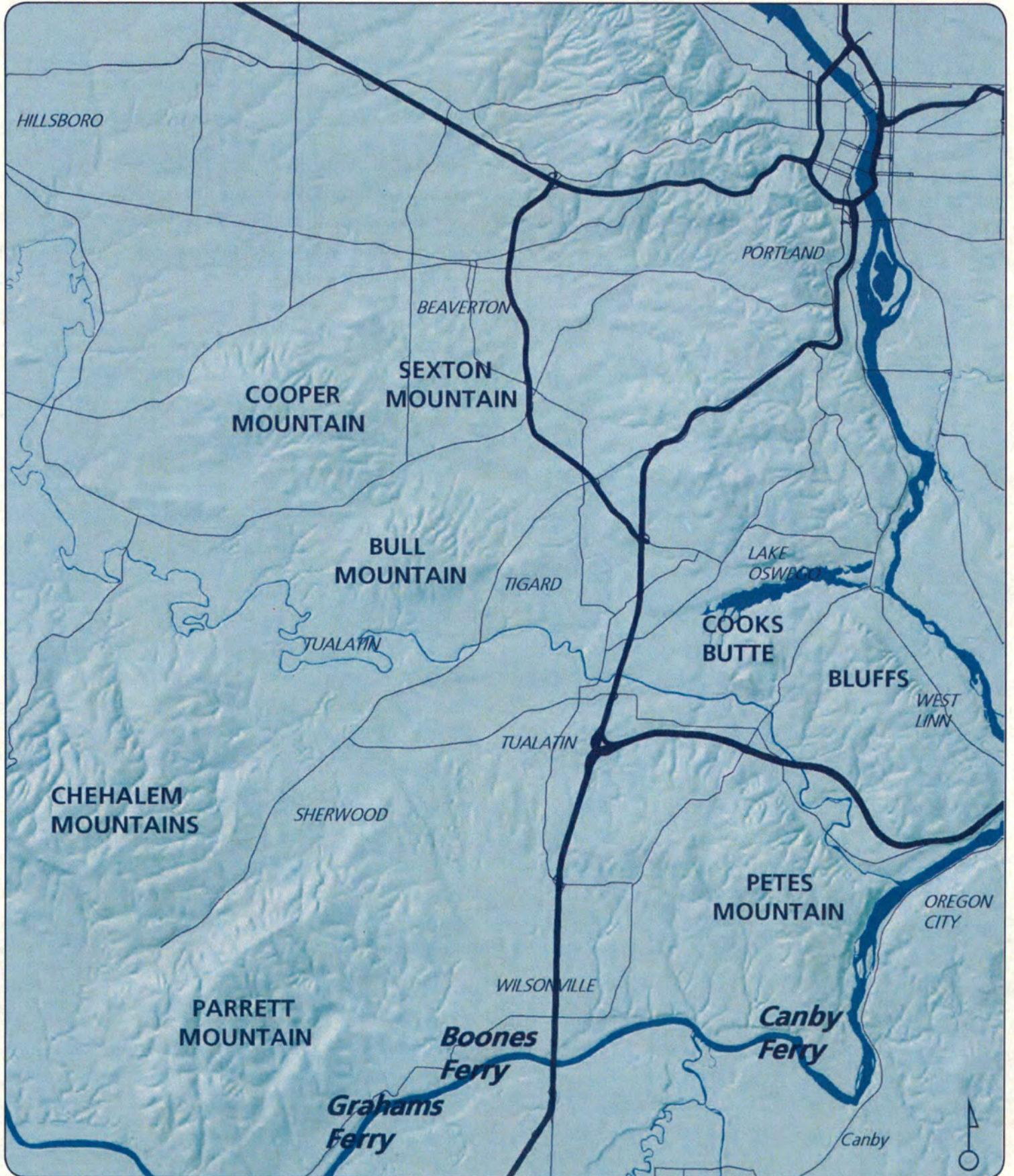
For 107 years, ferries crossed the Willamette River carrying thousands of horses, cows, buggies,

automobiles, and people. Jesse Boone operated the ferry until his death in 1872. The State of Oregon assumed control of the ferry during the early 1900's, and by the 1950's, a cabledrawn vessel carried up to 12 cars per crossing. Boone's Ferry was decommissioned in 1954, shortly after completion of the Boone Bridge.

Other ferry locations in the region were similarly located in areas where the topography allowed. Crossing the Willamette River in many locations has historically been a challenge due to the steep terrain and sensitive ecosystems along and in the river.



# Historical Context & Topography





# French Prairie Bridge

## *Regional Trail Connections*

The Willamette River separates the beautiful upper Willamette Valley, known as French Prairie, from the Portland Metropolitan urban area. Throughout French Prairie and along the banks of the Willamette River, there are plentiful recreation opportunities for visitors and residents alike. Every year, the reputation of French Prairie grows as a world-class recreational bicycling destination, increasing tourism opportunities, especially for Clackamas and Marion Counties.

Other bicycle and pedestrian infrastructure is planned or in place to take advantage of this trend. The Willamette Valley Scenic Bikeway was recently completed to bring pedestrians and cyclists from Eugene north to the Willamette River at Champoeg State Park. Commuter Rail is now under construction that will bring pedestrians and cyclists south from the MAX line in Beaverton to the current southern terminus in Wilsonville, near the Willamette River. Metro's long-planned Tonquin Trail is now funded and ready for construction. It will provide a scenic bike path that connects the Tualatin River, south through Tualatin and Wilsonville, to the Willamette River.

The Willamette River is a wonderfully attractive natural resource, but it also creates a major barrier to pedestrians and cyclists traveling between the valley and the

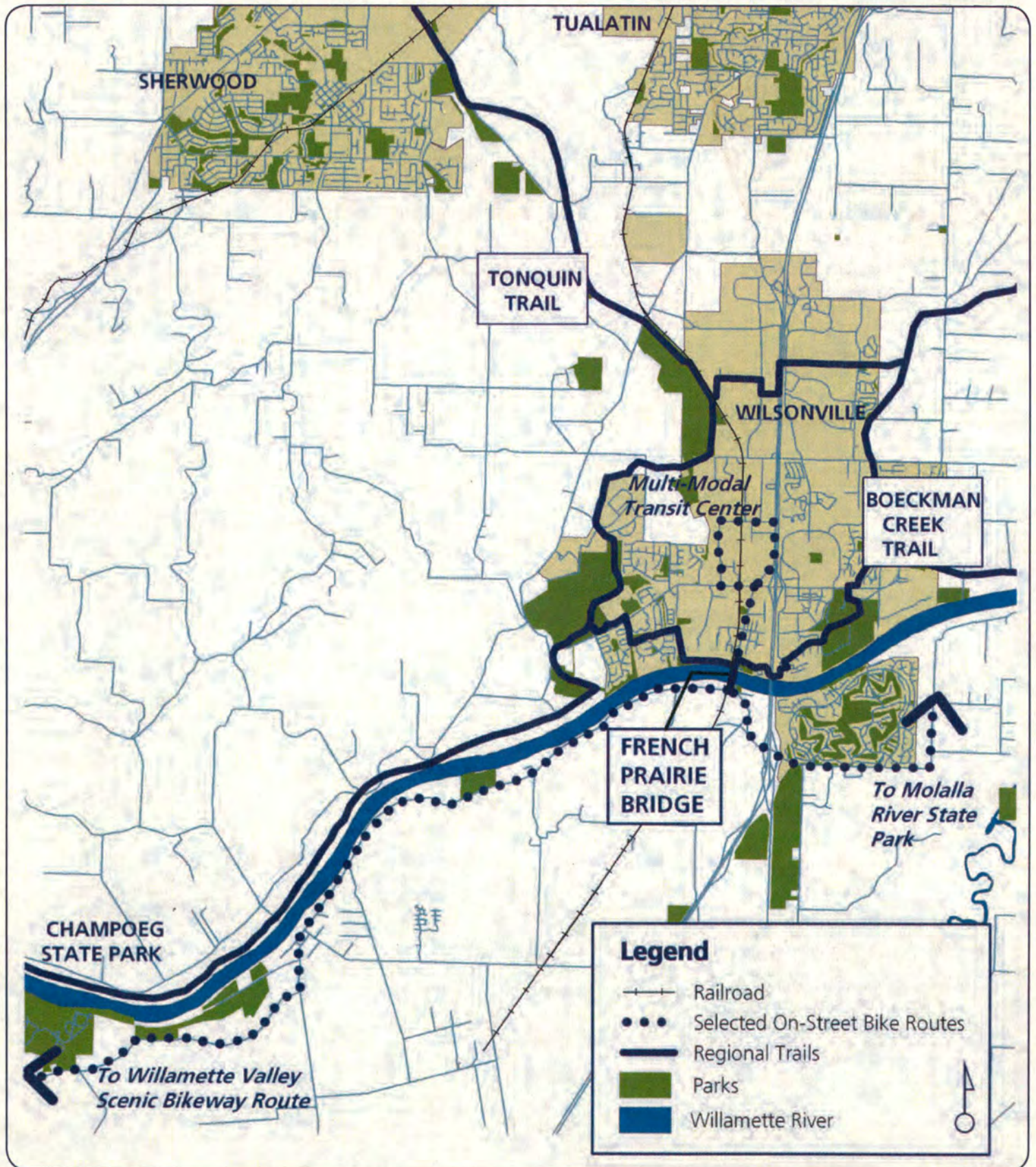
metro region. The lack of any river crossing other than Interstate-5 at Boone Bridge forces cyclists to take significant risks by traveling on a six-lane freeway with no separation from high-speed trucks and cars. The ability to safely walk or bike to places south or north of the river does not currently exist.

The French Prairie Bridge will be a landmark entry point, both to the Willamette Valley and to the Portland metro region. It is fitting that it cross the river at Boones Ferry Landing, drawing on the heritage of this place as the historical crossing point before the interstate system was built.

The French Prairie Bridge will finally provide safe and convenient passage across the Willamette River. It takes advantage of existing public investments north and south of the river by making that critical connection for the Tonquin Trail, the Champoeg Trail, the Willamette Valley Scenic Bikeway, and for cyclists traveling by Commuter Rail. It will serve as an impressive gateway to French Prairie while creating a fully integrated regional trail system for Portland and the Willamette Valley.



# Regional Trail Connections





# French Prairie Bridge

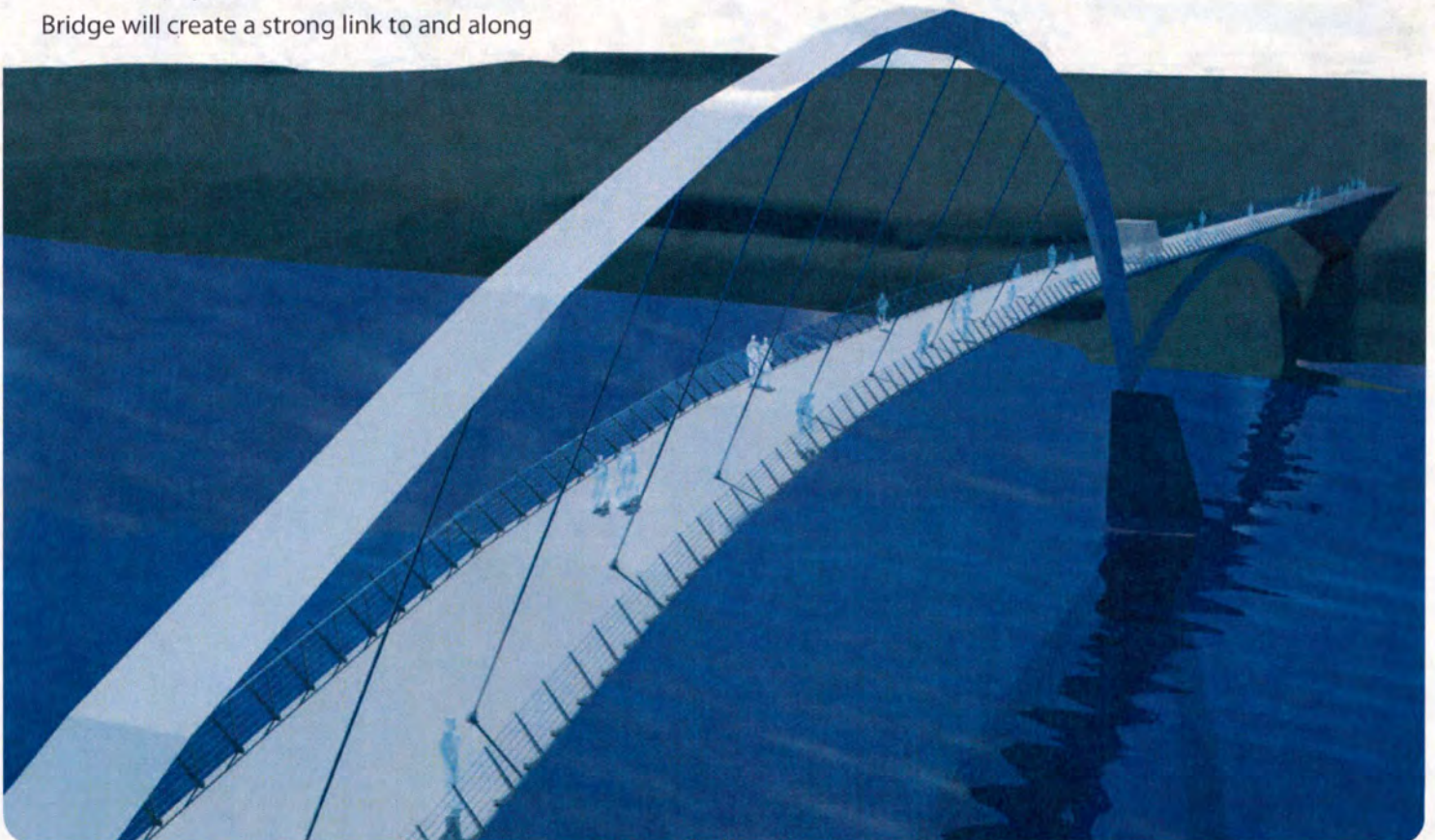
## *Water Trail Connections*

**W**ilsonville is well positioned to take advantage of its regional location as the “Gateway” to the Portland Metro Area and to serve as a major water trail destination and stop over point. Situated between two major state parks — Champoeg and Molalla — Wilsonville is a logical refueling point for float trips down the Willamette River. Currently, both Champoeg and Molalla provide entry and exit opportunities for water trail users. Day use facilities are available at both locations, and Champoeg also has yurts, cabins, and three group tent areas to provide overnight accommodations for water trail users.

Current east-west travel routes in Wilsonville provide little opportunity for people to know that they are traveling along a river corridor. Businesses and residential developments are situated in such a way that blocks visual and physical access to the river. The French Prairie Bridge will create a strong link to and along

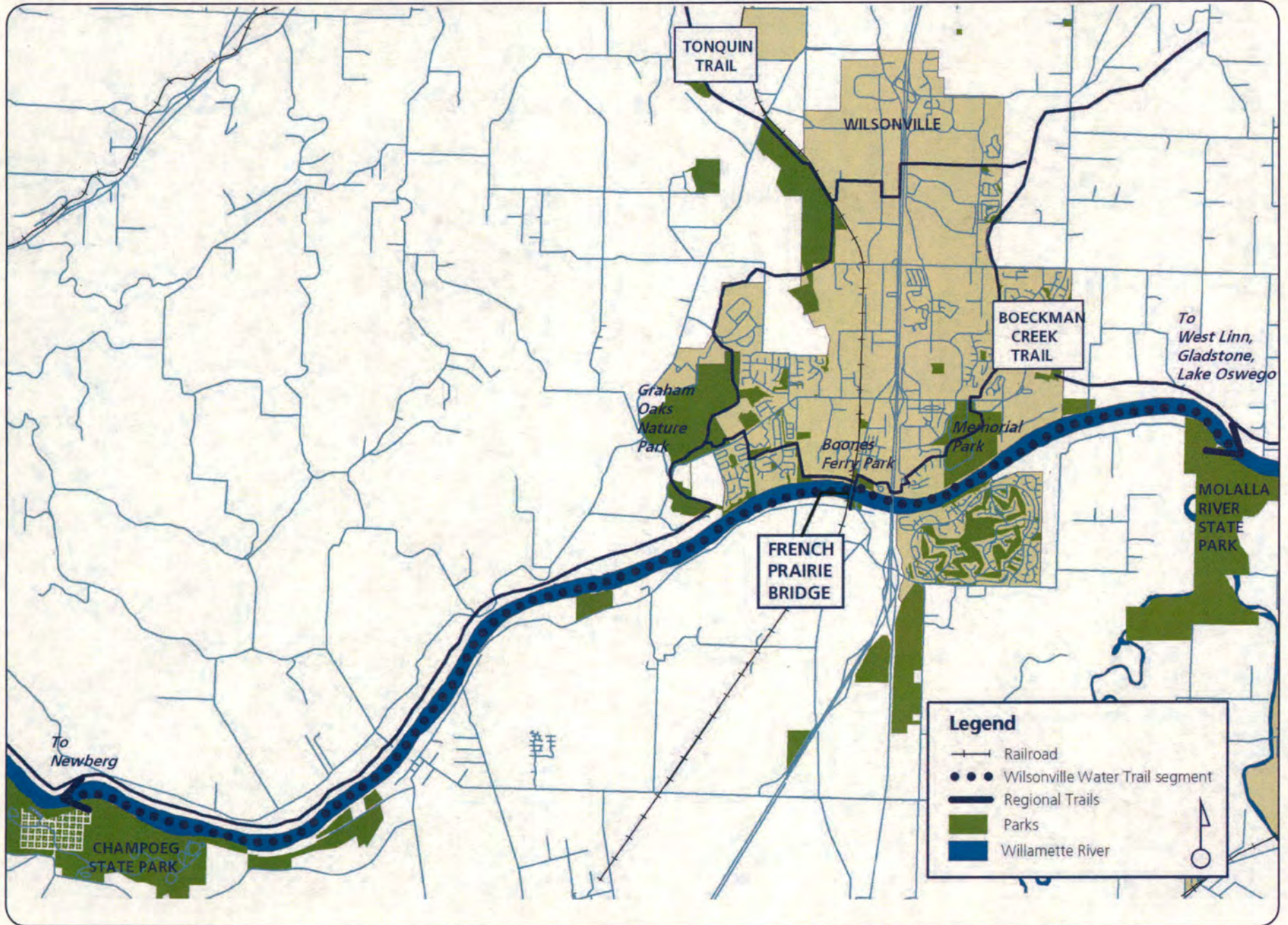
the Willamette River, providing a great opportunity to reconnect residents of the region with the river. Existing access locations in Wilsonville include Memorial Park and Boones Ferry Park, while additional access points might be feasible at Meridian Landing, the Water Treatment Plant, and Metro property.

Opportunities exist to develop facilities that foster safe entry to the river for non-motorized watercraft at the Boones Ferry Park terminus of the Bridge. 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. This site offers opportunities to develop a possible storage facility. It also provides excellent economic development opportunities for the Old Town along Boones Ferry Road as a tourist and traveler destination spot.





# Water Trail Connections



# French Prairie Bridge



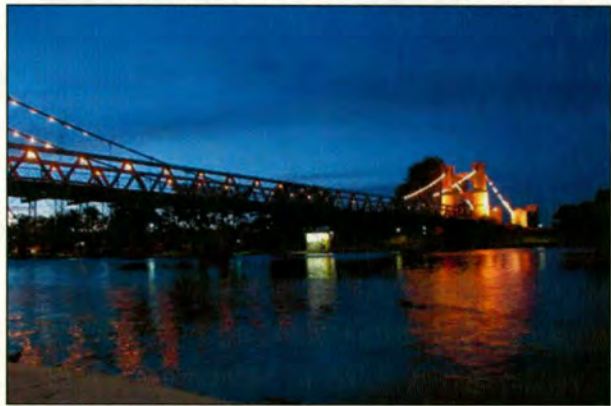
## *Contextual & Environmental Sensitivity*

The French Prairie Bridge is designed to preserve the surrounding riparian area and to complement the design of nearby bridges. The foundations of the bridge will be at higher elevations, and the bridge will touch down gently in a non-sensitive portion of the river channel. With graceful horizontal and vertical curves, the design of the bridge suggests the movement of skipping stones across the river.



Photo rendering of the French Prairie Bridge

## 2. Recommended Bicycle and Pedestrian Network

R5: Willamette River Crossing	
<p><b>Description</b></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><i>Bicycle and pedestrian bridge near a rail bridge, Arizona</i></p>	
	
<p><i>Sundial bridge in Redding, CA</i></p>	
	
<p><i>Suspension bridge in Waco, TX</i></p>	
<p><b>Type/Width</b></p> <p>Shared-use bridge / 14 ft</p>	<p><b>Length</b></p> <p>Approximately one mile</p>
<p><b>Ownership</b></p> <p>City of Wilsonville</p>	
<p><b>Key Land Uses/Destinations</b></p> <p>Serves residents and visitors of Wilsonville. Connects Wilsonville with Charbonneau, Champoeg, Willamette Valley Scenic Bikeway, and the southern Willamette Valley.</p>	
<p><b>Issues</b></p> <ul style="list-style-type: none"> <li>· Identifying the appropriate bridge location and negotiating with property owners.</li> <li>· Ensuring the privacy and safety of nearby residences and businesses.</li> <li>· Creating safe, comfortable access from both the north and south to ensure high usage of the bridge.</li> </ul>	
<p><b>Planning-Level Cost Estimate</b></p> <p>\$12 - 20 million</p>	

Excerpt from City of Wilsonville Bicycle and Pedestrian Master Plan, 2006

For more information, contact City of Wilsonville at 503-570-1505

# Accident at I-5 Boone Bridge in Wilsonville Brings Portland Traffic to a Stand-still for Hours

Southbound I-5 traffic congestion backed-up through downtown Portland and impacted I-205 and Hwy 217, bringing the metro region to gridlock for most of the day.



I-5 Major Bridges Daily Traffic Volume			
I-5 Bridge	TOTAL VOLUME	Truck %	Truck Vol
Interstate CRC	126,600	18%	22,788
Boone Bridge	122,300	28%	34,244
Vol Difference	-4,300		11,456
% Difference	-3.5%		33.5%

Note large number of trucks on south Metro I-5 corridor

Cars and trucks block freeway shoulder, preventing emergency-services and clean-up crews from reaching incident faster, further increasing traffic congestion and delay.

Looking at southbound I-5 from Boeckman Road overpass, Sept. 2006

## **2. Media Coverage:**

- **Articles**
- **Opinion Editorials**

## **Media Coverage of French Prairie Bike-Ped-Emergency Bridge over the Willamette River at Wilsonville, Oregon**

As of February 2012

- “City looks at Willamette River bicycle crossing: Bridge is just one idea among several to help improve local livability,” article, *Wilsonville Spokesman*, May 24, 2006
- “Bicyclists seek new Willamette crossing — Touring: A bike bridge near Wilsonville would give riders better access to rest of valley,” article, *The Oregonian*, May 30, 2006
- “Bike bridge would minimize impacts,” Point of View by Michelle Ripple, *Wilsonville Spokesman*, June 14, 2006
- “Bridge gains traction,” article, *Wilsonville Spokesman*, April 2007
- “French Prairie Bridge proposal gathers steam: Wilsonville - Span backers seek funds for the bike, pedestrian and emergency route,” article, *The Oregonian*, July 24, 2008
- “Getting out of Portland to the beginning of the Willamette Valley Scenic Bikeway,” article, *The Oregonian/OregonLive*, June 3, 2010
- “Not everyone is in favor of an Old Town bike/ped bridge,” opinion editorial, *Wilsonville Spokesman*, Feb. 7, 2012
- “In favor of the bike/pedestrian bridge,” opinion editorial, *Wilsonville Spokesman*, Feb. 22, 2012
- “A bike/pedestrian bridge benefits Wilsonville,” opinion editorial, *Wilsonville Spokesman*, Feb. 22, 2012



# WILSONVILLE SPOKESMAN

Your community ~ Your newspaper

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VOLUME 21 / NUMBER 21

WEDNESDAY, MAY 24, 2006

TWO SECTIONS / 50 CENTS

## City looks at Willamette River bicycle crossing

*Bridge is just one idea among several to help improve local livability*

BY DAVID JAGERNAUTH  
WILSONVILLE SPOKESMAN

What if it were possible to safely and easily get from anywhere in the city to anywhere else in the city without ever stepping behind the wheel of a car?

Would more people walk, bike and bus their way to work and school, to

*'I think it could become a gateway to French Prairie.'*

**Charlotte Lehan**  
Wilsonville Mayor

parks, businesses, and the library?

Would it ease city congestion, decrease air pollution and make residents more active and healthy?

Wilsonville's civic leaders think so.

Unfortunately, in a city bisected by a major highway, railroad and river, creating citywide connectivity is easier said than done.

How will pedestrians cross from one side of the Willamette to the other?

Can a child on a bike safely get from their home on the westside to Memorial Park?

Will an employee be able to make it to work on time if they take mass transit?

SEE FUTURE ON PAGE 9



Contributed photo

The mayor and other local leaders are talking about a Willamette River bike crossing similar to the Peter DeFazio Bridge in Eugene (shown). Such a bridge at Wilsonville is estimated to cost \$12 million.

# Crossing: Citizens worked on master plans for last 20 months

Continued from Page 1

These are the questions that a group of citizen volunteers — members of the Advisory Committee on Master Planning (ACMP) — have been wrestling with for the past 20 months.

Their task: to develop master plans in three critical areas for the city — pedestrian and bike mobility, parks and recreation, and mass transit.

"With all three of these plans we are looking at creating a healthy, active and sustainable community," said Peggy Watters, community services director.

Last week, the ACMP finished their work. They will be presenting the three master plans to the community at an open house on Tuesday, May 30 (see *Wilsonville Week*, Page 1). Public input will be taken.

The master plans will then go to Planning Commission for review.

## Bridge over the river Willamette

Looking at a master plan is like looking into the future. The recommendations made by the ACMP will serve to guide the priorities of the city for the next 20 years.

City Councilor Michelle Ripple is the chair of ACMP. She emphasized the grass-roots nature of the master plans.

"It really was a citizen-driven process," Ripple said. "It wasn't the city writing the plan and the committee just there for show. The committee really wrote the plan."

Not only was the committee compiled of community members, but the committee sought input from the community as they developed their vision.

Ripple said that one of the major concerns committee members heard from the public was that they needed a way to cross the Willamette River.

## One idea: 'Pedestrian oasis' for Wilsonville Road

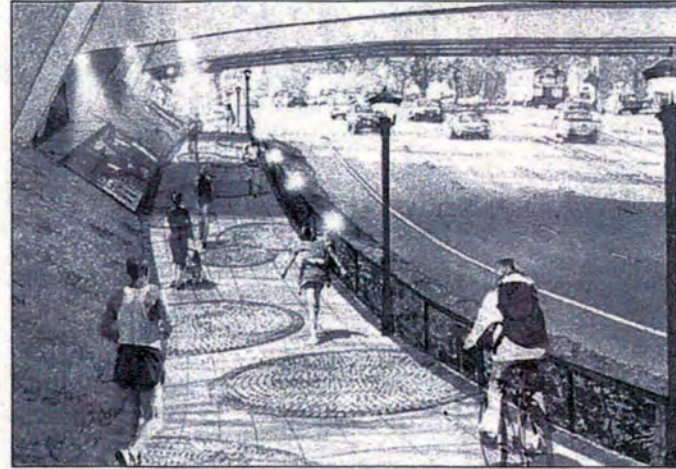
The city is seeking grant money to build improvements to Wilsonville Road where it passes under Interstate 5, said city public affairs director Danielle Cowan.

Developers for Fred Meyer came up with the idea (pictured in an artist's rendering) during their still ongoing negotiations with the city to build a store on their property off Wilsonville and Boones Ferry roads.

The grant money would be used to add a sectioned off bike and pedestrian lane and lighting under the highway overpass.

This would most likely be done in conjunction with widening of Wilsonville Road.

This vision is in line with the ACMP master plans, which recommend adding landscaping and pedestrian-scale lighting under the overpass to "increase the attractiveness and comfort of the pedestrian environment."



Bicyclists or pedestrians wishing to travel to Charbonneau, Champoeg State Park, or other places south of the river, or those south wishing to come north, have only one option, and a dangerous one at that — Interstate 5.

To address this, the ACMP is recommending that the city build a bike and pedestrian bridge over the river at Boones Ferry Park.

Wilsonville Mayor Charlotte Lehan has championed the idea of the bridge and said a great deal of potential grant money available for the project.

The bridge would double as an alternative access route during an emergency. Given the tendency for the Boone Bridge to back up during an accident, and the vulnerability of the Charbonneau population, an emergency route over the river is desperately need-

ed, Lehan said.

The bridge could also bring tourists to Wilsonville. The Willamette Valley Scenic Bikeway begins at Champoeg State Park and heads south 130 miles to Armitage County Park outside of Eugene.

The bridge could serve as the beginning of this scenic bike route, encouraging tourists to spend the night in Wilsonville hotels and patronize Old Town shops without adding car traffic to the region, Lehan said.

"I think it could become a gateway to French Prairie," she said. "Wilsonville could become a bicycle Mecca."

Ripple agreed. "It could be a big tourism boon."

The bridge wouldn't be cheap. An engineering firm estimated the cost at \$12 million.

"That certainly sounds like a lot," Lehan said. "Of course, a regular bridge is more like \$70 million."

Different locations for the bridge have been considered. A bridge connecting Charbonneau to Memorial Park was discussed, which would give residents south of the river a direct link to the park, senior center, library and town center.

Other ideas proved to be unworkable, like hanging a bridge underneath the Boone Bridge or the railroad trestle.

## Several parks projects

The bridge is one project out of several in the master plans with the overall goal of revitalizing the Willamette River, Boones Ferry Park and Old Town.

Revitalization includes increasing

access to the river. Trees and vegetation currently block river views throughout much of the city.

And gaining access to the river is difficult, because most of the river frontage is privately held.

The ACMP recommends that in places where the city owns river adjacent property — Memorial Park, the Water Treatment Plant, and Boones Ferry Park — they should add more river overlooks and develop a "water trail of connected boat launches."

With Boones Ferry Park's location on the river and its historic features, the ACMP sees an opportunity to turn the Tauchman House into a historic museum or interpretive center and provide kayak and canoe access to the river by means of a floating dock.

The ACMP also encourages the city to actively pursue acquiring additional land on the river. The plans point specifically to the Willamette Meridian Landing, an undeveloped area to the east of town owned by Oregon State Parks.

The ACMP also recommends ways of increasing the number and quality of parks everywhere in the city.

"We looked at providing parks in areas that are underserved," Ripple said. "We analyzed every single park and calculated how far they were from each neighborhood. We wanted everyone to have a park within a quarter mile (of their home)."

Other projects in the three master plans include:

- Complete the Boeckman Creek and Tonquin trails;

- Create additional overpasses across Interstate 5;

- Build an aquatic recreation facility;

- Develop more recreation programs for middle and high school students and adults aged 26-54.



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RTHWEST

# Bicyclists seek new Willamette crossing

**Touring** | A bike bridge near Wilsonville would give riders better access to rest of valley

By **DANA TIMS**  
THE OREGONIAN

WILSONVILLE — The scene is growing increasingly common.

A bicycle tour group, its members spending money at an economy-boosting rate, books rooms at a Wilsonville hotel. Early the next morning, more than a dozen riders set out for an outing through the Willamette Valley.

Not wanting to be struck dead before they push a pedal, however, the riders don't immediately head out on bikes. Instead, they pile into a van or two for the first leg of their journey.

Why? Because the only Willamette River crossing for miles in either direction is Interstate 5's bustling Boone Bridge.

The tens of thousands of cars and trucks crowding the four-lane span daily leave little room or sense of safety for bikes, say cycling advocates.

But now, with bicycle tourism on the increase, pressure is growing to step up long-held plans to build a bicycle and pedestrian bridge linking the Portland metro area with the lower Willamette Valley.

"It's definitely needed," said Michael Ronkin, who manages the state Transportation Department's bicycle-pedestrian program. "For cyclists, there are few other options in getting

Please see **BIKE BRIDGE**, Page B2



## Bike bridge: Span could cost more than \$10 million

Continued from Page B1

from the Portland area to the rest of the Willamette Valley."

The primary stumbling block, as with almost any significant public works project, is money, Ronkin said. Either of two generally available financing options falls far short of the more than \$10 million needed to build a 1,000-foot-long span linking Wilsonville's historic Boones Ferry crossing site with city-owned land across the river.

Intervention by the state's congressional delegation probably would be needed for the project to have any shot at full financing. But the chance to link a major transportation route and a key historical one is too good to pass up, cycling promoters say.

Descendants of American wilderness legend Daniel Boone started operating a ferry at the site, just yards west of Boone Bridge, in 1847. The ferry closed in 1954, when the freeway opened to vehicular traffic.

The project would be practical, as well. Alternative crossings are few and far between. The Canby Ferry, five miles downstream, and the St. Paul Bridge, about nine miles upriver at Newberg, provide the closest options.

Some cyclists do brave traffic on the Boone Bridge, but they do so at their own peril, said Evan Manvel, executive director of the

Portland-based Bicycle Transportation Alliance.

"It's pretty obvious that freeways aren't all that friendly for bicyclists," he said. "But bike tourism is increasing throughout the state, particularly in the Willamette Valley. It would be a definite plus to have a safe and dedicated bike crossing at that point."

Todd Davidson, director of the Oregon Tourism Commission's Travel Oregon program, echoed that point.

"We're promoting Oregon as a premier cycling destination for riders around the country," he said. "This bridge would play into Oregon's being a place where cyclists could ride with comfort and confidence."

Assuming money can be found, engineering challenges would consist primarily of dealing with much higher elevations on the north bank of the Willamette than the south, said Gayle Harley, president of OBEC Consulting Engineers in Eugene.

Harley's firm has carved a niche in the bike bridge business. In addition to five bridges spanning the Willamette in Eugene alone, OBEC built a similar bridge over the Rogue River in Grants Pass and is working on the "three-bridges project" linking the east and west portions of Portland's Springwater Trail.

"At Wilsonville, we'd envision a suspension bridge with no piers in the water," Harley said. "And the added plus is that it could be wide enough to accommodate emergency vehicles if anything tied up traffic on the Boone Bridge."

Dana Tims: 503-294-5973;  
danatims@news.oregonian.com

# Bike bridge would minimize impacts

Point of View by Michelle Ripple

June 14, 2006

**WILSONVILLE SPOKESMAN**

As chair of the Advisory Committee for Master Planning I'd like to answer the questions Michelle Dempsey raised in last week's Point of View. Ms. Dempsey asked some excellent questions; some of the same ones we asked on the committee.

First let me emphasize that the notion of a bicycle/pedestrian bridge is at a very preliminary stage. It was put into the plans based on overwhelming input we received from the public saying they want greater access to the Willamette River and a way to cross it.

We started the planning process by gathering public input at open houses, stakeholder interviews, charettes, from public testimony and with a survey mailed to Wilsonville residents. The proposed bridge has generated enthusiasm and attention from the press, State Parks, the Bicycle Transportation Alliance and citizens throughout the region.

Because of its regional impact there is the potential to get funding to build the bridge from many sources.

The bridge that the ACMP has proposed as part of the Bicycle/Pedestrian Master Plan is envisioned to go from city-owned land at the foot of Boones Ferry Rd. to county-owned land at the marina across the river.

Many organized bike tours originate here in Wilsonville and tour the Willamette Valley and wine country south of the river. Wilsonville is uniquely positioned as the gateway to the

Willamette Valley both southbound and northbound. We have the hotels, restaurants and services that bike tour groups need, but no safe way to cross the Willamette.

In a few years, the Tonquin Trail, a major regional bike trail, is scheduled to connect Wilsonville to the Tualatin River through the wildlife refuge near Sherwood. Additionally, in 2008 commuter rail will come to Wilsonville. Both of these will bring the opportunity for cyclists from throughout the region to access Wilsonville without having to drive cars.

With a safe way to cross the Willamette, cyclists would be able to access the entire south Willamette Valley and French Prairie areas.

Perhaps one of the most important functions of the proposed bridge is to provide emergency vehicle access so emergency personnel can clear problems on I-5 more quickly. It will also provide emergency access to Charbonneau whenever the Boone Bridge is not accessible. This will give our emergency medical, police and fire crews a way to get to Charbonneau residents if I-5 is impassable. It absolutely has not been planned to provide an alternate route for motorists.

The ACMP hasn't directly addressed revitalizing the Old Town neighborhood, which is why we did not put sidewalks for Old Town into the plan. We have included improvements to the Old Methodist Church and

Boones Ferry Park, including a non-motorized boat access, the proposed bike/pedestrian bridge and river viewpoints. The viewpoints will be designed to be built with minimal or no impact to the Willamette Greenway.

The Wilsonville City Council has a well-established reputation for protecting significant trees wherever possible and there are no plans for removal of any trees or vegetation.

The improvements to the Old Town area are specifically designed not to bring in additional vehicular traffic. The ACMP is very aware of and sensitive to the Old Town residents' desires to maintain the pedestrian-friendly character of their neighborhood.

All of these proposals are still being reviewed, along with everything in the three draft plans. There is continuing opportunity for public input on the Bicycle/Pedestrian, Parks and Recreation or Transit Master Plans. The next public meeting will be at the June 14 meeting of the Planning Commission; and, of course, you may call or send your written comments to the city or me at anytime.

You can reach Chris Neamtzu, manager of long range planning at 503-570-1574 or me, Michelle Ripple, at 503-682-7896.

*Michelle Ripple was appointed to the Wilsonville City Council in December. Her term runs through the end of the year.*

# Bridge gains traction

By David Jagernauth

April 04, 2007

**WILSONVILLE SPOKESMAN**

At this rate, Mayor Charlotte Lehan might want to buy a second home in Washington, D.C.

Lehan has traveled to the nation's capital twice in as many weeks. The first time was part of an annual trek for federal dollars on behalf of the city.

For the second trip, Lehan was invited by a coalition of Oregon bicycle and tourism advocates to speak about a vision for a bicycle and pedestrian bridge over the Willamette River.

"We were pleasantly surprised, and flattered, how quickly it rose to the top of their list of statewide priorities," Lehan said.

The idea has sparked buzz from leaders of a number of different interest groups — not only biking and tourism, but also state parks, emergency management and transportation.

The idea for a bike bridge over the river came out of Wilsonville's recent master planning process for bikes, parks, and mass transit. One concern heard time and time again from the public was a lack of access across the Willamette.

Anybody wishing to travel to Charbonneau, Champoeg State Park, or other places south of the river, or those south wishing to come north, have only one option, and a dangerous one at that — the Interstate 5 Boone Bridge.

The bridge would double as an alternative crossing route for emergency vehicles. Given the tendency for the Boone Bridge to back up during an accident, and the vulnerability of the Charbonneau population, an emergency route over the river is desperately needed, she said.

At \$20 million, the estimated cost of the bridge is substantial, but cost-effective, Lehan said. And it could potentially draw from numerous pots of money, not just transportation.

The mayor emphasized that her trip to Washington was merely to present the bridge idea to the local legislative delegation and not to formally request money.

Lehan said she hopes that will happen during the next funding cycle, but only for the cost of preliminary design and planning.

Several things must happen in the meantime. The first step is to develop a task force this year made up of interested parties from across the region including Clackamas County, ODOT, the parks, police and fire departments, and others.

"It really isn't a Wilsonville bridge, it is a regional project," Lehan said. "It has a much wider appeal."

The task force would decide whether to recommend the project for Metro's Regional Transportation Plan, a necessary step before requesting federal dollars.

"Everybody understands that this is a big project that won't happen tomorrow," Lehan said. "But for a project that just a year ago nobody was talking about it has gotten legs quickly, in several quarters."

## French Prairie Bridge proposal gathers steam

**Wilsonville - Span backers seek funds for the bike, pedestrian and emergency route**

By **WENDY OWEN**  
The Oregonian Staff

As the price of fuel climbs, Wilsonville may find its idea for a bike, pedestrian and emergency access bridge across the Willamette River at the forefront of a movement.

Recreational trails are likely to grow as commuter paths. Anecdotally, the numbers are already rising, and the bridge would help link pedalers and walkers south of the river to the Westside Express Service commuter rail station in Wilsonville.

The city sent an application to the Metro regional government last week to be considered for \$1.25 million in transportation-improvement funding for a preliminary study of the proposed bridge site to determine if it is feasible.

The idea started last year with the city's work on its parks and recreation master plan, said Mark Ottenad, Wilsonville public affairs director.

Originally, plans called for hanging the bridge alongside the Interstate 5 Boone Bridge, which is between the Wilsonville and Canby exits, or connecting it to the nearby railroad bridge.

But Wilsonville Mayor Charlotte Lehan pushed for a stand-alone span, with space for emergency vehicles, at Wilsonville's Old Town neighborhood along Boones Ferry Road.

"If we're going to do it, we're going to do it right," she said.

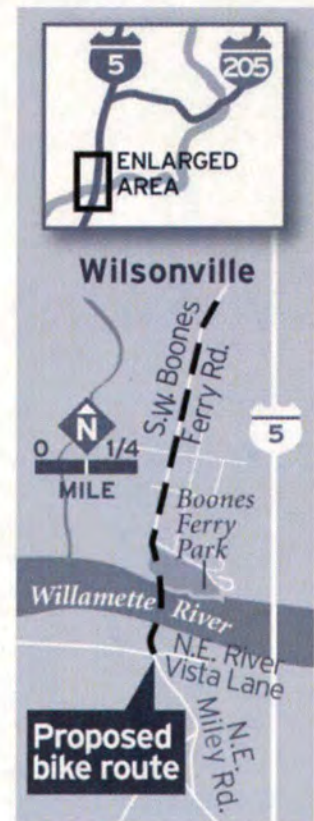
The only option in the area now for bikers and walkers who want to cross the Willamette River is the shoulder of the Boone Bridge, alongside six lanes of traffic traveling 65 mph. An average 120,000 vehicles pass through the area daily.

The Boone Bridge also is the only option for ambulances, firefighters and police to respond to area accidents that tie up the freeway. The new bridge, dubbed the French Prairie Bridge, would serve as an emergency bypass.

"A closed bridge or impassible road can significantly impair our ability to respond efficiently," Tualatin Valley Fire & Rescue Chief Jeffrey Johnson



**A rendering shows the proposed French Prairie Bridge, which would be in Wilsonville's Old Town neighborhood.**



THE OREGONIAN

wrote in a letter of support for the new bridge. "In medical emergencies or during a fire, minutes can mean the difference between life and death."

The multiple uses for the bridge probably will make it more appealing to state and federal agencies to fund, Lehan said.

It is projected to cost \$20 million and, so far, has the support of U.S. Sen. Gordon Smith, R-Ore., among others.

Ideally, the span would cross the river where the Boones Ferry carried folks from French Prairie to old-town Wilsonville between 1847 and 1954. The location will help control costs because land on both sides of the river is publicly owned and connects to existing roads, Lehan said.

Eventually, the bridge could become a recreational-commuter link between Portland and the southern Willamette Valley all the way to Eugene.

In addition, Metro's Tonquin Trail for pedestrians and bikes is now funded and moving forward, Ottenad said. It will eventually connect all the major cities southwest of Portland, including Tigard, Sherwood and Tualatin, to Wilsonville.

Lehan said the French Prairie Bridge could be constructed within the next five to eight years, depending on funding.

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# Getting out of Portland to the beginning of the Willamette Valley Scenic Bikeway

Published: Thursday, June 03, 2010



By **Terry Richard, The Oregonian**



To get out of Portland to reach Wilsonville, near the beginning of the Willamette Valley Scenic Bikeway, I used Metro's Bike There! map.

From Wilsonville, you need to bike across the Willamette River on the Boone Bridge (also known as I-5, Ugghh!), take the first exit and follow the Willamette River upstream to blissful Butteville.

From Butteville you can connect via the state park bike path to Champoeg State Heritage Area, the formal starting place for the Willamette Valley Scenic Bikeway. Then, all you have is 132 miles of riding to Armitage County Park on the north edge of Eugene.



Terry Richard/The Oregonian

*The Ki-a-kuts Bridge, opened in 2007, is a pedestrian/bike crossing between Cook Park in Tigard and Tualatin Community Park in Tualatin.*

Watch this space over the next few days for posts about riding Oregon's first scenic bikeway.

Meanwhile, back in the big city, the City of Portland is in the process of putting more of its neighborhood bike maps online. Jeff Smith of the Department of Transportation says he hopes to have them ready early this summer. Until then, look here for **Portland's neighborhood bike maps**, which can be ordered from the city or picked up for free at some bike stores.

Here's a link to the **City of Tigard's bike map**.

Here's a link for how to purchase the **Clackamas County bike map**.

If you don't feel safe biking through Portland to Wilsonville, TriMet offers a viable alternative.

Just take the MAX line to **Beaverton Transit Center**, then **ride WES** to Wilsonville.

The main problem is that WES runs only during the work week and only during morning and evening commute hours. So you need to plan around it.

Oh, WES has another problem. TriMet has oriented its online WES map with north going right, usually the direction of eastward travel. Don't let it fool you.

Also beware that **bikes can be transported** on commuter trains, but only if there is room. Don't count on finding space when you pedal up to the station just before the last WES train of the day departs.

If you miss your WES, Wilsonville and Beaverton have a reasonable bike connection, mostly on Hall Boulevard and Boones Ferry Road. Check Metro's Bike There! map for details.

Wilsonville also has a bus system called SMART (South Metro Area Regional Transit) that can transport bikes around town and as far away as Canby and Salem. Look online at [www.ridesmart.com](http://www.ridesmart.com).

-- **Terry Richard**

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Here are some cool links to bike maps that will get you around the metro area.

**Metro's Bike There! map** is hot off the presses this spring with a new cover price of \$9. You'll need to buy it, not view it online. It's edition No. 8.

This map will get you pretty much from anywhere in the Metro area to Wilsonville, close to the start of the **Willamette Valley Scenic Bikeway**.

## **Not everyone is in favor of an Old Town bike/ped bridge**

Reader View - Published: 2/7/2012

**Rob and Michele Dempsey**

**WILSONVILLE SPOKESMAN**

Dear Wilsonville City Councilors:

We are not sure how the Advisory Committee for Master Planning that created the Bike/Ped, Parks and Transit Master Plans was chosen, but we are unaware that any of our neighbors from the Old Town neighborhood were invited to participate in this discussion, or more specifically, any who would be directly impacted by the addition of an enormous bridge where Boones Ferry Road dead ends at the river.

As this location was and continues to be seriously considered, or at least continuously mentioned in the media, we believe it was a gross oversight not to invite at least a few of the people to the table whose lives would be forever changed by a project of this magnitude.

During the last Mayor's tenure more than a few Master Plans were developed with little or no public input but were instead designed by Metro and approved by strategically appointed local Boards. Repetitive meetings simply wear the public out.

I guess if you're not at "the table," you're probably "on the menu." For 12 of the last 13 years of leadership at the city they were always willing to "listen" but their minds were already made up long before we got there.

We are happy to hear that the foot of Boones Ferry Road was only one location suggested for the possible site of a future bike/pedestrian bridge. We are actually aware that other locations were suggested, but none seem to be being seriously considered except for this one.

We urge the city to consider all other possibilities and to cross this location off its list. Surely there must be better options that won't negatively impact a whole neighborhood.

For the record, this unique area at the end of Boones Ferry Road contains the last remaining green space in our neighborhood. The playground we once had at the old grade school is gone as is the orchard that has been developed into a parking lot and home to Fred Meyer and many other establishments.

To pave one more inch on either side of Boones Ferry Road where it dead ends at the river would be a travesty not only to the neighborhood but to its animal denizens. This is an extraordinary neighborhood that is different from many of Wilsonville's other neighborhoods and one of the key factors that makes it unique is this amazing green space; we value this open space as does the wildlife that this ecosystem sustains.

Much of the rest of our neighborhood is unattractive and chaotic: from the railroad tracks and trains that regularly "park" in our backyards, to the odoriferous sewage treatment plant and constant roar of I-5, to the new traffic headaches we must endure as we adjust to our new business neighbors at the entrance to our neighborhood.



Our neighborhood deserves to keep this last remaining green space that greatly increases our neighborhood livability from being turned into a construction zone and then being paved over with a bridge.

As taxpaying homeowners in Wilsonville we also find it exceptional that a bike/pedestrian bridge is the "single most requested thing" by its citizens. In fact, we don't believe that. What about fixing the roads and sidewalks?

With survey results like this we question who the audience was. We know many children who would love to have a bike bridge, a swimming pool, and a skate park (especially if you specifically ask them... would you like a bike bridge, a swimming pool, or a skate park) but they don't have to pay for these luxuries.

Surely in this economy Wilsonville has bigger things to think about than discretionary amenities. Those include the Boeckman Road "dip" and larger storage for Wilsonville Community Sharing and the Food Bank, among others.

We vote no on the bike/pedestrian bridge - take it out of the master plan - regardless of its location but especially if it is sited anywhere in Old Town. We don't believe that inclusion of this project in the master plan was smart planning or prudent fiscal management in the first place.

The city needs to be more practical with taxpayer's money and should first fund core services that protect and care for our most vulnerable citizens. It's simply too much money to benefit too few people. Large financial expenditures should be sent to the voters for their approval. If you are seeking federal matching dollars why not try for something that will boost the economy, generate long term jobs, or improve our schools.

Sincerely,

**Rob and Michele Dempsey**

*Wilsonville*

## In favor of the bike/pedestrian bridge

Reader View - Published: 2/22/2012

By Kate and Jerry Greenfield of Wilsonville

**WILSONVILLE SPOKESMAN**

The question is: Would a bicycle/pedestrian/emergency bridge be good for Wilsonville? Opposition to the proposed bicycle/pedestrian/emergency bridge across the Willamette expressed in the Feb. 8 Wilsonville Spokesman seems to be based on some major misconceptions.

The authors refer to an “enormous bridge,” while the design of the proposed bridge would be the opposite — a slim lane of pavement extending across the river from existing paved surfaces, having a minimal impact on the existing environment.

They worry that the bridge would “negatively impact a whole neighborhood.” However, the street to the river already has bike lanes along sections that are heavily traveled. Beyond the shopping center, it is a lightly travelled cul-de-sac. While some people in Old Town may worry about negative impacts in their neighborhood, our experiences riding on bike paths in Oregon, Massachusetts, Pennsylvania, and Japan indicate the opposite. Bicyclists and hikers tend to be affluent and environmentally conscious. As long as the only motorized vehicles crossing the bridge are responding to emergencies, the traffic will be quiet and unobtrusive.

The authors doubt that a bike bridge is desired and at the same time refer to the bridge as a luxury that we desire but can ill afford. We have desired a bicycle bridge across the Willamette since we arrived in Wilsonville and realized that we would have to cross the dangerous Boone Bridge to ride to the great biking country across the river. Local businesses are likely to desire a bridge because it would allow Wilsonville to play a central role in a countywide network of bicycle routes aimed at expanding the flow of tourist dollars into our area. Without the bridge in Wilsonville, those tourist dollars are likely to flow to other communities. Some of the funding for the bridge is likely to come from outside Wilsonville because of its importance for the region.

The location of the proposed bridge at the site of the old ferry route across the river seems mysterious to the authors. However, it seems pretty likely that the ferry that carried traffic across the river from 1847 to 1954 was located at an advantageous crossing point. Preexisting paved access to the river on both sides would lower the cost of the project.

Connecting the Tonquin Trail with biking routes south of the river would put Wilsonville in the center of a network of bicycle routes from the Tualatin River south through the Willamette Valley. Such assets draw customers for local businesses, create local jobs, and improve the attractiveness of Wilsonville to companies looking to locate in desirable communities.

Participants at a recent meeting discussing ways of increasing bicycle tourism in Clackamas County, regarded a bicycle/pedestrian bridge in Wilsonville as a very high priority project. It seems likely that the existence of such a bridge would also improve property values in Old Town. Surely it would restore Old Town’s historic identity as a river crossing point in a quieter less-trafficked form than the old ferry.

## **A bike/pedestrian bridge benefits Wilsonville**

Reader View - Published: 2/22/2012

By Steve Van Wechel of Wilsonville

**WILSONVILLE SPOKESMAN**

Before anybody throws the baby out with the bathwater concerning the proposed bicycle-pedestrian bridge (especially any member of the city council), it needs to be stated that many people indeed do want the bridge – including residents of Old Town.

The Reader Review in the Feb. 8 Spokesman that spoke against the proposed bridge expresses a number of concerns. Everything listed can be easily addressed and rebutted.

The first concern was that no one in Old Town was included in the decisions that led to the site that was selected and so they feel it is being forced on them.

The fact is that The Spokesman ran an article indicating the City Council was seeking volunteers to serve on an advisory committee (ACMP) to the professionals that were updating three major city plans including the Bicycle Pedestrian Plan. Everyone had equal opportunity to put their name in the pot for possible selection. I volunteered, was selected by the city council, and have lived in Old Town for over 25 years.

The public was invited to all ACMP meetings and public members I believe were at each meeting expressing opinions, etc. The ACMP had a booth at Fun in the Park allowing for input.

I'm not sure how the city could have done more to encourage participation/input. It's like the state lottery – the chances of winning improve greatly if you choose to participate. Participate at the time rather than waiting for many years after the winner was announced as is the case with the negative Feb. 8 article.

The article writer also complains that the Boones Ferry site is the only site being discussed. What can you say? The decision was made years ago in a very public process. It was adopted by the ACMP, by various city boards, and finally by the city council itself. Then once in the plan, it has been included in Metro, regional and state plans. Even the federal government is involved. Does the writer of that Feb 8 article have any concept of the behind-the-scenes work that needs to occur and the amount of lead time required to get over a million dollars designated for initial planning and engineering plans for the bridge (in that location) especially in these economic times? It's interesting that it is only after all this, the point is raised about "not in our backyard."

For general information, the ACMP identified and researched five locations for the bridge. Through a process of elimination, four were tossed out and the Boones Ferry location was selected.

The writer's commented on the need for "prudent fiscal management." – Do you think it would be prudent fiscal management to purchase two to three riverfront lots in Charbonneau to build a bridge from Memorial Park and try to connect it to areas south and to the west side via the

Tonquin Trail or the WES Station, etc.? The other sites were eliminated for their own negative points. The Boones Ferry site is the only site being discussed because it's where both ends of the bridge can be built on already owned public property (prudent fiscal management) and can most easily be connected with connecting access trails.

While I don't have space to rebut every argument, consider this:

I refer anyone to the several city council-sponsored meetings where it was stated, very loudly, that Wilsonville wants more access to the river and the bridge is a primary concept.

As for fixing potholes and sidewalks, the currently-authorized money coming from the federal government to Wilsonville in 2012 is specifically for planning and engineering purposes and would not fix a single pothole – nor would it reduce the federal budget correspondingly if the city should “do a 180” and refuse the money after all the efforts and time it has taken to get it.

Granted, it will take proper planning by city leaders and other involved groups, but the bridge can represent the biggest, most positive boon the city has ever had – if it is done right.

Potential benefits it can offer include: 1) a safety alternative to the Boone Bridge bottleneck, 2) huge economic benefit (if planned for such from the beginning), 3) public/private partnership such as with Bonneville Power for the power lines that cross the river (at this selected site), 4) green transportation options and even green energy production potential, 5) homeland security interests, 6) national Department of Transportation interests, 7) a wonderful opportunity to emphasize local and regional history, and cultural history, 8) cooperation of all five levels of government including Metro (and public/private partnerships), 9) educational opportunities, 10) opportunities for the bridge to earn its own maintenance funding (without tolls), 11) the creation of a tourist draw – thus money in the coffers of Wilsonville; and more.

Seeing the bridge as just a bridge is small thinking. We need to get out of that and break into the big picture, and consider the positive potentials.

In a paraphrased quote, I believe it was Councilor Steve Hurst who said that the bridge was too big for the simple neighborhood plan. He was absolutely right. The big picture includes impacts reaching the regional, state, and even national levels.

In a message for the City Council, the potential of changing directions at this point, and turning down the federal money which has been offered, I believe would be the stupidest and the biggest mistake any politician ever made in the city's history.

### **3. Supporters:**

- **Governments**
- **Organizations**

# **Supporters of French Prairie “Bike-Ped-Emergency” Bridge over the Willamette River at Wilsonville, Oregon**

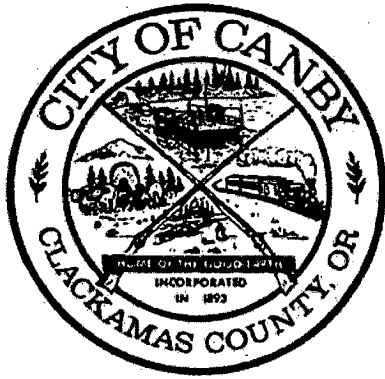
As of December 2008

## **Governments**

1. City of Canby City Council
2. City of Hubbard City Council
3. City of Wilsonville City Council
4. Clackamas County Board of Commissioners
5. Clackamas County Sheriff's Office
6. Former US Senator Gordon Smith (R-OR)
7. Joint Policy Advisory Committee on Transportation (JPACT), Metro
8. Metro Council, Greater Portland Metro Regional Government
9. Oregon Parks & Recreation Department (OPRD)
10. Tualatin Valley Fire & Rescue District (TVFRD)

## **Organizations**

1. Bicycle Transportation Alliance (BTA)
2. Charbonneau Country Club
3. Cycle Oregon
4. Friends of French Prairie
5. Friends of Historic Champoeg
6. Hubbard Business & Economic Development Group



# City of Canby

General Administration Office

September 17, 2008

To Whom It May Concern

**RE: Support for "French Prairie Bridge" over Willamette River at Wilsonville, Oregon**

The City of Canby supports in concept development of the proposed French Prairie Bridge over the Willamette River at Wilsonville, Oregon.

The French Prairie "bike-ped-emergency" Bridge is designed to serve as both a primary route for pedestrians and bicyclists and as a bypass for emergency responders when the Interstate-5 "Boone Bridge" over the Willamette River is closed due to a highway incident or other disaster.

The French Prairie Bridge reestablishes a missing, historic link between the Portland metro region to the north and French Prairie area of the northern Willamette Valley to the south that once was served by the Boones Ferry crossing. The French Prairie Bridge connects the metro regional Tonquin Trail now under development with the Champoeg Trail and to the Willamette Valley Scenic Bikeway, thereby linking Oregon's largest city with the entire regional trail and bikeway system that traverses the Willamette Valley south to Eugene.

The French Prairie Bridge permits safe passage across the Willamette River for both bicyclists and pedestrians, who otherwise risk personal safety if they try to cross over the heavily trafficked I-5 Boone Bridge. The French Prairie Bridge is the only safe bike-ped crossing over the Willamette River located within a 30-mile (48 km) stretch between Newberg and Oregon City.

As the area's population continues to grow and I-5 traffic congestion worsens, the French Prairie Bridge provides an alternative transportation opportunity for North Willamette Valley commuters bound for the Portland region to use the new Washington County commuter rail known as WES, or Westside Express Service, where they are also able to connect with Tri-Met's MAX light-rail system.

The French Prairie Bridge offers recreational and economic-development opportunities that promote agricultural operations and preserve historic cultural uses of the significant French Prairie region, birthplace of Oregon's statehood. In particular, linking Portland with the Willamette Valley for pedestrians and bicyclists creates a number of tourism-development opportunities featuring French Prairie, the Willamette River Greenway, Champoeg State Heritage Park and "Oregon Wine Country."

September 17, 2008

Page Two

Currently, when traffic incidents occur near the Boone Bridge in Wilsonville, I-5 and the entire surrounding freeway system can shut-down for hours. With an average daily traffic volume of 120,000 vehicles, this crucial West Coast interstate corridor—also a predominant truck freight route—can become a regional bottleneck, impacting traffic throughout the Portland metro and North Willamette Valley regions. The French Prairie Bridge would serve as a rapid-incident, emergency response system, allowing authorized vehicles access to an incident on the freeway. The bridge gives ODOT and other responsible authorities the ability to clean-up faster; and police, fire, and other emergency vehicles have better access to incidents on either side of the Willamette River when the I-5 Boone Bridge is shut down.

For a number of crucial transportation, recreational and economic-development issues, the City of Canby supports funding and development of the proposed French Prairie Bridge.

Sincerely,

A handwritten signature in cursive script that reads "Melody Thompson". The signature is written in black ink and is positioned to the right of the word "Sincerely,".

Melody Thompson  
Mayor



# CITY OF HUBBARD

3720 2nd Street • P.O. Box 380    Hubbard, Oregon 97032

503-981-9633 Fax: 503-981-8743  
www.cityofhubbard.org



August 25, 2008

To Whom It May Concern:

The City of Hubbard supports development of the proposed French Prairie Bridge over the Willamette River at Wilsonville, Oregon.

The French Prairie "bike-ped-emergency" Bridge is designed to serve as both a primary route for pedestrians and bicyclists and as a bypass for emergency responders when the Interstate-5 (I-5) "Boone Bridge" over the Willamette River is closed due to a highway incident or other disaster.

The French Prairie Bridge offers recreational and economic-development opportunities that promote agricultural operations and preserve historic cultural uses of the significant French Prairie region, birthplace of Oregon's statehood. In particular, linking Portland with the Willamette Valley for pedestrians and bicyclists creates a number of tourism-development opportunities featuring French Prairie, the Willamette River Greenway, Champoeg State Heritage Park and "Oregon Wine Country."

When traffic incidents occur near the Boone Bridge in Wilsonville, I-5 and the entire surrounding freeway system can shut-down for hours. With an average daily traffic volume of 120,000 vehicles, and predominant truck freight route, this crucial West Coast interstate corridor can become a regional bottleneck, impacting traffic throughout the Portland metro and North Willamette Valley regions. The French Prairie Bridge would serve as a rapid-incident, emergency response system, allowing authorized vehicles access to an incident on the freeway. The bridge gives ODOT and other responsible authorities the ability to clean-up faster; and police, fire, and other emergency vehicles have better access to incidents on either side of the Willamette River when the I-5 Boone Bridge is shut down.

The French Prairie Bridge permits safe passage across the Willamette River for both bicyclists and pedestrians, who otherwise risk personal safety if they try to cross over the heavily trafficked I-5 Boone Bridge. The French Prairie Bridge is the only safe bike-ped crossing over the Willamette River located within a 30-mile stretch between Newberg and Oregon City.

Because of these crucial transportation and safety issues, the City of Hubbard supports the City of Wilsonville's efforts to fund and develop the French Prairie Bridge project.

Sincerely,

A handwritten signature in black ink that reads "Tom McCain". The signature is written in a cursive, slightly slanted style.

Tom McCain  
Mayor

**RESOLUTION NO. 2129**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WILSONVILLE  
AUTHORIZING STAFF TO APPLY FOR REGIONAL FLEXIBLE FUNDS THROUGH  
THE METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM 2010-2013  
PROJECT SOLICITATION FOR PROJECT DEVELOPMENT OF THE FRENCH  
PRAIRIE BRIDGE.**

WHEREAS, Metro is soliciting projects for regional flexible funding through the 2010-2013 Metropolitan Transportation Improvement Program (MTIP); and

WHEREAS, seven and a half million dollars of the available funding for the region has been designated specifically for bicycle and pedestrian projects; and

WHEREAS, cyclists and pedestrians in Wilsonville can only cross the Willamette River by traveling several miles out of direction or by taking the significant risk of using the Interstate-5 Bridge and traveling on a six-lane freeway with no separation from high-speed trucks; and

WHEREAS, a new bicycle and pedestrian crossing of the Willamette River is identified as a need in the City of Wilsonville's Bicycle and Pedestrian Master Plan adopted in 2006, and

WHEREAS, the City of Wilsonville's Parks and Recreation Master Plan adopted in 2007 recommends consideration of "pedestrian/bicycle bridge of the Willamette River" at Boones Ferry Park; and

WHEREAS, a new bridge crossing of the Willamette River in the vicinity of the historical Boones Ferry river crossing (the "French Prairie Bridge") will improve multi-modal access from the Portland metro region through the Willamette Valley and south to Eugene by providing safe and convenient passage across the Willamette River for bicyclists and pedestrians; and

WHEREAS, the French Prairie Bridge will make critical connections for the Tonquin Trail, the Champoeg Trail, the Willamette Valley Scenic Bikeway, and for cyclists traveling to Wilsonville and the French Prairie area by WES, the TriMet commuter rail service opening in October 2008; and

WHEREAS, the French Prairie Bridge will be an off-street bicycle and pedestrian pathway paralleling Interstate-5 which is a Metro-designated regional mobility corridor; and

WHEREAS, the MTIP solicitation identifies a specific application category for improvements in Regional Mobility Corridors; and

WHEREAS, within the Regional Mobility Corridors application category the evaluation criteria specifically includes off-street improvements, including trails; and

WHEREAS, the cities and jurisdictions within Clackamas County are allowed to submit a total of five project applications in response to this MTIP solicitation and no more than four of these projects can be for construction phase funding and no more than one of these projects can be for project development phase funding; and

WHEREAS, the Clackamas County Transportation Advisory Committee supports the City of Wilsonville in submitting an application in the amount of \$1,250,000 for MTIP Regional Flexible Funding for the French Prairie Bridge project in the project development funding category; and

WHEREAS, project development of the French Prairie Bridge is consistent with long-range City objectives as set forth in the above Master Plans;

WHEREAS, the submission deadline for the MTIP solicitation is July 15, 2008.

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

1. City of Wilsonville staff is authorized to develop and submit to Metro an application for Regional Flexible Funding in the amount of \$1,250,000 for project development of the French

Prairie Bridge in response to Metro' solicitation for projects for the 2010-2013 Metropolitan Transportation Improvement Program.

2. This resolution is effective upon adoption.

ADOPTED by the Wilsonville City Council at a regular Council meeting thereof this 7th day of July, 2008 , and filed with the Wilsonville City Recorder this same date.

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CHARLOTTE LEHAN, MAYOR

ATTEST:

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Sandra C. King, MMC, City Recorder

SUMMARY OF VOTES:

Mayor Lehan	Yes
Councilor Kirk	Yes
Councilor Knapp	Yes
Councilor Ripple	Yes
Councilor Núñez	Yes

**COMMUNITY DEVELOPMENT DEPARTMENT  
STAFF REPORT**

DATE: July 7, 2008  
TO: Honorable Mayor and City Councilors  
FROM: Kristin Retherford, Urban Renewal Project Manager  
SUBJECT: Metro's Transportation Improvement Program (MTIP)

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**Recommendation:**

Staff recommends City Council endorse an MTIP flexible funding request in the amount of \$1,250,000 for project development of the French Prairie Bridge.

**Background:**

Both Metro and ODOT prepare Transportation Improvement Programs. By federal regulation Metro's TIP (MTIP) must be included without change in ODOT's program (STIP). The MTIP/STIP must also be financially constrained to reasonably anticipate funding sources. Because the 20-year Regional Transportation Plan exceeds the funds available at any one time, Metro oversees a project nomination, ranking and selection process as new transportation funds become available. The current update is allocating \$20 million for FY2010 - FY2013 regional flexible funds. Under federal regulations, Metro is the agency designated to allocate federal transportation funds within the Portland metropolitan area.

A maximum of four projects requesting funds for construction and one project requesting funds for project development are allowed to move forward through the current regional selection process from Clackamas County. The Clackamas County Transportation Advisory Committee is supportive of the City of Wilsonville application for project development funds for the French Prairie Bridge project in the amount of \$1,250,000. The French Prairie Bridge project is in the Regional Transportation Plan and on Metro's list of financially constrained projects.

Application materials are due to Metro on July 15, 2008. Metro encourages applicants to adopt a resolution stating the intentions of the governing body with regard to project priority for the regional flexible fund.

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Kristin Retherford  
Urban Renewal Project Manager

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Date



Lynn Peterson  
Chair

Commissioners  
Bob Austin  
Jim Bernard  
Charlotte Lehan  
Ann Llinger

**BOARD OF COUNTY COMMISSIONERS**

**PUBLIC SERVICES BUILDING**  
2051 KAEN ROAD | OREGON CITY, OR 97045

February 19, 2009

The Honorable Ron Wyden  
United States Senate  
223 Dirksen Senate Office Building  
Washington, DC 20510

The Honorable Jeff Merkley  
United States Senate  
B40B Dirksen Senate Office Building  
Washington, DC 20510

The Honorable Earl Blumenauer  
United States House of Representatives  
2267 Rayburn House Office Building  
Washington, DC 20515

The Honorable Greg Walden  
United States House of Representatives  
2352 Rayburn House Office Building  
Washington, DC 20515

The Honorable Peter DeFazio  
United States House of Representatives  
2134 Rayburn House Office Building  
Washington DC, 20515

The Honorable David Wu  
United States House of Representatives  
2338 Rayburn House Office Building  
Washington, D.C. 20515

The Honorable Kurt Schrader  
United States House of Representatives  
1419 Longworth House Office Building  
Washington, D.C. 20515

**RE: Support for City of Wilsonville French Prairie 'Bike-Ped-Emergency' Bridge**

Dear Oregon Congressional Delegation:

Clackamas County, Oregon, strongly supports the federal appropriations request by the City of Wilsonville for French Prairie 'Bike-Ped-Emergency' Bridge over the Willamette River.

The French Prairie "bike-ped-emergency" Bridge is designed to serve as both a primary route for pedestrians and bicyclists and as a bypass for emergency responders when the Interstate-5 "Boone Bridge" over the Willamette River is closed due to a highway incident or other disaster.

The French Prairie Bridge permits safe passage across the Willamette River for both bicyclists and pedestrians, who otherwise risk personal safety if they try to cross over the heavily trafficked I-5 Boone Bridge. The French Prairie Bridge is the only safe bike-ped crossing over the Willamette River located within a 28-mile (45 km) stretch between Newberg and Oregon City.

The French Prairie Bridge reestablishes a missing, historic link between the Portland metro region to the north and French Prairie area of the northern Willamette Valley to the south that once was served by the Boones Ferry crossing. The French Prairie Bridge connects the metro regional Tonquin Trail now under development with the Champoeg Trail and to the Willamette

Valley Scenic Bikeway, thereby linking Oregon's largest city with the entire regional trail and bikeway system that traverses the Willamette Valley south to Eugene.

As the area's population continues to grow and I-5 traffic congestion worsens, the French Prairie Bridge provides an alternative transportation opportunity for North Willamette Valley commuters bound for the Portland region to use the new Washington County commuter rail known as WES, or Westside Express Service, where they are also able to connect with Tri-Met's MAX light-rail system.

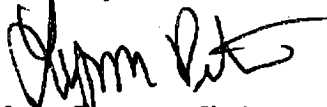
The French Prairie Bridge offers recreational and economic-development opportunities that promote agricultural operations and preserve historic cultural uses of the significant French Prairie region, birthplace of Oregon's statehood. In particular, linking Portland with the Willamette Valley for pedestrians and bicyclists creates a number of tourism-development opportunities featuring French Prairie, the Willamette River Greenway, Champoeg State Heritage Park and "Oregon Wine Country."

Currently, when traffic incidents occur near the Boone Bridge in Wilsonville, I-5 and the entire surrounding freeway system can shut-down for hours. With an average daily traffic volume of 120,000 vehicles, this crucial West Coast interstate corridor—also a predominant truck freight route—can become a regional bottleneck, impacting traffic throughout the Portland metro and North Willamette Valley regions. Since area highways like I-205 and Oregon Highway 217 and major arterials "lead to" I-5, the closure of I-5 dramatically impacts all area jurisdictions, commuters and freight-movers and results in a dramatic hit to the region's economy.

The French Prairie Bridge would serve as a rapid-incident, emergency response system, allowing authorized vehicles access to an incident on the freeway. The bridge gives ODOT and other responsible authorities the ability to clean-up faster; and police, fire, and other emergency vehicles have better access to incidents on either side of the Willamette River when the I-5 Boone Bridge is shut down. A gridlocked I-5 is a huge detriment to the movement of freight and the conduct of commerce; the proposed French Prairie Bridge provides a safety valve, facilitating the increasingly frequent emergency responses critical to maintaining movement of regional traffic, especially freight traffic.

For a number of crucial transportation, recreational and economic-development issues, our organization strongly supports funding and development of the proposed French Prairie Bridge.

Sincerely,



Lynn Peterson, Chair  
Clackamas County Board of Commissioners

# Clackamas County Sheriff's Office

*"Working together to make a difference"*



**CRAIG ROBERTS, Sheriff**  
**DAVID KIRBY, Undersheriff**

MEMO

February 9, 2009

To: Whom It May Concern  
From: Nicholas L. Watt, Lieutenant  
RE: **Support for "French Prairie Bridge" over Willamette River at Wilsonville, Oregon**

The Clackamas County Sheriff's Office strongly supports development of the proposed French Prairie Bridge over the Willamette River at Wilsonville, Oregon. The Sheriff's Office provides law-enforcement and emergency-response services to Wilsonville and this area of the Portland metro area.

The French Prairie "bike-ped-emergency" Bridge is designed to serve as both a primary route for pedestrians and bicyclists and as a bypass for emergency responders when the Interstate-5 "Boone Bridge" over the Willamette River is closed due to a highway incident or other disaster.

The French Prairie Bridge permits safe passage across the Willamette River for both bicyclists and pedestrians, who otherwise risk personal safety if they try to cross over the heavily trafficked I-5 Boone Bridge. The French Prairie Bridge is the only safe bike-ped crossing over the Willamette River located within a 30-mile (48 km) stretch between Newberg and Oregon City.

Currently, when traffic incidents occur near the Boone Bridge in Wilsonville, I-5 and the entire surrounding freeway system can shut-down for hours. This became abundantly clear just recently when a tanker truck explosion occurred on December 28, 2008, closing traffic on I-5 at the Boone Bridge for approximately six hours, thereby preventing emergency response to the south side of the Willamette River. With an average daily traffic volume of 120,000 vehicles, this crucial West Coast interstate corridor—also a predominant truck freight route—can become a regional bottleneck, impacting traffic throughout the Portland metro and North Willamette Valley regions.

The French Prairie Bridge would serve as a rapid-incident, emergency response system, allowing authorized vehicles access to an incident on either side of the freeway. The bridge would also allow emergency services to more quickly respond to an emergency on either side of the Willamette River when I-5 is blocked. This feature is especially important for police, fire and medical response to the Charbonneau area of Wilsonville, which is composed of nearly 1,600 residential units and a population of 3,500 residents, most of whom are senior citizens. The only other readily-available emergency responders are located in Woodburn, about a 10- to 15-minute drive from Charbonneau. This kind of delay can be both catastrophic and deadly when responding to an urgent situation like fire, explosion or medical emergency.

The bridge gives ODOT and other responsible authorities the ability to clean-up and clear-out faster any kind of incident on I-5; and police, fire, and other emergency vehicles have better access to incidents on either side of the Willamette River when the I-5 Boone Bridge is shut down. Removing accidents faster from the freeway allows traffic to start moving again quicker and helps to prevent additional accidents like rear-end collisions that can occur when traffic is backed-up.

For a number of crucial safety, emergency-services and transportation-related issues, the Clackamas County Sheriff's Office supports funding and development of the proposed French Prairie Bridge.

**2223 Kaen Road, Oregon City, OR 97045-4080**  
**503.655.8218 • FAX 503.655.8549 • [www.clackamas.us/sheriff](http://www.clackamas.us/sheriff)**



GORDON H. SMITH  
OREGON

# United States Senate

WASHINGTON, DC 20510-3704

July 14, 2008

COMMITTEES:  
FINANCE

COMMERCE, SCIENCE, AND TRANSPORTATION

ENERGY AND NATURAL RESOURCES

INDIAN AFFAIRS

RANKING MEMBER, SPECIAL COMMITTEE ON AGING

The Honorable Charlotte Lehan  
Mayor, City of Wilsonville  
29799 SW Town Center Loop E  
Wilsonville, OR 97070

Dear Mayor Lehan:

It is my pleasure to support the City of Wilsonville's proposed French Prairie Bridge over the Willamette River. This bridge has the potential to have a strong positive impact on the North Willamette River region—one of the most rapidly growing segments of Oregon's population.

The French Prairie "bike-ped-emergency" Bridge is designed to serve as both a primary route for pedestrians and bicyclists and as a bypass for emergency responders when the I-5 Boone Bridge over the Willamette River is closed due to a highway incident or other disaster. The proposed bridge is the only safe bike and pedestrian crossing over the Willamette River located within a 30-mile stretch between Newberg and Oregon City.

The French Prairie Bridge offers recreational and economic-development opportunities that promote agricultural operations and preserve historic cultural uses of the significant French Prairie region, birthplace of Oregon's statehood. The proposed bridge will connect pedestrians with alternative transportation opportunities, including commuter-rail for north Willamette Valley commuters bound for the Portland region.

This proposed bridge will be a positive addition to Oregon's transportation infrastructure. I support the City of Wilsonville's efforts to fund and develop the French Prairie Bridge project.

Sincerely,

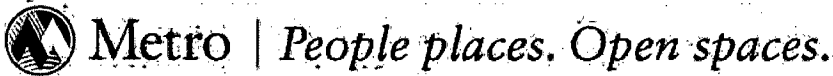


Gordon H. Smith  
United States Senator

GHS:gsd

600 NE Grand Ave.  
Portland, OR 97232-2736  
503-797-1700  
503-797-1804 TDD  
503-797-1797 fax

[www.oregonmetro.gov](http://www.oregonmetro.gov)



February 2, 2009

The Honorable Ron Wyden  
US Senate  
233 Dirksen Senate Office Bldg  
Washington, DC 20510-3703

The Honorable Jeff Merkley  
US Senate  
B40B Dirksen Senate Office Building  
Washington, DC 20510

The Honorable Earl Blumenauer  
US House of Representatives  
2267 Rayburn H.O.B.  
Washington, DC 20515

The Honorable David Wu  
US House of Representatives  
2338 Rayburn H.O.B.  
Washington, DC 20515

The Honorable Kurt Schrader  
US House of Representatives  
1419 Longworth H.O.B.  
Washington, DC 20515

The Honorable Greg Walden  
US House of Representatives  
2352 Rayburn H.O.B.  
Washington, DC 20515

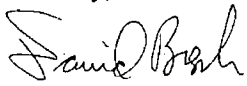
The Honorable Peter DeFazio  
US House of Representatives  
2134 Rayburn H.O.B.  
Washington, DC 20515

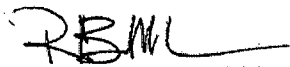
***Re: French Prairie Bike-Ped Emergency Bridge over Willamette River, Wilsonville***

Dear Oregon Congressional Delegation:

By adoption of Resolution No. 09-4016, the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT) have endorsed projects of priority interest to the Portland metropolitan region to be considered through fiscal year 2010 appropriations. The above referenced project was adopted as a priority transportation project critical to the Portland region. We see this project as an important element in meeting the region's metropolitan mobility and trails, bicycle and pedestrian strategy.

Sincerely,

  
David Bragdon  
Metro Council President

  
Rex Burkholder  
Metro Councilor, District 5  
JPACT Chair



*Office of the Fire Chief*

Jeffrey D. Johnson, Fire Chief  
20665 S.W. Blanton Street, Aloha, Oregon 97007  
Office (503) 649-8577 Fax: (503) 649-2615

July 11, 2008

To Whom It May Concern:

Tualatin Valley Fire and Rescue supports the proposed French Prairie Bridge over the Willamette River in Wilsonville, Oregon.

The French Prairie Bridge will be designed to serve as a primary route for pedestrians and bicyclists, as well as a bypass for emergency responders when the Interstate 5 (I-5) Boone Bridge over the Willamette River is closed due to a highway incident or other disaster. Of course, I feel that citizens and emergency responders would benefit most from this conduit if it is built to the highest seismic standards, thus maximizing the likelihood it survives an earthquake.


Currently, the Boone Bridge is the only means for emergency response vehicles to cross the river for several miles. Tualatin Valley Fire and Rescue maintains a response goal of arriving to 90 percent of emergency incidents within six minutes of being dispatched. A closed bridge or impassible road can significantly impair our ability to respond efficiently. In medical emergencies or during a fire, minutes can mean the difference between life and death.

When traffic incidents occur near the Boone Bridge in Wilsonville, I-5 and the entire surrounding freeway system can shut-down for hours. With an average daily traffic volume of 120,000 vehicles, this crucial west coast interstate corridor—also a predominant truck freight route—can become a regional bottleneck, impacting traffic throughout the Portland metro and North Willamette Valley regions. The French Prairie Bridge would hasten mitigation of traffic incidents by allowing authorized vehicles such as Oregon Department of Transportation's rapid response units, law enforcement, fire apparatus, ambulances, and tow vehicles quicker access to the freeway.

The French Prairie Bridge will permit safe passage across the Willamette River for both bicyclists and pedestrians, who otherwise risk personal safety if they try to cross over the heavily trafficked I-5 Boone Bridge. If built, the bridge will be the only safe bike-pedestrian crossing over the Willamette River within a 30-mile stretch between Newberg and Oregon City.

Because of these crucial transportation and safety issues, Tualatin Valley Fire and Rescue supports funding and development of the proposed French Prairie Bridge.

Sincerely,



Jeffrey D. Johnson  
Fire Chief

# Charbonneau country club

32000 S.W. Charbonneau Drive • Wilsonville, OR 97070  
Phone 503-694-2300 • Fax 503-694-5783 • Email [ccc@teleport.com](mailto:ccc@teleport.com)

November 26, 2008

To: Whom It May Concern

From: Anthony Holt, Director, Charbonneau Country Club

**Re: Support for "French Prairie Bridge" over Willamette River, Boones Ferry Rd - Butteville Rd, Wilsonville, Oregon**

The Charbonneau Country Club, which is the Homeowners' Association for the Charbonneau development, enthusiastically supports the concept development of the proposed French Prairie Bridge over the Willamette River at Wilsonville, Oregon.

You may know that Charbonneau lies south of the Willamette River, is within the Metro Urban Growth Boundary and is a part of the City of Wilsonville, but its only link to medical and dental facilities, to shopping and other services in the main part of the City is by way of the I-5 Boone Bridge over the Willamette River. Further, all the Portland metro hospitals are located north of the river. The Charbonneau development has some 1,580 residential units with approximately 3,500 residents, a high percentage of whom are seniors, often disabled and in poor health. The Tualatin Valley Fire and Rescue service makes frequent daily calls, arriving via the Boone Bridge, to assist Charbonneau residents.

One of the two primary justifications for the proposed pedestrian bridge is for use as a bypass for emergency responders. Currently, when traffic incidents occur near the Boone Bridge in Wilsonville, I-5 and the entire surrounding freeway system can shut-down for hours. With an average daily traffic volume of 120,000 vehicles, this crucial West Coast interstate corridor—also a predominant truck freight route—can become a regional bottleneck, impacting traffic throughout the Portland metro and North Willamette Valley regions. The French Prairie Bridge would serve as a rapid-incident, emergency response system, not only for Charbonneau residents and others living south of the river, but also would allow authorized vehicles access to an incident on the freeway. The bridge gives ODOT and other responsible authorities the ability to clean-up faster; and police, fire, and other emergency vehicles have better access to incidents on either side of the Willamette River when the I-5 Boone Bridge is shut down.

The other primary justification for the French Prairie "bike-ped-emergency" Bridge is to serve as a primary route north-south for pedestrians and bicyclists, avoiding the requirement for them to use cars to cross the river. The French Prairie Bridge permits safe passage across the Willamette River for both bicyclists and pedestrians, who otherwise risk personal safety if they try to cross over the heavily trafficked I-5 Boone Bridge. For Charbonneau residents, the Bike-Ped nature of the bridge provides them with a non-automobile option for travel to the rest of the city, which helps to reduce short-hops on I-5 at the congested interchange with the 99E/Hwy 551 connector and maintains mainline capacity for through traffic. The French Prairie Bridge is the only safe bike-ped crossing over the Willamette River located within a 30-mile (48 km) stretch between Newberg and Oregon City.

November 26, 2008

Page 2

As the area's population continues to grow and I-5 traffic congestion worsens, the French Prairie Bridge provides an alternative transportation opportunity for North Willamette Valley commuters bound for the Portland region to join the new Washington County commuter rail known as WES, or Westside Express Service, at a station in Wilsonville just north of the proposed bridge. Using this service they can then connect with Tri-Met's MAX light-rail system and travel to Hillsboro, Portland International Airport, Gresham and, soon, to Clackamas Town Center mall.

The French Prairie Bridge offers recreational and economic-development opportunities that promote agricultural operations and preserve historic cultural uses of the significant French Prairie region, birthplace of Oregon's statehood. In particular, linking Portland with the Willamette Valley for pedestrians and bicyclists creates a number of tourism-development opportunities featuring French Prairie, the Willamette River Greenway, Champoeg State Heritage Park and "Oregon Wine Country." The French Prairie Bridge would reestablish a missing, historic link between the Portland metro region to the north and the French Prairie area of the northern Willamette Valley to the south that once was served by the Boones Ferry crossing. The French Prairie Bridge connects the northern Metro regional Tonquin Trail, now under development, with the Champoeg Trail and the Willamette Valley Scenic Bikeway to the south, thereby linking Oregon's largest city with the entire regional trail and bikeway system that traverses the Willamette Valley south to Eugene.

For all these emergency, transportation, recreational and economic-development reasons, the Charbonneau Country Club fully supports the funding and development of the proposed French Prairie Bridge.

Thank you for your consideration of this matter.



Anthony Holt  
Director & Civic Affairs Committee Chair  
Charbonneau Country Club  
32000 SW Charbonneau Drive  
Wilsonville, OR 97070  
503-694-2300



August 12, 2008

Mark C. Ottenad  
Public/Government Affairs Director  
City of Wilsonville  
29799 SW Town Center Loop East  
Wilsonville, OR 97070

Dear Mark,

Cycle Oregon, wish's to express our support of Wilsonville's proposed French Prairie Bridge over the Willamette River.

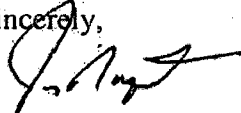
For more than 20 years, Cycle Oregon has promoted (and provided more than \$1 million in grant funding for) a combination of healthy recreational opportunities, economic stimulus for rural areas, and an overall appreciation for the history, culture and geography of Oregon. Building the French Prairie Bridge, beyond creating a critical transportation corridor, will help further our work in all these areas.

Among our most significant efforts has been a partnership with Oregon State Parks that has conceived, planned and created the Willamette Valley Scenic Bikeway. The intent is to create a safe and pleasurable cycling corridor from the Portland area south through the valley (and eventually to the California border), offering both local residents and tourists a mapped and signed bikeway route. We have already established initial segments of the bikeway from Champoeg State Park to Eugene. What has hampered our ability to efficiently connect the bikeway to the Portland area is the lack of a safe river crossing in the Wilsonville area. The only current local option to connect to Portland – the I-5 Boone Bridge – is an extreme hazard for cyclists, with 120,000 vehicles a day traveling at freeway speeds just feet from riders. The French Prairie Bridge would create the only safe passage across the river within a 30-mile radius.

Beyond the obvious issue of providing safe passage, the benefits of the new bridge would extend further. As Oregon continues to lead the nation in exploring and implementing alternative transportation, the French Prairie Bridge would provide a vital connection to the new WES commuter rail line from Wilsonville to Beaverton and on to the MAX light rail system, encouraging residents of the area to cycle to the rail station for their daily commute. As a recreation resource in the Willamette Valley, the new bridge would connect to the Portland-area Tonquin Trail as well as the Champoeg Trail, stimulating even more bike tourism – an exponentially increasing source of economic stimulus for Oregon's towns and cities. And multiple studies show that access to safe riding routes has a direct impact on the number of people who choose to ride bikes for pleasure and the health benefits cycling brings.

Based on these crucial transportation, recreational and economic-development issues, our organization strongly supports funding and development of the proposed French Prairie Bridge.

Sincerely,



Jerry Norquist / Cycle Oregon

Friends of  
**French Prairie**

Friends of French Prairie  
is an Oregon non-profit corporation

PO Box 403 | Donald, Oregon 97020 | [www.friendsoffrenchprairie.org](http://www.friendsoffrenchprairie.org)

November 16, 2008

To: Whom It May Concern

From: Ben Williams, President  
Friends of French Prairie

RE: **Support for "French Prairie Bridge" over Willamette River at Wilsonville,  
Oregon**

The Friends of French Prairie supports in concept development of the proposed French Prairie Bridge over the Willamette River at Wilsonville, Oregon. We believe connecting Champoeg State Heritage Area to the Metropolitan Portland Region makes sense and enhances bicycle recreation and connections to the Willamette Bike Trail.

The French Prairie "bike-ped-emergency" Bridge is designed to serve as both a primary route for pedestrians and bicyclists and as a bypass for emergency responders when the Interstate-5 "Boone Bridge" over the Willamette River is closed due to a highway incident or other disaster.

The French Prairie Bridge reestablishes a missing, historic link between the Portland metro region to the north and French Prairie area of the northern Willamette Valley to the south that once was served by the Boones Ferry crossing. The French Prairie Bridge connects the metro regional Tonquin Trail now under development with the Champoeg Trail and to the Willamette Valley Scenic Bikeway, thereby linking Oregon's largest city with the entire regional trail and bikeway system that traverses the Willamette Valley south to Eugene.

The French Prairie Bridge permits safe passage across the Willamette River for both bicyclists and pedestrians, who otherwise risk personal safety if they try to cross over the heavily trafficked I-5 Boone Bridge. The French Prairie Bridge is the only safe bike-ped crossing over the Willamette River located within a 30-mile (48 km) stretch between Newberg and Oregon City.

As the area's population continues to grow and I-5 traffic congestion worsens, the French Prairie Bridge provides an alternative transportation opportunity for North Willamette Valley commuters bound for the Portland region to use the new Washington County commuter rail known as WES, or Westside Express Service, where they are also able to connect with Tri-Met's MAX light-rail system.



The French Prairie Bridge offers recreational and economic-development opportunities that promote agricultural operations and preserve historic cultural uses of the significant French Prairie region, birthplace of Oregon's statehood. In particular, linking Portland with the Willamette Valley for pedestrians and bicyclists creates a number of tourism-development opportunities featuring French Prairie, the Willamette River Greenway, Champoeg State Heritage Park and "Oregon Wine Country."

Currently, when traffic incidents occur near the Boone Bridge in Wilsonville, I-5 and the entire surrounding freeway system can shut-down for hours. With an average daily traffic volume of 120,000 vehicles, this crucial West Coast interstate corridor—also a predominant truck freight route—can become a regional bottleneck, impacting traffic throughout the Portland metro and North Willamette Valley regions. The French Prairie Bridge would serve as a rapid-incident, emergency response system, allowing authorized vehicles access to an incident on the freeway. The bridge gives ODOT and other responsible authorities the ability to clean-up faster; and police, fire, and other emergency vehicles have better access to incidents on either side of the Willamette River when the I-5 Boone Bridge is shut down.

For a number of crucial transportation, recreational and economic-development issues, our organization supports funding and development of the proposed French Prairie Bridge.

Sincerely

A handwritten signature in cursive script, appearing to read "Paul H. Keen".



FRIENDS OF HISTORIC  
**Champoeg**

*Interpreting the cultural & natural history of Champoeg State Heritage Area*

---

Memo

November 14, 2008

To: Whom It May Concern

From: Greg Leo, President, Friends of Historic Champoeg

RE: **Support for "French Prairie Bridge" over Willamette River at Wilsonville, Oregon**

The Friends of Historic Champoeg supports in concept development of the proposed French Prairie Bridge over the Willamette River at Wilsonville, Oregon. We believe connecting Champoeg State Heritage Area to the Metropolitan Portland Region makes sense and enhances bicycle recreation and connections to the Willamette Bike Trail.

The French Prairie "bike-ped-emergency" Bridge is designed to serve as both a primary route for pedestrians and bicyclists and as a bypass for emergency responders when the Interstate-5 "Boone Bridge" over the Willamette River is closed due to a highway incident or other disaster.

The French Prairie Bridge reestablishes a missing, historic link between the Portland metro region to the north and French Prairie area of the northern Willamette Valley to the south that once was served by the Boones Ferry crossing. The French Prairie Bridge connects the metro regional Tonquin Trail now under development with the Champoeg Trail and to the Willamette Valley Scenic Bikeway, thereby linking Oregon's largest city with the entire regional trail and bikeway system that traverses the Willamette Valley south to Eugene.

The French Prairie Bridge permits safe passage across the Willamette River for both bicyclists and pedestrians, who otherwise risk personal safety if they try to cross over the heavily trafficked I-5 Boone Bridge. The French Prairie Bridge is the only safe bike-ped crossing over the Willamette River located within a 30-mile (48 km) stretch between Newberg and Oregon City.

As the area's population continues to grow and I-5 traffic congestion worsens, the French Prairie Bridge provides an alternative transportation opportunity for North Willamette Valley commuters bound for the Portland region to use the new Washington County commuter rail known as WES, or Westside Express Service, where they are also able to connect with Tri-Met's MAX light-rail system.

The French Prairie Bridge offers recreational and economic-development opportunities that promote agricultural operations and preserve historic cultural uses of the significant French Prairie region, birthplace of Oregon's statehood. In particular, linking Portland with the Willamette Valley for pedestrians and bicyclists creates a number of tourism-development opportunities featuring French Prairie, the Willamette River Greenway, Champoeg State Heritage Park and "Oregon Wine Country."



FRIENDS OF HISTORIC  
**Champoeg**

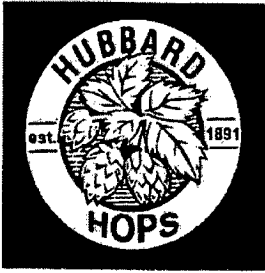
*Interpreting the cultural & natural history of Champoeg State Heritage Area*

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Currently, when traffic incidents occur near the Boone Bridge in Wilsonville, I-5 and the entire surrounding freeway system can shut-down for hours. With an average daily traffic volume of 120,000 vehicles, this crucial West Coast interstate corridor—also a predominant truck freight route—can become a regional bottleneck, impacting traffic throughout the Portland metro and North Willamette Valley regions. The French Prairie Bridge would serve as a rapid-incident, emergency response system, allowing authorized vehicles access to an incident on the freeway. The bridge gives ODOT and other responsible authorities the ability to clean-up faster; and police, fire, and other emergency vehicles have better access to incidents on either side of the Willamette River when the I-5 Boone Bridge is shut down.

For a number of crucial transportation, recreational and economic-development issues, Friends of Historic Champoeg supports funding and development of the proposed French Prairie Bridge.

Greg Leo  
President  
Friends of Historic Champoeg



Hubbard Business & Economic Development Group  
4134 5<sup>th</sup> Street  
Hubbard, OR 97032  
503-981-1844

August 28, 2008

To Whom It May Concern:

Hubbard Business and Economic Development (HBED) group supports the proposed French Prairie Bridge over the Willamette River in Wilsonville, Oregon.

HBED is a sub-committee of the Woodburn Area Chamber of Commerce and, as such, our goal is to support and encourage business and economic development projects in Hubbard and the surrounding area.

One of our organization's long term goals is the development of a non-motorized trail that would offer alternative transportation, recreational activities and encourage tourism in our part of the north Willamette Valley. This trail would connect several small towns and communities between Wilsonville and Salem and offered a safe mode of alternative transportation off I-5 through this scenic and historic rural area.

The French Prairie Bridge permits safe passage across the Willamette River for both bicyclists and pedestrians, who otherwise risk personal safety if they try to cross the heavily trafficked I-5 Boone Bridge. The French Prairie Bridge would offer a safe connection between Portland and the north Willamette Valley area; historically know as, French Prairie.

In case of an emergency that closed Boone Bridge, along the I-5 freeway, the French Prairie Bridge could hasten mitigation of traffic incidents by allowing emergency vehicles vital access to the freeway on both sides of the Willamette River.

Because of these crucial transportation, recreational and economic development issues, Hubbard Business and Economic Development (HBED) group strongly supports funding and development of the proposed French Prairie Bridge.

Sincerely,

A handwritten signature in cursive script that reads "Melodie Rice".

Melodie Rice

Chair Hubbard Business and Economic Development group

**4. Master Plan Excerpts that Reference a Bike-Ped Bridge or Bike-Ped-Emergency Bridge over the Willamette River at Wilsonville, Oregon:**

- **1993 Bicycle and Pedestrian**
- **1994 Parks & Recreation**
- **2006 Bicycle and Pedestrian**
- **2008 Transit**

**CITY of WILSONVILLE**

**BICYCLE AND PEDESTRIAN MASTER PLAN**

**Volume 1**

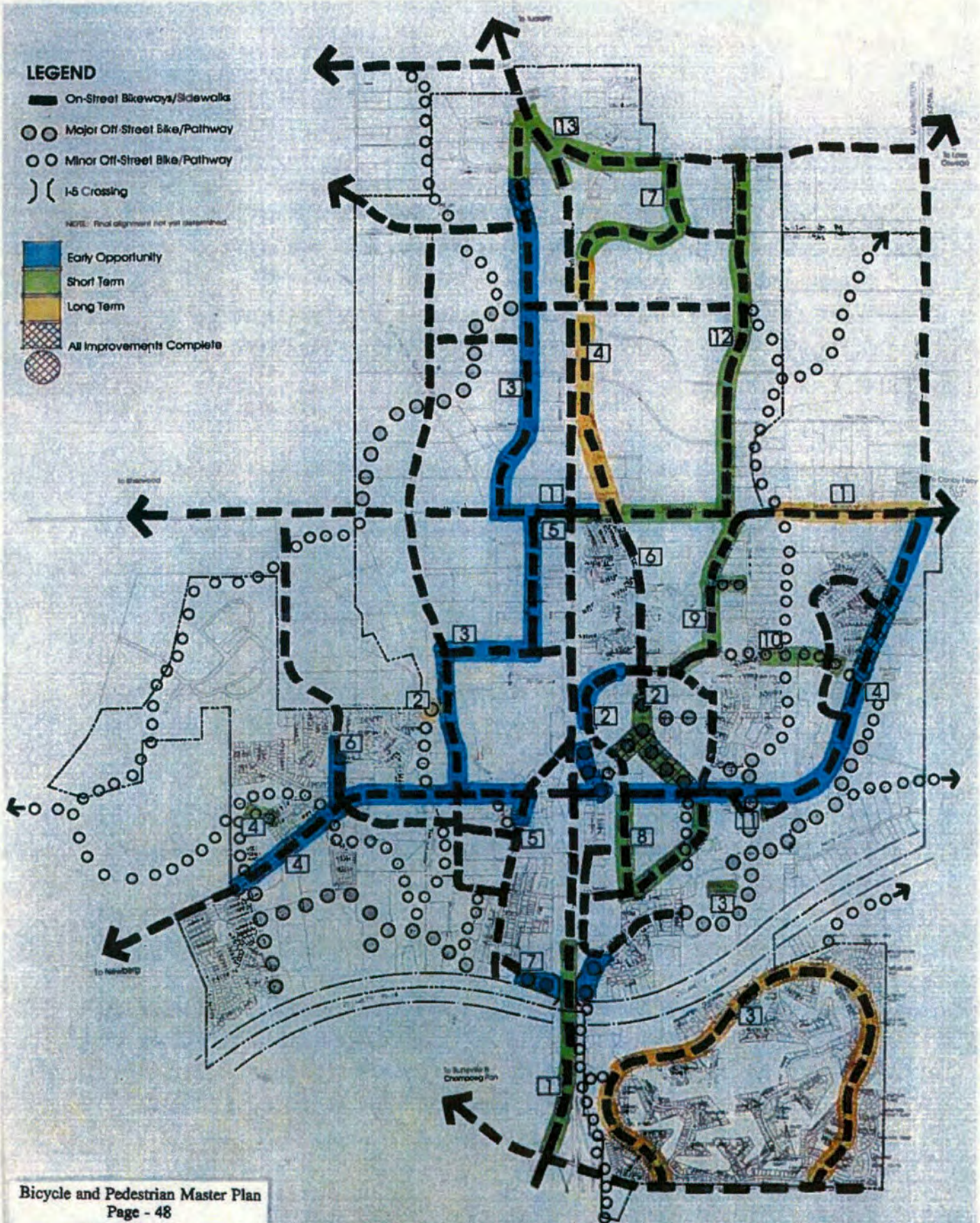
Adopted - December 20, 1993



Exp. Date 12-31-93

**LEGEND**

- On-Street Bikeways/Sidewalks
- Major Off-Street Bike/Pathway
- Minor Off-Street Bike/Pathway
- I-S Crossing
- NOTE: Final alignment not yet determined
- Early Opportunity
- Short Term
- Long Term
- All Improvements Complete
- All Improvements Complete



Bicycle and Pedestrian Master Plan  
Page - 48



**SYSTEM PRIORITIES**

City of Wilsonville, Oregon  
Bicycle & Pedestrian  
Master Plan



problems, etc. The cost estimates shown in this report are the construction costs only (based on 1993 costs), and they do not include right-of-way costs, lighting, signal modifications, engineering, or administrative costs. A detailed cost estimate will be needed prior to designating funds for construction. The total estimated cost for the short-term projects (excluding 1, 3, 8, 10, & 13) is \$660,500.

#### 1. Crossing of the Willamette River

A link between Charbonneau and other destinations south of the river and the central portion of the City is a very important component of the proposed bicycle and pedestrian system. The I-5 bridge is the only existing structural crossing that connects Charbonneau with the rest of the City. Facility improvements on the bridge would encourage pedestrian and bicycle use to this part of the City as well as recreational bicycling opportunities along the south side of the Willamette River. ODOT has indicated a willingness to consider constructing a bicycle and pedestrian facility on the existing bridge. The City should pursue this further with ODOT.

#### 2. Town Center\*

Town Center Loop has sidewalks around the perimeter of the area but space has not been provided for bicyclists. Directly north of the developed portion of Town Center, a park site has been dedicated but not developed. Bicycle and pedestrian connections should be provided to this site from the existing bicycle and pedestrian facilities to the south, Parkway Drive to the north, and the residences to the east. Not only will this provide good park access, it will provide a desirable alternate route for pedestrians and bicyclists that does not require use of Town Center Loop. Cost estimate: \$122,000.

#### 3. Memorial Park\*

Improved connections should be provided between Memorial Park and existing and future development nearby. Although no specific project is now contemplated, opportunities should always be evaluated for improving access to this park. Cost estimate: N/A (no specific routes identified)



open for bicyclists and pedestrians

7. Wilsonville Road

The City should work with ODOT regarding the future design of the Wilsonville interchange.

8. I-5 Bike/Pedestrian Path

In addition to a possible crossing on the I-5 bridge, the City should work with ODOT regarding a path paralleling I-5 to provide connections with Stafford interchange, Wiedemann Road (future), Boeckman Road, Wilsonville interchange, the Willamette River Greenway, and a crossing of the Willamette River.

9. County Coordination

The City should encourage Washington and Clackamas Counties to designate that segment between Boeckman Road and Elligsen Road, Elligsen Road, Day Road, Clutter Road, Grahams Ferry Road, Wilsonville Road (west), and Miley Road as bike routes on their maps.

10. Coordination with Transit Providers

The City should work with Tri-Met and South Metro Area Rapid Transit (SMART) to improve park and ride transit facilities to include bicycle parking (preferably lockable enclosures) and improved access. Tri-Met's bikes on the bus program has been successful and it recently committed to continue and expand the program. A Tri-Met representative has indicated that the agency would be willing to consider a cooperative arrangement with the City to provide bicycle rack facilities on the No. 96 route that serves Wilsonville.

The City's bus service (SMART) consists of fixed route and "on call" service. However, the service may become more comprehensive in the future and coordination of this program with the bicycle and pedestrian program will be increasingly important in the future.

# CITY of WILSONVILLE

## BICYCLE and PEDESTRIAN MASTER PLAN

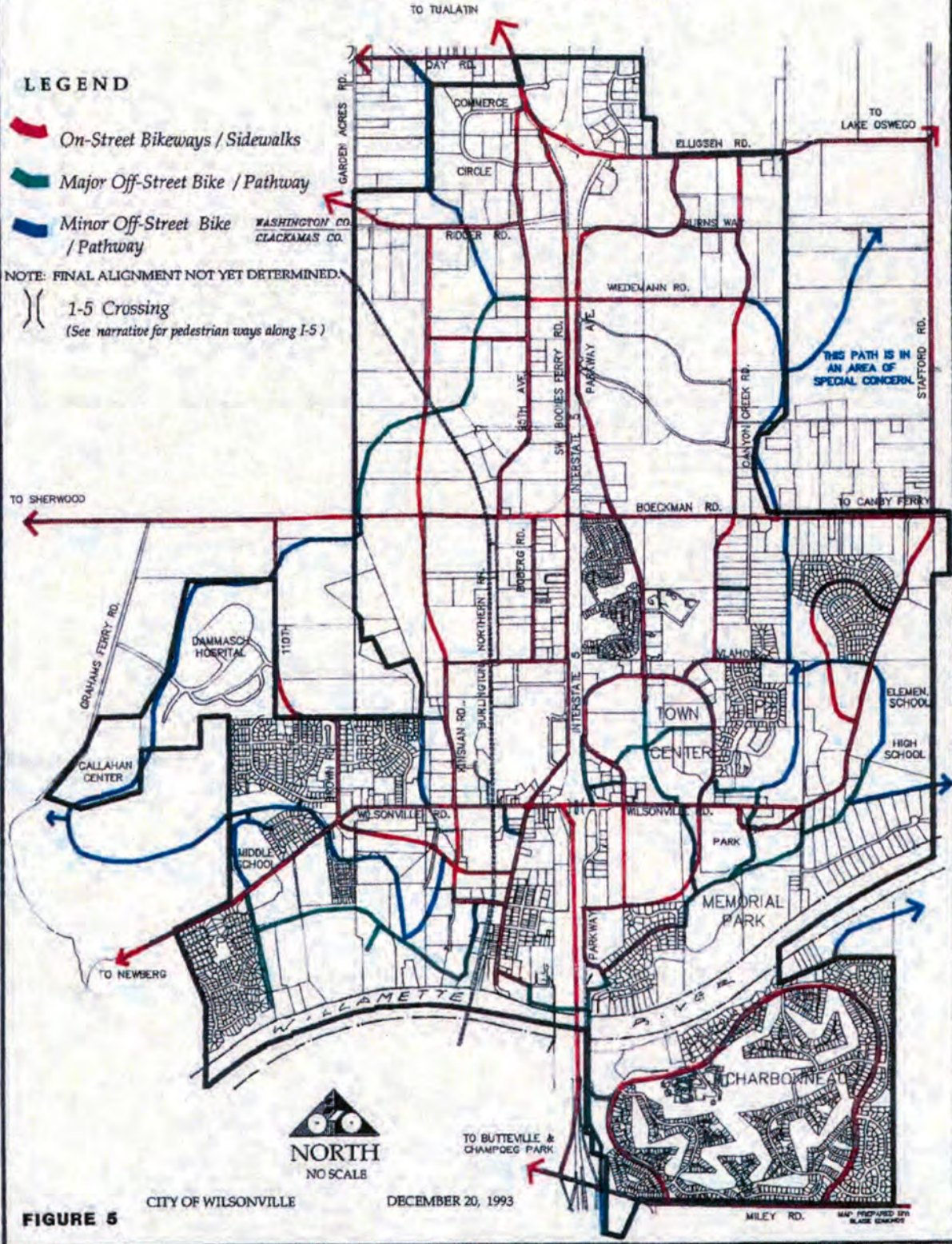


FIGURE 5

**CITY OF WILSONVILLE, OREGON**

**PARKS & RECREATION**

**MASTER PLAN**

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**Final Report**

**December 1994**

## **ISSUE 12 - WESTSIDE COMMUNITY CENTER**

The Steering Committee understood that as the west side of Wilsonville grows, so too will the demand for a community center (similar to the one proposed for the east side of town) to accommodate the resident population west of I-5.

### **RESOLUTION**

*To address this issue, the Steering Committee elected to include a small recreation center in the planned community/neighborhood park on the west side of town. This would achieve the needs mentioned and increase the opportunity for combined uses within the park. It also offers potential integration with a future school site in the immediate vicinity. The Committee recommends that, should the land become available, that the plan be flexible enough to allow the west side recreation center to relocate to the state-owned 256 acre property next to Wood Middle School.*

## **ISSUE 13 - THE WILLAMETTE RIVER CROSSING**

About the time the Recommended Master Plan was coming to some degree of closure, a question arose concerning the status of a proposed crossing from the east sector of town to the south sector (Charbonneau) across the Willamette River. The Bicycle and Pedestrian Task Force, in a presentation to the Steering Committee had indicated that there was some debate about final location of such a crossing of the Willamette River and if one or more crossings would be appropriate.

The Steering Committee deliberated about the pros and cons of having a bicycle/pedestrian crossing from Memorial Park to Charbonneau. Of concern to all was the cost of the various crossings in economic and social terms. The need for two crossings was also mentioned.

### **RESOLUTION**

*To address this issue, the former chair of the Steering Committee, Dean Sempert, conducted a 100-person random survey in Charbonneau to determine their interest in either, both or any crossing to the north of the river. The results of that random survey and a subsequent meeting were presented to the Steering Committee and showed strong support for only one enclosed crossing which would be tied to the Interstate 5 bridge and run along the western edge of Charbonneau and to the south of the city without providing access into Charbonneau, except by the main access along Miley Road. The Steering Committee weighed this request in the context of the high costs of an alternative crossing to the east, the relative demand for more than one crossing, the loss of direct access to Memorial Park, and the expressed commitment of the Bicycle and Pedestrian Task Force to pursue the Interstate 5 crossing as one of their top priorities. Their final decision was to eliminate any future crossing except the Interstate 5 crossing from further consideration and to modify the trail alignment as it moves along the western border of Charbonneau so that it provides access to Charbonneau only by way of Miley Road. The South Interstate Trail (No. 7 on the parks project list) is identified as an "Early Opportunity" project .*

#### **ISSUE 14 - INTEGRATION OF FUTURE SCHOOLS**

From the very outset of the planning process, The Steering Committee expressed a strong commitment to integrate the recreation system with the facilities provided by the school district. However, the city did not have the resources to directly analyze the various options for school siting and identify the most appropriate locations for future sites in the city.




#### **RESOLUTION**

*Given this commitment by the city and in part because of the same commitment expressed by the school district, both by their participation and support of the planning process, the West Linn - Wilsonville School District executed a contract to have a preliminary school siting feasibility study prepared to identify and prioritize the facilities needed for expansion of the school system within Wilsonville to the period of full build-out. The complete results of that study, which are attached as Appendix A to Volume I of the Background Reports,*


<p>6      44</p>	<p><b><u>NEIGHBORHOOD PARK @ MERRYFIELD</u></b></p> <p><b>Current Status:</b> Private property located in an area that is also designated as wetlands/open space. Density has been transferred to Park @ Merryfield subdivision.</p> <p><b>Location:</b> South of Park @ Merryfield housing development, north of Wood Middle School.</p> <p><b>Category:</b> P-1, Neighborhood Park</p> <p><b>Size:</b> 2-3 acres</p> <p><b>Possible Development:</b></p> <ul style="list-style-type: none"> <li>*Sketch plan</li> <li>*Grading and seeding</li> <li>*Design and install irrigation</li> <li>*Drinking fountain</li> <li>*Bike rack</li> <li>*Basketball court (half)</li> <li>*Playground equipment</li> <li>*Install walkway (T-2; 300 ft.)</li> </ul> <p style="text-align: right;"><b>TOTAL COST \$ 243,452-OTAK \$ 50,000-SC</b></p> <p><b>Comments:</b> Located next to wetland; City has offered a \$50,000 match.</p>
<p>7      57</p>	<p><b><u>SOUTH INTERSTATE TRAIL (Charbonneau)</u></b></p> <p><b>Current Status:</b> Need easement from ODOT; along with an Intergovernmental Agreement (IGA).</p> <p><b>Location:</b> I-5 Bridge and south of Willamette River</p> <p><b>Category:</b> T-3, Major Pathway</p> <p><b>Size:</b> 3500 lf.</p> <p><b>Possible Development:</b></p> <ul style="list-style-type: none"> <li>*10-12 ft wide asphalt trail</li> <li>*signage</li> <li>*lighting</li> </ul> <p style="text-align: right;"><b>TOTAL COST \$98,262-OTAK \$550,000-SC</b></p> <p><b>Comments:</b> The Committee has recommended that \$50,000 be used for Engineering and Design. \$500,000 matching funds has been recommended to complete the trail.</p>

# REVISED PARKS MASTER PLAN











# CITY OF WILSONVILLE

-  ON-STREET BIKEWAY/PEDESTRIAN CONNECTIONS (NOT ALL ARE SHOWN)
-  MAJOR OFF-STREET BIKE/PATHWAY
-  MINOR OFF-STREET BIKE/PATHWAY



### CITY PARKS

-  1. MEMORIAL PARK 86.84 ACRES
-  2. MEMORIAL PARK E. 41 ACRES
-  3. FOX CHASE 2.61 ACRES
-  4. TOWN CENTER PROPERTY
-  5. COUETTES ESTATES PARK
-  40. BOONES FERRY PARK 6.0 ACRES
-  41. TRANQUIL NATURE PARK 4.57 ACRES

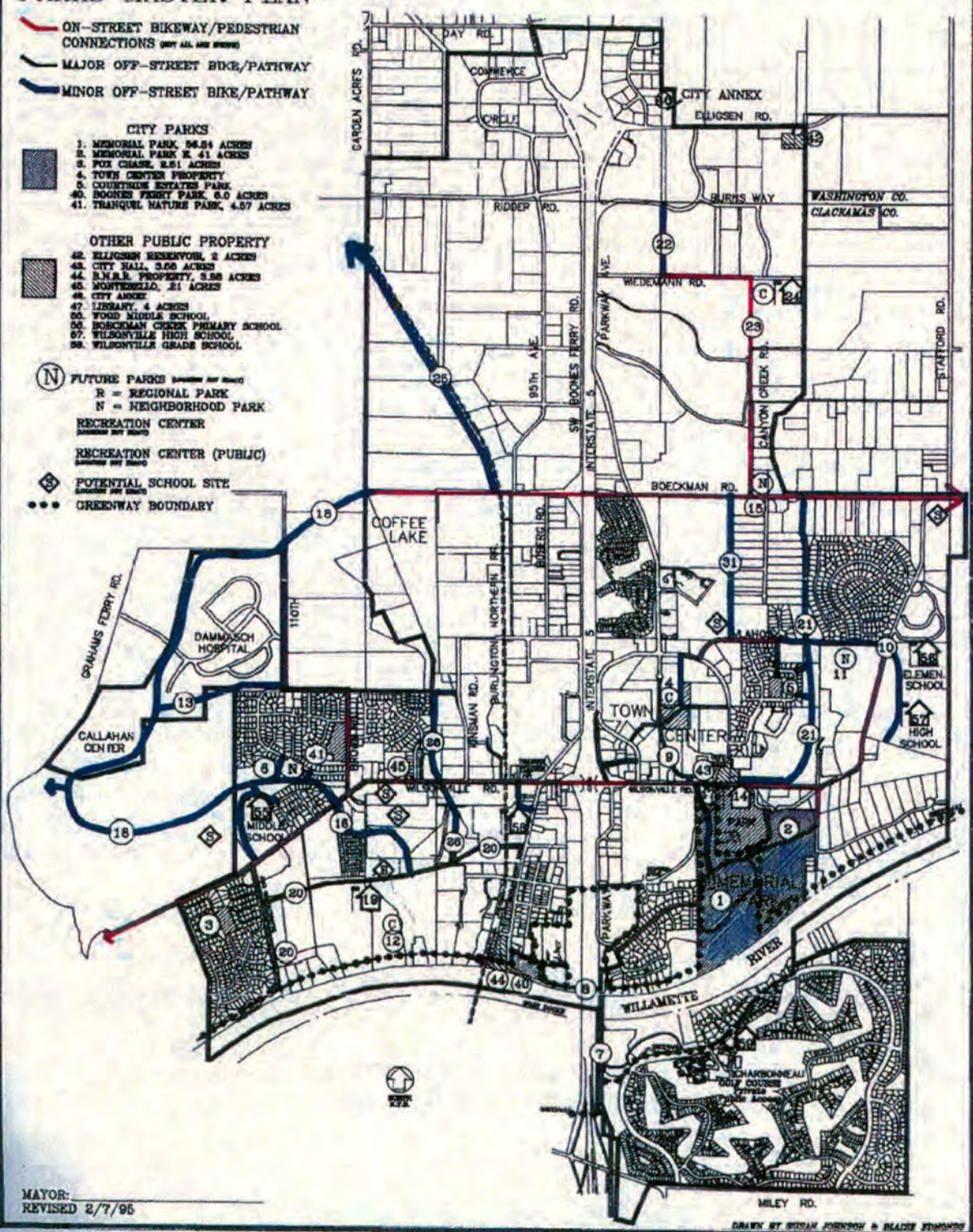
### OTHER PUBLIC PROPERTY

-  42. ELLIGSEN RESERVOIR, 2 ACRES
-  43. CITY HALL 3.06 ACRES
-  44. D.W.A.L. PROPERTY, 3.58 ACRES
-  45. MONTICELLO, 21 ACRES
-  46. CITY ANNEX
-  47. LIBRARY 4 ACRES
-  50. WOOD MIDDLE SCHOOL
-  55. BURCKMAN CREEK PRIMARY SCHOOL
-  67. WILSONVILLE HIGH SCHOOL
-  68. WILSONVILLE GRADE SCHOOL

-  FUTURE PARKS (LOCATIONS NOT SHOWN)
- R = REGIONAL PARK
- N = NEIGHBORHOOD PARK

-  RECREATION CENTER (PUBLIC) (LOCATIONS NOT SHOWN)
-  POTENTIAL SCHOOL SITE (LOCATIONS NOT SHOWN)

-  GREENWAY BOUNDARY



MAYOR:  
REVISED 2/7/96

DRAWN BY SUEAN JOHNSON & BLAISE EDMONDS

**WILSONVILLE PARKS MASTER PLAN COST ESTIMATES**

*Early Opportunity Projects (High Priority) 1-2 years*

MAP #	DESCRIPTION	ESTIMATED ACTUAL COST	ADOPTED COST	COMMENTS
1	Memorial Park West (Phase 1)	\$1,818,000	\$727,200	Costs are taken from Memorial Park Plan
2	Memorial Park East & Boozier	\$176,415	\$1,100,000	Steering Committee wants to insure continous progress
3	Fox Chase Neighborhood Park	\$151,260	\$50,000	City matching funds
4	Wilsonville Town Center Park	\$50,750	\$1,050,750	Steering Committee has allocated \$1 million for development. Land has been donated.
5	Courtside Neighborhood Park	\$207,763	\$50,000	City matching funds
6	Neighborhood Park @ Merryfield/Hazelwood	\$243,452	\$50,000	City matching funds
7	South Interstate Trail (Charbonneau)	\$98,262	\$550,000	Steering Committee has recommended an additional \$500,000 for matching funds to complete the trail.
8	Boones Ferry - Day Dream Trail	\$58,918	\$111,500	Project is being bid FY 94/95.
11	Meadows Neighborhood Park	\$374,550	210,000	
<b>TOTAL</b>		<b>\$3,179,370</b>	<b>\$3,899,450</b>	

*Short Term Projects (Medium Priority) 2-5 years*

MAP #	DESCRIPTION	ESTIMATED ACTUAL COST	ADOPTED COST	COMMENTS
1	Memorial Park West (Phase II)	\$0	\$1,090,800	See #1 above
9	Town Center Walks	\$67,554	\$30,000	Developers to pay majority of costs.
10	Courtside School Trails	\$111,738	\$56,000	A part of this project has been moved to No. 21 completed in conjunction with a school facility.
12	West Wilsonville Community Neighborhood Park	\$5,824,769	\$1,000,000	*May be located on 256 acres.
13	Brown Road Trail		\$70,000	
14	Wilsonville Swim Center	\$3,050,255	\$3,050,255	This is not a regional facility, and the reduced costs reflect this
<b>TOTAL</b>		<b>\$9,054,316</b>	<b>\$5,297,055</b>	

*Long Term Projects (Low Priority) 5-10 years*

MAP #	DESCRIPTION	ESTIMATED ACTUAL COST	ADOPTED COST	COMMENTS
15	Boeckman Creek Neighborhood Park	\$609,604	\$50,000	City matching funds-land acquisition needs to be accounted for, could be part of ROW acquisition.
16	Merryfield - Boones Trail #		\$98,732	
18	Coffee Lake - Wood Trail	\$251,990	\$251,990	
19	West Wilsonville Community Center	\$1,382,855	\$700,000	* Resite to state's 256 acres possible
20	Wood - Boones Trail	158,872	158,872	Approved by City Council
21	Boeckman Creek Trail #		\$150,262	
22	Wiedemann - Elligsen Trail #		\$137,906	
23	Wiedemann Road Community Park	\$1,165,437	\$50,000	Planning and design
24	Wiedemann Community Center	\$722,636	\$0	Planning and design costs in No. 23
25	Burlington Northern Trail #		\$85,706	Planning, design and engineering
26	Seeley Ditch Trail #		\$43,452	
31	Vlahos - Boeckman #		\$68,684	
<b>TOTAL</b>		<b>\$4,291,394</b>	<b>\$1,795,604</b>	
* Not included in SDC calculation				
<b>GRAND TOTAL</b>		<b>\$16,525,081</b>	<b>\$10,992,109</b>	



# Executive Summary

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

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

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

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

## System Linkages

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

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

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



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

## Parks and Recreation

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

## Transit

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

## Bicycle and Pedestrian

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

## Master Planning Process

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

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

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

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

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

## 6. Key Challenges and Opportunities

### Alternatives Evaluation

Table 10 illustrates the results of the evaluation criteria as applied to the three existing I-5 crossings and the three proposed non-motorized crossings.

Most of the projects scored very similarly on many of the criteria. However, improving the conditions of the Memorial Park/Boones Ferry Trail, improving the Boeckman Road crossing, and establishing a bicycle and pedestrian-only bridge to Town Center stand out as preferred projects.

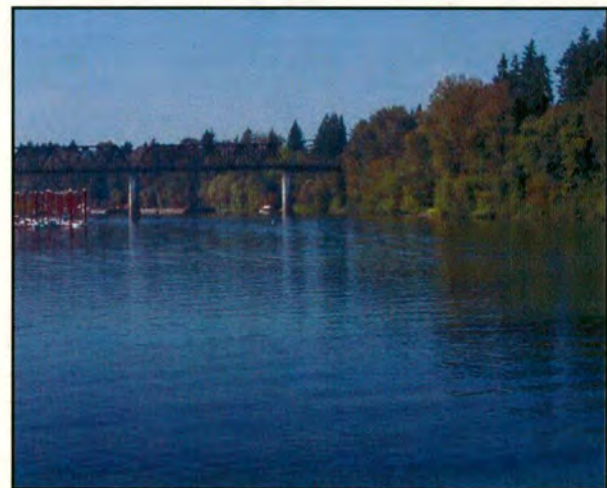
**Table 10. I-5 Crossing Evaluation Matrix**

Project	Connectivity	User Generator	Land Uses	Regional Benefits	Ease of Implementation	Totals
Elligsen Road	25	20	15	5	10	75
<b>Boeckman Road</b>	25	25	15	10	5	<b>80</b>
Wilsonville Road	25	20	15	5	10	75
<b>Memorial Park/ Boones Ferry Trail</b>	25	25	15	10	10	<b>85</b>
Weidemann Trail Bridge	25	20	10	10	0	65
<b>Town Center Bridge</b>	25	25	15	15	2	<b>82</b>
Memorial Drive/5th Street	25	20	10	10	0	65

### Crossing the Willamette River

Wilsonville's location along the banks of the Willamette River provides plentiful recreation opportunities for visitors and residents alike. While a wonderful natural resource, the river also serves as a significant barrier for bicyclists and pedestrians desiring to cross. The lack of any crossing option other than the Boone Bridge (I-5) greatly reduces the opportunities for people to walk or bicycle to Charbonneau, Champoeg Park, or other destinations south of the river. The alternatives examined for improving the bicycle and pedestrian crossing of the Willamette River are:

- Building a new stand-alone bicyclist/pedestrian bridge
- Adding a bridge to the railroad crossing
- Cantilevering a bridge from the Boone I-5 Bridge
- Adding a shared-use path running underneath the I-5 bridge
- Establishing a pedestrian and bicycle ferry
- Do nothing, continue with existing conditions



*Railroad bridge spanning the Willamette River*

Engineers examined several options for a bicycle and pedestrian shared-use bridge to be built either on the existing railroad bridge, or added to the existing I-5 bridge.

## Creating a New Bicyclist/Pedestrian Bridge

A new bicyclist and pedestrian bridge could be built to span the Willamette River that would be a landmark entry point, drawing on the heritage of Wilsonville as an important location along the river. A separated bicycle and pedestrian bridge would provide safe and convenient passage across the Willamette River and would also serve as a gateway to Wilsonville, the Northern Willamette Valley, and the Mt. Hood region, creating strong regional ties. There are a number of potential locations for siting a new bridge, all with their own benefits and constraints. The major constraint of any separated bicycle pedestrian bridge is ensuring safe and accessible connections on both sides of the river for all users. From west to east, potential locations include:

1. *Tonquin Trail to NE Butteville Road.* Creates a strong link to Champoeg Park and the Willamette Scenic Bikeway while providing direct access to a significant regional north-south multi-use trail, as well as the regional Waterfront Trail. This location is at the far western end of the city limits, so the ties to the City are weaker than other options.
2. *Boones Ferry Park to NE Butteville Road at the marina.* Creates a direct link to Old Town and the historic heart of Wilsonville Road, providing economic development opportunities all along Boones Ferry Road and into the center of Wilsonville. Would also tie into regional trail network through the Waterfront Trail, providing connection for bicyclists and pedestrians to the Water Treatment Plant, Memorial Park, and Town Center Loop.
3. *Boones Ferry Park/Memorial Park path to Charbonneau.* Adjacent to Boone Bridge (I-5), a bridge in this location provides access to Boones Ferry Road and Old Town, as well as Charbonneau. The least desirable location for a bridge from a user standpoint, given the presence of the Boone Bridge and the noise pollution from the cars.
4. *Memorial Park to Charbonneau.* Creates the strongest tie between the two sections of Wilsonville, while providing Charbonneau residents direct access to Memorial Park and just a little further north, the senior center, library and Town Center. Would be the most difficult given the level of development along the river in Charbonneau.



*Bicycle/pedestrian suspension bridge in Frankfurt, Germany*



*Photo rendering of Wilsonville bicycle/pedestrian suspension bridge*



*Bicycle/pedestrian suspension bridge in Frankfurt, Germany*

## 6. Key Challenges and Opportunities

### Adding a Bridge to the Railroad Crossing

Bicyclists and pedestrians could possibly use the existing private railroad bridge that spans the Willamette River just west of the marina through the addition of a shared-use path to the span. This option would depend on negotiations with the railroad—a potentially long, expensive and time-consuming task.

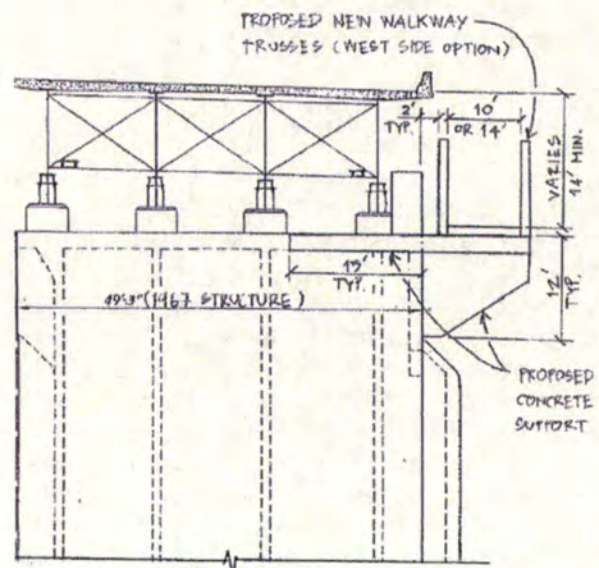


*Railroad bridge from Marina*

In addition to the installation of the bridge, the success of the bicycle/pedestrian shared use path hinges on creating sufficient connections on either side of the river so that bridge users of all ages and abilities would be able to access the bridge safely and comfortably. Attaching a bridge to the railroad trusses could cost approximately \$4-8 million.

### Cantilevering a Bridge from Boone Bridge

Ideally, a bicycle and pedestrian bridge would span the walkway structure between supports that cantilever from the existing bridge piers. This would allow for a continuous uninterrupted structure that feels more open and independent from the existing bridge. The cantilevered bicycle and pedestrian bridge would be located significantly lower than the Boone Bridge decking, creating vertical separation between the path users and the vehicles streaming by on I-5. Safety issues, such as protection from falling debris, will need to be addressed in the design phase of any cantilevered bridge.



*Example of a cantilevered bridge*

Preliminary analysis indicates that a cantilevered walkway on the west side of the existing I-5 bridge would increase the loading on the bridge by approximately 5%, a relatively small increase in loading. If the bicycle and pedestrian bridge were maintained by ODOT, the bridge would have to be wide and strong enough to accommodate a street sweeper, since that is the general vehicle used by ODOT for maintenance of all their facilities. However, if Wilsonville secured funding for construction, maintenance, and operation, the bridge may not be required to meet such stringent demands. Bridges engineered to accommodate a full load of bicyclists and pedestrians exceed square foot/load design standards for vehicles.

Similar to the railroad bridge, the connections to an I-5 bicycle and pedestrian bridge on both the north and south sides of the Willamette would have to be improved to guarantee access for all non-



*West side of I-5 bridge*

motorized users. Ramps to access the bridge could be built utilizing the existing grade on both the north and south side of the river. On the north side, the ramp would be accessible both from the Boones Ferry Park /

Memorial Park path running underneath I-5 and from the neighborhoods directly to the west along Boones Ferry Road. On the south side, the ramp could continue as a trail along the existing access road and connect to Miley Road just to the east of the I-5 off-ramp. This would provide the City with an opportunity to increase access to the river and create new parks and open spaces for Wilsonville residents and visitors while improving the safety and cleanliness under both ends of Boone Bridge. A preliminary cost analysis by KPFF Engineering puts the total cost of the bridge at just over \$6 million.

### Establishing a Pedestrian/Bicycle Ferry

Successful bike ferries in operation in Vermont and on Martha's Vineyard offer a small, quick moving ferry designed for pedestrian and bike travel. For Wilsonville, such a ferry could be an excellent and relatively low-cost operation. It would likely become an attractor in and of itself and an exciting component of the trail network. Boones Ferry Park and the Marina across the river to the south are possible docking locations. See the Parks and Recreation Master Plan for details about improved river access through Boones Ferry Park.



*Potential ferry crossing location*

In Vermont, the Winooski River Ferry provided a connection across the Winooski River for users of the Burlington Bike Path and the Colchester Causeway. The ferry operated



*Winooski River Ferry, Burlington Path*

from 2000-2003. It was replaced by the opening of the Burlington-Colchester Bridge in 2003. Setup costs for the Winooski River Ferry were \$100,000, mostly paid by state-funded grants. Yearly operating costs were \$70,000, with labor as the largest cost.

### Do Nothing, Continue with Existing Conditions

In this alternative, no changes are made to the existing conditions, and bicyclists and pedestrians continue to legally use the shoulder of the I-5 Boone Bridge to cross the Willamette River.

### Alternatives Evaluation

Table 11 illustrates the results of the evaluation criteria as applied to the six alternatives to improve the bicyclist and pedestrian crossing of the Willamette River.

Most of the alternatives scored very similar on many of the criteria; however, building a stand-alone bridge was the preferred alternative.

**Table 11. Willamette River Crossing Evaluation Matrix**

Alternatives	Connectivity	User Generator	Land Uses	Regional Benefits	Ease of Implementation	Total
Adding a bridge to the railroad crossing	25	20	10	10	2	67
Cantilevering a bridge from I-5	25	25	10	15	5	80
Bridge underneath I-5	25	15	15	10	5	70
<b>New bicycle/pedestrian bridge</b>	25	25	15	15	5	<b>86</b>
<b>Bicycle/pedestrian ferry</b>	20	20	15	15	10	<b>80</b>
Do nothing	10	0	10	0	10	30

### Recommendations

After examining the results of the evaluation criteria, the long-term recommendation is for the design and construction of a standalone bicycle and pedestrian bridge. This bridge will fill in a major gap in the Wilsonville system while appealing to all types of users, from bicycle tourists, to more serious recreational riders, to parents with kids out for a leisurely ride. The bicycle/pedestrian bridge would enhance Boones Ferry Park while providing a stronger connection to Old Town Wilsonville, and would also create additional access and a stronger connection to the river.

In the meantime, Wilsonville could explore the possibilities of establishing a bicycle and pedestrian ferry to serve those users who prefer not to cross the Willamette River on the Boone Bridge under its existing conditions. As noted, the most likely locations of the docks would be at Boones Ferry Park on the north side and the marina on the south side, although other locations could be added depending upon demand and funding.

Additionally, the State recently placed an increased emphasis on bicycle tourism, highlighted by the dedication of the Willamette Valley Scenic Bikeway that stretches from Armitage County Park just north of Eugene to Champoeg State Park, part of the longer Oregon Scenic Bikeway. In addition, Oregon Cycling is the first chapter in the Book of Oregon Oregon on [www.traveloregon.com](http://www.traveloregon.com), the state's tourism website. Wilsonville is well positioned to capitalize on its proximity to the Scenic Bikeway and Wilsonville's connections to other regional destinations. The establishment of a bicycle and pedestrian route across the Willamette River would only serve to highlight the City's accessibility and bicycle-friendly environment.

### Accessing the Willamette River

Current east-west travel routes in Wilsonville provide little opportunities for people to know that they are traveling along a river corridor. Businesses and residential developments are situated in such a way that blocks visual and physical access to the river. Creating stronger links to and along the Willamette River provides a great opportunity for enhancing a wonderful natural resource while reconnecting Wilsonville residents with the Willamette. Existing access locations include Memorial Park and Boones Ferry Park, while additional access points might be feasible at Meridian Landing, the Water Treatment Plant, and Metro property. Additional river access opportunities might come out of a river crossing discussed previously.





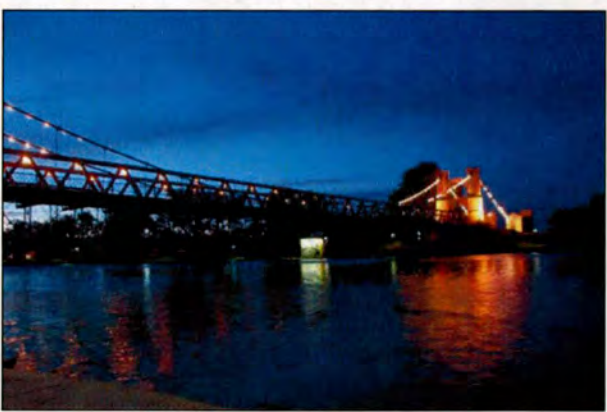
*River access from Memorial Park*

### Water Trail System Vision

Current east-west travel routes in Wilsonville provide few opportunities for people to know they are traveling along a river corridor. Businesses and residential developments are situated in such a way that blocks visual and physical access to the river. Creating stronger links to and along the Willamette River provides a great opportunity for enhancing a wonderful natural resource while reconnecting Wilsonville residents with the Willamette. Wilsonville can create a water trail system by enhancing existing river access locations while embracing opportunities to create new river access points. The sites identified as the best opportunities for improving access to the river and creating a water trail system are noted below and in Figure 8:

- Metro Open Space south of Wilsonville Road/ Graham Oaks Natural Area (additional land would need to be acquired to make a physical river connection)
- Water Treatment Plant
- Boones Ferry Park and Landing
- Memorial Park
- Meridian Landing State Park

## 2. Recommended Bicycle and Pedestrian Network

R5: Willamette River Crossing			
<p><b>Description</b></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><b>Type/Width</b></p> <p>Shared-use bridge / 14 ft</p>	<p><b>Length</b></p> <p>Approximately one mile</p>		
<p><b>Ownership</b></p> <p>City of Wilsonville</p>			
<p><b>Key Land Uses/Destinations</b></p> <p>Serves residents and visitors of Wilsonville. Connects Wilsonville with Charbonneau, Champoeg, Willamette Valley Scenic Bikeway, and the southern Willamette Valley.</p>			
<p><b>Issues</b></p> <table border="1" style="width: 100%;"> <tr> <td style="width: 50%;"> <ul style="list-style-type: none"> <li>· Identifying the appropriate bridge location and negotiating with property owners.</li> <li>· Ensuring the privacy and safety of nearby residences and businesses.</li> </ul> </td> <td style="width: 50%;"> <ul style="list-style-type: none"> <li>· Creating safe, comfortable access from both the north and south to ensure high usage of the bridge.</li> </ul> </td> </tr> </table>		<ul style="list-style-type: none"> <li>· Identifying the appropriate bridge location and negotiating with property owners.</li> <li>· Ensuring the privacy and safety of nearby residences and businesses.</li> </ul>	<ul style="list-style-type: none"> <li>· Creating safe, comfortable access from both the north and south to ensure high usage of the bridge.</li> </ul>
<ul style="list-style-type: none"> <li>· Identifying the appropriate bridge location and negotiating with property owners.</li> <li>· Ensuring the privacy and safety of nearby residences and businesses.</li> </ul>	<ul style="list-style-type: none"> <li>· Creating safe, comfortable access from both the north and south to ensure high usage of the bridge.</li> </ul>		
<p><b>Planning-Level Cost Estimate</b></p> <p>\$12 - 20 million</p>			

Excerpt from City of Wilsonville Bicycle and Pedestrian Master Plan, 2006

For more information, contact City of Wilsonville at 503-570-1505



## **5. Public Involvement:**

- **Master Planning Efforts**
- **History of Public Input**
- **Planning Commission**
- **Metro MTIP Award Process**

## **Public Involvement in Developing and Approving of French Prairie Bike-Ped-Emergency Bridge over the Willamette River at Wilsonville, Oregon**

- Public Involvement Regarding Plans that include mention of the French Prairie Bridge
- Public Engagement Opportunities, 2004-06
- Public Input Overview, June 2004 – June 2006
- Advisory Committee on Master Planning (ACMP) Members 2004-06
- Planning Commission minutes excerpts that include discussion regarding a Willamette River Crossing, 2005-06
- French Prairie Bridge and 2010-13 MTIP RFF Process

## **Public Involvement Regarding Plans that include mention of the French Prairie Bridge**

**The master planning process for the:**  
*Bicycle and Pedestrian Master Plan Update*  
*Parks and Recreation Master Plan Update*  
*Transit Master Plan*

### **Public Involvement:**

- Monthly ACMP meetings (17 meetings over two years, Oct. 21, 2004 –March 16, 2006)
- Committee for Citizen Involvement (06/04)
- Master Plan Visioning Event (09/04)

### **Stakeholder Meetings:**

- Charbonneau residents meeting (01/06/05)
- Senior Center meeting (01/14/05)
- Wood Middle School (02/23/05)
- Boeckman Creek Primary (03/02/05)
- Brochure on the 3-Plans mailed to every house in the City and displayed at summer festivals and events. Hundreds of detailed comments collected (6/05-9/05).
- Regular Team Meeting with Staff and Consultants
- Field work-data gathering

### **SMART Survey**

- Over 650 surveys collected, on-line, on paper, and by phone
- General Survey
- Spanish-language Survey
- Kids' Survey (also in Spanish)
- Employer Survey
- ACMP Priorities Survey
- On-board Survey

### **Parks and Bike/Pedestrian:**

- Hundreds of surveys (city wide random sampling mail out survey, and Rivergreen neighborhood mail out survey)
- ODOT/ I-5 bridge meeting (01/24/05)
- Xerox employees meeting (03/02/05)
- Metro staff and Three Rivers Land Conservancy meeting (03/03/05)
- Rivergreen HOA meeting (03/15/05)
  
- Parks and Recreation Advisory Board worksessions (2)

## **The French Prairie Bridge appears in the following plans:**

### **Transportation Systems Plan:**

The TSP was amended to include the

*Bicycle and Pedestrian Master Plan* adopted on December 20, 2006.

See excerpt from plan that describes "Crossing the Willamette River"

Also in numerous other places.

*Transit Master Plan* adopted on July 7, 2008.

**Parks and Recreation Master Plan** adopted on September 17, 2007.

Mentioned in numerous places but frequently refers to the Bike/Ped Master Plan for details.

## **The Planning Commission worked on these plans in work sessions and public hearings which are listed below.**

### ***Bicycle and Pedestrian Master Plan***

#### *Work Sessions*

October 13, 2005

June 14, 2006

*Public Hearings* – Notices were mailed to every property owner in Wilsonville, plus all those who expressed interest in the Plan and provided contact information since the September 2004 Visioning Event

July 12, 2006

August 9, 2006 - Resolution No. LP06-0004 was adopted, recommending the adoption of the Bicycle and Pedestrian Master Plan.

### ***Parks and Recreation Master Plan***

#### *Work Sessions*

November 9, 2005

June 14, 2006

August 9, 2006

September 13, 2006 – Joint work session with the Parks & Recreation Advisory Board

October 11, 2006

*Public Hearings* – Notices were mailed to every property owner in Wilsonville, plus all those who expressed interest in the Plan and provided contact information since the September 2004 Visioning Event

November 8, 2006

December 13, 2006 – Resolution No. LP06-0005 was adopted, recommending the adoption of the Parks and Recreation Master Plan.

***Old Town Neighborhood Plan***

Note: The French Prairie Bridge was in Old Town Neighborhood Plan drafts from October 2007 through the Planning Commission recommended draft of November 2010. City Council directed that it be removed at their Sept. 19, 2011 public hearing for Resolution No. 2324 which they adopted that night.

*Public Hearings:*

March 11, 2009 - Recommendation of OTNP without Architecture to City Council

February 11, 2009

January 14, 2009 (Hearing continued without discussion)

December 10, 2008

October 8, 2008

August 13, 2008

*Work Sessions:*

July 9, 2008

December 12, 2007:

July 11, 2007:

Note: This plan was also reviewed in at least 14 Old Town neighborhood meetings from December 2006 through December 2007.

**City Council Hearing Dates and adopting Ordinances for:**

***Bicycle and Pedestrian Master Plan***

December 4, 2006

December 20, 2006

Adopted by Ordinance No. 623

***Parks and Recreation Master Plan***

August 20, 2007

September 17, 2007

Adopted by Ordinance No. 625

# **Public Engagement Opportunities**

2004-06

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

Committee for Citizen Involvement Meeting, June 3, 2004

Visioning Event – September 14, 2004

Parks and Recreation Community Survey

Transit Community Survey

Charbonneau Stakeholders Meeting - January 6, 2005

Senior Stakeholders Meeting – January 14, 2005

Wood Middle School Charrette – February 23, 2005

Boeckman Primary School Student Survey – March 2, 2005

Xerox Employee Survey – March 2, 2005

Rivergreen Neighborhood Association Meeting – March 15, 2005

Wilsonville Master Planning Update Brochure – July 2005

ACMP Meetings – Open to the Public

Open House and Barbecue – June 30, 2006

## Public Input Overview

June 2004 – June 2006

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

- ***Committee for Citizen Involvement Meeting (6/3/04)*** – The Planning Commission in its role as the Committee for Citizen Involvement introduced the selected consultants for assisting in the updates of the Parks and Recreation Master Plan and Bicycle and Pedestrian Master Plan to those who attended the meeting. The consultants presented a brief overview of the planning process for the two Plan's updates. Citizens were given an opportunity to question and offer suggestions to the consultants and City staff.
- ***Wilsonville Visioning Event (09/14/04)*** – This event was the "kick-off" for updates to the Bicycle and Pedestrian Master Plan and Parks and Recreation Master Plan updates and the Transit Master Plan. The event was co-sponsored by the Parks and Recreation Advisory Board and the Planning Commission. Invitations were mailed citywide resulting in a good attendance of over 70 attendees. The objective of the event was to gather input to create three interconnecting Plans that will promote the livability and quality of life for all of those who work and live in the City of Wilsonville.
- ***Charbonneau residents meeting (01/06/05)*** – Excellent attendance, with over 80 residents. Displayed posters: (a) Wilsonville Issues (b) Charbonneau cross-sections, (c) Willamette River Crossings. Most residents expressed desire to complete and upgrade the sidewalk on French Prairie Drive, with notable vocal opposition from two households that back onto the missing sidewalk section.. Also good feedback on river crossings options; most encouraged use of I-5.
- ***Senior Center meeting (01/14/05)*** – Displayed 3 posters: (a) Wilsonville Issues (b) Charbonneau cross-sections, (c) Willamette River Crossings Options and held open house over noon hour to answer questions and hear comments. The River Crossings poster generated the most interest and comments from the seniors.
- ***Wood Middle School (02/23/05)*** – Met with approximately 30 students along with park and transit representatives to gain better understanding of the middle school students' perceptions and needs. Most students do not bike often in Wilsonville, and when they do, prefer to use sidewalks or low traffic volume streets rather than Wilsonville Rd. Students identified problem locations from their perspective, as well as locations they like to bike and walk.
- ***Boeckman Creek Primary (03/02/05)*** – Presented survey activity to Boeckman Creek students at assembly. Survey instrument examined how kids got to school, and where they would like to travel by walking or biking. Results are forthcoming.

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



# **Advisory Committee on Master Planning (ACMP)**

## **Members 2004-06**

### **Resident Members**

Councilor Michelle Ripple - Chair  
Phyllis Straight-Millan  
Albert Levit  
Claudia Ramirez  
Dan Hoyt  
David Rawlings (appt'd 3/05)  
Dresden Skees-Gregory (Resigned 3/05)  
Gracie Alvarado (Resigned 4/05)  
Lourdes Islas-Ramirez  
Martin Rockwell  
Randy Wortman  
Steven Van Wechel  
Tommy Egger (appt'd 1/05)  
Vern Wise  
Jenna Callaghan (Resigned 1/05)

### **Alternates:**

Dana De La Rosa (Resigned 2/05)  
Mark Jurman  
Beth Geever (appt'd 3/05)

### **Representatives/Liaisons Members**

Benny Holt - City Council  
Sue Guyton - Planning Commission  
Robert Meyer - Parks & Rec Board  
Lisa Martin - Parks & Rec Advisory Board (Resigned)  
Vicki Yates - Chamber of Commerce (Appt'd 11/04)  
Tim Woodley - School District  
Debra Iguchi - PC For Sue G.  
Marilyn Lippencott - Parks & Rec Advisory Board for Lisa M.

## **Planning Commission minutes excerpts that include discussion regarding a Willamette River Crossing 2005-06**

**Note:** Excerpts from the following minutes were edited to include only those comments about a Willamette River crossing.

### **From October 12, 2005 PC Minutes, Bike/Ped MP Work Session:**

Mr. Neamtzu overviewed the key components of the Wilsonville Bicycle and Pedestrian Master Plan Draft (the Plan) with the following additional comments....

- \* A Willamette River Crossing
  - Surprisingly, the public preferred having a bridge on I-5 for crossing the river. Hanging a small pedestrian facility below the deck of the I-5 Bridge was the cheapest option, but probably not the most enjoyable situation considering the volume of traffic and noise generated by I-5 traffic.
  - The ACMP is also discussing a stand-alone bridge across the Willamette River from Boones Ferry Park to the boat dock on the other side.
  - Many people bike ride from Wilsonville to the rural areas of northern Marion County on weekends. A beautiful, architected bridge celebrating the old Boone Crossing and opening the gateway to the northern Marion County area would be a tremendous attraction for cyclists.
  - The ACMP will return with stronger recommendations for such a stand-alone bridge for further feedback.

### **The Commissioners offered feedback regarding the Plan...**

#### **Commissioner Faiman...**

- Commented that the original Bicycle and Pedestrian Plan had stated that the next time the Boones Ferry Bridge was improved, a bicycle and pedestrian path would be hung off the bridge. The bridge had been worked on to make it safer for earthquakes, but no bicycle/pedestrian path appeared. What pull does the City have to determine whether plans will be executed?
  - \* Mr. Neamtzu replied that funding is everything. He was not sure how much coordination occurred prior to the bridge's earthquake retrofit. A series of State bridges were improved and made safer for earthquakes.
  - \* It is clear the City did not have the money to do anything at that time, and the bridge retrofit was a very narrow, specific improvement that did not include other amenities.
  - \* Had the City had some forewarning of the retrofit, City Staff might have been able access grants to assist in the building of the amenity. If Wilsonville could be a gateway for bicycle trails in the Willamette Valley, federal funding might be obtained to make the project a reality.
  - \* ODOT engineers confirmed that the Boones Ferry Bridge could structurally support a hanging structure.
- Asked if the City owned the property across from the Old Boones Ferry landing site; is this an obstacle to a stand-alone bridge?
  - \* Mr. Neamtzu stated that such a bridge at this location has promise due to area roads and the existing public right-of-way.

#### **Commissioner Guyton:**

- \* Liked that the ACMP was thinking outside the box, though the Plan's feasibility is mind boggling.

- \* Emphasized that access across the Willamette River is an important priority to keep in the Plan. Using the Boone Bridge seems to be the most practical idea for crossing the river.
- \* Believed a stand-alone bicycle bridge across the river would be fantastic, but not practical. The continually changing river had to be considered as well as the cost and liability involved.
- \* Enjoyed the amount of public input received in the whole process, especially from younger people in the community.

**Commissioner Goddard:**

- Believed the Plan was a great piece of work and commended Mr. Neamtzu for his great work.
- Agreed on the importance of a river crossing. He noted the dedicated bicycle and pedestrian bridges crossing the Spokane River, so he believed a stand-alone bridge was possible.

**June 14, 2006 PC Work Session minutes excerpts:**

**Steve Van Wechel, ACMP member, discussed the Regional Trail System...**

- \* He described the proposed trail connections to the Tonquin, Willamette River Greenway, Boeckman Creek and Stafford Spur Trails.
  - A stand alone bicycle/pedestrian bridge is proposed to cross the Willamette River from Boones Ferry Park to the county-owned boat landing on the south side of the river.

**Al Levit, ACMP member overviewed the following Master Plan components...**

- The proposed Willamette River crossing is receiving a lot of attention.
  - \* Currently, bicyclists only have three options to cross the river, the Boones Bridge, the Canby Ferry or go to Newberg and cross the river on Highway 219; each option had difficulties.
  - \* Several options were considered for a river crossing, including a ferry and hanging a bridge off the I-5 Boone Bridge.
    - A dedicated pedestrian bridge over the Willamette River, going from Boones Ferry Park to the Boat Works II Marina, seemed to be the best connection since it is centrally located and will place people directly onto Butteville Road allowing bicyclists to continue on south. This bridge would also tie Wilsonville back to its roots with Boones Ferry.
      - o Such a crossing would tie into existing trails within Wilsonville, regional trails located to the north and south, and would be safer and more pleasant for bicyclists than crossing over the Boones Bridge, which is very intimidating.
      - o This dedicated bicycle/pedestrian bridge would also serve as an emergency access in case the Boone Bridge is tied up with traffic, allowing Charbonneau residents to get quicker ambulance and fire service, and speed rescue service to situations tying up I-5.
    - \* The State is working on a system of existing trails with roadways marked for bicycle use.
      - The trail from Champoeg Park to Eugene was inaugurated last year. Cycle Oregon is supposed to inaugurate the trail from Eugene to Oakland, resulting in an extensive trail with the potential to rival the Coast Trail for tourism.
      - With the trail system completed, one could bike all the way through the Willamette Valley with Wilsonville as the prime place to cross the Willamette River.
  - The Bicycle and Pedestrian Master Plan connects all regional trails surrounding Wilsonville resulting in a Trail Loop, which includes the Wiedeman Road Trail over I-5 to the north, the Willamette River Waterfront Trail to the south and the two regional trails; Stafford Spur Trail connecting with the Boeckman Creek Trail, and the Tonquin Trail running through Villebois Village and Grahams Oaks Natural Area and will eventually connect with the Waterfront Trail and the Willamette River Crossing Trail.
    - \* The Bureau of Land Management will be mapping the feasibility of the Willamette River Crossing Trail through Wilsonville next year.

**The following Commissioners' questions and comments were discussed:**

***What kind of a bicycle/pedestrian bridge could also serve vehicles in an emergency?***

- Mr. Levit answered such a bridge was expensive, but is just a concept at this point. One of the expenses involved acquiring county land near the marina. The bridge needs to be high enough to allow for water level changes, similar to the railroad trestle, with a ramp to access it.
  - \* If the bridge has to land south of Butteville Road, land would have to be acquired for the crossing to come in directly.
- Councilor Ripple emphasized that the bridge has not even been designed, it is still conceptual. The idea is to have the bridge serve a dual purpose:
  - Provide a bicycle/pedestrian crossing over the Willamette River, making Wilsonville the gateway to the Willamette Valley and enabling bike tours to go anywhere.
  - Clear I-5 accidents faster and serve Charbonneau residents with quicker emergency access if I-5 is backed up.
- \* While this type of bridge is more expensive, making the bicycle/pedestrian bridge accessible to emergency vehicles opens more potential funding opportunities, such as from ODOT, Homeland Security, etc.
- \* The bridge will absolutely not be an alternative route, but will only be used for emergency vehicles to serve the public better and faster.

***Would there be any type of legal precedent requiring emergency vehicle access on a similar bridge?***

- Mr. Tressider [an Alta Planning + Design consultant] responded that a number of non-motorized bridges are intended for use by maintenance and emergency vehicles.
  - \* Bridges engineered for a full load of non-motorized transportation, such as bike tour crossings, are already engineered to support emergency vehicles.
  - \* The bridge will not as an option for ambulances to cut around the Boone Bridge. It will be only for emergency access.
- Mr. Neamtzu learned that when considering hanging a bicycle/pedestrian bridge from the I-5 Bridge, ODOT requires such bridges to accommodate a street sweeper for maintenance purposes. When considering the number of people that could be on a bridge, the per square foot load of peoples' weight is probably much more than the weight of a line of cars.

***Though conceptual, the ACMP mentioned that four sites were considered for the bicycle/pedestrian bridge. Would the committee accept using one of the other sites if determined to be the most practical or economical?***

- Ms. Ripple responded that each of the four sites are possible options, though none were explored enough to determine which is the best alternative. Certainly, if another site is preferable, the Committee is open to other options, which could be a place not yet considered.
  - \* Originally, the Boone Bridge was believed to be the best option. However, it proved to be expensive and when considering Homeland Security was concerned that if the Boone Bridge were blown up, emergency access would also be lost, which is one reason why a completely separate location was chosen.
  - \* Memorial Park was one of the choices to access Charbonneau, but the big hill and narrow road were obstacles.
- Mr. Levit added that installing the crossing below the railroad trestle was also considered and other ideas were rejected
- Mr. Van Wechel commented that pros and cons existed with each prospective site, but when considering the bicycle/pedestrian bridge from the "umbrella" perspective and the combination of all

three Master Plans, and considering transit and the commuter rail station, keeping everything on the same side of Wilsonville was a big bonus.

***Why did the ACMP choose to put the bicycle/pedestrian bridge project in Tier One, the 1 to 5 year timeframe, instead of pushing such an expensive project further out?***

- Ms. Ripple answered that originally the bicycle/pedestrian bridge was considered a pipe dream, but was included because the public wants a way across the Willamette River.
  - \* The bridge moved up in priority because of the momentum the project has gathered from many sources, including State parks, BLM, tourism, bike tours, etc. and now many potential opportunities for funding exist.
- Commissioner Hurst said having State and Federal funding sources to augment the cost are important, especially with the \$10 million price tag, which would probably be a lot more.
- Ms. Ripple clarified that State and Federal funding sources were uncertain at this point, but many possibilities have been presented that the ACMP had not considered.

***Had the City of Wilsonville assigned or appointed any particular individual to research potential funding sources for the bicycle/pedestrian river crossing?***

- Ms. Ripple said she was not sure. A meeting held last week with Mark Brown discussed many potential funding sources, which included ODOT. She believes the City will need to have someone pursue the options, but it is all very preliminary at this point.
- Mr. (Robert) Meyer, Parks and Recreation Advisory Board representative for the ACMP:
- Commented that the Master Plan was truly drafted by the community. The ACMP sought public input through many forms and collected feedback. A vast database was compiled regarding every citizen's comment over the last 20+ months and included how each comment was addressed; whether it was put into the Master Plan or not, and if not, why not.
  - Was extremely impressed with City Staff and Alta Planning + Design, and for their diligence in taking community feedback and putting it in the Plan. Many of the concepts in the Master Plan came from Wilsonville community members, not from Alta Planning + Design or the ACMP.

**July 12, 2006 Planning Commission Public Hearing minutes excerpts:**

Randy Wortman, introduced himself as an ACMP member...

- 2) Although a preferred location and potential alternative exists for the Willamette River Bicycle and Pedestrian Crossing, no serious consideration or engineering analysis of the alternatives had occurred. There may be better locations.
  - \* Page 97 states that if the bicycle and pedestrian bridge is to be maintained by ODOT, the bridge would have to be wide and strong enough to accommodate a several ton street sweeper. This would double or triple the engineering design requirements and therefore double, triple or quadruple the cost of the design.
    - Many alternatives could be developed, such as the City getting its own street sweeper for \$200,000 or so, versus an extra million dollars because of the design encouraged by ODOT.
  - \* Therefore, costs provided for this facility in the Bicycle and Pedestrian Master Plan are inflated.

Chair Hinds:

- Noted comments made about the proposed Willamette River Crossing options were only options and not policy.

- Asked Staff how proposals are changed in a master plan and who effects such changes if the Bicycle and Pedestrian Master Plan could change over time, especially with regard to alternative routes for the Willamette River Crossing.
  - \* Mr. Neamtzu noted that the ACMP had discussed river crossings at some length. Alternative river crossings were evaluated, documented and the preferred alternative proposed in the Bicycle and Pedestrian Master Plan.
    - Having a new alternative, not been previously contemplated, may require that the Master Plan be revisited with some minor amendment to reflect the new crossing.
  - \* The Bicycle and Pedestrian Master Plan was general enough to address the crossing options already considered and in the remote circumstance that a totally different, more feasible option surfaces, the Master Plan could easily adjust to pursue and reflect the new alternative and concept.

**Commissioner Guyton:**

- Believed a number of good issues were raised. Seeing lines drawn on maps is always alarming, but in this stage of planning, such lines are concepts.
  - \* As an Old Town resident living on Boones Ferry Road, all the bicycle traffic going to Eugene on that proposed Willamette River Crossing would go right past her home, so she has mixed feelings about this location of the bicycle/pedestrian bridge.

**Commissioner Goddard:**

- Believed a river crossing is a great concept. No route exists to safely get out of the City's core for longer bicycle rides.

**Note:** this list may not include every reference to a Willamette River crossing.

# French Prairie Bridge and 2010-13 MTIP RFF Process

**Background:** Every two years, Metro dispenses for local use federal transportation funds under the Metropolitan Transportation Improvement Program (MTIP) Regional Flexible Funds (RFF) process. Regional flexible funds come from two federal funding categories established by Congress—the Surface Transportation Program (STP) and Congestion Mitigation/Air Quality (CMAQ) funds. A total of \$67.8 million in MTIP RFF funds was anticipated to be available the 2010-13 funding cycle.

## New allocation policy guides the 2010-13 MTIP RFF funding cycle

A new, two-step process for allocating regional flexible funds was developed by JPACT during 2008 after extensive stakeholder and community input. In Step 1, JPACT identified regional programs, and recommended a portion of the total expected federal funding—\$46.14 million—to allocate among them for Step 1: regional programs. Public comment was solicited on the recommended regional allocations.

In Step 2, local jurisdictions and agencies submitted competitive applications to fund local and certain regionally implemented projects. Metro received 26 competitive applications for local and regional projects that totaled \$57.8 million in requested funding—about twice the \$21.65 million available.

The primary categories for funding applications for the 2010-13 cycle were:

- Regional Mobility Corridors
- Mixed-use implementation
- Industrial and employment area implementation
- Environmental enhancement and mitigation
- Project development

Within Step 2, JPACT set \$7.2 million as a minimum to ensure that our region meets state air-quality goals. Those goals specify adding 5 miles of new bike and 1.5 miles of new pedestrian facilities each funding cycle, and must be considered in determining the final funding recommendation.

2010-2013 Regional Flexible Fund - Step 2 Proposed Projects

	RFFA ID	RTP number	Project name	Phase	Agency	Request	Draft score	Bike/Ped
Regional Mobility Corridors	50075	10230	NE/SE Twenties Bikeway: Lombard - Springwater Trail	PD, FDE, Con	City of Portland	\$2,097,850.00	82.75	x
	50090	11043	Bus Stop Development & Streamline Program	PD, FED, ROW, Con	TriMet	\$2,787,763.00	87.33	
	50080	10397	Hogan/NE 242nd Dr: Glisan - Stark	PD, FDE, Con	City of Gresham	\$2,520,000.00	63.50	
	50091	11085	Karr Parkway Bike Lanes: Stephanson - Boones Farry Rd	FDE, Con	City of Lake Oswego	\$1,360,000.00	51.50	x
	50087	10813	Westside Trail: Kaiser Ridge Park - Kaiser Woods Park	FDE, ROW, Con	THPRD	\$2,150,214.00	63.50	x
	50081	10408	40 Mile Loop: Blue Lake Park - Sundial Rd	Con	City of Fairview	\$1,852,044.00	62.25	x
	50085	10817	Farmington Road at Murray Blvd Intersection	ROW	City of Beaverton	\$3,141,000.00	82.00	
Mixed-Use Area Implementation	50068	10127	OR 43: Arbor Dr - Maryhurst Dr	FDE, Con	City of West Linn	\$2,626,399.00	51.00	x
	50084	10616	SW Rose Biggs: Hall - Crescent	ROW	City of Beaverton	\$2,243,000.00	82.75	
	50074	10202	102nd Ave: NE Glisan - SE Washington	ROW, Con	City of Portland	\$5,220,000.00	80.75	
	50070	10146	McLoughlin Blvd: Clackamas River Bridge - Dunes Dr	FDE, Con	City of Oregon City	\$3,000,000.00	70.00	
	50076	10354	Red Electric Trail: SW 30th - SW Vermont	FDE, ROW, Con	Portland Parks	\$3,611,620.00	68.50	x
	50071	10182	N Fessenden/St Louis: Columbia Way - Lombard	PD, FDE, Con	City of Portland	\$2,160,393.00	68.00	x
	50073	10194	Killingsworth: N Commercial - NE MLK Jr Blvd	Con	City of Portland	\$2,226,000.00	65.00	
Industrial	50072	10182	SE Division: 6th - 39th	FDE, Con	City of Portland	\$2,500,000.00	55.50	
	50078	10375	St Johns Rail Line (UP): N St Louis - N Richmond	PD, FDE, Con	Port of Portland	\$2,500,000.00	51.25	
Environmental Enhancement & Mitigation	50083	10597	Evergreen Rd: 253rd Ave - 25th Ave	FDE, ROW, Con	Washington County	\$2,783,700.00	48.50	
	50092	none	School Bus Diesel Engine Emission Reduction	Con	DEQ	\$2,047,050.00	95.00	
	50053	none	Electronic Mini-Hybrid Bus Retrofit	Con	TriMet	\$1,345,950.00	74.00	
Project Development	50089	10998	Transit Bus Diesel Engine Emission Reduction	Con	TriMet	\$1,166,490.00	37.00	
	50069	10133	French Prairie Bridge: Boones Farry Rd - Butteville Rd	PD	City of Wilsonville	\$1,250,000.00	N/A	x
	50078	10362	Airport Way at 82nd Ave Intersection	PD	Port of Portland	\$500,000.00	N/A	
	50082	10460	SE 174th: Jennie - Giose	PD	City of Gresham	\$222,500.00	N/A	
	50086	10806	Council Creek Trail: Banks - Hillsboro	PD	City of Forest Grove	\$448,650.00	N/A	x
	50077	10355	Willamette Greenway Trail: N Columbia Blvd - Steel Bridge	PD	Portland Parks	\$444,800.00	N/A	x
	50088	10934	SE Division: 96th - 174th	PD	City of Portland	\$500,000.00	N/A	
Total						\$52,665,423.00		

## Regional Equity / Project Equity

In order to ensure both an equitable distribution around the region and in funding categories of MTIP RFF funds, JPACT approved a funding distribution by both area of the region and types of projects, limiting the total number of projects that could be eligible for application.

The French Prairie Bridge project was selected as the sole application from "Clackamas County and its cities" for "project development."

Coordinating Committee	Percent of Metro Population (Year 2006)	Number of Construction applications per sub-region <sup>(1)</sup>	Number of CMAQ Eligible Applications per sub-region <sup>(2)</sup>	Number of Planning or Project Development Applications per sub-region	Total number of Applications
City and Port of Portland	38%	8	3	2	10
Clackamas County and its cities	18.2%	4	2	1	5
East Multnomah County and its cities	9.1%	2	1	1	3
Washington County and its cities	34.7%	8	3	2	10
Total	100%	22	9	6	28

## Public notification and comment

A 45-day public comment period was held from October 13 to December 1, 2008, on the recommended allocations. Forty-five days before the opening of the comment period, information was posted on the Metro project web site and an electronic notice was widely distributed to interested parties. In the weeks to follow, more notices were published in Metro Councilor newsletters and in an electronic planning newsletter, a news advisory was sent to the region's major, community and ethnic newspapers, and display ads were purchased in regional media.

The public comment period included the four evening "listening posts" held on October 15 in Gresham, October 20 in Hillsboro, October 28 in Oregon City, and October 30 in Portland. As in the past, the listening posts were held jointly with ODOT, which was concurrently seeking public comment on its final State Transportation Improvement Program (STIP).

Of the total 801 comments, 764 (94%) were in support of specific programs or projects, 9 (1%) had qualifications or questions; 12 (2%) were opposed, and 18 (>2%) were general comments not specific to projects on the current list. Bicycle, trail and pedestrian improvement projects (across all categories) attracted 557 (69%) of all the comments received. Nearly all—98 percent—of those comments were in support of the projects.

The "French Prairie Bridge: Boones Ferry Rd - Butteville Rd" project 30 comments, 29 in support to address the safety of bicycle travel; 1 opposed to investing here when other areas have greater need.

## Metro Evaluation Process

Metro staff together with members of the Transportation Alternatives Policy Committee, an advisory body to JPACT composed of inter-jurisdictional and organizational staff and citizen volunteers, reviewed the applications. Following are notations pertaining to the French Prairie Bridge project which was submitted under the Project Development funding category and also qualified as Bike/Ped project.

### Project Development - Qualitative Analysis

Project name	Project development criteria/factors	Qualitative analysis
French Prairie Bridge: Boones Ferry Rd - Butteville Rd	Solicitation category	Regional mobility corridors
	Addresses a gap or deficiency	Local TSP gap but not an RTP system gap in Ped/Bike/Trail system. Adjacent to 5 Boone Bridge deficient facility for peds & bikes crossing Willamette River but only facility between Oregon City and Newberg.
	Serves an underserved or environmental justice population	Bridge connects to elderly and disabled population in unincorporated Clackamas County outside of the Urban Growth Boundary (low)
	Supports modes that reduce emissions	Yes - project is a Bike/pedestrian bridge (high)
	Limited funding sources	Yes - project is a type that has limited or no other source of funds (high)
	Leverages discretionary funds	Will seek federal earmarks, RFF, Emergency Management, Fed/State Park Service and local sources for construction.
	Appropriateness of scope	No concerns
	Other considerations	Project intersects high value habitat area.



## Metro Approval Process

In January 2009, TPAC recommended that the French Prairie Bridge project application in the amount of \$1.25 million be approved in the Project Development category, counting as a "bike/ped" project against the minimum allocation of \$7.2 million.

On March 5, 2009, JPACT recommended approval to the Metro Council of Resolution No. 09-4017, "For The Purpose of Allocating \$67.8 Million of Regional Flexible Funding for the Years 2012 and 2013, Pending Air Quality Conformity Determination." Exhibit B to the resolution noted "Conditions of Approval" for all projects, including "French Prairie Bridge: Boones Ferry Rd to Butteville Rd; Project will need to include public outreach activities that addresses the unique outreach needs and opportunities of the elderly and disabled populations in the area." Subsequently, the Metro Council approved the JPACT recommendation in March 18, 2009.

Exhibit A to Resolution No. 09-4017

TPAC Recommendation - Regional Flexible Funds: Step 2 Local Projects

Category	Tier	Project name	Request (2012 dollars)	Revised Request	TPAC Recommendation
Regional mobility corridors	1st tier	<b>NE/SE Twenties Bikeway: Lombard - Springwater Trail</b>	\$2,097,850		\$2,097,850
	2nd tier	Bus Stop Development & Streamline Program	\$3,640,874	\$2,989,308	\$1,414,000
		Hogan/NE 242nd Dr: Glisan - Stark	\$3,213,308	\$3,028,578	
		<b>Westside Trail: Rock Creek Trail - Bronson Creek Trail</b>	\$2,692,830		\$2,399,337
		Farmington Road at Murray Blvd Intersection	\$4,002,099		
	40 Mile Loop: Blue Lake Park - Sundial Rd	\$2,322,421		\$2,322,421	
3rd tier	<b>Kerr Parkway Bike Lanes: Stephenson - Boones Ferry Rd</b>	\$1,742,926			
Mixed-use area implementation	1st tier	SW Rose Biggi: Hall - Crescent	\$2,758,238		\$2,758,238
		102nd Ave: NE Glisan - E Burnside	\$5,000,000	\$2,000,000	\$2,000,000
	2nd tier	McLoughlin Blvd: Clackamas River Bridge - Dunes Dr	\$3,401,868		\$3,401,868
		<b>Red Electric Trail: SW 30th - SW Vermont</b>	\$1,929,183		\$1,929,183
		<b>N Fessenden/St Louis: Columbia Way - Lombard</b>	\$2,159,431		
	3rd tier	Killingsworth: N Commercial - NE MLK Jr Blvd	\$2,354,093		
4th tier	SE Division: 6th - 39th	\$2,500,000			
Industrial & employment area implementation	1st tier	<b>OR 43: Arbor Dr - Marythurst Dr</b>	\$3,800,097		
	2nd tier	St Johns Rail Line (UP): N St Louis - N Richmond	\$3,649,337		
Environmental enhancement & mitigation	1st tier	Evergreen Rd: 253rd Ave - 25th Ave	\$2,620,100		
	2nd tier	School Bus Diesel Engine Emission Reduction	\$2,047,050		\$1,414,000
	3rd tier	Electronic Mini-Hybrid Bus Retrofit	\$1,345,950		
Project development		Transit Bus Diesel Engine Emission Reduction	\$1,166,490		
		<b>French Prairie Bridge: Boones Ferry Rd - Butteville Rd</b>	(\$1,250,000)		(\$1,250,000)
		Airport Way at 82nd Ave Intersection	\$500,000		
		SE 174th: Jenne - Giese	\$222,500		
		<b>Council Creek Trail: Banks - Hillsboro</b>	\$448,650	\$218,044	\$218,044
		Willamette Greenway Trail: N Columbia Blvd - Steel Bridge	\$444,800		\$444,800
	SE Division: 86th - 174th	\$500,000			
		\$57,810,095			
		<b>Target</b>	<b>\$21,650,000</b>		<b>\$21,649,741</b>

Notes:

Tiers reflect clear break points between groups of projects with similar scores resulting from the quantitative analysis.

Bike/ped projects shown in bold.

Under target: \$259  
Bike/Ped min: \$10,661,635

King, Sandy

---

**From:** sspringall@gmail.com on behalf of Simon Springall  
<simon@springall.com>  
**Sent:** Monday, April 16, 2012 1:27 PM  
**To:** King, Sandy  
**Cc:** Cosgrove, Bryan; Laurent Rochette  
**Subject:** Wilsonville-French Prairie Bridge Petition  
**Attachments:** French Prairie Bridge Online Petition.pdf; French Prairie Bridge Paper Petitions.pdf

Ms. King and Honorable Mayor and Wilsonville City Councilors,

Attached are two files; the first is the paper petition that was circulated at a few community gatherings since April 4 in Wilsonville. The second is the online petition that was created on Wednesday April 11 and had received **646** online signatures as of 1pm today.

Since there were two petitions I have searched in the larger one for each name that appears in the smaller one to remove duplicates. There were 8 (all but 1 from Wilsonville). I also counted the number of Wilsonville signatures from each petition.

The online petition is in reverse chronological order; you will notice a higher ratio of Wilsonville names at the end of the document as the petition's geographical reach expanded over time. Many of the comments are insightful and informative, a few are not quite so politely worded and I apologize for that.

The adjusted total of both petitions is **677 petition signers**, of which **293 (43%) are from Wilsonville**.

Ms King, please distribute to the Mayor and City Councilors ahead of the Council Work Session today.

Thank you

Simon Springall  
Coordinator, Wilsonville-French Prairie Bridge Committee

PETITIONS  
emailed to Council  
4/16/12  
sk

Rec'd 4/16/12  
1:35 PM  
sk

Dear Tim Knapp, Wilsonville Mayor, Celia Núñez, Council President, Steven Hurst, Councilor, Richard Goddard, Councilor, and Scott Starr, Councilor,

We are pleased to present you with this petition affirming one simple statement:

**"One of the projects listed in the Wilsonville Bicycle and Pedestrian Master Plan adopted in 2006 is a bridge over the Willamette River. A Regional Flexible Funds grant for \$1.25M is available to evaluate the engineering requirements and estimate the cost of this project. Some city matching funds are required (10.27%). Acceptance of the grant to study the project was postponed last year. This year Wilsonville City Council will again discuss whether to accept the grant on April 16th.**

**Signing this petition will show your support for accepting the grant.**

**See <http://www.frenchprairiebridge.org> for more information. "**

Attached is a list of individuals who have added their names to this petition, as well as additional comments written by the petition signers themselves.

Sincerely,  
Laurent Rochette

---

An alternative to the Boone Bridge is sorely needed. Perhaps a foot/cycle attachment to the railway bridge is possible?

Andrew Black  
Portland, OR  
Apr 16, 2012

---

Joe Van Wechel  
Forest Grove, OR  
Apr 16, 2012

---

Theo Roffe  
Portland, OR  
Apr 16, 2012

---

Get on with this already!

Karl Krasnowsky  
Hillsboro, OR  
Apr 16, 2012

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Daniel Ronan  
Portland, OR  
Apr 16, 2012

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Jim MASSEY ND  
Portland, OR  
Apr 16, 2012

---

I am signing this petition in favor of building the Wilsonville Bicycle and Pedestrian Bridge over the Willamette River. Get off your butts as this was accepted in 2006. Over 6 years ago!

Todd Johnson  
Wilsonville, OR  
Apr 16, 2012

---

Please accept this grant.

Charla Dent  
Wilsonville, OR  
Apr 16, 2012

---

Mike Pyszka  
Portland, OR  
Apr 16, 2012

---

There are too few opportunities for healthy walking whether for everyday needs or for recreation. Walking and cycling options that connect communities on both sides of the Willamette River would seem to be essential to a livable and healthy community. Too often Active Transportation gets short-shrift in funding decisions. The Willamette Pedestrian Coalition supports the finding of this project. Thank you!! Best - Phil Selinger with the WPC

Philip Selinger  
Portland, OR  
Apr 16, 2012

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Michael Wolfe  
Portland, OR  
Apr 16, 2012

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Alexa Ripple  
Wilsonville, OR  
Apr 16, 2012

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Thomas Ripple  
Wilsonville, OR  
Apr 16, 2012

---

I support evaluating the feasibility of a bike/pedestrian bridge over the Willamette River.

Kenneth Childs  
Lake Oswego, OR  
Apr 16, 2012

---

Ginger R Robbins  
Wilsonville, OR  
Apr 16, 2012

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LaJean Lawson  
West Linn, OR  
Apr 16, 2012

---

Diana Hoefler  
Wilsonville, OR  
Apr 16, 2012

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Ian Murray  
Wilsonville, OR  
Apr 16, 2012

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Narayan Krishnamoorthy  
Totem Lake, WA  
Apr 16, 2012

---

Thomas L Ngo  
Portland, OR  
Apr 16, 2012

---

In case of an emergency of any kind it would be wise to have an alternative path.

Eleanor Murray  
Wilsonville, OR  
Apr 16, 2012

---

Lisa Ippolito  
Wilsonville, OR  
Apr 16, 2012

---

Matt Huxley  
Portland, OR  
Apr 16, 2012

---

Peter Miller  
Tualatin, OR  
Apr 16, 2012

---

Ray Ogilvie  
North Plains, OR  
Apr 16, 2012

---

Ralph Bliquez  
Portland, OR  
Apr 16, 2012

---

I work in Wilsonville and used to live there too. I am considering buying real estate in the area and easily see advantages of this bridge to the local community.

Brian Riley  
West Linn, OR  
Apr 16, 2012

---

JS May  
Portland, OR  
Apr 16, 2012

---

john Gill  
Happy Valley, OR  
Apr 16, 2012

---

Brett Hrenko  
Hillsboro, OR  
Apr 16, 2012

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---

This must be done. There needs to be safe pedestrian access across the river. Even those who oppose know deep down inside this makes sense.

Mike Sheehan  
Butteville, OR  
Apr 16, 2012

---

Please accept federal funding for the I5 Bike-Ped-Emergency bridge

Kathleen Fuller  
Wilsonville, OR  
Apr 16, 2012

---

I definitely support this effort and think it's an outstanding asset for the community. It would get much use. I know I would use it, as would all of my friends.

Karyn Mardis  
Portland, OR  
Apr 16, 2012

---

Janet I. Newton  
Wilsonville, OR  
Apr 16, 2012

---

philippe  
Portland, OR  
Apr 16, 2012

---

Tyson Parks  
Wilsonville, OR  
Apr 16, 2012

---

Benn Schonman  
Portland, OR  
Apr 16, 2012

---

Jennifer Gustafson  
Wilsonville, OH  
Apr 16, 2012

---

This is so important, especially in emergencies.

Betty L Rogers  
Wilsonville, OR  
Apr 16, 2012

---

Stuart Fletcher  
West Seattle, WA

Apr 16, 2012

---

Peter Welte  
Hillsboro, OR  
Apr 16, 2012

---

Because of frequent heavy congestion on the Boone Bridge, I believe it is a necessity to build an emergency crossing area of the bridge for emergency vehicles. Please accept the grant that is being offered to our community for the bridge planning. Thank you

Edward Miller  
Wilsonville, OR  
Apr 16, 2012

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Nathaniel Krytenberg  
Wilsonville, OR  
Apr 16, 2012

---

Safety is number one in our goal to make sure you follow thru on accepting the funds grant to move the bridge project along for our community.

Kathy Miller  
Wilsonville, OR  
Apr 16, 2012

---

David Read  
Union Mills, WA  
Apr 16, 2012

---

We sometimes head down to ride this area and would even more with this bridge.

Ken Finch  
Portland, OR  
Apr 16, 2012

---

michael w tewell  
wilsonville, OR  
Apr 16, 2012

---

Tom Howe  
Wilsonville, OR  
Apr 16, 2012

---

I believe that the Wilsonville-French Prairie Bridge would not only be an asset to bicyclists or walkers but it would encourage more tourism and healthy lifestyles.

Katharina J Johnson  
Portland, OR  
Apr 16, 2012



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Anne Jones  
Wilsonville, OR  
Apr 15, 2012

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The Willamette Pedestrian Coalition strongly supports the City pursuing the French Prairie Bridge Lidwien Rahman board Member, Chair Plans and Project Committee

---

Lidwien Rahman  
Portland, OR  
Apr 15, 2012

---

Hi, I have ridden thousands of miles between home and Salem, including Wilsonville. The bridge is a BRILLIANT idea! Please build it. Best, MaryJean

---

MaryJean Williams  
Oregon City, OR  
Apr 15, 2012

---

Laurence Qamar  
Portland, OR  
Apr 15, 2012

---

Paul Meier  
Wilsonville, OR  
Apr 15, 2012

---

Jason Kentner  
Wilsonville, OR  
Apr 15, 2012

---

John M. Floyd  
Portland, OR  
Apr 15, 2012

---

Eben Polk  
Milwaukie, OR  
Apr 15, 2012

---

Jon Wood  
Portland, OR  
Apr 15, 2012

---

Yes, please.

---

Curt Dewees  
Portland, OR  
Apr 15, 2012

---

Stefan Blumer  
Portland, OR  
Apr 15, 2012

---

The Willamette River Crossing at Wilsonville deserves an inclusive safe element for cyclists and pedestrians. Please endorse the Wilsonville-French Prairie Bridge.

Tom Durkin  
Portland, OR  
Apr 15, 2012

---

Totally in favor of this!

Mary Killelea  
Wilsonville, OR  
Apr 15, 2012

---

Dorthea Dober  
Happy Valley, OR  
Apr 15, 2012

---

Christie Coupe  
Wilsonville, OR  
Apr 15, 2012

---

Great idea for cyclists in S Portland!

John Hatfield  
Portland, OR  
Apr 15, 2012

---

What a wonderful, creative, forward looking idea. Truly, this is a bridge to the future.

Vern Faatz  
Portland, OR  
Apr 15, 2012

---

Kristin Gross  
Portland, OR  
Apr 15, 2012

---

Joe Platzner  
Bellevue, WA  
Apr 15, 2012

---

Marjorie Easley  
Wilsonville, OR  
Apr 15, 2012

---

I have been anticipating this bridge for a long time. I am not a bike commuter, but I do bike a lot in the FrenchPrairie area and along Fanno Creek as far as that route goes. I understand the Tonquin area may also have bike/walk trail thru it. THIS IS IMPORTANT to keeping the Metropolitan area a Mecca for non-vehicle tourism.

Katharine Diack  
Portland, OR  
Apr 15, 2012

---

Elizabeth Willis  
Wilsonville, OR  
Apr 15, 2012

---

Billy Don Robinson  
Portland, OR  
Apr 15, 2012

---

rona gulka  
wilsonville, OR  
Apr 15, 2012

---

Laura Allen  
Wilsonville, OR  
Apr 15, 2012

---

Sharon Burns  
Portland, OR  
Apr 15, 2012

---

Important emergency route

Lonna Altgelt  
Wilsonville, OR  
Apr 15, 2012

---

This pedestrian and emergency bridge would be a valuable asset to the city.

lee oien  
Wilsonville, OR  
Apr 15, 2012

---

Robert Spurlock  
Portland, OR  
Apr 15, 2012

---

Merrily McCabe  
Salem, OR  
Apr 15, 2012

---

Geir Eide  
Portland, OR  
Apr 15, 2012

---

This should bring bikers to the state of Oregon as a tourist destination

Ann Marie Dudley  
Vancouver,, WA  
Apr 15, 2012

---

Jennifer Hughes  
Springfield, OR  
Apr 15, 2012

---

barbara  
beaverton, OR  
Apr 15, 2012

---

I grew up in the Willamette Valley, and there should be more opportunities to cross the river.

Justin Wells  
Portland, OR  
Apr 14, 2012

---

A bridge would be a huge asset for pedestrians and bicyclists

Vicki Wood  
Portland, OR  
Apr 14, 2012

---

YES! I am IN favor of the bridge

Debra Barnes  
Aurora, OR  
Apr 14, 2012

---

Herman Stonebraker  
Wilsonville, OR  
Apr 14, 2012

---

Charbonneau is isolated from all the bike and pedways in Wilsonville. We live just one mile away but are u able to get into town without driving on the freeway.it only makes sense for both emergency vehiclesand convenience. Thanks

Debbie Stonebraker  
Wilsonville, OR  
Apr 14, 2012

---

Anne Thom  
Vancouver, WA  
Apr 14, 2012

---

Lloyd Johnson  
Aurora, OR  
Apr 14, 2012

---

Kristine Bresnahan  
Wilsonville, OR  
Apr 14, 2012

---

Lindsay Patch  
Lake Oswego, OR  
Apr 14, 2012

---

This is a tremendous safety issue for those of us separated by the river from emergency services. I strongly encourage you to include golf cart accessibility to bridge design.

---

Bruce Olson  
Wilsonville, OR  
Apr 14, 2012

---

i will be riding from Wilsonville to Salem on Monday. Do you think you can have this bridge built by then, please?

---

jeff smith  
portland, OR  
Apr 14, 2012

---

Love bike touring and camping up and down the valley. Hate crossing the river on I-5.

---

Garth Cramer  
Beaverton, OR  
Apr 14, 2012

---

Richard Marantz  
Portland, OR  
Apr 14, 2012

---

This would be great for bike touring.

---

Jim Plunkett  
Portland, OR  
Apr 14, 2012

---

Ted Maldonado  
Wilsonville, OR

Apr 14, 2012

---

Holly  
Tualatin, OR  
Apr 14, 2012

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Cynthia S. Loud  
Wilsonville, OR  
Apr 14, 2012

---

There only seem to be positive benefits from having this bridge. Especially having emergency vehicle access if there is an accident on the I-5 bridge. Why would anyone be opposed when we have been offered a grant to do this? What is their agenda? It doesn't seem that their agenda is in the best interest of those who would use the bridge in an emergency, or those who live south of the river having safe access to come into Wilsonville by foot or on a bike. It is not safe at all for cyclists or pedestrians now to cross the Boone Bridge. Please support the Wilsonville Bicycle and Pedestrian Master Plan.

Bernice Ivey  
Wilsonville, OR  
Apr 14, 2012

---

Another emergency crossing of the Willamette River is needed. Reference the car fire just the other day on I-5. Please accept the grant for study.

Leonard Schaber  
Wilsonville, OR  
Apr 14, 2012

---

Sheila Blacstone  
Hillsboro, OR  
Apr 14, 2012

---

I am in favor of accepting this grant for evaluating the engineering requirements and costs of a Bicycle and Pedestrian bridge.

Sara Bennett  
Wilsonville, OR  
Apr 14, 2012

---

Scott Engle  
Beaverton, OR  
Apr 14, 2012

---

Stephen Bernal  
Portland, OR  
Apr 14, 2012

---

I am excited about the proposed French Prairie Bridge project. I have not yet enjoyed the Willamette Valley State Scenic Bikeway because I-5 is too daunting. This bridge is a terrific idea. Please build it!

Brad Allen  
Durham, OR  
Apr 14, 2012

---

Ryan Hashagen  
Portland, OR  
Apr 14, 2012

---

I am a member of the Beaverton Bicycle Advisory Committee and a bike advocate throughout the Metro. I whole heartily endorse the bridge over the Willamette. It will connect the Metro to the mid-Columbia region of our State.

Mary Elizabeth Smith  
Beaverton, OR  
Apr 14, 2012

---

access to beautiful bike country

judy jones  
Portland, OR  
Apr 14, 2012

---

Tim Wood  
Mountain Park, OR  
Apr 14, 2012

---

David Hoch  
Portland, OR  
Apr 14, 2012

---

Accept the grant!

Molly Van Austen  
Wilsonville, OR  
Apr 14, 2012

---

John Stoffregen  
Wilsonville, OR  
Apr 14, 2012

---

support

gloria brayson  
willsonville, OR  
Apr 14, 2012

---

Jessie Tucker  
Oregon City, OR  
Apr 14, 2012

---

Olivier Ganry  
Tigard, OR  
Apr 14, 2012

---

Build this bridge. Sooner the better.

bob dubay  
wilsonville, OR  
Apr 14, 2012

---

Stephan Morris  
Wilsonville, OR  
Apr 14, 2012

---

I often bicycle in the area. This bridge would encourage me and my friends to do even more cycling nearby. In doing so we would frequent local businesses.

Ronald Ture  
Gresham, OR  
Apr 14, 2012

---

I've used the Boone Bridge (I-5) several times by bicycle and would really like an alternate route.

Jeff Arasmith  
Portland, OR  
Apr 14, 2012

---

Am in favor of bridge

Marian/Henry Marcoux  
Wilsonville, OR  
Apr 14, 2012

---

Gary Jones  
Wilsonville, OR  
Apr 14, 2012

---

Hello, I support this bridge. I'm an avid biker and historian who travels through the French Prairie area quite frequently. Currently I drive down and spend only a couple of hours at most. I would love this bridge as it would enable me to spend more time in the area, especially over night.

Rick Hamell  
Beaverton, OR  
Apr 14, 2012



---

I ride over here often with my team. I've flatted on this stretch and it's not fun changing a tire as semi trucks are passing feet away.

Ryan McCracken  
Vancouver, WA  
Apr 14, 2012

---

Ryan Francesconi  
Portland, OR  
Apr 14, 2012

---

This would be an amazing improvement over crossing the Boones Bridge on a bicycle.

Michael Linkletter  
Tualatin, OR  
Apr 13, 2012

---

Doug Plambeck  
Tualatin, OR  
Apr 13, 2012

---

Yes please!

Kelsey  
Eugene, OR  
Apr 13, 2012

---

Angela Wagnon  
Canby, OR  
Apr 13, 2012

---

As a bicyclist in the Portland Metro area, I would definitely make Wilsonville a regular destination if there was a proper Willamette River crossing. Thank you for considering this project.

Chris Arnesen  
Aloha, OR  
Apr 13, 2012

---

kiel i. johnson  
Portland, OR  
Apr 13, 2012

---

We have crossed the I-5 bridge numerous times and really do not enjoy the experience. The Canby ferry is an even more demanding crossing, though safer. We strongly support this proposed bridge, both for local trips to Champoeg/Canby and as a route to start tours to more distant southern points.

Kirke Johnson  
Portland, OR

Apr 13, 2012

---

William Allison  
Portland, OR  
Apr 13, 2012

---

Melanie Clark  
Vancouver, WA  
Apr 13, 2012

---

Please support a regional flexibility grant to evaluate the proposed bike/pedestrian bridge over the Willamette. This is an important link in the regional transportation system that supports multimodal transportation. Thank you. Sue Marshall

Sue Marshall  
Lake Oswego, OR  
Apr 13, 2012

---

Can't wait to ride my three-wheeler on the bridge.

Luanne Sherman  
Wilsonville, OR  
Apr 13, 2012

---

We strongly encourage you to accept the Regional Flexible Funds Grant to evaluate requirements and cost estimates of the Wilsonville Bicycle & Pedestrian Bridge over the Willamette River. Please honor the Master Plan adopted in 2006 which lists this project.

Wilma & Joel McNulty  
Lake Oswego, OR  
Apr 13, 2012

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Steve popp  
Damascus, OR  
Apr 13, 2012

---

Jake VanderZanden  
Sherwood, OR  
Apr 13, 2012

---

My family used to visit Champoeg when I was a kid. I would love being able to BIKE to Champoeg with my family!

Elliot Akwai-Scott  
Portland, OR  
Apr 13, 2012

---

Noah Edelson  
Beaverton, OR

Apr 13, 2012

---

Michael Hernandez  
wilsonville, OR  
Apr 13, 2012

---

Jim Colbert  
Portland, OR  
Apr 13, 2012

---

Jake Grubbs  
Tigard, OR  
Apr 13, 2012

---

This would be a signature landmark for Wilsonville.

David Thomson  
Tigard, OR  
Apr 13, 2012

---

I tried the I5 bridge once by bike: a terrible experience. Please move forward with this infrastructure project.

Dennis Kitch  
Lake Oswego, OR  
Apr 13, 2012

---

Chadwick  
Portland, OR  
Apr 13, 2012

---

Dr. Ronald Northrup  
Wilsonville, OR  
Apr 13, 2012

---

Phillip Ross  
Portland, OR  
Apr 13, 2012

---

This bridge will bring significant tourist dollars to the local economy, create construction jobs and encourage local residents to become more active without hopping in a car.

John Beaston  
Portland, OR  
Apr 13, 2012

---

The bridge would encourage us to do more riding in this area. More riding = us spending more money on food, beer and other items in your community!

Laura Jackson  
Portland, OR  
Apr 13, 2012

---

This will allow us to connect Champoeg park to the Portland metro area!

Ryan Christie  
Aurora, OR  
Apr 13, 2012

---

please make this happen

alex wentz  
Portland, OR  
Apr 13, 2012

---

laura  
west linn, OR  
Apr 13, 2012

---

I commute by bike from West Linn to Woodburn, I would use this bridge a lot. I also help out on my sister's farm in Canby, I could use this bridge to plan my trips better. With the Ferry being uncertain, the bridge would be very useful.

Jeanne Beko  
West Linn, OR  
Apr 13, 2012

---

Please build this bridge!

Shawn Granton  
Portland, OR  
Apr 13, 2012

---

It seems, from a planning perspective, this type of bridge would be a forward-thinking component providing a non-automotive link between the residential developments on the south side of the river with the developing commercial center of the city. A great opportunity to set Wilsonville apart in planning for healthy options for short trips into the city center, as well as recreational links from the north to the Champoeg basin.

Ron Cobb  
Lake Oswego, OR  
Apr 13, 2012

---

Evelyn Engel  
Wilsonville, OR

Apr 13, 2012

---

Jim Knauf  
Portland, OR  
Apr 13, 2012

---

Please consider the long-term benefits that this bridge will provide rather than focusing only on the short-term costs.

Andrew Neerman  
Portland, OR  
Apr 13, 2012

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Edward Lanton  
Portland, OR  
Apr 13, 2012

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Jolene Carpenter  
Eugene, OR  
Apr 13, 2012

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Martin Glastra van Loon  
Wilsonville, OR  
Apr 13, 2012

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The study makes sense on many levels. The decision making process would be much better informed.

Judy Widmer  
Wilsonville, OR  
Apr 13, 2012

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Lauren Peck  
Portland, OR  
Apr 13, 2012

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Len Otto  
Boring, OR  
Apr 13, 2012

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This would sure help pedestrians and cyclists get off of the Boone Bridge

Kevin Adams  
Tigard, OR  
Apr 13, 2012

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tony swanson  
Tualatin, OR  
Apr 13, 2012

---

This is a great idea, and will be a great help in making attractive and useful bike routes in the area- which is good for businesses and people!

Steve Boughton  
Tigard, OR  
Apr 13, 2012

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Jordan Norris  
Portland, OR  
Apr 13, 2012

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A critical component for a complete system that serves everyone, especially during emergencies.

Gretchin Lair  
Portland, OR  
Apr 13, 2012

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Emma Newman  
West Union, OR  
Apr 13, 2012

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Richard Hughes  
Eugene, OR  
Apr 13, 2012

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Nolan Lienhart  
Portland, OR  
Apr 13, 2012

---

We really need this bridge as an alternative to I-5 which is closed more than we all would like.

Jim Petsche  
West Linn, OR  
Apr 13, 2012

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It's a great idea!

Dane Eastlake  
Portland, OR  
Apr 13, 2012

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Excellent Idea -- we definitely need this!

Bruce Cannon  
Portland, OR  
Apr 13, 2012

---

Ride down that way often, this would get my rides going through Wilsonville much more often.

Timothy Lang  
Portland, OR  
Apr 13, 2012

---

This bridge is much needed by cyclists. If the Canby Ferry is discontinued as is planned, the only for cyclist to cross the Willamette is in Oregon city, I-5 or Newberg. This is too far to ride and the I-5 bridge is very dangerous. Please build this bridge.

Bill Hamilton  
West Linn, OR  
Apr 13, 2012

---

We desperately need better bike/pedestrian trails, facilities and connectivity! This bridge would be a wonderful addition to Wilsonville and would draw MANY thousands of people from the entire Willamette Valley to use it!

Tim Davis  
Wilsonville, OR  
Apr 13, 2012

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Travis Gaylord  
Tualatin, OR  
Apr 13, 2012

---

Good Luck.

Margaret Harrington  
WILSONVILLE, OR  
Apr 13, 2012

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Exploring Oregon with kids by bike is more fun than Disneyland!

Greg Haun  
Portland, OR  
Apr 13, 2012

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Mike Farrell  
Wilsonville, OR  
Apr 13, 2012

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Noah Brimhall  
Portland, OR  
Apr 13, 2012

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Janet Crawford  
Wilsonville, OR

Apr 13, 2012

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Jeffrey J. Bennett  
Eugene, OR  
Apr 13, 2012

---

I support the bridge project as I currently commute to work over the Boone Bridge, using the shoulder of I-5, and it's pretty sketchy

Jeffery Sanders  
Hubbard, OR  
Apr 13, 2012

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Brenna Burke  
Willamette, OR  
Apr 13, 2012

---

Frequently cycle in the Newberg/Champoeg area. Would appreciate easier river access via the Wilsonville area. Could especially take advantage of commercial opportunities in the area with better access. Thanks for consideration.

Mark Lind  
Eugene, OR  
Apr 13, 2012

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Chad Berkley  
Portland, OR  
Apr 13, 2012

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I'd ride over that sexy bridge on my bike. Oh yeah.

Evan Siroky  
Portland, OR  
Apr 13, 2012

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Julie Menken  
Beavert, OR  
Apr 13, 2012

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John Ensminger  
Lake Oswego, OR  
Apr 13, 2012

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Robin Y Wessel  
Tigard, OR  
Apr 13, 2012



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It's now very clear that investment in bike and ped infrastructure is not only cheaper, but actually quickly pays dividends on the investment instead of becoming another transportation project to maintain. Bridges like this in Eugene have helped connect riders to businesses (ie. workers to employers, customers to businesses) and often become a recreational attraction drawing even more people in. It will be money well spent.

Jeff Mandel  
Portland, OR  
Apr 13, 2012

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Safety, tourism, and economics make this a total no-brainer. Don't let this spectacular opportunity go! Vote yes to accept the grant!!!!

Mary Joyce Van Wechel  
Wilsonville, OR  
Apr 13, 2012

---

Having such a bridge would greatly increase the possibility that my friends and I would recreate in and around Wilsonville.

Fred Lifton  
Portland, OR  
Apr 13, 2012

---

The freeway is not a good route for bikes and pedestrians to have to use to get across the river.

Del Scharffenberg  
Milwaukie, OR  
Apr 13, 2012

---

Ethan Disbrow  
Portland, OR  
Apr 13, 2012

---

Need a safe PED/cycling bridge to cross the willamette.

Thomas Napier  
Portland, OR  
Apr 13, 2012

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Charles Kralovec  
Canby, OR  
Apr 13, 2012

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Zachary Stark-MacMillan  
Eugene, OR  
Apr 13, 2012

---

I would use the bridge 1-2 times a week, would be great

Scott Wagnon  
Canby, OR  
Apr 13, 2012

---

WE NEED THIS BRIDGE. THE BOONE BRIDGE IS WAY TOO UNSAFE FOR CYCLISTS

JOHN MORRIS  
Portland, OR  
Apr 13, 2012

---

Susan Abrams  
West Linn, OR  
Apr 13, 2012

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Nathan Hult  
Wilsonville, OR  
Apr 13, 2012

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Ben Needham  
Portland, OR  
Apr 13, 2012

---

I am a property owner in SW Wilsonville and strongly support a pedestrian and bicycle bridge. The current crossing on the I-5 bridge is simply not acceptable for safe passage for pedestrian and bicycle traffic.

Todd Mobley  
Wilsonville, OR  
Apr 13, 2012

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Nic Kytlica  
North Plains, OR  
Apr 13, 2012

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Jason Ruybalid  
Tualatin, OR  
Apr 13, 2012

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Todd Roll  
Portland, OR  
Apr 13, 2012

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William Emery  
Sherwood, OR  
Apr 13, 2012

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There is no more thrill that of riding the bow-wave of the semis amidst the perpetual debris on the main arterial bridge on the 'Mette. Having ridden between Portland-Salem in inclement conditions, it has left me wondering what is inhibiting the City of Wilsonville to provide its residents and their neighbours the ability to a worry-free crossing at any time of the year, safely and peacefully. Raising that 10.27% would be a jolly good start, as it generally takes several years before design refinements and other studies/plans are implemented.

Sandip  
Portland, OR  
Apr 13, 2012

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Tom Smith  
Portland, OR  
Apr 13, 2012

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There are great roads for bicycle riding on both sides of the Willamette, but very few viable ways for a rider to cross the river. This bridge would bring many consumers into Wilsonville to either begin or end a bicycle ride.

Andrew T Burns  
Portland, OR  
Apr 13, 2012

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James Smith  
Lake Oswego, OR  
Apr 13, 2012

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Ken James  
Wilsonville, OR  
Apr 13, 2012

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James Stuber  
West Slope, OR  
Apr 13, 2012

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Jason Markantes  
Portland, OR  
Apr 13, 2012

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WCC's shilly-shallying is not confounding, it is pragmatic, 228 thou is still a lot of dough. However the city is ideally suited to benefit from what would be opening up significant new recreational opportunities by providing a critical, safer and healthier link to running, skating, bicycling, wheel-chairs, and pedestrians.

Fernando Alvarez  
Portland, OR  
Apr 13, 2012

---

I'd ride my bike through Wilsonville more often if there was a new bridge!

Ted Buehelr  
Portland, OR  
Apr 13, 2012

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J. White  
Portland, OR  
Apr 13, 2012

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Peter Arellano  
Tigard, OR  
Apr 13, 2012

---

I bike commute from Portland to Salem on a regular basis. Crossing the current I-5 bridge on a bike is frightening and dangerous. Please support this project so I can bike through Wilsonville.

Margi Bradway  
Portland, OR  
Apr 13, 2012

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I support the concept of a pedestrian-bike-emergency bridge. Please proceed with evaluation and plans.

Amy Ream  
West Slope, OR  
Apr 13, 2012

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Luke Coleman  
Eugene, OR  
Apr 13, 2012

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Carol Plambeck  
Tualatin, OR  
Apr 13, 2012

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Chad Davies  
Tigard, OR  
Apr 13, 2012

---

Please build this bridge! I bike and consequently, spend my money other places because I can't ride south over the Willamette. I live here, I want to spend my money here!

Rita Somerton  
Tualatin, OR  
Apr 13, 2012

---

This bridge would connect the Charbonneau area of Wilsonville to the rest of the town, and allow people living in that area access without having to get on the I-5 freeway. I think it's much needed!

Stephanie Branson  
Wilsonville, OR  
Apr 13, 2012

---

ACCEPT THE GRANT

Bob Olmsted  
Wilsonville, OR  
Apr 13, 2012

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As a former employee at SMART Transit - Options, I believe that this bridge would provide a vital link in the regional active transportation network, as well as providing an option for timely emergency assistance during I-5 backups. Please move forward with this great project.

Alexis Grant  
Portland, OR  
Apr 13, 2012

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It would be foolish to not take advantage of this grant for the proposed bridge

Mary Packard  
Wilsonville, OR  
Apr 13, 2012

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Mike S  
Portland, OR  
Apr 13, 2012

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Oliver Smith  
Portland, OR  
Apr 13, 2012

---

We need to explore the alternate bridge plan. This grant would be a great asset in the study of such a bridge. Accept it ASAP

Janet Olmsted  
Wilsonville, OR  
Apr 13, 2012

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Hugh davis  
West linn, OR  
Apr 13, 2012

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A pedestrian and bicycle bridge across the willamette is a much-needed addition to the growing city of Wilsonville.

Carter Marquis  
Portland, OR  
Apr 13, 2012

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Donna J. Myers  
Wilsonville, OR  
Apr 13, 2012

---

As a resident of Charbonneau, access across the river during the frequent blockage of the Boones Ferry bridge on I-5 is major issue for safety. There needs to be an alternate path for Tualatin Fire and Rescue to get to the part of Wilsonville that is south of the river.

Ron and Anne Prewett  
Wilsonville, OR  
Apr 13, 2012

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There needs to be a safe way to get across the Willamette by bike.

Dallas Dick  
Portland, OR  
Apr 13, 2012

---

One of the most obvious no-brainer projects of all time. That a petition would be needed baffles me. I guess getting flattened by a semi-truck on one of the busy freeways in the world is a reasonable alternative. How many times I've wanted to bike from West Hills to Champoeg Park, only to be deterred by that very real possibility of being struck on I5. This bridge must be built now.

Jake  
West Slope, OR  
Apr 13, 2012

---

My family lives in the S. Willamette Valley and travels by bike for many of our trips, including recreational camping trips. We dream of the trips we can make with our three children leaving from our home on bikes and biking through our marvelous home state. This bridge would be a major draw for us as we plan to ride the Willamette Valley Scenic Bikeway someday. We know several other families who are excited about it as well. We've even led a "Kidical Camping" trip locally and have visions of leading one all the way up to Portland some summer. This bridge has great potential, I hope the council recognizes that potential and pushes forward with the project.

Shane MacRhodes  
Eugene, OR  
Apr 13, 2012

---

This bridge would be a great asset to the region and I would use it if it existed.

Alexander Craghead  
Tigard, OR  
Apr 13, 2012

---

This is a great idea for our lovely Oregon.

deb ralls  
Portland, OR  
Apr 13, 2012

---

I frequently ride over the I-5 bridge and would very much appreciate a safer alternative. It is nerve racking to be so close to freeway traffic.

David Doughty  
Hillsboro, OR  
Apr 13, 2012

---

we walk, would love bridge!

Kendra & Richard Van Patten  
Wilsonville, OR  
Apr 13, 2012

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Elaine Junta  
Wilsonville, OR  
Apr 13, 2012

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Clifton Bonnette  
Portland, OR  
Apr 13, 2012

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Nicole Fink  
portland, OR  
Apr 13, 2012

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Charles Janssen  
NEWBERG, OR  
Apr 13, 2012

---

I live in Portland but my wife is a longtime teacher in WLWV schools and I frequently ride my bike to touristy destinations on the east bank, such as wineries or Champoeg state park. Note that current connections (SR219 & Canby Ferry) completely bypass Wilsonville. Such a bridge would make Wilsonville a very attractive place for our family to relocate.

Paul Souders  
Portland, OR

Apr 13, 2012

---

I frequently visit this area and this would make a huge difference as I only get around by bike.

Matthew Mello  
Missouri City, TX  
Apr 13, 2012

---

I strongly support the Wilsonville Bicycle and Peedestrian Master Plan. Are we a state for people or cars?  
Please work towards increased liveability.

Bonnie McKinlay  
Portland, OR  
Apr 13, 2012

---

PLEASE, pursue the \$ to study and hopefully build a bridge. I take I-5 bridge often but am always aware of dangers. Plus the Canby Ferry may someday cease to run. Thank you, don

Donald W. Spencer  
Portland, OR  
Apr 13, 2012

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Nathan Roll  
Portland, OR  
Apr 13, 2012

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don jensen  
auburn, WA  
Apr 13, 2012

---

This is a key connection from the Portland Area to open roads for bicyclists.

Allan Rudwick  
Portland, OR  
Apr 13, 2012

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These are smart JOBS! Please get the ball rolling.

Hans Michael  
Portland, OR  
Apr 13, 2012

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Steve Bozzone  
Portland, OR  
Apr 13, 2012

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James Barta  
Portland, OR  
Apr 13, 2012

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matthew webber  
Portland, OR  
Apr 13, 2012

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clinton ellinger  
Portland, OR  
Apr 13, 2012

---

We need this as a safe crossing alternative!

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Galen Mittermann  
Milwaukie, OR  
Apr 13, 2012

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The more bike friendly, the more people will use bikes for necessary transportation reducing vehicular reliance. Establishes a virtuous cycle. Good for business in that area just like with the Ver. banks trail.

---

gary and Joy stark  
United States  
Apr 13, 2012

---

I have ridden to Champoeg State Park with my family and other families on a bike camping trip. We would have loved to go through Wilsonville (spending money while there) en route to Champoeg! Please build this bridge now!

---

Jonathan Maus  
Portland, OR  
Apr 13, 2012

---

Albyn C Jones  
Portland, OR  
Apr 13, 2012

---

I work in Wilsonville and support pedestrian and bike projects.

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Mark Peterson  
West Linn, OR  
Apr 13, 2012

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shirlee valo  
wilsonville, OR  
Apr 13, 2012

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Andrew Plambeck  
Portland, OR  
Apr 13, 2012

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Joel Thompson  
Portland, OR  
Apr 13, 2012

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Ryan Price  
Tualatin, OR  
Apr 13, 2012

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Gerda Eck  
Milwaukie, OR  
Apr 13, 2012

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Jonathan Nicholas  
Portland, OR  
Apr 13, 2012

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This would attract bike riders from Salem to Portland to visit Wilsonville and the surrounding countryside.

Walter M Blomberg  
Woodburn, OR  
Apr 13, 2012

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Kim Duncan  
Portland, OR  
Apr 13, 2012

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Angus Duncan  
Portland, OR  
Apr 13, 2012

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Jaime Menagh  
Lake Oswego, OR  
Apr 13, 2012

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Eric Hunter  
Portland, OR  
Apr 13, 2012

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I live within five miles of the bridge. I ride frequently. I would use this bridge regularly. There are many excellent routes in Clackamas, Marion, Washington and Yamhill counties that this bridge would connect. I strongly support this new bridge.

James Hook  
Sherwood, OR  
Apr 13, 2012

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This is an important project for the city of Wilsonville since I-5 often has traffic problems bringing traffic to a halt. It is a safety issue for those S. of the bridge.

Jean Northrup  
Wilsonville, OR  
Apr 13, 2012

---

Complete connections through the Willamette Valley help bring bike tourists and dollars. I'm eager to come visit once a new safe bridge is built.

Evan Manvel  
Portland, OR  
Apr 13, 2012

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Scott Morrison  
Butteville, OR  
Apr 13, 2012

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Joseph P Edge  
Portland, OR  
Apr 13, 2012

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Tonya Roe  
Portland, OR  
Apr 13, 2012

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Jay Kudlicka  
Portland, OR  
Apr 13, 2012

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Charbonneau resident concerned about emergency vehicle response for medical/police/fire emergencies. Very real issues in Charbonneau!

Joseph R. Hoffman  
Wilsonville, OR  
Apr 13, 2012

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Herb Fyfield  
Portland, OR  
Apr 13, 2012

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Jhuma Chaudhuri  
Wilsonville, OR  
Apr 13, 2012

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Samy Nada  
Wilsonville, OR  
Apr 13, 2012

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Joe  
wilsonville, OR  
Apr 13, 2012

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My family and I live in neighboring Tigard and we'd love to be able to visit businesses in Wilsonville. However, at the moment we are forced to drive our car to Wilsonville, increasing our cost of transportation and decreasing money we have to spend at local shops. If there were a bridge for bikes and pedestrians we've have a much easier time visiting Wilsonville!

Will Vanlue  
Tigard, OR  
Apr 13, 2012

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Jeff Mayeur  
Portland, OR  
Apr 13, 2012

---

Alan Svendsen  
Wilsonville, OR  
Apr 13, 2012

---

Jonathan Owicki  
Portland, OR  
Apr 13, 2012

---

Judith Moyer  
Wilsonville, OR  
Apr 13, 2012

---

I support the Bridge

Sabrina Luevano  
Wilsonville, OR  
Apr 13, 2012

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Richard Valasek  
Oregon City, OR  
Apr 13, 2012

---

This bridge will be an important for the City's economy, well-being, and sustained growth. It will also benefit the South Metro Region as a whole by providing a safe and reliable alternative to riding over the freeway or utilizing the Canby Ferry, which has been out of commission due to high water levels recently.

Patrick Croasdaile  
West Linn, OR  
Apr 13, 2012

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Catherine Rubenstein  
PORTLAND, OR  
Apr 13, 2012

---

Judy and Bing Ottinger  
Wilsonville, Oregon, OR  
Apr 13, 2012

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Andy Kutansky  
Portland, OR  
Apr 13, 2012

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This is very important to the well being of the communities to the south of the Willamette River. We need the bridge for safety as well as for convenience and shopping.

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Bobbie Fisher  
Wilsonville, OR  
Apr 13, 2012

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Joel Norman  
Wilsonville, OR  
Apr 13, 2012

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Such a necessity! Let's go!

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Jacqueline Norman  
Wilsonville, OR  
Apr 13, 2012

---

The proposed bridge would be an emergency safety measure and, a cultural plus for our community

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ARLO k.AMUNDSON  
Wilsonville, OR  
Apr 13, 2012

---

We want it! I think this will bring great tourism and encourage bike commuting. I live on the other side of the river and would love to ride my bike to work, run errands, etc. Its too dangerous to ride on I-5 bridge!

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Erika Markel  
Aurora, OR  
Apr 13, 2012

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Valerie Wildman  
Portland, OR  
Apr 13, 2012

---

I would ride my bike across the bridge and enjoy the roads South of the Willamette River more often, if this bridge existed! Currently I do not get down there very often. This would be of great benefit to the community. I-5 is not a real option for most cyclists.

Sean Bergman  
Sherwood, OR  
Apr 13, 2012

---

I back this idea. The bridge, as it is, is inadequate for it's importance to intra and interstate traffic. Being new to the area, I was surprised how limiting the bridge is to the traffic it must carry.

Nathalie Talbot  
Wilsonville, OR  
Apr 13, 2012

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Ellen Hammond  
Woodburn, OR  
Apr 13, 2012

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charles kemper  
wilsonville, OR  
Apr 13, 2012

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This is an absolute must, not only for recreation and tourist dollars, but for safety. The recent I-5 car fire that backed up traffic for several hours a few days ago is just one more piece of evidence that we need other options for emergency vehicles. This is a no brainer! Please, please!

Janis Clark  
Wilsonville, OR  
Apr 13, 2012

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Hal Parker  
Wilsonville, OR  
Apr 13, 2012

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I believe this bridge would enhance the tourism opportunities and local business. Thank you.

Glen Sachet  
Clackamas, OR  
Apr 13, 2012

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Carol Emigh  
Wilsonville, OR  
Apr 13, 2012

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Hans Rahlke  
WILSONVILLE, OR  
Apr 13, 2012

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David Joy  
Progress, OR  
Apr 13, 2012

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As a resident of Charbonneau I feel it is necessary to accept the funds available and to begin the process for the proposed bicycle/pedestrian and emergency bridge construction. Accidents or back-ups on I-5 can cause long delays in getting emergency vehicles to Charbonneau residents.

Jacelyn Simonski  
Wilsonville, OR  
Apr 13, 2012

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Cal Eddy  
Oregon City, OR  
Apr 12, 2012

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Mike Sahagian  
Hillsboro, OR  
Apr 12, 2012

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Warren Holzem  
Redland, OR  
Apr 12, 2012

---

I used to ride from Canby to Nike and crossing the river on a bike with freeway traffic is not for the faint of heart.

Carl Menkel  
Canby, OR  
Apr 12, 2012

---

Mick Scott  
Wilsonville, OR  
Apr 12, 2012

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Yara  
Wilsonville, OR  
Apr 12, 2012

---

Please support this petition by accepting the grant to study this viable alternative.

Byron E. Hall, Jr.  
Wilsonville, OR  
Apr 12, 2012

---

Such a bridge has been needed for many years. Please build it!!

Curt Coleman  
Gladstone, OR  
Apr 12, 2012

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Greg Macpherson  
West Linn, OR  
Apr 12, 2012

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Angee Glastra van Loon  
Wilsonville, OR  
Apr 12, 2012

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Nita Galambos  
Portland, OR  
Apr 12, 2012

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Stephanie Viaene  
Tigard, OR  
Apr 12, 2012

---

Please support the request of this funding and accept the grant for the bicycle/pedestrian bridge.

Laura Bales  
Wilsonville, OR  
Apr 12, 2012

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Robin Chandler  
Aurora, OR  
Apr 12, 2012

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Amy Vasquez  
Wilsonville, OR  
Apr 12, 2012

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This is a good thing for a number of reasons. It will make Wilsonville a more liveable more enjoyable place to be, as well as enhancing the safety in our area. The Boone Bridge needs an emergency alternative.

Joan Erath  
Wilsonville, OR  
Apr 12, 2012

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Doreen Hight  
Wilsonville, OR  
Apr 12, 2012



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this project would not only be important to cyclists and walkers, but for safety and security reasons in case of problems on the Boone Bridge. It would connect the communities on both sides of the river.

John Duncan  
Wilsonville, OR  
Apr 12, 2012

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I am a cyclist and have used the I-5 bridge but a bicycle/pedestrian would be must safer.

John Mardis  
Portland, OR  
Apr 12, 2012

---

I ride in the wilsonville area frequently and would appreciate a pedestrian and bicycle link across the river.

Jeff Mendenhall  
Portland, OR  
Apr 12, 2012

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Bernie Sims  
Wilsonville, OR  
Apr 12, 2012

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Janet Jablonowski  
Wilsonville, OR  
Apr 12, 2012

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I have ridden over the Boone Bridge for years. But a true would provide a link from Wilsonville to Canby or Wilsonville to Champoeg. It would bring business to Wilsonville, too - we riders often eat and drink in Wilsonville after the ride!

Adam Bless  
West Slope, OR  
Apr 12, 2012

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Dan Ayers  
Ventura, CA  
Apr 12, 2012

---

Yes, PLEASE. Riding a bicycle on I-5 is terrifying and dangerous. This proposed bridge would be a godsend for many people, and provide emergency vehicle access at times when I-5 is either closed or blocked. Thank you.

John Hart  
Portland, OR  
Apr 12, 2012

---

This bridge is necessary to avoid using I-5 when heading into the Willamette Valley--especially if the Canby Ferry is discontinued.

R. Luetkenhaus  
Ridgefield, OR  
Apr 12, 2012

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I have lived in the Wilsonville area since 1971. Use to ride my horse to wilsonville fr. Gage Rd. I would like a bridge for built pedestrians and bicycles. It would add to the liveability and outdoor attraction to Wilsonville.

Yvonne Jacobs  
Wilsonville, OR  
Apr 12, 2012

---

This is a major safety project to protect not only cyclists and pedestrians, but also vehicle traffic on I-5. It would open up countless miles of safe routes.

Robert Knott  
Damascus, OR  
Apr 12, 2012

---

Excellent idea!

barbara king  
Portland, OR  
Apr 12, 2012

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Suzanne Moore  
Oregon City, OR  
Apr 12, 2012

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Shannon Boroff  
portland, OR  
Apr 12, 2012

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A much needed addition to transportation needs. Imagine a frequent traffic jam on the Boones Bridge and add a medical emergency in Charbonneau.

John Evans  
Wilsonville, OR  
Apr 12, 2012

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Lloyd Milburn  
Wilsonville, OR  
Apr 12, 2012

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Paul Trese  
Wilsonville, OR

Apr 12, 2012

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Lisa Brice  
Wilsonville, OR  
Apr 12, 2012

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Marilyn L. Smith  
Wilsonville, OR  
Apr 12, 2012

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Edw  
San Ysidro, CA  
Apr 12, 2012

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Adam Grabow  
Wilsonville, OR  
Apr 12, 2012

---

This is an excellent idea that connects Wilsonville to the great recreational area to the south of the city. I am sure that most concerns can be accommodated.

Bob Sterry  
Canby, OR  
Apr 12, 2012

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Andrzej Jakobson  
Wilsonville, OR  
Apr 12, 2012

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i WOULD LOVE TO SEE A BIKE BRIDGE HERE. LETS DO THIS.

David Bussey  
Canby, OR  
Apr 12, 2012

---

Carl F Schnoor  
Portland, OR  
Apr 12, 2012

---

Bicycle and Pedestrian Master Plan. Please accept and use City funds, for the study.

Jim Greene  
Wilsonville, OR  
Apr 12, 2012

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Please, we need this emergency access!

Susan Waddell  
Wilsonville, OR

Apr 12, 2012

---

huge opportunity!

Randy Miller  
Portland, OR  
Apr 12, 2012

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Sue Oberg  
Wilsonville, OR  
Apr 12, 2012

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Jessica Kaplan  
Portland, OR  
Apr 12, 2012

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Allan Blaker  
Wilsonville, OR  
Apr 12, 2012

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Angela Greene  
Wilsonville, OR  
Apr 12, 2012

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Debbie Thomas  
Lake Oswego, OR  
Apr 12, 2012

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Robert Field  
West Linn, OR  
Apr 12, 2012

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The Bridge will help resolve two public safety issues and will be a potent economic development vehicle for the Wilsonville area. The Boone Bridge is not designed to survive the kind of earthquakes geologists say will occur in Oregon. This means there will be no access for emergency vehicles to move north or south on I5. Cyclists risk serious injury trying to ride over the current Boone Bridge. There have been a number of serious near misses. It is only a matter of time until cyclists are killed having to use a bridge to cross I5. No traffic engineer would recommend cyclists mixing with the traffic on I5 around Wilsonville. The proposed new bridge would make Wilsonville a cycling magnet with large numbers of rides beginning and ending in the area. Wilsonville would become the gateway for numerous rides in the Willamette Valley. Cyclists will stay in motels, will frequent local businesses, and restaurants and will spend money around the area. This is a potential no-brainer economic engine for the Wilsonville area. If you build the bridge - they will come.

bill hadley  
Portland, OR  
Apr 12, 2012

---

Ken Morrison  
Sherwood, OR  
Apr 12, 2012

---

Please accept this grant!

Ron & Carole Sletta  
Wilsonville, OR  
Apr 12, 2012

---

Ron Reiter  
Wilsonville, OR  
Apr 12, 2012

---

Please vote YES

Dianne Reiter  
Wilsonville, OR  
Apr 12, 2012

---

We urge the Wilsonville City Council to accept federal funding for a study of a French Prairie Bike-Ped-Emergency Bridge across the Willamette.

Robert Rohe  
Wilsonville, OR  
Apr 12, 2012

---

This bridge is way overdue!

William Alsup  
Beaverton, OR  
Apr 12, 2012

---

Please provide a way to cross the river safely. Thanks.

eric aldinge  
Portland, OR  
Apr 12, 2012

---

Barbara Ogilvie  
North Plains, OR  
Apr 12, 2012

---

Accept the grant for a feasibility study

nancy mcelwain  
Wilsonville, OR  
Apr 12, 2012

---

George Schreck  
Portland, OR  
Apr 12, 2012

---

Nina Rochette  
Wilsonville, OR  
Apr 12, 2012

---

Gail Ferris  
Molalla, OR  
Apr 12, 2012

---

Sylvia Cernitz  
Wilsonville, OR  
Apr 12, 2012

---

Neil Cernitz  
Wilsonville, OR  
Apr 12, 2012

---

I support the bridge project

Richard Miller  
Wilsonville, OR  
Apr 12, 2012

---

Signing petition for signing of Wilsonville Bicycle and Pedestrian Master Plan , petition for acceptance by city council.

THOMAS WINGE  
Wilsonville, OR  
Apr 12, 2012

---

Benefit to more than Charbonneau for emergencies when Boone Bridge is jammed

macmillan,Ian and shirley  
Wilsonville, OR  
Apr 12, 2012

---

Please accept the funds for a feasibility study for the bridge.

Elizabeth H Barrett  
wilsonville, OR  
Apr 12, 2012

---

It would be a very great asset to all of the surrounding area.

Audrey Graham  
Wilsonville, OR  
Apr 12, 2012

---

Judy Chase  
Wilsonville, OR  
Apr 12, 2012

---

Kathy Harp  
Wilsonville, OR  
Apr 12, 2012

---

I sincerely request you take advantage of Regional Flexible Funds and accept the grant at the time of your meeting on April 16th

Jack Alwen  
Wilsonville, OR  
Apr 12, 2012

---

John Betonte  
Dundee, OR  
Apr 12, 2012

---

Please don't stop this intended bridge. It is most important to all of us.

Robert Carl  
Wilsonville, OR  
Apr 12, 2012

---

Justin Gast  
Portland, OR  
Apr 12, 2012

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please consider the emergency bridge across the willamette river at french prairie. thank you.

vern&micki beard  
Wilsonville, OR  
Apr 12, 2012

---

I bike weekly in the Wilsonville/Aurora area and park on Miley Rd. I would use a pedestrian/bike bridge across the Willamette.

Kathy  
Sherwood, OR  
Apr 12, 2012

---

I work for Cycle Oregon as their executive director and our organization would like to express our strong support for the development and completion of the French Prairie Bridge. This important link to the Willamette Valley will make Wilsonville the cycling gateway to the best bicycling in Oregon.

Jerry Norquist  
Portland, OR  
Apr 12, 2012

---

Melissa Goodwin  
WILSONVILLE, OR  
Apr 12, 2012

---

We regularly bike from Miley Rd. With the bridge we'll bike from Wilsonville and have coffee, snacks, etc after the ride. Now we spend that money back in Portland.

Marc Parks  
PORTLAND, OR  
Apr 12, 2012

---

I support this project of back-up bridge.

dorothy fetsch  
swilsonville, OR  
Apr 12, 2012

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Levi Arzie  
Donald, OR  
Apr 12, 2012

---

As a cyclist who rides in Wilsonville area, this would be great!

Chris Wright  
Portland, OR  
Apr 12, 2012



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this bridge is vital for any future of active cycle tourism (not to mention local bike commuter traffic). Please move it forward!

kristin angell  
aurora, OR  
Apr 12, 2012

---

For the safety of the citizens of Charbonneau, please approve the acceptance of the grant to evaluate the engineering requirements for the bridge.

John A. Baines  
Wilsonville, OR  
Apr 12, 2012

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clark rhudy  
wilsonville, OR  
Apr 12, 2012

---

This is something that is most definitely needed. Unless you're in a motorized vehicle, crossing on the bridge is dangerous.

Suzanne Lewallen  
Woodburn, OR  
Apr 12, 2012

---

Kristi Halstead  
Wilsonville, OR  
Apr 12, 2012

---

Please accept this grant to evaluate a pedestrian/bike bridge over the Willamette. Too many close calls while crossing the Boone bridge while cycling.

Michael Klein  
Tualatin, OR  
Apr 12, 2012

---

Julie Bottemiller  
Wilsonville, OR  
Apr 12, 2012

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Judith Nelson  
Wilsonville, OR  
Apr 12, 2012

---

A bicycle/pedestrian bridge over the Willamette at Wilsonville would be a GREAT addition to the area! I can't express how much that would mean to local cyclists!

Jack Bennett

Lake Oswego, OR  
Apr 12, 2012

---

David Haag  
Willamette, OR  
Apr 12, 2012

---

I am in favor of the acceptance of the grant on April 16th to facilitate building the Wilsonville-French Prairie Bridge

Mary M. Schaber  
Wilsonville, OR  
Apr 12, 2012

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Laurie Laubenstein  
Wilsonville, OR  
Apr 12, 2012

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please vote for this project. It is more than overdue. Chuck Brandstrom

Chuck Brandstrom  
wilsonville, OR  
Apr 12, 2012

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Robert Callan  
Wilsonville, OR  
Apr 12, 2012

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Amanda Recker  
Wilsonville, OR  
Apr 12, 2012

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Robert Wamble  
Woodburn, OR  
Apr 12, 2012

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Cindy Medema-Hook  
Wilsonville, OR  
Apr 12, 2012

---

I support accepting the grant.

Crisella B. Kindorf  
Wilsonville, OR  
Apr 12, 2012

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John Lin  
Portland, OR  
Apr 12, 2012

---

Please accept the grant for the Wilsonville Bicycle and Pedestrian Master Plan when you meet on the 16th.

kay Williamson  
Wilsonville, OR  
Apr 12, 2012

---

I urge the City Council to accept the funds already available to them for the construction of the proposed Wilsonville Emergency Vehicle, Bike and Pedestrian Bridge over the Willamete River.

Susan DeFrancisco  
Wilsonville, OR  
Apr 12, 2012

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Mary J Link  
Wilsonville, OR  
Apr 12, 2012

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This bridge would make the crossing much safer for pedestrians and cyclists.

Sharon Fekety  
Portland, OR  
Apr 12, 2012

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Michael O'Neill  
Wilsonville, OR  
Apr 12, 2012

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Judith Jindrich  
Wilsonville, OR  
Apr 12, 2012

---

I am definitely in favor of the of the Wilsonville-French Praire Bridge

Patricia Struckman  
Wilsonville, OR  
Apr 12, 2012

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Ken Mattina  
Portland, OR  
Apr 12, 2012

---

A safe passage for bicycles is a boon to tourism. It is also great for the everyday cyclist and those who like to ride a few miles locally.

Jan Foley  
Oak Grove, OR  
Apr 12, 2012

---

stan Heath  
wilsonville, OR  
Apr 12, 2012

---

This is a very important project for Wilsonville.

John Holley  
Wilsonville, OR  
Apr 12, 2012

---

I ride my bike in the area and would love a safer way to get across the river.

Bryan Smith  
Portland, OR  
Apr 12, 2012

---

I currently ride a bike on the I-5 bridge from Wilsonville to cross here and it is scary. Especially at night or during construction. Please make some safe crossing available for those who can not or choose not to drive.  
Thanks -- Ed

Edward Groth  
Portland, OR  
Apr 12, 2012

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Joseph H. Eusterman MD  
Wilsonville, OR  
Apr 12, 2012

---

A CRITICAL SAFETY ISSUE FOR 1500 HOMES ON THE SOUTH BANK OF THE RIVER ,  
ALONGSIDE THE BUSIEST HWY..I5 N/S ON THE WEST COAST!

Barbara Sutton  
WILSONVILLE, OR  
Apr 12, 2012

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tammy jo cornilles  
sherwood, OR  
Apr 12, 2012

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Jon Chandler  
Aurora, OR  
Apr 12, 2012

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Hilary Severson  
Wilsonville, OR  
Apr 12, 2012

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laurie Essig  
Wilsonville, OR  
Apr 12, 2012

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At least a feasibility study will give us information upon which to base an opinion of whether to go ahead or not.

Joyce A Woodruff  
Wilsonville, OR  
Apr 12, 2012

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Peter Seelig  
Lake Oswego, OR  
Apr 12, 2012

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This proposed bridge wioo increase access of emergency vehicles to ourCharbonneau neighboured whe I% is blocked ( which ahappens all to frequently) The study should ceriainly proceed.

Thomas Councill  
Wilsonville, OR  
Apr 12, 2012

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Angela Quenzer  
Wilsonville, OR  
Apr 12, 2012

---

I so support taking the Federal money to conduct a feasibility study!

Suzanne Sanford  
Wilsonville, OR  
Apr 12, 2012

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Daniel C. Wilcox  
Wilsonville, OR  
Apr 12, 2012

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David J Johnsen  
Portland, OR  
Apr 12, 2012

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David Condon  
Wilsonville, OR  
Apr 12, 2012

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James W Moller  
Wilsonville, OR  
Apr 12, 2012

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We need an emergency bridge for the number of problems on I-5 on the bridge and on 1-5 just past the bridge

Dennis Barton  
Wilsonville, OR  
Apr 12, 2012

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James M. Waddell  
Wilsonville, OR  
Apr 12, 2012

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Jeanne Christ  
Wilsonville, OR  
Apr 12, 2012

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Dean-Stephen Kauffman  
Wilsonville, OR  
Apr 12, 2012

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Bruce Prunk  
Wilsonville, OR  
Apr 12, 2012

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Judy McCann  
Wilsonville,, OR  
Apr 12, 2012

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Jan Prunk  
Wilsonville, OR  
Apr 12, 2012

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Sallie Paulson  
Wilsonville, OR  
Apr 12, 2012

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Will Glasson  
Hillsboro, OR  
Apr 12, 2012

---

I fully support this project!

Murray Carlisle  
Portland, OR  
Apr 12, 2012

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heather leasure  
Wilsonville, OR  
Apr 12, 2012

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As a long-time resident of the area (>30 years) and 10-time Cycle Oregon rider, I often ride my bike across the Boone bridge. While this is still 'possible' it is far from desirable, and it has become increasingly dangerous. The current inavailability of either of the Oregon City bridges has increased the use of the Boone bridge by cyclists, exacerbating the situation. A pedestrian/cyclist bridge across the Willamette is a long-overdue but vital part of our county's infrastructure. Please give this petition your support.

Mark Hinrichs  
West Linn, OR  
Apr 12, 2012

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Jayne Cravens  
Canby, OR  
Apr 12, 2012

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I work in Wilsonville; there is no rational reason why there is no way to cross the river reliably without a motor vehicle short of walking or riding on I-5 next to 65mph cars with no barrier. Wilsonville is a fast growing area and this problem will only get worse in the next decade. It baffles me there isn't even a pedestrian crossing attached to the I-5 bridge.

Brian Ratliff  
Wilsonville, OR  
Apr 12, 2012

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This project would provide a missing link to areas such as Aurora, Canby, woodburn, etc.

Don McHarness  
Lake Oswego, OR  
Apr 12, 2012

---

This would provide a safe way to cross the river. Almost all my riding is done on the south side of the Willamette River

Ed Hanson  
Tualatin, OR  
Apr 12, 2012

---

This is an excellent idea.

James Levi's  
Wilsonville, OR  
Apr 12, 2012

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This will further enhance Wilsonville as a great place to live!

Anita Hickey  
Wilsonville, OR  
Apr 12, 2012

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Geoff Grummon  
Portland, OR  
Apr 12, 2012

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I currently avoid routes that pass through Wilsonville, because it requires me to ride my bicycle on I5. If the bridge is built, I will certainly be a more frequent visitor. (Yes, I do ride to the Portland area from Eugene, but I also participate in many rides in the northern part of the state.)

Michal Young  
Eugene, OR  
Apr 12, 2012

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Robin Straughan  
Wilsonville, OR  
Apr 12, 2012

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Dan Leasure  
Wilsonville, OR  
Apr 12, 2012

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A great asset for the city. I'm in favor of the bridge.

Karen Leasur  
Wilsonville, OR  
Apr 12, 2012

---

Jordan Muller  
Portland, OR  
Apr 12, 2012

---

I cross the river regularly for bike rides, very dangerous now with construction and increased traffic from Fred Meyer. The only other nearby crossings are the Canby Ferry (sometimes closed) and Hwy 219. Additional access would be great.

Kurt Messenger  
Tualatin, OR  
Apr 12, 2012

---

As a cyclist who lives in North Portland, I strongly support and would regularly use the proposed bridge.

Chris Cortez  
Portland, OR  
Apr 12, 2012

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David Weber  
Redland, OR  
Apr 12, 2012

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William Hickman  
Portland, OR  
Apr 12, 2012

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Megan Chinburg  
Portland, OR  
Apr 12, 2012

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Brett Boyles  
Mountain Park, OR  
Apr 12, 2012

---

Please support the French Prairie Bridge! Bicycling across the Boone Bridge is terrible. It would be so wonderful to have a car-free connection to cross the river. THANK YOU!

Susan Otcenas  
Portland, OR  
Apr 12, 2012

---

I ride across the Boone bridge 5-6 times a year when I ride to and from Portland. The bridge is scary.

Steve Yenne  
Salem, OR  
Apr 12, 2012

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Lisa Scott  
Wilsonville, OR  
Apr 12, 2012

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Kevin Bruner  
Portland, OR  
Apr 12, 2012

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Tim Ellerbruch  
West Linn, OR  
Apr 12, 2012

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Geneva Hooten  
Portland, OR  
Apr 12, 2012

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Joe Doebele  
Portland, OR  
Apr 12, 2012

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Anne Simcoe  
Wilsonville, OR  
Apr 12, 2012

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Kathryn Stout  
Wilsonville, OR  
Apr 12, 2012

---

This bridge will be critical to emergency operations in case of disaster. In addition if there is a major accident on the I-5 bridge this will be a life saver. Furthermore, it will help create an alternative to I-5 for pedestrians and cyclists to cross. Not only does it create a safe avenue- it will create economic opportunities for the Wilsonville area especially with potential running and cycling events.

Thomas Sugahara  
Salem, OR  
Apr 12, 2012

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Gregory Magnus  
Hillsboro, OR  
Apr 12, 2012

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matt savage  
portland, OR  
Apr 12, 2012

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Trent Combs  
Wilsonville, OR  
Apr 12, 2012

---

Julie de Vries  
Willamette, OR  
Apr 12, 2012

---

I have been waiting for this bridge for YEARS. Please move forward!

Lynne Fitzsimmons  
Portland, OR  
Apr 12, 2012

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Vince L Alexander  
Wilsonville, OR  
Apr 12, 2012

---

I understand that this 1.25M is a Federal Grant, don't give it back. The bridge is important and needed for the added economic value it will add to the area.

Richard T Spence  
Wilsonville, OR  
Apr 12, 2012

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Craig Baumberger  
Gresham, OR

Apr 12, 2012

---

Wilsonville is a great place to bike & this Bicycle & Pedestrian Bridge would bring more bikes & dollars to Wilsonville.

Audrey Oliver  
Portland, OR  
Apr 12, 2012

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Jill Oien  
Wilsonville, OR  
Apr 12, 2012

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The existing auto/truck bridge is at significant risk of failure due to earthquake. The Cascadia Subduction Zone is overdue for a 8+ event. Having an seismically robust foot/bike/emergency bridge makes sense.

Robert Dixon  
Woodburn, OR  
Apr 12, 2012

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FRANK LILLY  
WILSONVILLE, OR  
Apr 12, 2012

---

Denise mcPhail  
Wilsonville, OR  
Apr 12, 2012

---

Ray Cooper Wilsonville  
Wilsonville, OR  
Apr 12, 2012

---

Katherine BUDIAO  
Wilsonville, OR  
Apr 12, 2012

---

Please move forward in support of this bridge. We need more access for bikes and pedestrians in our community

THOMAS WAGENERP  
WILSONVILLE, OR  
Apr 12, 2012

---

Cherill Vencil  
Lake Oswego, OR  
Apr 12, 2012

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Michael D. Williams  
Wilsonville, OR

Apr 12, 2012

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Alexander Case  
Wilsonville, OR  
Apr 12, 2012

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Margaret Zeps  
Wilsonville, OR  
Apr 12, 2012

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Carole Dinger  
Wilsonville, OR  
Apr 12, 2012

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Danny Mones  
Beaverton, OR  
Apr 12, 2012

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Investment in more infrastructure that encourages greener modes of getting around is ALWAYS a solid investment! Keep this one alive!!!

Kate Welsh  
Wilsonville, OR  
Apr 12, 2012

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Raymond L Snow  
Beaverton, OR  
Apr 12, 2012

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Shari Wright  
Wilsonville, OR  
Apr 12, 2012

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Kathie Barton  
Wilsonville, OR  
Apr 12, 2012

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Deborah Zundel  
Wilsonville, OR  
Apr 12, 2012

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I may not live in Willsonville, but I ride with the Senior Grp There.

Robert Stowell  
West Linn, OR  
Apr 12, 2012

---

Please vote for the matching money for the bike, ped, emergency bridge. It is of regional significance to us living n. of the river.

Lois Kiefer  
Wilsonville, OR  
Apr 12, 2012

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Sonya Ertle  
Wilsonville, OR  
Apr 12, 2012

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john schenk  
Wilsonville, OR  
Apr 12, 2012

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Chris G. Burger  
Wilsonville, OR  
Apr 12, 2012

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Keep the Bridge plan study alive. Wilsonville/I-5 needs better access over the Willamette River.

Larry Turner  
Wilsonville, OR  
Apr 12, 2012

---

Reginald Keddie  
Wilsonville, OR  
Apr 12, 2012

---

If this bridge was built, our family would sell one car and use the bridge to get from Charbonneau to Wilsonville for shopping.

Thomas Barrett  
Wilsonville, OR  
Apr 12, 2012

---

Crossing the Willamette on the I 5 bridge is terrifying.

David Zeps  
Wilsonville, OR  
Apr 12, 2012

---

Sue Collins-Larson  
Portland, OR  
Apr 12, 2012

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Sarah Castles  
Portland, OR

Apr 12, 2012

---

Please approve this bridge!

Nancy Andersen  
Wilsonville, OR  
Apr 12, 2012

---

Brian F. Krieg  
Portland, OR  
Apr 12, 2012

---

For years we have believed that a Willamette Crossing for bicycles and pedestrians near I-5 would have numerous advantages, including an alternative crossing in the event of catastrophic damage to Boone Bridge on I-5. Don't deny us this study, please.

Jack Stowell  
Wilsonville, OR  
Apr 12, 2012

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Fred Robertson  
WILSONVILLE, OR  
Apr 12, 2012

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Terry Ramsey  
Wilsonville, OR  
Apr 12, 2012

---

Barbara Fick  
Portland, OR  
Apr 12, 2012

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John Vella  
Wilsonville, OR  
Apr 12, 2012

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Dianne Knight  
Wilsonville, OR  
Apr 12, 2012

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Mary Ann Jordens  
Beaverton, OR  
Apr 12, 2012

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Robert Broberg  
Wilsonville, OR  
Apr 12, 2012

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Andy Wilcock  
Tualatin, OR  
Apr 12, 2012

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JoAnn Klassen  
Willamette, OR  
Apr 12, 2012

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jane nantz  
portland, OR  
Apr 12, 2012

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John Danahy  
Wilsonville, OR  
Apr 12, 2012

---

I don't live in Wilsonville, but do work there and occasionally cycle around the area. This is a much needed project!

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Claire Wiggins  
Mountain Park, OR  
Apr 12, 2012

---

I live just across the river from Wilsonville and would be able to commute to work by bike if this bridge was built.

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Steve Geisler  
Aurora, OR  
Apr 12, 2012

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Jim Garnett  
Wilsonville, OR  
Apr 12, 2012

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Perry P. Perkins  
Tualatin, OR  
Apr 12, 2012

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The bridge is sensible based on emergency access alone.

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Mary Potter  
Wilsonville, OR  
Apr 12, 2012

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Carl Goodwin  
Wilsonville, OR  
Apr 12, 2012

---

I am a cyclist that would use this a lot.

jeff jones  
portland, OR  
Apr 12, 2012

---

We need this bridge to become independadnt of the I-5 bridge...Good for safety and community and family recreation.

susan kloster  
wilsonville, OK  
Apr 12, 2012

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Kevin Chupp  
Canby, OR  
Apr 12, 2012

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Carol Woolman  
Wilsonville, OR  
Apr 12, 2012

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Dana Ramsey  
Wilsonville, OR  
Apr 12, 2012

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Steve Goodwin  
Wilsonville, OR  
Apr 12, 2012

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Janell Beals  
Wilsonville, OR  
Apr 12, 2012

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Pamela Johnson  
West Linn, OR  
Apr 12, 2012

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Jim Dailey  
Sherwood, OR  
Apr 12, 2012

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James Dunn  
Wilsonville, OR  
Apr 12, 2012



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This bridge will help bring Charbonneau into Wilsonville without having to get into a car and drive I5. Go green.

Shirley Hoem  
Wilsonville, OR  
Apr 12, 2012

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Michael L Freeman  
Lake Oswego, OR  
Apr 12, 2012

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Jason Douthit  
Portland, OR  
Apr 12, 2012

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Matt McGuire  
Wilsonville, OR  
Apr 12, 2012

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Tom Anderson  
Portland, OR  
Apr 12, 2012

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Judy eischen  
Wilsonville, OR  
Apr 12, 2012

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Howard Hiton  
Portland, OR  
Apr 12, 2012

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June Henry  
Wilsonville, OR  
Apr 12, 2012

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Yesterday, April 11th, I had to drive for 50 minutes at top speed from Charbonneau to Newberg to Wilsonville to get to a Wilsonville City Focus Group meeting on development because I-5 northbound traffic, including traffic on the exit lane on the Boone Bridge, was shut down because of a vehicle fire. And this is not the first time I have had to detour through Newberg or Oregon City. We need to AT LEAST STUDY THE FEASIBILITY of the emergency bridge!

Tony Holt  
Wilsonville, OR  
Apr 12, 2012

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Miriam Douthit  
Portland, OR  
Apr 12, 2012

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John Carroll  
Wilsonville, OR  
Apr 12, 2012

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I'm strongly in support of this bridge. Recent discussions regarding the long-term viability of the Canby Ferry crossing makes it even more necessary for this bridge. Currently there are only 3 North/South I5 corridor crossing points over the Willamette river (Canby Ferry, i5 Boones Bridge and the bridge near Newberg and when the Canby Ferry is closed more bicyclist are forced to ride a very dangerous stretch of freeway or divert by more than 20 miles. This bridge will significantly improve bicyclist safety and improve emergency response.

Erik Scott  
Wilsonville, OR  
Apr 12, 2012

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I hope that the city has the small portion of the funding required (10.27%) to support this proposed bicycle-pedestrian bridge over the Willamette. This grant should provide the facts from which to make an informed decision.

Prebble La Dage  
Wilsonville, OR  
Apr 12, 2012

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linda condon  
Wilsonville, OR  
Apr 12, 2012

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Lawrence Hanlon  
Wilsonville, OR  
Apr 12, 2012

---

Mary Tillery  
Wilsonville, OR  
Apr 12, 2012

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A fantastic idea to extend the long distance trail and local bicycle/pedestrian network.

Randal Dickinson  
portland, OR  
Apr 12, 2012

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Michele Jakobson  
Wilsonville, OR  
Apr 12, 2012

---

We definitwly need this.

Susanna Holt

Wilsonville, OR  
Apr 12, 2012

---

Jerry Tillery  
Wilsonville, OR  
Apr 12, 2012

---

susy dunn  
wilsonville, OR  
Apr 12, 2012

---

I frequently bicycle in the area and often need to cross the Willamette using the Boone Bridge. This bridge will be a significant improvement in route safety.

Ken Luke  
Portland, OR  
Apr 12, 2012

---

I have been to this spot on my bike and wished I could cross here.

Abraham Goodwin-Grayzel  
Portland, OR  
Apr 12, 2012

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I support this investment and this directly relates to council's goal around safety. Please list to the residents of Wilsonville.

Marta McGuire  
Wilsonville, OR  
Apr 12, 2012

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Yes please!

Nancy Chapman  
WEST LINN, OR  
Apr 12, 2012

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Gisela Piercy  
Hillsboro, OR  
Apr 12, 2012

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This is a good investment in increased safety, tourism, alternative transportation and our future.

Bill Weismann  
Portland, OR  
Apr 12, 2012

---

This bridge is a priority for ensuring safety and access to emergency services for those residents on the south side of the river. The bridge will also be a great asset to increasing tourism in the area by making Wilsonville a gateway to pedestrian and cycling trips in this part of the valley.

Dave Schalk  
Wilsonville, OR  
Apr 12, 2012

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Support the pedestrian bike bridge

John meyer  
Salem, OR  
Apr 12, 2012

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A safe bike lane and walking lane should either be added to I-5 from Charbonneau or a special bridge that would allow bicyclers to move safely from Charbonneau to and from Wilsonville. This is good for the residents and for the businesses in Wilsonville. If emergency services can't be provided from Wilsonville to Charbonneau because of Boone Bridge issues, someone needs to get services in place from Canby ASAP. Lee

Lee Zinsli  
Wilsonville, OR  
Apr 12, 2012

---

I'm in favor of this new bridge. From what I can see it would get significant use, and attract many cyclists to the area.

Mike Hemelstrand  
Canby, OR  
Apr 12, 2012

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Scott Baumberger  
Portland, OR  
Apr 12, 2012

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We need this bridge to be able to safely cross the Willamette. This is necessary to enhance bicycle, walker safety and would be a fantastic enhancement to our area to promote a more physical activity. We need to find the money!

Terry Shumway  
Gresham, OR  
Apr 12, 2012

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Barb Watts  
Oregon City, OR  
Apr 12, 2012

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James Clarke  
Portland, OR

Apr 12, 2012

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Dan Feucht  
Tualatin, OR  
Apr 12, 2012

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Please support the building of this bridge. Portland is known as a "Bike=Friendly" city, and this is a terrific way to not only enhance that image but the bike-ability of our city, a tradition that is very important to us.

mary baumberger  
Gresham, OR  
Apr 12, 2012

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My wife and I live in Tualatin and have recently been visiting Wilsonville, shopping and eating at some of the new establishments. We have found Wilsonville to be a very inviting community. A bike access bridge would be a great enhancement to the area as we often ride our tandem bicycle from home south. We would support a means over the Willamette river. Please vote to build the bridge.

Michael Weaver  
Tualatin, OR  
Apr 12, 2012

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Richard Chapman  
West Linn, OR  
Apr 12, 2012

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Linda Anderson  
Wilsonville, OR  
Apr 12, 2012

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We have been riding our bicycles on I-5 in order to cross the Wilamette. It is always dangerous, but our only way to cross. We would like the bridge.

beverly feucht  
Tualatin, OR  
Apr 12, 2012

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it does not hurt to look at options when the government is paying 90% of the costs. the city council would not be doing what is best for Wilsonville to refuse the money. Jobs in Wilsonville

bryan smith  
wilsonville, OR  
Apr 12, 2012

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Myrna Tienken  
WILSONVILLE, OR  
Apr 12, 2012

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Ann Hubard

Portland, OR  
Apr 12, 2012

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The proposed bridge will vastly improve safety as well as attract tourist dollars to the area.

Kevin Van Dyke  
Wilsonville, OR  
Apr 12, 2012

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susan dalessandro  
portland,, OR  
Apr 12, 2012

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George Feldman  
Portland, OR  
Apr 12, 2012

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Steve Watts  
Redland, OR  
Apr 12, 2012

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The Boone Bridge is a hazard for bikers and/or walkers trying to get across the river. This would be a wonderful solution for connecting to the W Valley.

Dianne Sherman  
Portland, OR  
Apr 12, 2012

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Tom Middaugh  
Wilsonville, OR  
Apr 12, 2012

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Judith Lienhard  
West Slope, OR  
Apr 11, 2012

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We urge progress on this project. We frequently need to drive to find a place to bike. Kind of defeats the purpose

John Hess-Yoder  
Sherwood, OR  
Apr 11, 2012

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I would use the trails even more if this bridge becomes a reality.

Frank Lemaitre  
Portland, OR  
Apr 11, 2012

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This is a very important project to link Charbonneau and recreational use of French Prairie with Wilsonville and the rest of the Metro area. I stongly support the Wilsonville-Frdnch Prairie Bridge project.

Eric Hoem  
Wilsonville, OR  
Apr 11, 2012

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K DeArmond  
Wilsonville, OR  
Apr 11, 2012

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Mark Scantlebury  
Portland, OR  
Apr 11, 2012

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Mike Richmond  
Wilsonville, OR  
Apr 11, 2012

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Yes. Good Idea!

Nathan Dickinson  
Lake Oswego, OR  
Apr 11, 2012

---

The proposed bicycle/pedestrian/emergency bridge would bring important potential benefits for Wilsonville. With most of the funding provided by a grant, it would be irresponsible of city council to refuse to explore the benefits and costs of the proposal. Kate Greenfield

Kate Greenfield  
Wilsonville, OR  
Apr 11, 2012

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Ronald Leeper  
Wilsonville, OR  
Apr 11, 2012

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Leslie Leeper  
Wilsonville, OR  
Apr 11, 2012

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Cherie Sanville  
Wilsonville, OR  
Apr 11, 2012

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phil white  
wilsonville, OR  
Apr 11, 2012

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Since the "improvements" to add the north bound traffic lane to the Boone Bridge, the bicyclists that I know avoid riding on it anymore. It is too scary, dirty, and dangerous. This is a great idea and should be a boon (no pun intended) to old town.

Ron Bennett  
West Linn, OR  
Apr 11, 2012

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What a great project for our community.

James Gibbons  
Wilsonville, OR  
Apr 11, 2012

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Candace Newland-Holley  
Wilsonville, OR  
Apr 11, 2012

---

mark ontiveros  
portland, OR  
Apr 11, 2012

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Rick and JoAnna Sawyer  
Wilsonville, OR  
Apr 11, 2012

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we love riding our tandem around the Wilsonville area and beyond. this bridge would help us be safer, keeping us off the fwy!!!

Karen M. Rash-Gitner  
Tigard, OR  
Apr 11, 2012

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This is WAY overdue! any kind of emergency makes 2 bridges mandatory.

Susan Steele  
Wilsonville,, OR  
Apr 11, 2012

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sandra jabs  
Wilsonville, OR  
Apr 11, 2012

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This is so important to the lifestyle of Wilsonville, and fewer cars.

Dana Richmond  
Wilsonville, OR  
Apr 11, 2012



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Roberta Pronovost  
Wilsonville, OR  
Apr 11, 2012

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Charbonneau drivers got a nod for "safety" and have a nice northbound lane (I'm still not sure how they make the drive home). Unfortunately, it reduced the already dubious safety for anyone who wants to ride or walk across the Willamette. Can the city of Wilsonville do better than that?

Dion Dock  
Portland, OR  
Apr 11, 2012

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Stephani White  
Wilsonville, OR  
Apr 11, 2012

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Jon Wwoerner  
Wilsonville, OR  
Apr 11, 2012

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Gary Gitner  
Portland, OR  
Apr 11, 2012

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A bike/pedestrian bridge across the Willamette is a great idea.

Ted Magnuson  
Portland, OR  
Apr 11, 2012

---

Jill-anna Goodness  
Wilsonville, OR  
Apr 11, 2012

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Coleen  
wilsonville, OR  
Apr 11, 2012

---

Dennis Gaibler  
Wilsonville, OR  
Apr 11, 2012

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Kathleen Gaibler  
Wilsonville, OR  
Apr 11, 2012

---

Jean Bayless  
Wilsonville, OR

Apr 11, 2012

---

Rick Gorsline  
Wilsonville, OR  
Apr 11, 2012

---

Christie Gorsline  
Wilsonville, OR  
Apr 11, 2012

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absolutely necessary -- not just for convenience but for the safety of all of us. We need an alternative to the I-5 bridge.

Thomas Pyle  
Wilsonville, OR  
Apr 11, 2012

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Kathy Gibbons  
Wilsonville, OR  
Apr 11, 2012

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Michelle Labrie-Ripple  
Wilsonville, OR  
Apr 11, 2012

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This bridge is part of our engine for economic growth AND safety between Wilsonville and the south valley. We need to go forward with this project.

Carol White  
Wilsonville, OR  
Apr 11, 2012

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I urge the Wilsonville City Council to accept the grant to do the feasibility study for a bike-ped-emergency bridge over the Willamette River.

Susie Stevens  
Wilsonville, OR  
Apr 11, 2012

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Carolyn Clark  
Wilsonville, OR  
Apr 11, 2012

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Simon Springall  
Wilsonville, OR  
Apr 11, 2012

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Laurent Rochette  
Wilsonville, OR

Apr 11, 2012

# PETITION TO SUPPORT THE PROPOSED FRENCH PRAIRIE BICYCLE/PEDESTRIAN/EMERGENCY BRIDGE CROSSING THE WILLAMETTE RIVER IN WILSONVILLE

One of the projects listed in the Wilsonville Bicycle and Pedestrian Master Plan adopted in 2006 is a bridge over the Willamette River. A Regional Flexible Funds grant is available to evaluate the engineering requirements and estimate the cost of this project. Some city matching funds are required. Acceptance of the grant to study the project was postponed last year. This year Wilsonville City Council will again discuss whether to accept the grant. Signing this petition will show your support for accepting the grant. See

4/4/2012

<http://www.frenchprairiebridge.org> for more information

	NAME		ADDRESS	CITY	CONTACT INFORMATION	
	PRINT	SIGNATURE			EMAIL	PHONE
1	AL LEVIT		11702 SW JAMAICA	WV.	LEVITREHBERG@FRONTIER.COM	
2	NINA ROCLETTE		32535 ARMITAGE	WV		503 674 6213
3	LAURENT ROCLETTE		32535 ARMITAGE RD	WV	LROCHETTE@G-MAIL.COM	503 770 0779
4	Kate Greenfield		7698 SW Emery C. vcl	WV	gr33kat@yahoo.com	503-705-0777
5	Patrick Cousdale		5563 Sinclair St.	Westlin	pcousdale@gmail.com	303 250 2897
6	ROBERT BROBERG		25425 SW GAGE RD	WV	robertbroberg@yahoo.com	503 914 6228
7	MIKE ROTHLEDER		7255 SW ARDOR LAKE	WV	bewo60@yahoo.com	503-6946136
8	Jerry Greenfield		7698 SW Emery Cir.	WV	jes.greenfield@gmail.com	503-705-3109
9	PAT REHBERG		11702 SW JAMAICA	WV		
10	Simon SPRINGALL		7710 SW KCANUKE	WV	simon@springall.com	503 941 8015
11	Steven Van Wechel		30930 SW Mayacue	WV	STEVEN.L.VANWEHEL@MULTICO.US	503-682-5048
12	Joe Davis		22972 SW 106 <sup>th</sup> Ave	Tualatin	joseph - davis@mentor.com	503-544-2718
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# PETITION TO SUPPORT THE PROPOSED FRENCH PRAIRIE BICYCLE/PEDESTRIAN/EMERGENCY BRIDGE CROSSING THE WILLAMETTE RIVER IN WILSONVILLE

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<http://www.frenchprairiebridge.org> for more information

APRIL 7, 2012

	NAME		ADDRESS	CITY	CONTACT INFORMATION	
	PRINT	SIGNATURE			EMAIL	PHONE
1	ARNOLD LARSEN	<i>Arnold Larsen</i>	8067 SW SACKAWAGA	Wilsonville	a.larsenab@aol.com	503 694-2769
2	CARL GOODWIN	<i>Carl Goodwin</i>	4220 SW HOMEREST ST	Wilsonville	goodwin@alum.mit.edu	503-638-4637
3	Joseph T. Mohr	<i>Joseph T. Mohr</i>	7259 SW Meadows Ct	Wilsonville	Kc722X@jthoo.com	9719988232
4	Jane Rosevelt	<i>Jane Rosevelt</i>	18500 Sunrise Ct	Wilsonville	rocear@a.comcast.net	503 635 8834
5	Joni Cady	<i>Joni Cady</i>	16300 Sunrise Ct	L. D.	joni.cady@comcast.net	"
6	Kendall Awe!	<i>Kendall Awe!</i>	22727 SW Stafford Rd.	Tualatin	Kendalla59@gmail.com	503 939 6862
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# PETITION TO SUPPORT THE PROPOSED FRENCH PRAIRIE BICYCLE/PEDESTRIAN/EMERGENCY BRIDGE CROSSING THE WILLAMETTE RIVER IN WILSONVILLE

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	NAME		ADDRESS	CITY	CONTACT INFORMATION	
	PRINT	SIGNATURE			EMAIL	PHONE
1	GERALDINE SPRINGALL	<i>G. Springall</i>	770 SW ROTNOKE DR S	WILSONVILLE	gezza@springall.com	
2	Anita Croskrey	<i>Anita Croskrey</i>	7755 SW Tournament	Wilsonville	anita.loves.hawaii@yahoo.com	503 263 2702
3	William Gregory	<i>Bill Gregory</i>	"	"		
4	Ray Cooper	<i>Ray Cooper</i>	27109 SW Ales	"	RCcooper@yahoo.com	
5	Diane Hill	<i>Diane Hill</i>	7589 SW Thornton	"		(503) 582-0980
6	Sandi Jobs	<i>Sandra Jobs</i>	28153 SW Wagner	Portland	sjobs@gmail.com	503 682
7	Carolyn Buchanan	<i>Carolyn Buchanan</i>	29700 SW Courtland Dr	"		503 4783 317-5797
8	Tess Milio	<i>Tess Milio</i>	2151 NE WASCOST.	Portland	campaign@martinaschwader.com	626-4827 8587
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# PETITION TO SUPPORT THE PROPOSED FRENCH PRAIRIE BICYCLE/PEDESTRIAN/EMERGENCY BRIDGE CROSSING THE WILLAMETTE RIVER IN WILSONVILLE

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DATE: 4/12/12

	NAME		ADDRESS	CITY	CONTACT INFORMATION	
	PRINT	SIGNATURE			EMAIL	PHONE
1	TAN ANDERSON	<i>Tan Anderson</i>	7530 SW Down's Post Rd	WV	clnanderson@hotmail.com	(503) 694-5455
2	Jouanne Bishop	<i>Jouanne Bishop</i>	11266 SW Churchi	WV	JB2022@AOL.Com	
3	John Irwin	<i>John Irwin</i>	31136 SW Paulina Ct	WV	pnwrf0@AOL.Com	
4	Alacio Martinez	<i>Alacio Martinez</i>	98470 SW Willow Crk	WV	womb2tomb@frontier.com	503-570-9792
5	Julien States	<i>Julien States</i>	7859 SW Love Ct.	WV		
6	SANDRA Berry	<i>Sandra Berry</i>	30366 SW Ruth St #28	WV	oregon_gal@comcast.net	
7	Lois Cameron Smith	<i>Lois Cameron Smith</i>	21025 Cadly Ln NE	Aurora		503 678 1728
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City of Wilsonville  
 Email Messages Received Regarding the French Prairie Bike/Pedestrian Bridge  
 As of April 16, 2012

Name	Sent to	Email Address	Date Received
Al Levit or Pat Rehberg	Mayor Cc: Bryan Cosgrove, Sandy King	<a href="mailto:levitrehberg@frontier.com">levitrehberg@frontier.com</a>	4/12/12
Al Levit or Pat Rehberg	Richard Goddard Cc: Bryan Cosgrove, Sandy King	<a href="mailto:levitrehberg@frontier.com">levitrehberg@frontier.com</a>	4/12/12
Al Levit or Pat Rehberg	Council Bryan Cosgrove, Sandy King	<a href="mailto:levitrehberg@frontier.com">levitrehberg@frontier.com</a>	4/12/12
Al Levit or Pat Rehberg	Council CC: Bryan Cosgrove, Sandy King	<a href="mailto:levitrehberg@frontier.com">levitrehberg@frontier.com</a>	4/12/12
Anne Easterly	Council, Sandy King	<a href="mailto:iamanee@juno.com">iamanee@juno.com</a>	4/16/12
Audrey Graham	Council	<a href="mailto:agraham@centurytel.net">agraham@centurytel.net</a>	4/12/12
Ben Williams	Sandy King	<a href="mailto:Ben.williams@liturgica.com">Ben.williams@liturgica.com</a>	4/16/12
Benjamin D. Williams	Council	<a href="http://www.Friendsoffrenchprairie.org">www.Friendsoffrenchprairie.org</a>	4/16/12
Bill & Mollie Marquard	Sandy King	<a href="mailto:billmarquard@mybsl.net">billmarquard@mybsl.net</a>	4/16/12
Bob and Kathy Rohe	Council, Bryan Cosgrove, Sandy King	<a href="mailto:bobkatrohe@centurytel.net">bobkatrohe@centurytel.net</a>	4/12/12
C.K. Patterson	City Council Members	<a href="mailto:ckpat@comcast.net">ckpat@comcast.net</a>	4/12/12
Carol White	Council, Bryan Cosgrove, Sandy King	<a href="mailto:Carolwhite522@comcast.net">Carolwhite522@comcast.net</a>	4/16/12
Cindy	City Council	<a href="mailto:cindygmh@comcast.net">cindygmh@comcast.net</a>	4/12/12
Dana Richmond	Council Sandy King	<a href="mailto:madamrich@comcast.net">madamrich@comcast.net</a>	4/13/12
Dana Richmond	Bryan Cosgrove	<a href="mailto:madamrich@comcast.net">madamrich@comcast.net</a>	4/13/12
Danielle Cowan	Sandy King Cc: Mark Ottenad	<a href="mailto:dcowan@co.clackamas.or.us">dcowan@co.clackamas.or.us</a>	4/12/12
Deanna Morgan	City Council Sandy King	<a href="mailto:deannamorgan@gmail.com">deannamorgan@gmail.com</a>	4/12/12
Doris Wehler	Council	<a href="mailto:dawehler@gmail.com">dawehler@gmail.com</a>	4/13/12
Eugene Appel	Council	<a href="mailto:geneappel@gmail.com">geneappel@gmail.com</a>	4/11/12
Floyd and Marjorie Jersey	Bryan Cosgrove	<a href="mailto:Mjj0424@comcast.net">Mjj0424@comcast.net</a>	4/13/12
James Hook	Mayor	<a href="mailto:hook@cs.pdx.edu">hook@cs.pdx.edu</a>	4/15/12
Jerry Tillery	Council, Bryan Cosgrove, Sandy King	<a href="mailto:jerryOTillery@aol.com">jerryOTillery@aol.com</a>	4/13/12



Name	Sent to	Email Address	Date Received
Jim and Sue Oberg	Council Cc: Bryan Cosgrove, Sandy King	<a href="mailto:Joso64@comcast.net">Joso64@comcast.net</a>	4/12/12
Joanna Sawyer	City Council Sandy King	<a href="mailto:sawyerjoannarick@comcast.net">sawyerjoannarick@comcast.net</a>	4/12/12
John Duncan	Council, Bryan Cosgrove, Sandy King	<a href="mailto:bozos@onemain.com">bozos@onemain.com</a>	4/12/12
John Woodhouse & Judie Nelson	Council Cc: Sandy King	<a href="mailto:heyjudejohn@comcast.net">heyjudejohn@comcast.net</a>	4/12/12
Joseph & Sandra Hoffman	Council, Bryan Cosgrove, Sandy King	<a href="mailto:sanjosecruiser@comcast.net">sanjosecruiser@comcast.net</a>	4/16/12
Joyce Woodruff	City Council, Sandy King	<a href="mailto:Joyleo86@yahoo.com">Joyleo86@yahoo.com</a>	4/12/12
Judy Widmer	Councilors	<a href="mailto:jcwidmer@centurytel.net">jcwidmer@centurytel.net</a>	4/16/12
Karen Siegel	Sandy King	<a href="mailto:Ksiegel44@gmail.com">Ksiegel44@gmail.com</a>	4/12/12
Kathryn Stout	Council Bryan Cosgrove, Sandy King	<a href="mailto:kathstout@me.com">kathstout@me.com</a>	4/12/12
Laura Bales	Council	<a href="mailto:Ljbales75@gmail.com">Ljbales75@gmail.com</a>	4/12/12
Laurent Rochette	Council	<a href="mailto:lrochette@gmail.com">lrochette@gmail.com</a>	4/11/12
Laurent Rochette	Richard Goddard Cc: Sandy King	<a href="mailto:lrochette@gmail.com">lrochette@gmail.com</a>	4/12/12
M & B Huhleder	Mayor	<a href="mailto:Bewo60@yahoo.com">Bewo60@yahoo.com</a>	4/11/12
Michelle Labrie-Ripple	Council, Bryan Cosgrove, Sandy King	<a href="mailto:michelle@alumni.rutgers.edu">michelle@alumni.rutgers.edu</a>	4/13/12
Ray and Jill Goodness	City Council Sandy King	<a href="mailto:Ohmygoodness2@comcast.net">Ohmygoodness2@comcast.net</a>	4/12/12
Reg and Ann Keddie	Council Cc: Bryan Cosgrove, Sandy King	<a href="mailto:Rlkavk50@centurytel.net">Rlkavk50@centurytel.net</a>	4/12/12
Richard Goddard	Simon Springall	<a href="mailto:Richardgoddard2010@gmail.com">Richardgoddard2010@gmail.com</a>	4/11/12
Rita Somerton	Sandy King	<a href="mailto:rgsomerton@hotmail.com">rgsomerton@hotmail.com</a>	4/16/12
Rob and Suzanne Hatton	Council, Bryan Cosgrove, Sandy King	<a href="mailto:Rshatton3@comcast.net">Rshatton3@comcast.net</a>	4/16/12
Robert Callan & Laurie Laubenstein	City Council	<a href="mailto:robertC@aol.com">robertC@aol.com</a>	4/12/12
Ron and Dianne Reiter	Council Bryan Cosgrove, Sandy King	<a href="mailto:Dianne.reiter@comcast.net">Dianne.reiter@comcast.net</a>	4/12/12
Sara Bennett	Council, Bryan Cosgrove, Sandy King	<a href="mailto:srabennett@comcast.net">srabennett@comcast.net</a>	4/16/12
Simon Springall	Richard Goddard	<a href="mailto:simon@springall.com">simon@springall.com</a>	4/10/12
Simon Springall	Council	<a href="mailto:sspringall@gmail.com">sspringall@gmail.com</a>	4/11/12
Simon Springall	Richard Goddard	<a href="mailto:sspringall@gmail.com">sspringall@gmail.com</a>	4/12/12

Name	Sent to	Email Address	Date Received
	Cc: Council members		
Simon Springall	Sandy King Cc: Bryan Cosgrove	<a href="mailto:sspringall@gmail.com">sspringall@gmail.com</a>	4/12/12
Simon Springall	Richard Goddard Cc: Council	<a href="mailto:sspringall@gmail.com">sspringall@gmail.com</a>	4/12/12
Steven L. VanWechel	Council	<a href="mailto:maryjvw@yahoo.com">maryjvw@yahoo.com</a>	4/12/12
Sue Waddell	City Council	<a href="mailto:susanwaddell@yahoo.com">susanwaddell@yahoo.com</a>	4/12/12
Susie Stevens	Council, Bryan Cosgrove, Sandy King	<a href="mailto:ccc@teleport.com">ccc@teleport.com</a>	4/11/12
Suzanne Wuepper Sanford	City Council Bryan Cosgrove, Sandy King	<a href="mailto:swuepper@ft.NewYorkLife.com">swuepper@ft.NewYorkLife.com</a>	4/12/12
Todd Johnson	Council, Bryan Cosgrove, Sandy King	<a href="mailto:todd@northbynw.com">todd@northbynw.com</a>	4/16/12
Warren Gilfillan	Sandy King	<a href="mailto:gilndoe@gmail.com">gilndoe@gmail.com</a>	4/12/12

**King, Sandy**

---

**From:** Cowan, Danielle <DCowan@co.clackamas.or.us>  
**Sent:** Thursday, April 12, 2012 12:43 PM  
**To:** King, Sandy  
**Cc:** Ottenad, Mark  
**Subject:** Letter-Wv City Council  
**Attachments:** Letter-Wv City Council.docx

Hi Sandy-

I wanted to submit this letter to the City Council regarding the Bike/Ped Bridge over the Willamette River Project that they considering at a meeting on April 16th. I am not certain I will be able to make the meeting, but I did want to share my views on the project with the council before they reach a final decision.

Thanks-  
Danielle

**Danielle Cowan, Executive Director**  
Tourism & Cultural Affairs  
Clackamas County, OR  
150 Beaver Creek Rd, Suite 245  
Oregon City, OR 97045  
[danielle@mthoodterritory.com](mailto:danielle@mthoodterritory.com)  
(503) 655-8420 Office  
(503) 701-4333 Cell  
(503) 742-5907 (FAX)

*French Prairie  
Bike/Ped Bridge  
letters rec'd.  
April 2012*

*ACK*

April 12, 2012

TO: Wilsonville City Council

FROM: Danielle Cowan, Exec. Dir-Clackamas County Tourism & Cultural Affairs and Wilsonville Resident

SUBJECT: **Bike/Ped Bridge Feasibility Study**

I was shocked and amazed that you are considering rejecting more than a million dollars from our federal partners to do a feasibility study of a bike/ped bridge over the Willamette. This project has been vetted through all of the Wilsonville planning processes for years and has the support of thousands of Wilsonville citizens, and local, regional, state and national partners!

I have a difficult time understanding how you, a group of five individuals, could ignore the work done by so many in this community before you and reject the public's valuable input and investment into this critical project. What is to be feared from a feasibility study? Such a study would tell us whether or not it is a good project and how it could be best accomplished for the least cost. Don't we owe it to the decade of work already put into this to at least see the feasibility study through which is already funded?

If you do decide to shut this study down, I think we will lose a great deal in livability, safety and economic development benefits. I believe I am in a unique position to comment on these issues because of the three hats I wear: Wilsonville/Villebois resident, former Public Affairs Director for the city of Wilsonville, and current Executive Director of Tourism for Clackamas County.

This bridge will not only greatly enhance connectivity from the urban region to the Willamette Valley, but it will also provide a strong job-creating asset for city businesses. Bicycling tourism is a growing, billion dollar industry and Oregon is the second most visited place in the country for bicyclists. It's easy to do the math. Clackamas County with Travel Oregon has already launched a major county-wide strategy to develop bicycle tourism as a significant community and economic development opportunity. We conducted a Bicycle Tourism Studio in Wilsonville recently because of its significant popularity as a bicycling destination. We have on-going interest in furthering this as a tourism development opportunity and plan to make investments in projects here.

And let's not forget safety. There is nowhere for walkers, runners or bikers to get from Wilsonville across the Willamette River except for I-5. No thanks! The bike/ped bridge connects our families and children safely to the rest of the valley.

The City Council should allow this study to move forward. Shooting from the hip on this is unfair and short-sighted at best. Do your homework first by getting the study done, before serving as judge, jury and executioner of this job-creating, safety-enhancing community project.

Danielle Cowan

**King, Sandy**

---

**From:** sspringall@gmail.com on behalf of Simon Springall  
<simon@springall.com>  
**Sent:** Thursday, April 12, 2012 12:59 PM  
**To:** Richard Goddard  
**Cc:** City Council Members  
**Subject:** Re: FW: Wilsonville - French Prairie Bridge Committee

Dear Mayor Knapp and Councilors Núñez, Hurst, Starr and Goddard

Councilor Goddard requested names of the members of the group.

This group "Wilsonville-French Prairie Bridge Committee" was only formed on April 4 this year.  
The members are (all Wilsonville residents except where noted)

Simon Springall  
Kate Greenfield  
Jerry Greenfield  
Al Levit  
Pat Rehberg  
Joe Davis (Tualatin, works in Wilsonville)  
Robert Broberg  
Mike Ruhleder  
Nina Rochette  
Laurent Rochette  
Patrick Croasdaile (West Linn, works in Wilsonville)  
Steve Van Wechel

Other members of the group's mailing list who were unable to come to the initial meeting but have indicated they want be included in the group:

Geraldine Springall  
Martin Rockwell  
Carolyn Clark

I later invited Michelle Ripple to join to group as well, which she has.

I should also let you know we are circulating a petition which has many more signers.

Regards  
Simon

On Wed, Apr 11, 2012 at 3:30 PM, Richard Goddard <[richardgoddard2010@gmail.com](mailto:richardgoddard2010@gmail.com)> wrote:  
I didn't see a list of committee members on the website. Could you send this to me? Thanks.

Richard

On 4/10/12, King, Sandy <[king@ci.wilsonville.or.us](mailto:king@ci.wilsonville.or.us)> wrote:

> Please see the message below sent by Simon Springall.

> Sandra C. King, MMC

> City Recorder

> City of Wilsonville

> 503-570-1506

> PUBLIC RECORDS LAW DISCLOSURE: Messages to and from this e-mail address is

> a public record of the City of Wilsonville and may be subject to public

> disclosure. This e-mail is subject to the State Retention Schedule.

> From: [sspringall@gmail.com](mailto:sspringall@gmail.com) [<mailto:sspringall@gmail.com>] On Behalf Of Simon

> Springall

> Sent: Monday, April 09, 2012 8:17 PM

> To: City Council Members

> Subject: Wilsonville - French Prairie Bridge Committee

>

> Dear Mayor Knapp and Councilors Núñez, Hurst, Starr and Goddard

>

> This message is to make you aware that the Wilsonville - French Prairie

> Bridge Committee has been organized by residents of Wilsonville and people

> who work in Wilsonville to support acceptance of the Regional Flexible Funds

> grant for the French Prairie Bridge project.

>

> This group is actively working to increase awareness and build public

> support for this project. The group strongly feels that this bridge will

> enhance the livability of Wilsonville and economic opportunities for our

> businesses.

>

> The Committee urges Wilsonville City Council to approve matching funds so

> that the grant can be used to obtain the necessary information to make a

> rational decision about the future of the French Prairie Bridge.

>

> I am the coordinator of this group; you may contact me via email at

> [simon@springall.com](mailto:simon@springall.com)<<mailto:simon@springall.com>>. We maintain a web site at

> <http://www.frenchprairiebridge.org/>

>

> Thank you

> Simon Springall

>

>

King, Sandy

---

**From:** Al Levit or Pat Rehberg <levitrehberg@frontier.com>  
**Sent:** Thursday, April 12, 2012 10:30 AM  
**To:** Mayor  
**Cc:** Cosgrove, Bryan; King, Sandy  
**Subject:** French Prairie Bridge

Dear Mayor Knapp,

Please vote in support of receiving the funds currently available to the City of Wilsonville to move forward on the French Prairie Bridge project. I understand a positive vote by the Wilsonville City Council will result in the City being awarded \$1,250,000, needing only a 10.27% match, a small amount in terms of the overall city budget while indicating large support from the funding source. I believe both Clackamas County and the State are looking favorably upon this project. It would be an embarrassment to the City to let it die at this stage for lack of support at the local level. This project can positively affect both the livability and economic growth of Wilsonville. Accepting the current funds will allow the final decision to be made on the basis of actual cost/benefit information, not emotion.

Thank you for your consideration of this matter.

Pat Rehberg

**King, Sandy**

---

**From:** Reg & Ann Keddie <rlkavk50@centurytel.net>  
**Sent:** Thursday, April 12, 2012 11:18 AM  
**To:** Celianunez01@gmail.com; Steven.j.hurst@gmail.com;  
Richardgoddard2010@gmail.com; Scottstarr97070@gmail.com; Mayor;  
Cosgrove, Bryan; King, Sandy  
**Subject:** French Prairie-Bike-Ped-Emergency Bridge Study

Greetings:

On April 11 about 11AM, a car caught on fire on I-5 after it had cleared the Boone Bridge. I was on the off-ramp going into Wilsonville when the incident occurred. Had the fire started while the vehicle was on the bridge, there would have been no way that the emergency help nor the assistance that the construction crew provided could have occurred. All north bound traffic would have been delayed for hours until the freeway could have been cleared and traffic resumed.

Please vote to allow the study to continue so that the issue can have a thorough review. To throw this out at this point would not be a wise decision.

Thank you for your consideration,

Reginald L. Keddie  
31988 SW Country View Lane  
Wilsonville, OR 97070



**King, Sandy**

---

**From:** C.K. Patterson <ckpat@comcast.net>  
**Sent:** Thursday, April 12, 2012 11:16 AM  
**To:** City Council Members  
**Subject:** ssBridge project

Mayor Knapp and Wilsonville City Council members:

I write to ask your acceptance of a \$1.25 million grant of federal government funds, through Metro, to do a feasibility study on a French Prairie Bike-Pedestrian-Emergency Vehicle Bridge. We have too much invested in this important infrastructure component to stop now. The effort has been at least 10 years in progress, supported by Republican as well as Democratic leaders and many, many local people. It is a long-sharped vision of a better future.

We, Charles and Judy Patterson, have long supported this concept, as should the council, for both safety and economic reasons.

It is a key component of a tourism strategy for tapping growing cycling in the Willamette Valley and River Route. It ties in with the idea of bringing Portland cyclists to Wilsonville via the WES trains or Smart bus connections, allowing them to explore Champoeg, the Antique/Historic Rose gardens near Newberg, etc., etc. Come to Miley road on most lunch hours and any weekend and you'll find cyclists parked. Sometimes it looks like there must be a football game or something going on. Developing this natural growth could be enormously helpful to restaurants, stores and coffee shops in our community as well as providing great exposure for residential real estate here.

But yesterday's closure of I-5 from a single car fire should be reminder enough that some of us Wilsonville citizens can be cut-off from basic emergency services without this bridge. Go to Cook Park in Tigard and hike the emergency/bike/pedestrian bridge into Tualatin for a shining example of how such structures benefit the community. At least one engine of TVFR was stuck on the Charbonneau side of that event as it had apparently been in service here and rushed to the scene. Other emergencies in town would have to be served from elsewhere! As traffic returns to pre-recession levels on I-5, the probability increases daily that a major accident on Boone Bridge or any other traffic lane will isolate our community.

Now is the time to make this step, boost our local economy and safety.

Thanks

C.K. and Judy Patterson  
32574 SW Riviera Lane  
Wilsonville, Orègon

King, Sandy

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**From:** M & B Ruhleder <bewo60@yahoo.com>  
**Sent:** Wednesday, April 11, 2012 9:46 AM  
**To:** Mayor  
**Subject:** French Prairie Bridge

We have learned that within the next few days the City of Wilsonville will vote whether to accept a Federal Grant for a feasibility study regarding building the French Prairie Bridge. This would be a valuable addition to our community as it would be designed to provide a safe passage for pedestrians and bicyclists as well as to allow emergency-services vehicles to respond promptly when an incident has closed I-5 to traffic.

In addition to the safety aspects it also would provide a benefit to the City by increasing bicycle tourism in Wilsonville, being able to start and finish their rides in Wilsonville, generating business income. Recent studies have shown the expected benefits to be considerable.

We would like to urge you to support this project and vote to accept the federal funding for the study.

Thank you for your kind attention.  
Michael and Beate Ruhleder  
Charbonneau

 King, Sandy

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**From:** Eugene Appel <geneappel@gmail.com>  
**Sent:** Wednesday, April 11, 2012 12:15 PM  
**To:** Celianunez01@gmail.com; Steven.jhurst@gmail.com;  
Richardgoddard2010@gmail.com; Scottatarr97070@gmail.com; Mayor  
**Subject:** Fwd: [wilsonville-fpb] Urgent-City Council Work Session April 16th-  
Emergency Bridge over the Willamette

If ever there was a more timely event yesterday's traffic on I-5 @ Wilsonville was a perfect example of the crucial need to have an emergency alternate. This incident was just routine construction but imagine your child being in an accident and needing to get medical care. That would be just an emergency but what about alternative benefits for recreation or reduction in motor vehicle traffic if there was pedestrian and bike capacity? It appears that a grant is available; therefore why not investigate the alternates and other funding capability? Don't pass up this opportunity!

Eugene Appel; Hebb Park resident since 1981, volunteer coach at Wilsonville and Horizon H.S., volunteer at Wilsonville Community Center, 75% shopping in Wilsonville.

----- Forwarded message -----

**From:** **mlabrieripple** <michelle@alumni.rutgers.edu>  
**Date:** Tue, Apr 10, 2012 at 10:26 PM  
**Subject:** [wilsonville-fpb] Urgent-City Council Work Session April 16th  
**To:** [wilsonville-fpb@yahoogroups.com](mailto:wilsonville-fpb@yahoogroups.com)

I urge you to email the Wilsonville City Council immediately. They may be taking action on Monday, April 16th to refuse to accept the \$1.25 million in federal funding Wilsonville has received for a feasibility study of a bicycle, pedestrian, and emergency bridge over the Willamette River. The funding has already been secured and is available. This bridge, if and when built, will be an economic boon to Wilsonville, bringing in outside tourism and recreation dollars. The concept of this bridge has the support of the Oregon Parks and Recreation Dept., Bicycle Transportation Alliance, Friends of Historic Champoeg (state park), Tualatin Valley Fire and Rescue, Cycle Oregon, Clackamas County Sheriff's office, Former US Senator Gordon Smith, to name just a few. Please email the following City Council members before Monday and urge them to accept the funding to at least do a feasibility study for the "French Prairie Bike-Ped-Emergency Bridge."


[Celianunez01@gmail.com](mailto:Celianunez01@gmail.com)  
[Steven.j.hurst@gmail.com](mailto:Steven.j.hurst@gmail.com)

[Richardgoddard2010@gmail.com](mailto:Richardgoddard2010@gmail.com)

[Scottstarr97070@gmail.com](mailto:Scottstarr97070@gmail.com)

[mayor@ci.wilsonville.or.us](mailto:mayor@ci.wilsonville.or.us)

You can find more information about the bridge at the following link:



<http://www.ci.wilsonville.or.us/Index.aspx?page=389>

Scroll down to the April 16, 2012 Council meeting date, the French Prairie information is just below the council packet materials.

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**King, Sandy**

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**From:** Laurent Rochette <lrochette@gmail.com>  
**Sent:** Wednesday, April 11, 2012 3:35 PM  
**To:** Celianunez01@gmail.com; Steven.j.hurst@gmail.com;  
Richardgoddard2010@gmail.com; Scottstarr97070@gmail.com; Mayor  
**Subject:** Wilsonville Bridge

Mayor and City Councilors,

I am writing to you to urge you to accept the federal funding to study the feasibility of bike, pedestrian and emergency vehicle over the Willamette river.

As a cyclist living in Charbonneau, I have to take risks to bike to the city center to shop, work or take WES. Since the "Charbonneau-Wilsonville" lane has been added on I5-northbound, the space available for cyclists has decreased to unsafe proportions. With my Mentor Graphics riding group, we have had several close calls during our lunch rides.

In addition, today accident shows that having an additional route available for emergency vehicles would a nice option. As a Charbonneau resident, I'm acutely aware that a major accident on I5 near Boones bridge would seriously increase emergency response time.

Lastly, Wilsonville is the gate to the French Prairie, a major attraction to local cyclists. Today, they drive to Miley Rd or Champoeg to start their ride. A bridge would mean they would park in Wilsonville and shop at local businesses. Also with a new bridge, I would love to study along the Chamber of Commerce the potentials for some Cycling tourism in Wilsonville.

So before refusing this grant, I would urge you to consider the needs of your constituents and the potential for business (and income for the city).

Sincerely

Laurent Rochette  
Alliance Manager  
Phone: 503 770-0779  
Email: [lrochette@gmail.com](mailto:lrochette@gmail.com)  
<http://www.linkedin.com/in/laurentrochette>

**King, Sandy**

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**From:** Susie Stevens <ccc@teleport.com>  
**Sent:** Wednesday, April 11, 2012 4:20 PM  
**To:** Celianunez01@gmail.com; Steven.j.hurst@gmail.com;  
Richardgoddard2010@gmail.com; Scottstarr97070@gmail.com; Mayor;  
Cosgrove, Bryan; King, Sandy; City Council Members  
**Subject:** the bridge

Wilsonville City Council:

I urge you to accept the federal funding monies for the feasibility study on the Bike-Ped-Emergency bridge over the Willamette River for the following reasons:

- 1) This bridge will bring significant tourism dollars to our community. That means more jobs, successful businesses, and a vibrant, growing city.
- 2) This bridge will be a additional recreational opportunity for Wilsonville citizens. It will promote exercise, provide another access to the natural world, and support the family activities of biking and hiking.
- 3) The bridge will offer safe passage for pedestrians and bike riders. I have ridden my bike on the freeway to cross the river. It is a harrowing experience. At least 4 times per week I see someone walking along the freeway as they cross the river.
- 4) The bridge will provide emergency access to Charbonneau, emergency support for communities south of the river, and quicker access to I-5 accidents on the Boone Bridge. All will be enhanced by this bridge.

The feasibility study will provide answers to many questions so the Wilsonville City Council can make an informed decision. Please say yes to this phase of the project.

Thank you,

Susie Stevens

Wilsonville citizen

10907 SW Parkwood Court

Wilsonville, OR 97070

\_\_\_\_\_ Information from ESET NOD32 Antivirus, version of virus signature database 7046 (20120411)  
\_\_\_\_\_

The message was checked by ESET NOD32 Antivirus.

<http://www.eset.com>

**King, Sandy**

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**From:** Richard Goddard <richardgoddard2010@gmail.com>  
**Sent:** Wednesday, April 11, 2012 3:25 PM  
**To:** Simon Springall  
**Cc:** Cosgrove, Bryan  
**Subject:** Re: French Prairie Bridge

Thank you for your e-mail. I do have a couple of questions that I would like to ask your feedback on.

Would you and the group you are working with support local vehicle access across the Willamette in addition to bicycle/pedestrian/emergency vehicle access?

Do you believe an enhanced bicycle/pedestrian crossing of the Willamette is the highest priority bicycle/pedestrian/transportation issue facing our community? If not, what do you see as a higher priority?

How much do you think the City should spend to provide enhanced access for bicycles/pedestrians across the Willamette?

Do you know how many hours the Boone bridge has been closed to emergency vehicle traffic say over the past 5 years?

Thanks again for your input.

Richard

On 4/10/12, Simon Springall <[simon@springall.com](mailto:simon@springall.com)> wrote:

> Councillor Goddard,

>

> I wanted to mail you directly regarding the bridge. You probably have  
> got notification from the city that I am working with a bunch of citizen  
> volunteers on an advocacy group in favor of the bridge. I hope that you  
> will carefully consider the many benefits that this bridge would bring  
> to the community; to both the business community and the residents.

>

> The tourism opportunity is huge, bicycle tourism is being facilitated  
> and stressed state wide by TravelOregon and they estimate that  
> statewide well over \$200 million \*per year \*is pumped back into local  
> economies by bicycle tourism. The network of trails leading to the  
> bridge such as the Tonquin trail, Champoeg Trail and Willamette Valley  
> Scenic Bikeway all point to Wilsonville at the center of a large tourist network. We have the  
> hotel space and the restaurants and stores to support their needs. I met  
> with Jennifer Johnson of the Chamber today; she is all over this after  
> the success of Oregon Horse Country; it may even be bigger than that.  
> Currently she has to turn touring groups away - she says 8-12 times  
> per year we lose opportunities to host bike tours due to lack of a  
> river crossing.

>

> Another aspect of the bridge is the safety issue. When the I-5 Boone

- > Bridge snarls up due an accident (much higher than average truck count
- > - check out the council briefing booklet), not only I-5 itself and
- > Wilsonville but all the surrounding roads can be blocked and impassible to
- > emergency services. The new bridge would be available to emergency
- > services, fire trucks, tow trucks etc. There's a lot of aging
- > residents in Charbonneau and how long before somebody dies because
- > they can't reach the hospital?
- >
- > If you were to take a look at the community feedback from the
- > Transportation Systems Update, the positive feedback in favor of the
- > bridge is overwhelming. The residents know we need it, the businesses
- > do. I believe half the Chamber does.
- >
- > Do you think the the city council would go against all that, and
- > refuse the grant and lose this opportunity to make Wilsonville the
- > center of such a tourism network?
- >
- > The flexible funds grant allows us to explore for sure what the
- > options are, not just the feasibility studies and design, but of course let's
- > explore the funding opportunities for the bridge itself. Your council
- > briefing packet has some ideas, there are in fact many more when you
- > look beyond the straight connectivity and recreation aspects and
- > consider the security and tourism aspects of the bridge.
- >
- > Thank you for listening
- > Simon Springall
- >



**King, Sandy**

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**From:** sspringall@gmail.com on behalf of Simon Springall  
<simon@springall.com>  
**Sent:** Wednesday, April 11, 2012 2:38 PM  
**To:** City Council Members  
**Subject:** Opportunity to address the council on the French Prairie Bridge

Mayor Knapp, Councilors Núñez, Starr, Hurst and Goddard,

At the last city council meeting on April 2 I submitted a comment card to discuss the French Prairie Bridge, which I has been informed by city staff was coming up on the April 16 work session.

Due to the smoke and the early termination of the council meeting I did not have the opportunity to present my testimony as recorded in the minutes which I have extracted below.

The meeting was unexpectedly adjourned at approximately 8:40 p.m. when the smell of smoke filled the building and the fire department was called to investigate. The balance of the meeting items will be carried over to the April 16, 2012 Council meeting.

**CITIZEN INPUT & COMMUNITY ANNOUNCEMENTS**

This is an opportunity for visitors to address the City Council on items not on the agenda. It is also the time to address items that are on the agenda but not scheduled for a public hearing. Staff and the City Council will make every effort to respond to questions raised during citizens input before tonight's meeting ends

I note that the French Prairie Bridge is one of the first agenda items on the upcoming work session. I would like to still have the opportunity to present testimony before any decisions are taken by Council on the subject of the Flexible Funds Grant. Will there be an opportunity to address the council at the beginning of the work session, in lieu of my testimony from April 2nd?

Thank you  
Simon Springall

King, Sandy

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**From:** Al Levit or Pat Rehberg <levitreberg@frontier.com>  
**Sent:** Thursday, April 12, 2012 1:59 PM  
**To:** Richardgoddard2010@gmail.com  
**Cc:** Cosgrove, Bryan; King, Sandy  
**Subject:** French Prairie Bridge

Dear Councilor Goddard,

Please vote in support of receiving the funds currently available to the City of Wilsonville to move forward on the French Prairie Bridge project. I understand a positive vote by the Wilsonville City Council will result in the City being awarded \$1,250,000, needing only a 10.27% match, a small amount in terms of the overall city budget while indicating large support from the funding source. I believe both Clackamas County and the State are looking favorably upon this project. It would be an embarrassment to the City to let it die at this stage for lack of support at the local level. This project can positively affect both the livability and economic growth of Wilsonville. Accepting the current funds will allow the final decision to be made on the basis of actual cost/benefit information, not emotion.

Thank you for your consideration of this matter.

Pat Rehberg

**King, Sandy**

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**From:** Joyce Woodruff <joyleo86@yahoo.com>  
**Sent:** Thursday, April 12, 2012 2:22 PM  
**To:** King, Sandy  
**Subject:** 2.12.12

Please allow the feasibility study for the French Prairie Bike, Emergency, Bridge to go forward.  
Joyce A. Woodruff

King, Sandy

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**From:** Joyce Woodruff <joyleo86@yahoo.com>  
**Sent:** Thursday, April 12, 2012 2:23 PM  
**To:** City Council Members  
**Subject:** 2.12.12

Please allow the feasibility study for the French Prairie Bike, Emergency, Bridge to go forward.  
Joyce A. Woodruff

**King, Sandy**

---

**From:** ohmygoodness2@comcast.net  
**Sent:** Thursday, April 12, 2012 2:24 PM  
**To:** City Council Members  
**Subject:** Charbonneau Bridge

Let's at least do a study.  
Thank you,  
Ray and Jill Goodness  
32125 SW Cypress Point  
Wilsonville, OR 97070

**King, Sandy**

---

**From:** Joanna Sawyer <sawyerjoannarick@comcast.net>  
**Sent:** Thursday, April 12, 2012 2:22 PM  
**To:** City Council Members

Please accept the money for the feasibility study of the bike, pedestrian, emergency bridge. Thanks You Rick and JoAnna Sawyer

**King, Sandy**

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**From:** Joanna Sawyer <sawyerjoannarick@comcast.net>  
**Sent:** Thursday, April 12, 2012 2:21 PM  
**To:** King, Sandy

Please accept the feasibility money for the bike and pedestrian bridge Thank you JoAnna and Rick Sawyer Charbonneau

King, Sandy

---

**From:** Deanna Morgan <deannamorgan@gmail.com>  
**Sent:** Thursday, April 12, 2012 2:08 PM  
**To:** City Council Members  
**Subject:** FRENCH PRAIRIE BRIDGE

I AM IN FAVOR



King, Sandy

---

**From:** Deanna Morgan <deannamorgan@gmail.com>  
**Sent:** Thursday, April 12, 2012 2:07 PM  
**To:** King, Sandy  
**Subject:** FRENCH PRAIRIE BRIDGE

I AM IN FAVOR

King, Sandy

---

**From:** Al Levit or Pat Rehberg <levitreberg@frontier.com>  
**Sent:** Thursday, April 12, 2012 2:07 PM  
**To:** Steven.j.hurst@gmail.com  
**Cc:** Cosgrove, Bryan; King, Sandy  
**Subject:** French Prairie Bridge

Dear Councilor Hurst,

Please vote in support of receiving the funds currently available to the City of Wilsonville to move forward on the French Prairie Bridge project. I understand a positive vote by the Wilsonville City Council will result in the City being awarded \$1,250,000, needing only a 10.27% match, a small amount in terms of the overall city budget while indicating large support from the funding source. I believe both Clackamas County and the State are looking favorably upon this project. It would be an embarrassment to the City to let it die at this stage for lack of support at the local level. This project can positively affect both the livability and economic growth of Wilsonville. Accepting the current funds will allow the final decision to be made on the basis of actual cost/benefit information, not emotion.

Thank you for your consideration of this matter.

Pat Rehberg

**King, Sandy**

---

**From:** Al Levit or Pat Rehberg <levitrehberg@frontier.com>  
**Sent:** Thursday, April 12, 2012 2:06 PM  
**To:** Scottstarr97070@gmail.com  
**Cc:** Cosgrove, Bryan; King, Sandy  
**Subject:** French Prairie Bridge

Dear Councilor Starr,

Please vote in support of receiving the funds currently available to the City of Wilsonville to move forward on the French Prairie Bridge project. I understand a positive vote by the Wilsonville City Council will result in the City being awarded \$1,250,000, needing only a 10.27% match, a small amount in terms of the overall city budget while indicating large support from the funding source. I believe both Clackamas County and the State are looking favorably upon this project. It would be an embarrassment to the City to let it die at this stage for lack of support at the local level. This project can positively affect both the livability and economic growth of Wilsonville. Accepting the current funds will allow the final decision to be made on the basis of actual cost/benefit information, not emotion.

Thank you for your consideration of this matter.

Pat Rehberg

**King, Sandy**

---

**From:** Al Levit or Pat Rehberg <levitrehberg@frontier.com>  
**Sent:** Thursday, April 12, 2012 2:05 PM  
**To:** Celianunez01@gmail.com  
**Cc:** Cosgrove, Bryan; King, Sandy  
**Subject:** French Prairie Bridge

Dear Council President Nunez,

Please vote in support of receiving the funds currently available to the City of Wilsonville to move forward on the French Prairie Bridge project. I understand a positive vote by the Wilsonville City Council will result in the City being awarded \$1,250,000, needing only a 10.27% match, a small amount in terms of the overall city budget while indicating large support from the funding source. I believe both Clackamas County and the State are looking favorably upon this project. It would be an embarrassment to the City to let it die at this stage for lack of support at the local level. This project can positively affect both the livability and economic growth of Wilsonville. Accepting the current funds will allow the final decision to be made on the basis of actual cost/benefit information, not emotion.

Thank you for your consideration of this matter.

Pat Rehberg

King, Sandy

---

**From:** ohmygoodness2@comcast.net  
**Sent:** Thursday, April 12, 2012 2:25 PM  
**To:** King, Sandy  
**Subject:** Charbonneau Bridge

Let's at least do a study.  
Thank you,  
Ray and Jill Goodness  
32125 SW Cypress Point  
Wilsonville, OR 97070

**King, Sandy**

---

**From:** Suzanne W Sanford <swuepper@ft.NewYorkLife.com>  
**Sent:** Thursday, April 12, 2012 2:17 PM  
**To:** Celianunez01@gmail.com; Steven.j.hurst@gmail.com;  
Richardgoddard2010@gmail.com; Scottstarr97070@gmail.com; Mayor;  
Cosgrove, Bryan; King, Sandy; City Council Members  
**Subject:** Please vote to accept the funding to do a feasibility study for the French  
Prairie Bike-Ped-Emergency Bridge!

Thank you,

**Suzanne Wuepper Sanford, CLTC**  
**Financial Adviser**  
**Agent, Registered Representative offering Securities through NYLIFE Securities LLC (member FINRA/SIPC)**  
**Financial Adviser, Eagle Strategies LLC, A Registered Investment Adviser**  
**Tel: 503-694-6255**  
**Cell: 503-522-8251**  
**Fax: 503-694-5751**  
**32055 SW Arbor Lake Drive**  
**Wilsonville, OR 97070**  
[swuepper@ft.newyorklife.com](mailto:swuepper@ft.newyorklife.com)  
[www.SuzanneWuepperSanford.nylagents.com](http://www.SuzanneWuepperSanford.nylagents.com)

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**King, Sandy**

---

**From:** Kathryn Stout <kathstout@me.com>  
**Sent:** Thursday, April 12, 2012 2:41 PM  
**To:** Celianunez01@gmail.com; Steven.j.hurst@gmail.com;  
Richardgoddard2010@gmail.com; Mayor; Cosgrove, Bryan; King,  
Sandy; City Council Members; Scottstarr97070@gmail.com  
**Subject:** Feasibility Study

Please accept the funding to at least do a feasibility study for the "French Prairie Bike-Ped-Emergency Bridge."

This bridge would provide a way for emergency vehicles to get to Charbonneau whenever the I-5 bridge is blocked. It will also provide a way for emergency vehicles to access accidents on the I-5 bridge more quickly. The concept of this bridge has a broad range of support including Tualatin Valley Fire and Rescue and the Clackamas County Sheriff's Office.

Thank you for your time.

Kathy Stout  
Charbonneau Resident

**King, Sandy**

---

**From:** Warren Gilfillan <gilndoe@gmail.com>  
**Sent:** Thursday, April 12, 2012 2:44 PM  
**To:** King, Sandy  
**Subject:** bike/pedestrian/emergency bridge adjacent to I 5.

I, Warren Gilfillan, of 31682 SW Fairway Village Lp, Wilsonville, OR, 97070 see a definite advantage to such a bridge. The Emergency aspect is especially worthy.

If I had my "druthers", I would like to see it on the east side of Boones Bridge. I have often thought that just a "shoulder addition" could be attached to the east deck of Boones Bridge that would be especially advantageous to Charbonneau people (that bike and/or still walk?). It would have to be of light weight for bikes and walkers only, but would be immensely cheaper and a quick way to get to Wilsonville shopping. (maybe only for us?) The Emergency aspect would be lessened but not lost. Perhaps the structural limitations of Boones Bridge may cancel that idea? Gilfillan, phone 503 694 8194. Cell <[gilndoe@gmail.com](mailto:gilndoe@gmail.com)>



**King, Sandy**

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**From:** Laurent Rochette <lrochette@gmail.com>  
**Sent:** Thursday, April 12, 2012 2:49 PM  
**To:** Richard Goddard  
**Cc:** King, Sandy  
**Subject:** Re: Wilsonville Bridge

Mr Goddard, please see my answer below in green

On Apr 11, 2012, at 3:37 PM, Richard Goddard wrote:

Thank you for your e-mail. I do have a couple of questions that I would like to ask your feedback on.

Would you support local vehicle access across the Willamette in addition to bicycle/pedestrian/emergency vehicle access?

I'm not opposed to the idea in itself but I think it's a bigger project with many additional questions like traffic impact on the neighborhood where the bridge would be built.  
At this point I'm simply asking you to accept the grant to study the feasibility of the project.

Do you believe an enhanced bicycle/pedestrian crossing of the Willamette is the highest priority bicycle/pedestrian/transportation issue facing our community? If not, what do you see as a higher priority?

As far as bicycle/pedestrian use is concerned, a feasibility study (about 90% funded with outside money), the bridge is probably the most widely-mentioned bicycle/pedestrian issue. It has been a project in the master plan adopted 2006. I believe it's time to study it.

How much do you think the City should spend to provide enhanced access for bicycles/pedestrians across the Willamette?

I do not have numbers to give you but I'd love to know how much it would cost. At this point, I think spending a little over \$100,000 (less than 0.2% of the City budget) to study the feasibility of this bridge and the associated cost is a reasonable request. In addition it is likely that a large proportion of the funding for a bicycle/pedestrian bridge would come from beyond Wilsonville given the importance of the proposed bridge in regional tourism plans.

Do you know how many hours the Boone bridge has been closed to emergency vehicle traffic say over the past 5 years?

I do not have that number but I know I've been stuck a couple of time at work and unable to go back home in Charbonneau since 1998. If I had known I was going to be quizzed I would have kept statistics. Should I call ODOT or TVFR to get that number? I would hope the bridge feasibility study would look in more details in this risk assessment.

I'll be at the meeting on Monday and would be happy to talk to you in more details time permitting

Sincerely

Laurent Rochette

Thanks again for your input.

Richard

On 4/11/12, Laurent Rochette <[lrochette@gmail.com](mailto:lrochette@gmail.com)> wrote:

Mayor and City Councilors,

I am writing to you to urge you to accept the federal funding to study the feasibility of bike, pedestrian and emergency vehicle over the Willamette river.

As a cyclist living in Charbonneau, I have to take risks to bike to the city center to shop, work or take WES. Since the "Charbonneau-Wilsonville" lane has been added on I5-northbound, the space available for cyclists has decreased to unsafe proportions. With my Mentor Graphics riding group, we have had several close calls during our lunch rides.

In addition, today accident shows that having an additional route available for emergency vehicles would a nice option. As a Charbonneau resident, I'm acutely aware that a major accident on I5 near Boones bridge would seriously increase emergency response time.

Lastly, Wilsonville is the gate to the French Prairie, a major attraction to local cyclists. Today, they drive to Miley Rd or Champoeg to start their ride. A bridge would mean they would park in Wilsonville and shop at local businesses. Also with a new bridge, I would love to study along the Chamber of Commerce the potentials for some Cycling tourism in Wilsonville.

So before refusing this grant, I would urge you to consider the needs of your constituents and the potential for business (and income for the city).

Sincerely

Laurent Rochette

Alliance Manager

Phone: 503 770-0779

Email: [lrochette@gmail.com](mailto:lrochette@gmail.com)

<http://www.linkedin.com/in/laurentrochette>

**King, Sandy**

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**From:** Cindy <cindygmh@comcast.net>  
**Sent:** Thursday, April 12, 2012 3:01 PM  
**To:** City Council Members

Urging you to accept the funding to at least do a feasibility study for the "French Prairie Bike-Ped-Emergency Bridge."

GO DUCKS!

**King, Sandy**

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**From:** heyjudejohn@comcast.net  
**Sent:** Thursday, April 12, 2012 3:27 PM  
**To:** City Council Members  
**Subject:** Federal funding

We, who live in Charbonneau, urge you to accept the funding to at least do a feasibility study for the "French Prairie bike-ped-emergency Bridge" over the Willamette River.

Sincerely,

John Woodhouse & Judie Nelson

**King, Sandy**

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**From:** heyjudejohn@comcast.net  
**Sent:** Thursday, April 12, 2012 3:25 PM  
**To:** King, Sandy  
**Subject:** Federal Funding

We, who live in Charbonneau, urge you to accept the funding to at least do a feasibility study for the "French Prairie bike-ped- emergency Bridge" over the Willamette River.

Sincerely,  
John Woodhouse & Judie Nelson

**King, Sandy**

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**From:** sspringall@gmail.com on behalf of Simon Springall  
<simon@springall.com>  
**Sent:** Thursday, April 12, 2012 2:58 PM  
**To:** King, Sandy  
**Cc:** Cosgrove, Bryan  
**Subject:** Petition Delivery

Hello Sandy

I will have an online petition of more than 200 names and paper petition of around 50 names to deliver regarding the French Prairie Bridge.

I plan to deliver this to you on Monday; if I do that around lunchtime will there be enough time for you to make it available for the Mayor & Councilors before the 5pm work session?

Thanks  
Simon

**King, Sandy**

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**From:** Karen Siegel <[ksiegel44@gmail.com](mailto:ksiegel44@gmail.com)>  
**Sent:** Thursday, April 12, 2012 2:59 PM  
**To:** King, Sandy  
**Subject:** Emergency Bridge over the Willamette

As a resident of Charbonneau, I encourage you, as a member of Wilsonville City Council, to accept the \$1.25 million in federal funding available for a feasibility study of a bike, pedestrian and emergency vehicle bridge over the Willamette.

Not only would this bridge provide access for emergency vehicles into Charbonneau or areas south if I-5 South were to be closed, it would also be a source of ingress and egress from the Charbonneau area and points south in case of natural disasters.

Disasters aside, such a facility would also provide an excellent alternate transit source into Wilsonville or Charbonneau via foot or bike. This would eliminate auto traffic off I-5 and into Wilsonville and provide excellent health benefits for those taking advantage of the ability to walk into town!.

Thanks for your consideration.

Karen Siegel  
[ksiegel44@gmail.com](mailto:ksiegel44@gmail.com)

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Karen  
[ksiegel44@gmail.com](mailto:ksiegel44@gmail.com)



**King, Sandy**

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**From:** RobrtC@aol.com  
**Sent:** Thursday, April 12, 2012 3:53 PM  
**To:** City Council Members  
**Subject:** French Prarie Bike-Ped-Emergency Bridge

I urge you to accept the federal funding for the feasibility study of an emergency vehicle bridge over the Willamette River which could service the community of Charbonneau.

As you well know, if the Boones Bridge is blocked emergency services cannot be provided to over 3,500 citizens of the Wilsonville community.

Our safety is in your hands and may well depend upon your vote.

Robert Callan  
Laurie Laubenstein

**King, Sandy**

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**From:** jim oberg <joso64@comcast.net>  
**Sent:** Thursday, April 12, 2012 4:16 PM  
**To:** Celianunez01@gmail.com; Steven.j.hurst@gmail.com;  
Richardgoddard2010@gmail.com; Scottstarr97070@gmail.com; Mayor;  
Cosgrove, Bryan; King, Sandy; City Council Members  
**Subject:** Emergency Bridge Study

To Wilsonville City Council:

We are writing to express our support for acceptance of federal funding to study the feasibility of building a bridge that would allow emergency access to Charbonneau in the event of closure or blockage of Boones Bridge. Since no commitment is implied to build this, use of funds to conduct such a study seems prudent, considering that Charbonneau has many citizens who are elderly. Thank you.

Jim and Sue Oberg  
8076 SW Sacajawea Way  
Wilsonville, OR

**King, Sandy**

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**From:** Dianne Reiter <dianne.reiter@comcast.net>  
**Sent:** Thursday, April 12, 2012 4:25 PM  
**To:** Celianunez01@gmail.com; Steven.j.hurst@gmail.com;  
Richardgoddard2010@gmail.com; Scottstarr97070@gmail.com; Mayor;  
Cosgrove, Bryan; King, Sandy; City Council Members  
**Subject:** VOTE YES for feasibility study for the "French Prairie Bike-Ped-  
Emergency Bridge."

As a Charbonneau residence me and my husband urge you to vote to YES to accept \$1.25 million in federal funding for a feasibility study of a bike, pedestrian, and emergency vehicle bridge over the Willamette River.

Ron and Dianne Reiter

**King, Sandy**

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**From:** Audrey Graham <agraham@centurytel.net>  
**Sent:** Thursday, April 12, 2012 4:19 PM  
**To:** City Council Members  
**Subject:** French Prairie Bike-Ped Emergency Bridge

To: Wilsonville City Council

With the I-5 bridge the only route over the Willamette River between Oregon City and Newberg, I feel that the emergency bridge along side the railroad trestle bridge would be a very important addition for the safety of all the population surrounding Wilsonville, Charbonneau, Canby and areas south. When the I-5 bridge is closed because of accidents, all traffic, not just emergency vehicles, may be stopped. This presents very serious problems with injuries from accidents or other emergencies.

As well, such a bridge would be very good for tourism--especially bicycle riders and walkers.

I would very much encourage the feasibility study for this project.

Audrey Graham  
32493 SW Juliette Drive  
Wilsonville, OR

**King, Sandy**

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**From:** Al Levit or Pat Rehberg <levitrehberg@frontier.com>  
**Sent:** Thursday, April 12, 2012 5:33 PM  
**To:** Celianunez01@gmail.com; Steven.j.hurst@gmail.com;  
Richardgoddard2010@gmail.com; Scottstarr97070@gmail.com; Mayor  
**Cc:** Cosgrove, Bryan; King, Sandy  
**Subject:** In support of the French Prairie Bridge grant

Dear Wilsonville City Council,

I am writing in support of the Council accepting the Flexible Funds Grant for the French Prairie Bridge by committing to fund Wilsonville's match. Making a decision to not fund the grant match will kill the bridge without full knowledge of the scope of the project. This is irresponsible.

The French Prairie Bridge (FPB) will bring many benefits to Wilsonville:

**Livability:** This is the most requested item in the Bicycle and Pedestrian Master plan. Residents of Wilsonville want and need bike and ped facilities. Workers would use it for commuting. There is a great deal of public support for this project.

**Safety:** Some bike riders and pedestrians now cross the river on the Boone Bridge and illegally on the railroad bridge. The FPB will provide a safe route for them. If you need to confirm the danger of crossing the Boone Bridge, take the time to stroll across it. I know the Council is concerned about safety since you funded temporary improvements at the Boeckman dip which cost significantly more than the matching grants.

**Equity:** The residents of Charbonneau now have no way to bike or walk to and from the rest of the community though they pay for the amenities. Note that the dedicated northbound lane on I-5 was budgeted at \$5,000,000.

**Emergency purposes:** The I-5 bridge does clog up frequently as it did yesterday when a vehicle caught fire. Would you like to be waiting longer for emergency services if you had a medical or fire emergency at that moment?

**Benefits to Wilsonville businesses:** Bicycle tourism is a growing activity. Over the course of a year, probably more than 1000 bikers already park on Miley Rd. to start their rides. There are no facilities there. The FPB will allow them to start in Wilsonville proper and bring their business with them.

The trail system and roads in the Metro area will funnel bicycle tourists through the City if the FPB is built. There will be many individual and small groups of riders and potentially professional tours. This would be the last stop with significant lodging and dining before traveling many miles on the Willamette Valley Scenic Bikeway. The alternatives of 99E or 99W are unappealing for tourists. The Canby Ferry would not bring business to Wilsonville and may not be an alternative for long.

I had the responsibility of organizing the Northwest Tandem Rally in 2008. This 3 day event was attended by over 750 people who needed lodging, food and support on the roads. I would have loved to run it out of Wilsonville but there was no safe place for that many riders without the FPB. Alas, a minimum of \$100,000 in business went to McMinnville. Yes, bicycle tourism can bring significant events and dollars to Wilsonville.

Thanks,  
Al Levit

King, Sandy

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**From:** madamrich@comcast.net  
**Sent:** Friday, April 13, 2012 2:55 AM  
**To:** City Council Members  
**Subject:** Please support the bridge

Please support the pedestrian bridge. It is important to Charbonneau residents and important for safety if the Boone Bridge is blocked.

Thank you,  
Dana Richmond  
7400 SW Lakeside Loop  
Wilsonville, OR 97070

King, Sandy

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**From:** madamrich@comcast.net  
**Sent:** Friday, April 13, 2012 2:55 AM  
**To:** King, Sandy  
**Subject:** Please support the bridge

Please support the pedestrian bridge. It is important to Charbonneau residents and important for safety if the Boone Bridge is blocked.

Thank you,  
Dana Richmond  
7400 SW Lakeside Loop  
Wilsonville, OR 97070

King, Sandy

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**From:** Sue Waddell <susanwaddell@yahoo.com>  
**Sent:** Thursday, April 12, 2012 6:24 PM  
**To:** City Council Members  
**Subject:** Emergency Bridge

Please accept the funding for a feasibility study for the "French Prairie Bike-Ped-Emergency Bridge".  
Susan and James Waddell  
Charbonneau



**King, Sandy**

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**From:** sspringall@gmail.com on behalf of Simon Springall  
<simon@springall.com>  
**Sent:** Thursday, April 12, 2012 4:55 PM  
**To:** Richard Goddard  
**Cc:** City Council Members  
**Subject:** Re: French Prairie Bridge

Councilor Goddard,

Thank for for responding for further information.

Would you and the group you are working with support local vehicle access across the Willamette in addition to bicycle/pedestrian/emergency vehicle access?

Generally I believe the group does not think this is a good idea. Personally I don't think it it would benefit the community and may lead to increased local congestion. The proposed siting in Old Town would not be a good place to have such a vehicle bridge as motor vehicles would have to use the very busy Wilsonville Road/Boones Ferry Road intersection as well as travel through the Old Town neighborhood itself. The Old Town neighborhood association would be very resistant to this, and so I believe our group would be too.

The proposed alignment of the Tonquin bike/pedestrian trail avoids this busy intersection and reduces even the bicycle traffic through much of Old Town.

In addition this type of bridge would be much more expensive and have further code requirements. I think a local vehicle bridge is an entirely different proposition and should be considered on its own merits. It should not be used to derail further study of the planned bike/ped/emergency bridge as described in the city's master plans.

Do you believe an enhanced bicycle/pedestrian crossing of the Willamette is the highest priority bicycle/pedestrian/transportation issue facing our community? If not, what do you see as a higher priority?

I think the evaluating the feasibility of this bridge as described in the plans is extremely high priority, especially given the availability of federal funds to cover 90% of the cost of an extensive study. This study should also evaluate funding opportunities, given the regional, statewide and federal (national security) aspects this bridge may provide.

This does not mean that other projects should be at a standstill while planning for the bridge continues. The other connectivity issues identified in the TSP and Bike/Ped Master plan can still be addressed as opportunities arise.

How much do you think the City should spend to provide enhanced access for bicycles/pedestrians across the Willamette?

I believe Council will understand that funding for the sort of bridge we are discussing would come from many directions. It should not be expected that the City of Wilsonville would be footing the complete bill for such significant regional infrastructure. One side of the bridge would be outside the City limits (unless it was located in Charbonneau) and as mentioned above, there are national, state, and regional funds, as well as potentially county funds, available for such infrastructure to support safety, emergency access, tourism, active transportation and connectivity.

Do you know how many hours the Boone bridge has been closed to emergency vehicle traffic say over the past 5 years?

I would think that organizations that may have some statistics on this may include ODOT, TVF&R or Clackamas County Sheriff's office. I would also expect that the feasibility study that would be 90% funded by this grant the city has already been awarded could perform such an analysis if it has not already been done by emergency services.

I think in due time we will be in contact with these organizations to seek out such statistics.

The question does not really address the risk of the inability to pass over the bridge in one direction at a specific time. There was a car on fire at the Wilsonville road junction only yesterday, which closed the bridge northbound for a short time. How many deaths due to traffic congestion would you consider acceptable?

Thanks again for your input.

Richard

Thank you Councilor,  
Simon Springall

On 4/10/12, Simon Springall <[simon@springall.com](mailto:simon@springall.com)> wrote:

> Councillor Goddard,

>

> I wanted to mail you directly regarding the bridge. You probably have got

> notification from the city that I am working with a bunch of citizen

> volunteers on an advocacy group in favor of the bridge. I hope that you

> will carefully consider the many benefits that this bridge would bring to

> the community; to both the business community and the residents.

>

> The tourism opportunity is huge, bicycle tourism is being facilitated and

> stressed state wide by TravelOregon and they estimate that statewide well

> over \$200 million \*per year \*is pumped back into local economies

> by bicycle tourism. The network of trails leading to the bridge such as

> the Tonquin trail, Champoeg Trail and Willamette Valley Scenic Bikeway all

> point to Wilsonville at the center of a large tourist network. We have the

> hotel space and the restaurants and stores to support their needs. I met

- > with Jennifer Johnson of the Chamber today; she is all over this after the
- > success of Oregon Horse Country; it may even be bigger than that.
- > Currently she has to turn touring groups away - she says 8-12 times per
- > year we lose opportunities to host bike tours due to lack of a river
- > crossing.
- >
- > Another aspect of the bridge is the safety issue. When the I-5 Boone
- > Bridge snarls up due an accident (much higher than average truck count -
- > check out the council briefing booklet), not only I-5 itself and
- > Wilsonville but all the surrounding roads can be blocked and impassible to
- > emergency services. The new bridge would be available to emergency
- > services, fire trucks, tow trucks etc. There's a lot of aging residents in
- > Charbonneau and how long before somebody dies because they can't reach the
- > hospital?
- >
- > If you were to take a look at the community feedback from the
- > Transportation Systems Update, the positive feedback in favor of the bridge
- > is overwhelming. The residents know we need it, the businesses do. I
- > believe half the Chamber does.
- >
- > Do you think the the city council would go against all that, and refuse the
- > grant and lose this opportunity to make Wilsonville the center of such a
- > tourism network?
- >
- > The flexible funds grant allows us to explore for sure what the options
- > are, not just the feasibility studies and design, but of course let's
- > explore the funding opportunities for the bridge itself. Your council
- > briefing packet has some ideas, there are in fact many more when you look
- > beyond the straight connectivity and recreation aspects and consider the
- > security and tourism aspects of the bridge.
- >
- > Thank you for listening
- > Simon Springall
- >

**King, Sandy**

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**From:** Laurie Bales <ljbales75@gmail.com>  
**Sent:** Thursday, April 12, 2012 9:37 PM  
**To:** City Council Members  
**Subject:** accept funding

Please accept federal funding for the French Prairie Bike-Ped-Emergency Bridge." Thank you.

Laura Bales  
8019 SW Sacajawea Way  
Wilsonville, OR

## King, Sandy

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**From:** John Duncan <bozos@onemain.com>  
**Sent:** Thursday, April 12, 2012 9:35 PM  
**To:** Celianunez01@gmail.com; Steven.j.hurst@gmail.com;  
Richardgoddard2010@gmail.com; Scottstarr97070@gmail.com; Mayor;  
Cosgrove, Bryan; King, Sandy; City Council Members  
**Subject:** Please support the Bike Bridge study grant

To the Wilsonville City Councilors:

I am writing to express my strong support for accepting federal grant funding for a feasibility study of the bike bridge across the Willamette River from Boones Ferry Road to near the Boat Works marina on the south side of the river. If feasible, this bridge would be a tourist attraction for biking groups, joggers, runners and walkers seeking the peaceful beauty of our country roads. It would attract families wanting to enjoy the river, the wildlife and botanical beauty along both shores. And most importantly, it would be safe. My family has walked and biked across the Boone Bridge in past years and the trip has always been close to terrifying.

This bridge is an important part of a total transportation vision for the county. It would be a shame to let this idea just slip away without at least doing the study to answer the necessary questions about the economic and practical aspects of the project.

John Duncan

Wilsonville, OR

**King, Sandy**

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**From:** Bob & Kathy Rohe <bobkatrohe@centurytel.net>  
**Sent:** Thursday, April 12, 2012 5:10 PM  
**To:** Celianunez01@gmail.com; Steven.j.hurst@gmail.com;  
Richardgoddard2010@gmail.com; Scottstarr97070@gmail.com; Mayor;  
Cosgrove, Bryan; King, Sandy; City Council Members  
**Subject:** Bridge

We urge the Wilsonville City Council to accept the federal funding to at least do a feasibility study for the "French Prairie Bike-Ped-Emergency /Bridge" across the Willamette River near Wilsonville. The addition of such a bridge would be an important factor in the welfare and safety of communities in the area in the event the I-5 bridge is blocked because of an accident or other reason. Thank you.

Bob and Kathy Rohe  
Charbonneau Residents

**King, Sandy**

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**From:** Mary Joyce VanWechel <maryjvw@yahoo.com>  
**Sent:** Thursday, April 12, 2012 9:25 PM  
**To:** Richardgoddard2010@gmail.com; Scottstarr97070@gmail.com; Mayor; Celianunez01@gmial.com  
**Subject:** April 16th City Council Work Session on the French Prairie Bridge

Dear City Council Members:

This note concerns points for your April 16th work session on the French Prairie Bridge. I feel that the primary obstacle for the Bridge is the high potential of not taking the time or the effort to enlarge thinking enough to truly comprehend the full extent of the benefits the Bridge can offer/bring to Wilsonville.

May I suggest the following questions staff/others could be asked to help make the decision of accepting the \$1.25 million dollars being offered the City for the initial engineering, etc. ...

- 1) Can anyone enumerate the benefits the City of Wilsonville can see if the Bridge is built?
- 2) It's been said that the Bridge will bring great economic gain to the City of Wilsonville. What is the dollar value estimate of this economic benefit and what is the basis of that estimate and how was it put together?
- 3) What direct input has been made by, or sought from, Tualatin Valley Fire & Rescue, Clackamas County Sheriff's office, Oregon State Police, local ambulance companies, and/or other safety agencies in behalf of the Bridge?
- 4) As major segments of the City of Wilsonville, what concerns of doing the engineering evaluation have been sought from the citizens of Charbonneau and/or Old Town?
- 5) What is the position regarding the Bridge for the Clackamas County Board of Commissioners, METRO, Oregon State Parks Department, the Office of Oregon State Tourism, Oregon State Department of Transportation, the Governor, the Federal Office of Homeland Security, Federal Department of Transportation, the various Chambers of Commerce of Wilsonville and other surrounding cities, organizations like the Friends of Historic Champoeg, Friends of French Prairie, Hubbard Business & Economic Development Group, etc., and from neighboring cities such as Portland, Lake Oswego, Donald, Hubbard, Tualatin, Aurora, Canby, Oregon City, Woodburn, or even Salem, Eugene, etc.? Or from City businesses such as hotels, restaurants, gas stations, general merchandise outlets, travel bureaus, tour operators, etc.? Or from potential new businesses that could develop as a result of bulding the Bridge? Are staff fully aware of all the letters of support that have already been written in behalf of the Bridge from many of the above - as well as Senator Gordon Smith, and other Oregon congressional delegation members?
- 6) Is there a value of the Bridge to the youth in our community? Can staff describe the value to citizens in terms of heath, exercise, and recreation?
- 7) Do you really think there would be a significant amount of bicycle and/or other tourists that would come to Wilsonville and spend money because of such a Bridge? **What would need to be done to maximize this dynamic?**
- 8) With METRO already looking at developing bicycle paths from Portland (and the Springwater Corridor with its connection to Vancouver and Washington State) south to Lake Oswego and then continuing on south

from there, and then the State of Oregon already doing the Willamette River Bicycle Trail from Eugene north to Champoege State Park as well as beginning to look at a path from Eugene on to the State border, **how important/vital is this Bridge?**

9) Assuming the \$1.25 million is spent for the initial engineering, etc., and that the Bridge is then recommended, what funding options are available from local, regional, State, or Federal agencies, or from private donations, corporate involvement, foundations, grants, fund raising projects, and/or other "non-traditional sources? Has a specific list of funding options and alternatives been made yet? Has staff considered that efforts to gain non-traditional funding options avoids any money from being taken away from "pot holes" and other City needs? Furthermore, that public monies dedicated for bicycle projects can only be used for those bicycle projects and not for "filling potholes"?

10) What is the importance and value of making the Bridge a significant showpiece and connection to our historical heritage of Wilsonville, the region, and the State?

11) Does staff consider the Bridge to be "forward looking" or really just a waste of time and money?

12) Is there real history of Wilsonville residents wanting more access to the Willamette River? If so, what other options than the Bridge are there to accomplish that objective? Would such alternatives provide the same amount (or more) of benefits to the City of Wilsonville as would the Bridge project?

13) How many jobs would be created with the construction and operation of the Bridge, and/or in the private enterprise businesses that will/could spring up throughout the Wilsonville area as a result of the Bridge?

Many other questions could be listed, but these will at least begin to encourage the consideration of the acceptance of the current money being offered from a broader perspective.

Thank you for your consideration of the Project!!!!

Sincerely,

Steven L. Van Wechel  
30730 SW Magnolia / P.O. Box 652  
Wilsonville, OR 97070



**King, Sandy**

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**From:** JerryOTillery@aol.com  
**Sent:** Friday, April 13, 2012 10:00 AM  
**To:** Celianunez01@gmail.com; Steven.j.hurst@gmail.com;  
Richardgoddard2010@gmail.com; Scottstarr97070@gmail.com; Mayor;  
Cosgrove, Bryan; King, Sandy; City Council Members  
**Subject:** River Pedestrian Bridge

Dear Council Member,

I urge you to agree to accept the grant monies to study for the need for a bridge across the river at Boone Junction. Please do not turn down the money, rather, accept and do the study. Only then can a valid assessment of the need and worth of such a bridge be determined.

Respectfully,

Jerry Tillery  
7760 SW Village Greens Circle  
Wilsonville

**King, Sandy**

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**From:** Marjorie Jersey <mjj0424@comcast.net>  
**Sent:** Friday, April 13, 2012 7:55 AM  
**To:** Cosgrove, Bryan  
**Subject:** emergency bridge

Please accept the Federal money for a study of an emergency bridge. We have used the 911 service band never thought what would happen if I5 was closed over the rive. Thank you

Floyd and Marjorie Jersey  
7495 SW Lakeside Dr.  
Charbonneau

King, Sandy

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**From:** Cosgrove, Bryan  
**Sent:** Friday, April 13, 2012 12:53 PM  
**To:** King, Sandy  
**Subject:** FW: Please support the bridge

503.570.1504 (work)  
[cosgrove@ci.wilsonville.or.us](mailto:cosgrove@ci.wilsonville.or.us)  
29799 SW Town Center Loop  
Wilsonville, Oregon 97070

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***Gain may be temporary and uncertain; but ever while you live, expense is constant and certain:  
and it is easier to build two chimneys than to keep one in fuel.***  
**Benjamin Franklin**

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**From:** [madamrich@comcast.net](mailto:madamrich@comcast.net) [mailto:[madamrich@comcast.net](mailto:madamrich@comcast.net)]  
**Sent:** Friday, April 13, 2012 2:55 AM  
**To:** Cosgrove, Bryan  
**Subject:** Please support the bridge

Please support the pedestrian bridge. It is important to Charbonneau residents and important for safety if the Boone Bridge is blocked.

Thank you,  
Dana Richmond  
7400 SW Lakeside Loop  
Wilsonville, OR 97070

King, Sandy

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**From:** Michelle Labrie-Ripple <michelle@alumni.rutgers.edu>  
**Sent:** Friday, April 13, 2012 2:03 PM  
**To:** City Council Members; Celianunez01@gmail.com;  
Steven.j.hurst@gmail.com; Richardgoddard2010@gmail.com;  
Scottstarr97070@gmail.com; Mayor; Cosgrove, Bryan; King, Sandy  
**Subject:** Bicycle/Pedestrian Bridge

Honorable Councilors,

Please accept the funding and do a feasibility study for the "French Prairie Bike-Ped-Emergency Bridge.

I served as Chair of the Advisory Committee for Master Planning that created our Bike/Pedestrian, Parks and Transit Master Plans. Our committee was not just a few chosen individuals. We were about 40 people from every neighborhood, every social and economic group and many varied occupations. We had many open houses, surveys, stakeholder meetings, mailings and other methods of soliciting public. We integrated hundreds of comments into every facet of each plan. As such, these plans truly represent a community consensus on the long-term vision of how Wilsonville residents think the City should enhance its quality of life by the way it looks, functions, and allocates resources. The plans were meant to be relevant and valid for 20 years to save the considerable cost of redoing them more frequently.

To our considerable surprise, a way across the Willamette was **the single most requested** thing by citizens in every method the Advisory Committee for Master Planning used to get public input. Most of us on the ACMP hadn't even thought about crossing the Willamette. Given the enormous public interest, it seems that it would be prudent to leave it in the TSP, accept the Federal funding we got to study the feasibility of the bridge and leave our options open as a community.

This bridge, if and when built, will be an economic boon to Wilsonville and the entire region. It will bring in outside tourism and recreation dollars. The concept of this bridge has the support of the Oregon Parks and Recreation Dept., Bicycle Transportation Alliance, Friends of Historic Champoeg (state park), Tualatin Valley Fire and Rescue, Cycle Oregon, Clackamas County Sheriff's office, Former US Senator Gordon Smith, to name just a few.

The bridge, as envisioned, is not just a convenient and safe way for pedestrians and bikes to cross the river, although the safety factor cannot be overstated. I personally know of at least two families who use the train trestle to cross from Butteville to Wilsonville. In both cases, the ENTIRE FAMILY uses it, they even allow their children to use it to get to school here in Wilsonville, if you can believe it. Not only is this unsafe, it is illegal. These are not isolated incidents. Many people have used the train trestle for years to cross the river.

The bridge will also allow emergency access to both sides of the river when the Boone Bridge is closed, as so often happens due to accidents. This is not just a local issue. It is a Homeland Security issue too. The Boone Bridge is the essential link across the Willamette for all the freight that runs along the backbone of our west coast freight system, I-5. It isn't too far a stretch to imagine that it could be a target for a terrorist strike. How much worse would that be if even emergency personnel couldn't get across the river?

It is NOT smart planning or prudent fiscal management to take it out of the TSP or to return the grant money we received to do a study.

I urge you to accept the funding to at least do a feasibility study for the "French Prairie Bike-Ped-Emergency Bridge."

Respectfully yours,

*Michelle Ripple*

Michelle Labrie-Ripple

29851 SW Camelot St.

Wilsonville, OR 97070

phone 503-682-7896

fax 503-682-9606

King, Sandy

---

**From:** Cosgrove, Bryan  
**Sent:** Friday, April 13, 2012 3:13 PM  
**To:** Mayor  
**Subject:** FW: Charlotte's Web

FYI

503.570.1504 (work)  
[cosgrove@ci.wilsonville.or.us](mailto:cosgrove@ci.wilsonville.or.us)  
29799 SW Town Center Loop  
Wilsonville, Oregon 97070

**DISCLOSURE NOTICE:** Messages to and from this E-mail address may be subject to the Oregon Public Records Law.

***Gain may be temporary and uncertain; but ever while you live, expense is constant and certain:  
and it is easier to build two chimneys than to keep one in fuel.***  
**Benjamin Franklin**

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**From:** Lashbrook, Stephan  
**Sent:** Friday, April 13, 2012 3:09 PM  
**To:** Cosgrove, Bryan  
**Subject:** FW: Charlotte's Web

FYI

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**From:** Vern & Maridel Wise [<mailto:MarVern@comcast.net>]  
**Sent:** Friday, April 13, 2012 3:07 PM  
**To:** Lashbrook, Stephan  
**Cc:** Allen, Steve  
**Subject:** FW: Charlotte's Web

[I don't mean to burden you with materials to read, but I thought you would like to keep up with the subject. I feel there is going to be a big crowd Monday night.  
Missing>>>!]

----- Forwarded message -----

**From:** Doris Wehler <[daweher@gmail.com](mailto:daweher@gmail.com)>  
**Date:** Fri, Apr 13, 2012 at 11:09 AM  
**Subject:** Re: Charlotte's Web  
**To:** Goddard Richard <[Richard.Goddard@pgn.com](mailto:Richard.Goddard@pgn.com)>, Hurst Steve <[steve.hurst@sterlingsavings.com](mailto:steve.hurst@sterlingsavings.com)>, Nunez Celia <[celianunez01@gmail.com](mailto:celianunez01@gmail.com)>, Starr Scott <[SSstarr@guildmortgage.com](mailto:SSstarr@guildmortgage.com)>

Good morning,

Isn't there always something interesting going on? I'm sure you've received a copy of the petition relative to Charlotte's Web (bike/pedestrian bridge). I was surprised to see some names who signed the petition. One person that was called said "Oh, I thought they were going to build an extra lane on the Boones Bridge." Amazing that people will sign a petition without knowing what they are signing.

I just looked at the petition again and there are 380 signatures, 210 of which are from Wilsonville. I recognized many of the names as being Charbonneau residents and I would surmise that they are more interested in the emergency vehicles than bicycle access. The glitch with this survey is that it doesn't attach costs to it. The community survey the Council is doing evaluates what people want AND what they are willing to pay for.

This "free" federal money (which we know is not free) comes with a \$125,000+ match price tag to the city. How can we justify spending money on this study before we get the results of the city's survey? How can we possibly justify spending \$125,000 on this when there are no funds even remotely possible to build same? We don't even have the funds to maintain our roads in Oregon. Certainly this kind of expenditure is not supported by Council goals.

Do people realize the \$125,000 would come out of Parks & Recreation? What would that mean? Less maintenance of our fields? No money to start building fields on the Advance Road site?

Yes, the study would tell us the tremendous cost of Charlotte's Web, and it would be a big number when you consider not only the bridge itself but the access roads. It seems really foolish to waste both the federal and local money on a project that will not be built. Could we use this money in some other way? Such as paying for the bike/ped improvements in the Boeckman Dip? Even giving it to Canby for the ferry would be a better idea.

I know there is going to be a lot of public pressure about this Monday night, but I have every confidence that you will look at all aspects of this issue.

Doris

**King, Sandy**

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**From:** Ben Williams <ben.williams@liturgica.com>  
**Sent:** Sunday, April 15, 2012 8:07 AM  
**To:** King, Sandy  
**Cc:** Ajholt36@aol.com  
**Subject:** Letter of Support - Wilsonville-French Prairie Bridge  
**Attachments:** FOFP Letter-Willamette Bike Bridge\_04-14-12.pdf

Sandra;

Greetings. I'm aware that this subject is on the agenda for Monday's City Council meetings, so am submitting this letter of support on behalf of Friends of French Prairie.

Thank you

Ben Williams  
Friends of French Prairie  
Cell: 503.568.5670  
Fax: 503.678.5649



Friends of  
**French Prairie**

Friends of French Prairie  
is an Oregon non-profit corporation

PO Box 403 | Donald, Oregon 97020 | [www.friendsoffrenchprairie.org](http://www.friendsoffrenchprairie.org)



April 14, 2012

Re: Wilsonville-French Prairie Bridge

Mayor Tim Knapp  
Council President Celia Nunez  
Councilors Steven Hurst, Richard Goddard & Scott Starr

Greetings;

Friends of French Prairie is aware that one of the projects listed in the Wilsonville Bicycle and Pedestrian Master Plan adopted in 2006 is a bridge over the Willamette River. As a land use advocacy group for French Prairie, and an organization working to make agriculture in French Prairie prosperous, we support this project and strongly urge your approval of the City's matching fund portion.

The emergency vehicle access element of this project is of self-evident value to Wilsonville and to north French Prairie, given the choke point that the Boone Bridge often becomes. In addition, we believe that this bridge would extend bicycle tourism into French Prairie, providing appropriate and needed economic development to that part of French Prairie within Clackamas County and west along the river.

This is precisely the type of economic development needed by French Prairie: a form that supports and is consistent with its agricultural heritage, and would further link the City of Wilsonville to the residents south of the Willamette River.

Sincerely

Benjamin D Williams  
President, Friends of French Prairie

## King, Sandy

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**From:** Carol White <carolwhite522@comcast.net>  
**Sent:** Friday, April 13, 2012 4:31 PM  
**To:** Celianunez01@gmail.com; Steven.j.hurst@gmail.com;  
Richardgoddard2010@gmail.com; Scottstarr97070@gmail.com; Mayor;  
Cosgrove, Bryan; King, Sandy; City Council Members  
**Subject:** Bike- Ped Bridge - Monday

At issue is the Council's possible refusal to accept \$1.25 million in federal funding for a feasibility study of a bike, pedestrian, and emergency vehicle bridge over the Willamette River. The bridge would be located west of I-5, near the railroad trestle.

The federal funding for the study has already been awarded and is available. This bridge would provide a way for emergency vehicles to get to Charbonneau whenever the I-5 bridge is blocked. It will also provide a way for emergency vehicles to access accidents on the I-5 bridge more quickly. The concept of this bridge has a broad range of support including Tualatin Valley Fire and Rescue and the Clackamas County Sheriff's Office.

PLEASE DO NOT EVEN THINK ABOUT REFUSING THIS MONEY. IT MEANS A LOT TO THE CITY OF WILSONVILLE CITIZENS ASND THROUGHOUT THE METRO AREA.

- It supports your own bike-ped plan – it has been in the plan for many years
- It provides vital emergency access to those of us south of the river
- It promotes tourism and supports the city's goals supporting tourism
- It supports environmental goals to get people out of their cars
- It reduces the traffic impact on the I5 Bridge
- It improves safety from bicyclists trying to cross the bridge – very unsafe
- It is clean, family recreation that supports the State of Oregon tourism goals to bring appropriate activities to our state
- It provides a vital link in the areas pathway system.
- We deserve one bridge if Eugene has 7 !!! (This is a tongue in cheek comment...)

Please reconsider your position. This is a well thought out plan that deserves your support.

Carol White  
32391 SW Lake Dr  
Wilsonville, Or 97070

King, Sandy

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**From:** Judy Widmer <jcwidmer@centurytel.net>  
**Sent:** Friday, April 13, 2012 6:37 PM  
**To:** Celianunez01@gmail.com; Steven.j.hurst@gmail.com;  
Richardgoddard2010@gmail.com; Scottstarr97070@gmail.com; Mayor;  
Cosgrove, Bryan; King, Sandy; City Council Members  
**Subject:** French Prairie Bike-Ped Emergency Bridge

Dear Wilsonville Deciders:

I strongly urge you to accept the funding for the feasibility study for the “French Prairie Bike-Pedestrian-Emergency Bridge.” Having full information will allow you to make a decision for or against this project based on actual substance.

Safety for bikers & pedestrians, emergency access, and alternative transportation are important for our community. Without this study you will be operating in the dark on this issue.

Please advocate for long range wisdom. Our bridge is a critical link for west coast transportation let alone our local community. Thank you for your consideration.

Sincerely,

Judy Widmer

**King, Sandy**

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**From:** sanjosecruiser@comcast.net  
**Sent:** Saturday, April 14, 2012 9:43 PM  
**To:** Cosgrove, Bryan  
**Cc:** King, Sandy; City Council Members  
**Subject:** Proposed Wilsonville Emergency Vehicle Bridge

Dear Council Members, Staff and Mayor:

Please hear our plea from your Charbonneau friends. We in Charbonneau are an aging community. Daily visits from police, fire, and medical emergency agencies are common. The emergency vehicle, bicycle and pedestrian bridge over the Willamette River at Wilsonville is a most important issue to all of us south of the river; and we urge you all to do everything in your power to see that this most important lifeline comes to fruition. Thanks for your immediate attention to this important matter. And, if you like your current situation, please remember that 85% of our precinct votes!

Thank You,

Joseph and Sandra Hoffman

**King, Sandy**

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**From:** Sara Bennett <sarabennett@comcast.net>  
**Sent:** Saturday, April 14, 2012 1:48 PM  
**To:** Celianunez01@gmail.com; Steven.j.hurst@gmail.com;  
Richardgoddard2010@gmail.com; Scottstarr97070@gmail.com; Mayor;  
Cosgrove, Bryan; King, Sandy; City Council Members; Celianunez01  
@gmail.com; Steven.j.hurst@gmail.com; Richardgoddard2010  
@gmail.com; Scottstarr97070@gmail.com; Mayor; Cosgrove, Bryan;  
King, Sandy; City Council Members  
**Subject:** feasibility study

Dear Council Members,

I live in Charbonneau and request that you accept the funding to do a feasibility study for the French Prairie Bike and Pedestrian Emergency Bridge. I am completely in favor of the bridge and feel it would be a big asset for our community.

Sara Bennett

\_\_\_\_\_ Information from ESET NOD32 Antivirus, version of virus signature database 7053  
(20120414) \_\_\_\_\_

The message was checked by ESET NOD32 Antivirus.

<http://www.eset.com>

**King, Sandy**

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**From:** Suzanne and Rob <rshatton3@comcast.net>  
**Sent:** Friday, April 13, 2012 7:36 PM  
**To:** Celianunez01@gmail.com; Steven.j.hurst@gmail.com;  
Richardgoddard2010@gmail.com; Scottstarr97070@gmail.com; Mayor;  
Cosgrove, Bryan; King, Sandy; City Council Members  
**Subject:** Safety issue for Charbonneau

**As Charbonneau residents, we urge you to** accept the funding to at least do a feasibility study for the “French Prairie Bike-Ped-Emergency Bridge.” This bridge would provide a way for emergency vehicles to get to Charbonneau whenever the I-5 bridge is blocked. It will also provide a way for emergency vehicles to access accidents on the I-5 bridge more quickly.

**Thank you for your consideration,**

**Rob and Suzanne Hatton**

**King, Sandy**

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**From:** James Hook <hook@cs.pdx.edu>  
**Sent:** Sunday, April 15, 2012 10:52 AM  
**To:** Mayor  
**Cc:** eleanor.blue@gmail.com; Jonathan Maus; Barb Grover; Jennifer Dill  
**Subject:** Bicycle Tourism in Wilsonville

Dear Mayor Knapp,

It was great to see you again Saturday morning. Thanks for the opportunity to talk about the French Prairie Bridge. Good luck in your upcoming council meeting.

As you requested, I've done a little web research on the economic impact of bicycle tourism. I believe I found several items that may be of help when you are preparing your upcoming presentation on the importance of cycle tourism to the Wilsonville area. I should start with the disclaimer that I am not an expert on this material. I have copied some experts, not all of whom know me, who may be able to improve on my advice. These include my PSU colleague Jennifer Dill, who is director of the Oregon Transportation Research and Education Consortium, Elly Blue, a Portland-based blogger who frequently writes on the economic impacts of cycling, and Jonathan Maus, the founder and publisher of BikePortland.org.

As I recall your specific request, it was for information on the local economic benefits of bicycle tourism. You were specifically asking for material that you could include in a presentation you are preparing in the next few weeks. You wanted to make a strong economic case to a somewhat skeptical business community.

The first hit I got from google was an advocacy piece by the League of American Bicyclists: The Economic Benefits of Bicycle Infrastructure Investments, Darren Flusche, June 2009 linked from the following page: [http://www.bikeleague.org/resources/reports/report\\_economics.php](http://www.bikeleague.org/resources/reports/report_economics.php)

This appears to be responsive to your specific request for facts and figures related to economic impact. It also has a reasonable bibliography.

I found several recent blog posts on bikes and the economy that led me to an interesting presentation based on an MS thesis at U of O by Heidi Beierle: <http://www.adventurecycling.org/routes/nbrn/resourcespage/BeierleBikeTourism.pdf>

The blog posts by Elly Blue and Heather Andrews that got me to Beierle's work were informative. They include: <http://grist.org/biking/2011-06-06-the-grand-tour-how-bike-tourism-helps-local-economies/>  
<http://takingthelane.com/2012/03/30/guest-post-researching-bike-tourisms-economic-impact/>

These also led to the Wisconsin DOT study, which I believe you mentioned yesterday morning: [www.dot.wisconsin.gov/business/econdev/docs/impact-bicycling.pdf](http://www.dot.wisconsin.gov/business/econdev/docs/impact-bicycling.pdf)

There are several resource pages that I have come across. These may also be of help: <http://www.americantrails.org/resources/economics/>  
<http://www.ibpi.usp.pdx.edu/resources.php>

I have enjoyed our many conversations on these topics over the years. I hope we can continue to build safe infrastructure to connect Wilsonville with the great cycling opportunities across the river! I also hope we can find a safe path to Newberg some day!

I appreciate your invitation to provide this input,

Thanks for your support,

Jim Hook

resident: 29477 SW Ladd Hill Rd., Sherwood, OR 97140 (near Magness Tree farm) Associate Professor, PSU

phone: 503 544 6295



**King, Sandy**

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**From:** Bill Marquard <billmarquard@mybsl.net>  
**Sent:** Monday, April 16, 2012 1:01 PM  
**To:** King, Sandy  
**Subject:** Fwd:French Prairie Bike-Pedestrian-Emergency Vehicle Bridge

-----  
Ajholt36@aol.com on Monday April 16 said :

Ms King could you please distribute this to the City Council? Thank you.

Dear Mayor and Councilors,

As residents of Wilsonville we are aware that one of the projects listed in the Wilsonville Bicycle and Pedestrian Master Plan adopted in 2006 is a bridge over the Willamette River. The emergency vehicle access element of this project is very important to Wilsonville and particularly to those of us living south of the River, given the problems that often occur on the Boone Bridge. In addition, we believe that this bridge would expand bicycle tourism in the area bringing financial benefits to Wilsonville and Clackamas County.

We fully support accepting the grant to perform a feasibility study of the bridge and hope the Council will move forward with it.

Sincerely

Bill & Mollie Marquard  
Wilsonville

**King, Sandy**

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**From:** Todd Johnson <todd@northbynw.com>  
**Sent:** Monday, April 16, 2012 12:34 PM  
**To:** Celianunez01@gmail.com; Steven.j.hurst@gmail.com;  
Richardgoddard2010@gmail.com; Scottstarr97070@gmail.com; Mayor;  
Cosgrove, Bryan; King, Sandy; City Council Members  
**Subject:** Get It Done

In 2006 the government allocated \$1.25 million to build a pedestrian/ bicycle bridge over the Willamette River West of the I-5 "Boones Bridge". If you want to keep your job on the city council I would suggest getting off your butts and get this done! Not next year or postponing it another year like you did last year either. We are all watching and waiting to see this gets done this year.

Thanks,

Todd Johnson  
Charbonneau

**King, Sandy**

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**From:** Rita Somerton <rgsomerton@hotmail.com>  
**Sent:** Monday, April 16, 2012 10:37 AM  
**To:** King, Sandy  
**Subject:** French Prairie Bridge

We own a business and live in Tualatin and shop in Wilsonville or Tualatin but we spend our money when we're biking in other small towns or areas. Why? Because we can't get across the river south especially when the ferry is iffy. We go to events and races everywhere but the area we live in. In the last two years, we've spent over \$5000 on hotels, food, gas and race fees but not where we live! I want to spend our money where we live! Not north, east or west of here!

We know and ride with many other bikers and groups and they all want the same thing. A safe way across the river! Right now, with the rains, I have to ride to Champoeg State Park, or north of Oregon City to get across the river to visit my best friend in Aurora. That's silly! Oregon is known in the biking community as a biker friendly state and a great place to go on a biking vacation. That's true, except everyone knows not to go anywhere near Tualatin or Wilsonville if you want to ride south right from where you are staying. Do you know how much money we spend for the privilege of riding the wonderful biking trails of Oregon? My community is not getting ANY of it!

And if money doesn't do it for you, consider safety. I see people all the time on I-5 with and without bicycles. That's CRAZY!

You all have been talking about this for years! I used to live in Charbonneau in the 90's and it was part of a discussion THEN! It's more than time to do something about this!

Respectfully but more than a little PO'ed,

Rita Somerton

Mayor Knapp and Wilsonville City Council,

I am writing this letter to express my support to keep issued grant money and to do a feasible study for the French Prairie Bike-Ped Emergency Bridge. As elected officials it is your responsibility to identify problems and address needs within the community. Crossing the Willamette River has been identified as a major problem that impacts livability and safety in Wilsonville. With the ability to enhance regional connectivity it also contributes to opportunities that would support council's goal to develop a strategic economic development plan. The bridge would also bring solutions of giving bicyclists and pedestrians better access to public transit systems

Recently ODOT removed hundreds of trees just east of the I-5 exit 283 ramp. These trees not only provided a strong sound barrier for the residents of Day Dream Ranch but they also created a natural barrier which prevented foot traffic on the Boones Ferry Bridge to enter the backyards of the residence along Chia Loop. The planting of the new infant trees will take years to rebuild this natural barrier. Not only would the bridge create a solution for this immediate problem but it also addresses the need for a safe pedestrian/bike crossing.

Recall back to December 2008. Three winter storms during Dec 14<sup>th</sup> – 22<sup>nd</sup> dumped a record amount of snow in the Willamette Valley. The Boones Ferry Bridge became grid locked on Saturday December 20<sup>th</sup> when snow plows were needed over a 6 hour period to keep the snow from piling up. It was an estimated 2 hour delay to drive along the 1.25 mile stretch from exit 283 to the Charbonneau exit. Many people elected to abandon their vehicles and walk the stretch to reach their home, which created additional safety issues. An additional safety issues was that there was no option for emergency vehicles to cross the bridge as traffic grid lock would have made it impossible.

Bikeportland.org reports, "Local tourism officials see the bridge — which would be for biking and walking only (along with emergency vehicle access) — as the lynchpin to the area's future because it would connect Wilsonville to the Willamette Valley's myriad wineries, Champoeg State Park, the Willamette Valley State Scenic Bikeway, and other tourist draws". According to Travel Oregon, 1.3 million tourists bicycle while in Oregon each year and they spend \$223 million annually. This represents a 40% growth in bicycle related industry since 2009. The bridge would also give residence on the south side of the freeway better access to Memorial Park, bike paths and other city park locations.

As the city of Wilsonville has recently established a Wilsonville Economic Development Strategy Focus Group, made up of citizens, business owners and community partners, it seems that the resource of the feasibility study would be beneficial to support options to be considered by this broad group. The Chamber of Commerce has also recently created the Economic Vitality Committee, which specifically addresses how to make Wilsonville more business friendly. They have plans to bring in speakers that will talk to the growing bicyclist industries and the opportunities this could provide to our city.

You have made a commitment in your elected role to listen to respect the values established for the benefit of our city and to support the best resolution for the majority. The only other options to resolve the issues of crossing the Willamette River are to consider projects that would cost 6 times the amount of the Bike/Pedestrian Bridge or doing nothing, which is not an option.

Please consider the value the grant money provides. It contributes and financially supports the ability to do research so that good decisions can be made for our all concerned.

Thank You for Your Consideration,

Anne Easterly

Citizen, Business Banker, Budget Committee Member, SEDCOR Board Member

8510 SW Wilson Ln

Wilsonville Oregon

**King, Sandy**

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**From:** Joanna Sawyer <sawyerjoannarick@comcast.net>  
**Sent:** Thursday, April 12, 2012 2:20 PM  
**To:** Cosgrove, Bryan

Please accept the feasibility money for the bike, pedestrian emergency bridge. Thank you Rick and JoAnna Sawyer Charbonneau

Ride 4/16/12  
dist. by Mayor

SEAR

## Stats & Research

### Statistics

- New Statistics
- Participation Statistics
- Economic Statistics
- Health Statistics
- Facilities Statistics
- Environmental Statistics
- Safety Statistics

### Research

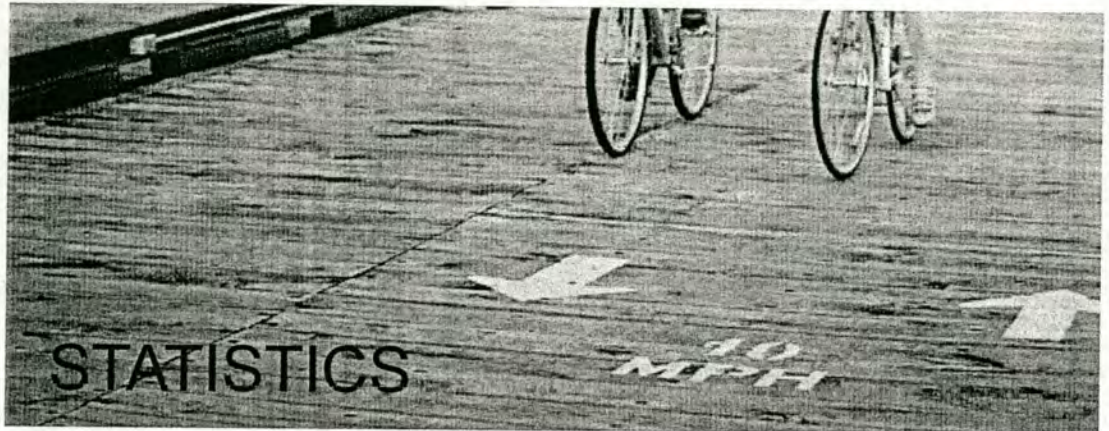
### Publications

### Photo Gallery

### Videos

### Logos & Graphics

### Tips for Promoting Bicycling



## Economic Statistics

### This section contains:

- [Economic benefits of the bicycling industry and tourism](#)
- [Economic benefits of bicycling facilities and transportation](#)
- [Cost of inactivity, overweight, and obesity](#)
- [Cost of automobiles and dependence on foreign oil](#)



### Economic benefits of the bicycling industry and tourism [back to top]



- **Bicycling-related businesses bring \$315 million to Minnesota's economy annually.**

*Mayer, F., 2010*

["Inside Minnesota's Booming Bike Economy," Minnesota Business](#)

- **The Harbin Park Cyclocross Race in Cincinnati, OH was estimated to bring \$200,000 to the community in 2010. 70% of participants traveled in from over 100 miles to compete, and more than 80% stayed two nights or more in the region.**

*Liberles, J., 2010*

["Money talks, UCB Harbin Park event brings \\$200,000 to community," CXmagazine.com, 3 November 2010](#)



- **Bicyclists on Minnesota's trails spend \$481 million annually while recreating, creating 5,880 jobs and \$40.6 million in state and local taxes.**

*Venegas, E., 2009*

[Economic Impact of Recreational Trail Use in Different Regions of Minnesota \(p. 36\)](#)

- **In 2010, mountain bike trails at Raystown Lake, PA attracted more than 25,000 visitors, 2.5 times more than predicted. Mountain bikers brought \$1.2 million in spending to the region.**

*Wimpey, J., and Maguire, F., 2011*

- **Mountain bikers contribute an estimated \$25 million to the Fruita, Colorado economy —approximately 15 percent of the annual budget for the entire Mesa County.**

*LeCamer, T., 2011*

["Fruita Fat Tire Fest: All About the Ride," Singletrack.com, 4 May 2011](#)

- **The Nature Valley Bicycle Festival generates an economic impact of more than \$1.2 million in sales of food, transportation, and other tourism products, supporting 28 new jobs.**

*Kashian, R., and Kasper, J., 2010*

[The Economic Impact of the Nature Valley Bicycle Festival: A pilot study of the Stage 5 Menomonie, WI road race. University of Wisconsin—Whitewater, Department of Economics](#)



- **Biking and hiking trails in Teton County, Wyoming create an annual economic benefit of more than \$18 million. The trail system cost \$1.7 million to build over the last decade.**

*Kaliszewski, N., 2011*

[Jackson Hole Trails Project Economic Impact Study, University of Wyoming](#)

- **Bicycling generates £3 billion per year for the UK economy. If bicycling increased another 20% by 2015, it would save the economy £207 million in reduced traffic conditions, £71 million in reduced pollution, and £52 million in reduced healthcare costs.**

*Grous, A., 2011*

[The British Cycling Economy](#)

- **In a survey of visitors to Portland, OR, 78% said that the city's bike-friendliness was a factor in their decision to visit there.**

*City of Portland Bureau of Transportation, 2009*

[Portland Bicycle Maps and Information Survey, Transportation Options Division, reported via BikePortland.org](#)



- **Bicyclists in the northern Outer Banks region of North Carolina bring an estimated \$60 million annually to the area's economy, nearly nine times the one-time expenditure of \$6.7 million of public funds to construct bicycle facilities in the region. 1,400 jobs are created and/or supported annually by the bicyclists' expenditures.**

*North Carolina Department of Transportation Division of Bicycle and Pedestrian Transportation, 2004*

[The Economic Impact of Investments in Bicycle Facilities: A Case Study of the North Carolina Northern Outer Banks](#)



- **Bicycling brings more than \$1 billion to the Colorado state economy.**

*Colorado Department of Transportation Bicycle/Pedestrian Program, 2000*

[Bicycling and Walking in Colorado: Economic Impact and Household Survey Results](#)



- **The Wisconsin bicycle industry brings \$556 million and 3,420 jobs to the state.**

*Bicycle Federation of Wisconsin and Wisconsin Department of Transportation*

[The Economic Impact of Bicycling in Wisconsin](#)



- **Bicycle tourism brings \$66.8 million to the Maine economy.**

*Maine Department of Transportation, 2001*

[Bicycle Tourism in Maine: Economic Impacts and Marketing Recommendations](#)

- **Bicycle-related economic activity provides \$90 million and 850-1150 jobs for the city of Portland, Ore. From 2006 to 2008, the value of the Portland bicycle industry increased 38%.**

*Alta Planning + Design, 2008*

[The Value of the Bicycle-Related Industry in Portland](#)

- **In 2005, 19.8 million bicycles were sold in the U.S., 4.4 million more than all the cars and trucks purchased in the U.S. that year.**

*National Bicycle Dealers Association, 2008; U.S. Bureau of Transportation Statistics, 2008*

[Industry Overview 2007](#)

- **The US bicycle industry is a \$5.6 billion industry.**

*National Bicycle Dealers Association, 2010*

[Industry Overview 2009](#)

- **In Colorado, bike sales bring in \$200 million annually, more than total motorcycle sales.**

*Colorado Department of Transportation Bicycle/Pedestrian Program, 2000*

[Bicycling and Walking in Colorado: Economic Impact and Household Survey Results](#)

- **Mountain bike trails in the Chequamegon Area of Northern Wisconsin brought \$1.17 million to the area's economy in 1997.**

*Sumathi, N., and D. Berard, 1997*

[Mountain biking in the Chequamegon area of Northern Wisconsin and implications for regional development](#)

- **A 1996 study estimated that mountain bike tourism brings \$8.4 to \$8.8 million to Moab, Utah's economy annually.**

*Fix, P., and J. Loomis, 1996*

[The economic benefits of mountain biking at one of its meccas: An application of the travel cost method to mountain biking in Moab, Utah](#)





- **A survey of mountain bikers indicated that 80% of respondents had taken at least one overnight trip to go mountain biking.**  
*Green, D., 2003*  
[Travel Patterns of Destination Mountain Bikers](#)
- **Recreational bicycling brings more than \$924 million to the state of Wisconsin every year.**  
*Grabow M., et al., 2010*  
[Valuing Bicycling's Economic and Health Impacts in Wisconsin, January 2010](#)
- **If resident and non-resident recreational cycling increased 20% in Wisconsin, it would create \$184 million in economic activity and generate 2,638 additional jobs.**  
*Grabow M., et al., 2010*  
[Valuing Bicycling's Economic and Health Impacts in Wisconsin, January 2010](#)
- **The bicycle industry is estimated to support 1.1 million jobs, generate nearly \$18 billion in federal, state, and local taxes, and contribute \$133 billion annually to the U.S. economy.**  
*Outdoor Industry Foundation, 2006*  
[The Active Outdoor Recreation Economy](#)
- **The 2009 USA Cycling National Cyclocross Championships brought more than \$1 million in direct spending to the Bend, Oregon region. The 2009 Road Nationals brought more than \$1.4 million to the area.**  
*Lindberg, K., 2010*  
[Economic Impact Study: 2009 USA Cycling Cyclocross National Championships](#)
- **The average bicycle shop has 6 full-time employees. With approximately 4,200 specialty bicycle retailers in the U.S., this totals 25,620 people employed full-time by these retailers.**  
*National Bicycle Dealer Association, 2009*  
[Cost of Doing Business Study](#)
- **The bicycle industry in Santa Cruz, California generates more than \$130 million in annual revenue and employs more than 500 workers.**  
*Davidson, M., 2007*  
[Economic benefits of mountain bike tourism for Santa Cruz County](#)
- **Trails in the Miami Valley of Ohio attract 1 million visitors who spend up to \$16 million on goods and services related to their use of the trails every year.**  
*Miami Valley Regional Planning Commission, 2009*  
[Miami Valley Trail User Survey Report](#)
- **The quality of bicycling in the northern Outer Banks region positively impacts vacationers' planning: - 12% report staying three to four days longer to bicycle - 43% report that bicycling is an important factor in their decision to come to the area - 53% report that bicycling will strongly influence their decision to return to the area in the future**  
*North Carolina Department of Transportation Division of Bicycle and Pedestrian Transportation, 2004*  
[The Economic Impact of Investments in Bicycle Facilities: A Case Study of the North Carolina Northern Outer Banks](#)

#### Economic benefits of bicycling facilities and transportation [back to top]

- **The entire 2,250-mile East Coast Greenway bike route network could be upgraded for one-fifth the cost of a highway bridge.**  
*LaHood, R., 2010*  
["DOT bicycle-pedestrian policy gets 'thumbs up'," Welcome to the FastLane: The official blog of the U.S. Secretary of Transportation, 1 June 2010](#)
- **New Yorkers save \$19 billion per year because they rely less on cars than residents of other major U.S. cities.**  
*CEOs for Cities, 2010*  
[New York City's Green Dividend](#)
- **68% of businesses involved in Portland, Oregon's SmartTrips Business program said that promoting biking and walking helped them market their business.**

Maus, J., 2010

["PBOT releases results of SmartTrips Business Program." BikePortland.org, 19 February 2010](#)

- **A 20-year study of efforts to make streets less convenient for autos and better for pedestrians and cyclists found that after changes are implemented, businesses in these areas show stronger growth than auto-friendly shopping centers.**

Hass-Klau, C., 1993

- **For more statistics on how bicycling facilities affect real estate values, refer to our fact sheet "How do Bicycling Investments Affect Real Estate?"**

Bikes Belong Foundation, 2010

["How do Bicycling Investments Affect Real Estate?"](#)

- **For more statistics on how bicycling facilities affect local business, refer to our fact sheet "How do Bicycling Investments Affect Local Business?"**

Bikes Belong Foundation, 2010

["How do Bicycling Investments Affect Local Business?"](#)

- **A report estimated that Portland, Oregon's regional trail network saves the city approximately \$115 million per year in healthcare costs.**

Beil, K., 2011

[Physical Activity and the Intertwine: A Public Health Method of Reducing Obesity and Healthcare Costs](#)

- **A study of commerce in Melbourne, Australia found that bike parking spaces generate more than five times the hourly revenue (\$31) of car parking spaces (\$6).**

Lee, A., 2007

[What is the economic contribution of cyclists compared to car drivers in inner Melbourne's shopping strips, Masters of Urban Planning thesis, University of Melbourne](#)

- **Bicycle and pedestrian infrastructure projects create up to double the jobs (11-14) of road infrastructure projects (7) per \$1 million spent.**

Garrett-Peltier, H., 2010

[Estimating the employment impacts of pedestrian, bicycle, and road infrastructure, Political Economy Research Institute, University of Massachusetts, Amherst](#)

- **For every 10 miles bicycled instead of driven, society saves nearly \$10.**

City of Copenhagen, 2009

[Working paper: Economic evaluation of cycle projects - methodology and unit prices](#)

- **Bicyclists on Minnesota's trails spend \$481 million annually while recreating, creating 5,880 jobs and \$40.6 million in state and local taxes.**

Venegas, E., 2009

[Economic Impact of Recreational Trail Use in Different Regions of Minnesota \(p. 36\)](#)

- **After Mississippi's Lingleaf Trace trail opened, sales in a nearby bike shop doubled and have risen ever since. The business's growth generated an additional \$175,000 in state sales tax, of which \$31,500 was returned to the city.**

Moore, J., 2011

["Bike trail boosts business in Mississippi," Bikeleague.org Blog, 16 March 2011](#)

- **Rents along New York City's Times Square pedestrian and bicycle paths increased 71% in 2010, the greatest rise in the city.**

New York City Department of Transportation, 2011



- **Homes located on a bike boulevard are worth \$5,757 more than homes not on one.**

Rice, E., 2008

- **For a summary of the health benefits of trails, refer to Active Living Research's Research Brief, "The Power of Trails for Promoting Physical Activity in Communities."**

- **Biking and hiking trails in Teton County, Wyoming create an annual economic benefit of more than \$18 million. The trail system cost \$1.7 million to build over the last decade.**

Kaliszewski, N., 2011

[Jackson Hole Trails Project Economic Impact Study, University of Wyoming](#)

- **A Dutch study found that cyclists spend less per visit than motorists at supermarkets, but they visit more often. As a result, cyclists account for at least as much spending as people arriving by car.**

*Fietsberaad, 2011*

"Cyclists spend as much in supermarket as motorists"

- **An Ohio State University study estimated that the Mill Creek Greenway could provide approximately \$10 million in economic benefits and property value increases for Mill Creek and surrounding communities.**

*Ohio State University, 2008*

Mill Creek River Resource Economic Study

- **Bicycling projects create an average of 11.4 jobs per million dollars spent, compared to just 7.8 jobs for road-only projects.**

*Garrett-Peltier, H., 2011*

Pedestrian and bicycle infrastructure: A national study of employment impacts, Political Economy Research Institute, University of Massachusetts Amherst

- **By encouraging employees to bike commute, Minnesota company QBP saved \$170,000 in health care costs over three years and \$301,136 in employee productivity every year.**

*League of American Bicyclists, 2011*

Quality Bike Products Health and Wellbeing Program

- **Bicycling generates £3 billion per year for the UK economy. If bicycling increased another 20% by 2015, it would save the economy £207 million in reduced traffic conditions, £71 million in reduced pollution, and £52 million in reduced healthcare costs.**

*Grous, A., 2011*

The British Cycling Economy

- **The health benefits of Ciclovía events outweigh the costs by a factor of up to 4:1.**

*Montes, F., et al., 2011*

Do health benefits outweigh the costs of mass recreational programs? An economic analysis of four Ciclovía programs, Journal of Urban Health



- **Three bike paths in Central Florida bring \$42 million to the local economy every year.**

*East Central Florida Regional Planning Council in Tracy, D., 2011*

"Bike trails pump \$42M into Central Florida economy, study says," Orlando Sentinel, 17 October 2011



- **Homeowners are willing to pay a \$9,000 premium to live within 1,000 feet of the Little Miami Scenic Trail.**

*vom Hofe, R., and Parent, O., in University of Cincinnati, 2011*

"New Research Finds that Homeowners and City Planners Should 'Hit the Trail' When Considering Property Values"

- **A recent CDC study found that community-based physical activity interventions, such as new bike paths and trails, are "money well spent", meaning they are more cost-effective than traditional preventive strategies in reducing new cases of many chronic diseases and improving quality of life. Interventions like enhanced access to bike paths reduce new cases of disease by:**

- 5-15 cases per 100,000 people for colon cancer
- 15-58 cases per 100,000 for breast cancer
- 59-207 cases per 100,000 for type 2 diabetes
- 140-476 cases per 100,000 for heart disease

*Roux et al., 2008; Centers for Disease Control and Prevention, 2008*

Cost effectiveness of community-based physical activity interventions, American Journal of Preventive Medicine, 35, 578-588

- **48% of Dutch HR managers report that their organization promotes cycling to work.**

*TNO, 2009*

"Reduced sickness absence in regular commuter cyclists can save employers 27 million euros"

- **The benefits of investments in cycle networks are estimated to be at least 4-5 times the costs, making such investments more beneficial to society than other transport alternatives.**

*Saelensminde, K., 2004*

Cost-benefit analyses of walking and cycling track networks taking into account insecurity, health effects, and external

[costs of motorized traffic. Transportation Research Part A, 38, 593-606](#)

- **In Minneapolis-St. Paul, for every 400 meters closer a median-priced home is to an off-street bicycle facility, its value increases by \$510.**

*Krizek, K., 2006*

[Two approaches to valuing some of bicycle facilities' presumed benefits. Journal of the American Planning Association, 72, 309-19](#)

- **The more often an employee cycles and the longer the distance traveled, the lower the rate of absenteeism.**

*TNO, 2009*

["Reduced sickness absence in regular commuter cyclists can save employers 27 million euros"](#)

- **A £10,000 investment in cycling infrastructure takes just one additional regular cyclist to recoup its cost. A £100,000 investment takes 11 additional regular cyclists.**

*Cycling England, 2008*

[in Bike for All, "It pays to invest in bikes. Cycling England tells councils"](#)

- **A fall 2008 study estimated that cycling saves British commuters an average £34 (\$51) a week or collectively up to £111.2 million (\$167 million).**

*Sainsbury's Home Insurance, 2008*

["Over three million commuters start cycling to keep costs down"](#)

- **Through improvements in health, reductions in congestion, and by enhancing the ambient environment, a 50% increase in the number of trips by bicycle in England would generate benefits worth £1.3 billion by 2015.**

*Cycling England, 2008*

[in Bike for All, "It pays to invest in bikes. Cycling England tells councils"](#)

- **In a survey of recent transplants to Portland, OR, 62% said that the city's bike-friendliness was a factor in their decision to move there.**

*City of Portland Bureau of Transportation, 2009*

[Portland Bicycle Maps and Information Survey, Transportation Options Division, reported via BikePortland.org](#)

- **The Virginia Creeper Trail generates \$1.59 million in annual spending, supporting 27 new full-time jobs.**

*United States Department of Agriculture, 2004*

[in Trails and Economic Development, 2007. Rails-to-Trails Conservancy](#)

- **Shifting travel from driving to biking can reduce external costs (costs paid by society) by 25 cents per mile in average conditions and 50 per mile in heavy urban traffic.**

*Litman, T., 2009*

[Economic Value of Walkability](#)

- **When San Francisco made its Valencia Street less conducive to automobile travel and better for bicyclists and pedestrians, nearly 40% of merchants reported increased sales and 60% reported more area residents shopping locally due to reduced travel time and convenience. Two-thirds of merchants said the increased levels of bicycling and walking improved business.**

*Drennan, E., 2003*

[in "The Benefits of Complete Streets 7: Complete streets spark economic revitalization"](#)

- **Houses located in areas with above-average levels of walkability [or bikeability] are worth up to \$34,000 more than similar houses in areas with average walkability levels.**

*Cortright, J., 2009*

["Walking the Walk: How walkability raises home values in U.S. cities," CEOs for Cities](#)

- **Portland, Oregon residents save \$2.6 billion per year thanks to spending less time in cars and more biking or walking.**

*Cortright, J., 2007*

["Portland's Green Dividend," CEOs for Cities](#)

- **The health benefit of a kilometer of cycling is valued at \$1.**

*de Jong, P., 2009*

[Evaluating the health benefits of bicycle helmet laws](#)

- **In a study of Toronto merchants, patrons arriving by foot and bicycle visit the most often and spend the most money per month.**

*The Clean Air Partnership, 2009*

[Bike Lanes, On-Street Parking and Business: A study of Bloor Street in Toronto's Annex Neighbourhood](#)

- **According to a study of the Little Miami Scenic Trail, for every foot closer a house is to the trail, its price increases by \$7.05.**

*Karadeniz, D., 2008*

[The Impact of the Little Miami Scenic Trail on Single Family Property Values, University of Cincinnati Masters Thesis](#)

- **Two-thirds of Omaha, Nebraska, residents who live near bike trails believe the trails would increase the selling price of their home.**

*Greer, D. L., 2000*

[Omaha Recreational Trails: Their Effect on Property Values and Public Safety, National Park Service, University of Nebraska at Omaha, June, 2000](#)

- **The City of Copenhagen calculated how much they would save if cycling increased 10%. They found that:**

- The healthcare system would save DKK 59 million annually
- There would be an annual savings of DKK 155 million due to reduced production loss
- The labor market would have 57,000 fewer days of absence
- 61,000 extra years of life
- 46,000 fewer years of prolonged, severe illness
- 25 fewer early retirement pensions annually

*City of Copenhagen, 2006*

[Bicycle Account, 2006](#)

- **Local sales of bicycles jumped 35% after the Velib bike sharing system was installed in Paris.**

*Nadal, L., 2008*

["Velib: One year later," Sustainable Transport, Winter 2008](#)

- **It costs the same to build parking for 75 bikes as it does for just 4 cars.**

*Tran, V., 2010*

["Student Commuter Trends: More students are biking, less driving," The Daily Vanguard Online, 5 February 2010](#)

- **By 2017, Portland, Oregon residents will have saved \$64 million in health care costs thanks to bicycling. By 2040, the city will have invested \$138-605 million in bicycling yet saved \$388-594 million in health care costs and \$143-218 million in fuel costs, a benefit-cost ratio of up to 4 to 1.**

*Gotschi, T., 2011*

[Costs and benefits of bicycling investments in Portland, Oregon, Journal of Physical Activity and Health, 2011, 8\(Supp 1\), S49-S58](#)

- **The city of Sydney, Australia conducted a study that found adding 200km of bikeways to the city would deliver at least \$500 million (\$3.88 for every dollar spent) in economic benefits. The network would also reduce traffic congestion by 4.3 million car trips/year, increase bike trips 66% by 2016, and provide \$147 million in health benefits.**

*Southern Courier*

[Cycling equals big financial benefits plus fewer cars, says new study, 14 May 2010](#)

### Cost of inactivity, overweight, and obesity [back to top]

- **80% of Americans recognize childhood obesity as a serious problem, and 50% of Americans believe that it is such an important issue that we need to invest more to prevent it immediately.**

*Quinlan, A., et al. in Robert Wood Johnson Foundation, 2010*

[F as in Fat: 2010: How obesity threatens American's future](#)

- **Half of Louisiana schoolchildren are obese or overweight.**

*Burgess, R., 2010*

*Rec'd 4/16/12  
dist by mayor*

THE ECONOMIC IMPACT OF

# *Bicycling* in Wisconsin



Prepared for the Governor's Bicycle Coordinating Council  
by the Bicycle Federation of Wisconsin  
in conjunction with  
the Wisconsin Department of Transportation



## Introduction

*This report was requested by the Governor's Bicycle Coordinating Council, which recognized the need to provide a concise and informative presentation of the impact of bicycling on Wisconsin, and particularly on its economy, using the best information currently available.*

*The report is divided into three sections: a discussion of the overall benefits of bicycling to the state of Wisconsin, economic sector data on the bicycling industry in Wisconsin, and anecdotal data on the economic impact of bicycle tourism and recreation in Wisconsin.*

## Message from Governor Doyle



AS PART OF OUR ONGOING efforts to grow" Wisconsin's economy, we continue to seek creative and affordable ways to expand transportation options. For a growing

number of commuters and recreational travelers, bicycling is a practical, healthy and environmentally-conscious transportation alternative. As the number of bicyclists and bicycle trips in Wisconsin increases, so does the impact of bicycling on our state and local economies.

Wisconsin can be proud of its status as a national leader when it comes to quality bicycle and pedestrian facilities. For example, the state has supported the conversion of hundreds of miles of former railroad lines into bike trails; provides grants to communities throughout the state to help construct bicycle and pedestrian facilities; and routinely considers the needs of bicyclists and pedestrians as part of bridge and highway construction projects. People from throughout the nation and the world come to Wisconsin to take advantage of our top-notch bicycling opportunities.

Wisconsin is also home to several top manufacturers of bicycles and bike accessories and our state hosts a number of bike races and events. However, until recently, the overall economic impact of bicycling in Wisconsin was assumed to be significant but not well understood.

The Governor's Bicycle Coordinating Council serves as a statewide advocate to champion the needs of bicyclists and the bicycling economy. The council, with support from the Bicycle Federation of Wisconsin and the Wisconsin Department of Transportation, produced this brochure to help citizens and public officials better understand the significant economic impacts of bicycling in this state.

This economic overview provides further support for what we've suspected all along: that our investments in bicycling and transportation in general generate significant returns in the form of public health and safety, economic development and job growth.

JIM DOYLE, GOVERNOR

{ The economic impact of Manufacturing, Wholesale/Distribution, Retail/Service, and other services (The REMI model) is \$556 million and 3,420 jobs. }

SECTOR	MANUFACTURING	WHOLESALE/ DISTRIBUTION	RETAIL AND SERVICE	OTHER SERVICES	TOTALS
<b>TOTAL JOBS</b>	1945	222	1227	24	3,418
Direct Jobs	1098	112	875	17	2,102
Indirect Jobs	847	110	352	7	1,316
<b>TOTAL OUTPUT</b>	\$358,245,400	\$17,743,600	\$70,383,836	\$1,624,000	\$377,613,000
Direct Output	\$262,189,700	\$13,956,700	\$38,881,436	\$918,000	\$315,945,836
Indirect Output	\$96,055,700	\$3,786,900	\$31,502,400	\$706,000	\$132,051,000
<b>TOTAL PERSONAL INCOMES</b> <i>(wages, salaries, and proprietor incomes)</i>	\$67,408,000	\$10,280,740	\$30,185,380	\$598,000	\$108,472,120
Direct Personal Income	\$35,748,000	\$6,931,140	\$18,792,470	\$313,000	\$61,784,610
Indirect Personal Incomes	\$31,660,000	\$3,349,600	\$11,392,910	\$285,000	\$46,687,510
<b>TOTAL IMPACT</b> <i>(Output + Personal Incomes)</i>	\$425,653,400	\$28,024,340	\$100,569,216	\$2,222,000	\$556,468,956

#### Wholesale/Distribution

Wholesale trade (distribution) in bicycles, parts, and accessories exerts a separate effect on the Wisconsin economy. Wisconsin's parts and accessories distributors include Planet Bike and Olympic Supply, while Pacific Cycle, the largest distributor of bicycles in the United States, distributes the brands of GT, Mongoose, and Schwinn, among many other brands.

#### Retail and Service

Retail trade in bicycles and parts also affects the Wisconsin economy. Wisconsin is home to over 270 independently owned bicycle retailers. In addition, several large chain retail stores sell bicycles in Wisconsin. Many retailers also furnish repair service, which is included in the retail/service data.

#### Other Services

This category captures some of the numbers that do not easily fit in the other categories, such as the Bicycle Federation of Wisconsin, the statewide education and advocacy organization, and other organizations that provide services for or by bicyclists, though not necessarily from a single point such as a retail storefront or rental agency. This data also includes bicycle couriers, which in Wisconsin includes Scram! Couriers in Madison and Breakaway Bicycle Couriers in Milwaukee.

#### Other Professions and Trades

While they have not been quantified in the data, it should be noted that there are perhaps hundreds of people in Wisconsin whose sole or partial responsibilities include serving bicyclists and bicycle facilities. These include government workers, bicycle educators, and bicycle planning consultants. And many private

firms in the fields of planning, engineering, and construction complete bicycle transportation plans and design and construct facilities. Some firms have individuals on staff who do virtually nothing else, and many have people that work on bicycle plans and facilities at least some of the time. Another significant sector is the construction trades. Ten of millions of dollars are invested annually in bikeways alone, aside from roadway improvements including provisions for cyclists like paved shoulders.

#### Total Economic Impact of Manufacturing, Wholesale/Distribution, Retail/Service

WISCONSIN HAS ONE OF THE largest bicycle industries in the country. The total impact of manufacturing, wholesale/distribution, retail, and services related to bicycling is over \$556,000,000. Over 3,400 jobs are attributed to these industry types (table above). Although the size of retail trade and services connected to bicycling may be comparable to other bicycle-friendly states with similar populations, Wisconsin leads the country in bicycle and bicycle-equipment manufacturing. Eleven hundred direct jobs alone are attributed to bicycle manufacturing. Another 850 jobs are indirectly related to bicycle manufacturing. Manufacturing is most often considered an economic base building activity since the products it makes supplies more than a local or regional population. And wages and salaries are typically higher in manufacturing as well. The total output of \$358 million for bicycle manufacturing is a reflection of this impact. Retail trade also provides a significant contribution to the Wisconsin economy with over 1,200 direct and indirect jobs being provided.



PACIFICCYCLE





## Bicycle Tourism and Recreation

The next section and the remainder of the report will delve into bicycle tourism and its impact on the Wisconsin economy. Unlike the preceding section of the report where impacts can be more easily quantified, tourism and tourism travel cannot be easily dissected for estimating the contribution of bicycle tourism.

SINCE AN ESTIMATE OF THE impact that bicycling has for tourism is not readily available, the following provides numerous examples of single-source impacts. The examples will not add up to the total impact that bicycling has on tourism.

According to a recent Wisconsin Department of Tourism report, *The Economic Impact of Expenditures by Travelers on Wisconsin Calendar Year 2003*, tourism is defined by "the movement of people into an area for a brief period of time." "Its economic impact begins with the sum of every dollar visitors spend on lodging, retail purchases, gas, food entertainment or any other goods or services people buy." This report estimated that Wisconsin travelers spent a total of \$11.71 billion in 2003, however, it was well beyond the scope of the report to separate the impacts by tourism activities.

So of the total \$11.7 billion tourism industry in Wisconsin, what would be a reasonable estimate for bicycling's contribution? That question is impossible to answer with any degree of accuracy with available data, but according to the Department of Tourism, bicycling's contribution to tourism is significant. Recognizing this, and the potential to increase tourism by promoting this activity, the Department of Tourism makes significant investments annually to market bicycling in state and out of state.

Although quantifying the impact that bicycling has on tourism is impossible, gauging its overall popularity for recreation is attainable. According to the National Household Travel Survey, an estimated 19.7 million bicycle trips were taken by state residents during a continuous 12 month period in 2001 and 2002 for the expressed purpose of recreation and vacation. Another 3.7 million trips were taken for a combination of recreation and social purposes. Aside from returning-to-home trips, bicycling for recreation was the major cycling activity. Unfortunately, expenditures made on those trips are not measured making it impossible to express the total impact that bicycling may have as a contribution to tourism/recreation.



*Bicycle facilities have positive effects on real estate values (and therefore property tax revenues), as well as nearby businesses.*

AN EXAMPLE OF THIS IS the increased price of land (and therefore, tax revenues) in proximity to bicycle facilities. Specifically, a 1998 study found that lots adjacent to the Mountain Bay Trail in Brown County sold faster and for an average of 9% more than similar property not located next to the Trail.<sup>47</sup> The conclusion that the existence of such facilities might generate increased revenue through higher property values is corroborated by the *Consumer's Survey on Smart Choices for Home Buyers* finding that trails ranked the second most important amenity out of a list of 18 choices.<sup>46</sup> A study of users of the Fox River Trail showed 39% of responding businesses indicated increased business as a result of the Fox River Trail.<sup>47</sup>

{ *The economic impact of tourism and recreation is a significant portion of the State's \$11.7 billion tourism industry.* }

**CITY COUNCIL MEETING  
STAFF REPORT**

<b>Meeting Date:</b>  <b>City Council Worksession April 16, 2012</b>	<b>Subject:</b>  <b>Transportation Systems Plan (TSP) Draft Goals and Project Evaluation Criteria</b>  <b>Staff Member: Chris Neamtzu, Planning Director</b>  <b>Department: Community Development</b>	
<b>Action Required</b> <input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 <sup>st</sup> Reading Date: <input type="checkbox"/> Ordinance 2 <sup>nd</sup> Reading Date: <input type="checkbox"/> Resolution <input type="checkbox"/> Information or Direction <input checked="" type="checkbox"/> Information Only <input checked="" type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda	<b>Advisory Board/Commission Recommendation</b> <input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable  <b>Comments:</b>  <b>The Planning Commission received a presentation on the draft goals at their meeting of March 14, 2012.</b>	
<b>Staff Recommendation:</b>  <b>Staff recommends that the City Council conduct a worksession on the draft TSP goals and project evaluation criteria and provide input and direction on specific language as well as additional areas to address.</b>		
<b>Recommended Language for Motion:</b> NA		
<b>PROJECT / ISSUE RELATES TO:</b>		
<input checked="" type="checkbox"/> Council Goals/Priorities  <b>Goal 1. Enhance livability and safety in Wilsonville. Goal 2. Ensure efficient, cost effective and sustainable development and infrastructure.</b>	<input checked="" type="checkbox"/> Adopted Master Plan(s)  <b>2003 Transportation Systems Plan; 2006 Bicycle and Pedestrian Master Plan; 2008 Transit Master Plan.</b>	<input type="checkbox"/> Not Applicable

## **ISSUE BEFORE COUNCIL:**

1. At the City Council worksession, consultants from DKS Associates and Angelo Planning Group will be in attendance to facilitate the discussion on the draft TSP goals and project evaluation criteria.
2. Currently, the city has identified goals in each of the major transportation master plan documents. They are spread out into different documents and isolated by individual mode. There are goals for land use, motor vehicles, bicycles and pedestrians, transit and other modes. The TSP update provides an opportunity to consolidate the existing set of lengthy goals into a new set of concise statements that capture the essence of the transportation system and focus on the necessary characteristics that improve the city's quality of life, economic strength and long-term viability. The project goals are intended to guide the city's transportation planning and investment decisions both during and following the TSP update.
3. Staff seeks City Council feedback on the draft goals.

## **EXECUTIVE SUMMARY:**

As the TSP process begins to develop there is an opportunity to examine the existing goals from the numerous transportation master plans and consolidate them into the TSP update. As the project heads into discussions about potential solutions to the transportation system gaps and deficiencies the time is appropriate to discuss system goals and project evaluation criteria.

Revisions to the city's goals are necessary to succinctly capture the essence of the transportation system and provide a framework that supports improvements in the city's quality of life, economic strength and long-term viability. The new goals do this by addressing the transportation system as one complete, integrated system rather than following the previous model of having separate sets of goals for each of the individual travel modes (however, the revised goals still retain the purpose and intent of the current adopted goals). The proposal results in an outcome based approach which accomplishes two important objectives:

1. It frames the local planning process in a manner that is consistent with the latest regional and state planning principles and regulations; and
2. It helps decision makers consider the entire transportation system (e. g. sidewalks, bicycle lanes, trails, transit improvements, streets) when making choices regarding investments rather than on one specific mode of travel at a time.

## **Revised Draft Transportation Goals**

The City of Wilsonville is responsible for managing a transportation system that efficiently and effectively transports people and goods within the City. The overall goal of the city's transportation planning is to maintain a high quality of life for residents, and continue policies and investments that make Wilsonville an excellent place to do business. The City can best fulfill its responsibilities by working collaboratively with local and regional partners in developing a transportation system that is:

1. **Safe:** Follow the most current safety practices for design, operations and maintenance of transportation facilities.

2. **Accessible and Equitable:** Ensure all travel modes are accessible to all users, especially youth, seniors, people with disabilities, and low income and minority populations.
3. **Functional and Reliable:** Provide, manage, and maintain sufficient infrastructure and services to allow acceptable operations for all travel modes as development occurs that is consistent with the Wilsonville Comprehensive Plan. Also provide options for traveling between destinations to improve reliability and accommodate alternate routing choices.
4. **Integrated:** Provide convenient and integrated pedestrian, bicycle, transit, and motor vehicle facilities that access local and regional destinations and work together as one complete system.
5. **Sustainable:** Exercise stewardship of the City's social, economic, and environmental resources to ensure the transportation system supports the Wilsonville Comprehensive Plan and can be managed and maintained for the long-term.

An analysis of the relationship of the existing goals to the new goals is contained in the New Goal Development Concept Map section (Attachment A) of the memorandum.

**EXPECTED RESULTS:**

The expected results will be an agreed upon set of TSP goals and project evaluation criteria that will be uniquely Wilsonville's while satisfying both state and regional requirements.

**TIMELINE:**

The TSP process is on-going with the second public open house being planned for the end of May, 2012. The focus of that open house will be to solicit the community's input on the draft list of projects and begin to establish priorities that address the system gaps and deficiencies. Public review and finalization of the TSP goals and evaluation criteria is an important step as the project advances into the next phase.

The project Technical Advisory Committee, which is comprised of technical experts from the region, Washington and Clackamas Counties, Sherwood and Tualatin, have reviewed and provided input into the draft goals memorandum.

The Planning Commission conducted a worksession on the TSP update goals and evaluation criteria at their March 14, 2012 meeting. At the time of staff report preparation, no additional comments had been provided.

The TSP update project is on a very tight timeline according to the grant contract with ODOT. The scope of work provides a project deadline of early 2013 for final adoption. In order to remain on schedule, the establishment of revised goals and evaluation criteria is critical.

**CURRENT YEAR BUDGET IMPACTS:**

The TSP update is a currently budgeted Master Plan being largely funded by ODOT's Transportation and Growth Management (TGM) Program. This project is a very high priority on the 2012 staff work program.

**FINANCIAL REVIEW / COMMENTS:**

Reviewed by: \_\_\_\_\_ GW \_\_\_\_\_ Date: \_\_\_4/6/12\_\_\_\_\_

No direct financial impacts on FY2011-12 budget.

**LEGAL REVIEW / COMMENT:**

Reviewed by: \_\_\_\_\_ Date: \_\_\_\_\_

**COMMUNITY INVOLVEMENT PROCESS:**

1. Technical Advisory Committee Review in January, 2012.
2. Planning Commission review and comment on March 14, 2012.
3. City Council review on April 16, 2012.
4. Post on TSP web page for community review (April, 2012).
5. Community wide review at second open house in May, 2012.

**POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY** (businesses, neighborhoods, protected and other groups):

Due to the fact that the revised goals will continue to support the purpose and intent of the currently adopted framework, they are supportive of the fundamental underpinnings of those previously articulated community goals supporting a high quality of life, economic strength, and long-term viability. The re-organization will benefit decision makers by providing a policy framework that treats the transportation system as one complete, integrated system.

Staff does not envision any negative impacts to the community from this process.

**ALTERNATIVES:**

The project consultants have spent considerable time reviewing the existing transportation master plan goals and have worked hard to create a new set of concise goals that integrate the major themes from the various existing master plans into one place. ODOT staff has also spent considerable time working with the consultants to come up with an approach that meets state and regional requirements. The Council can accept, revise or reject the draft goals.

Another option is to take more time to work on the goals, which can be done in the context of a very constrained project timeline.

**CITY MANAGER COMMENT:**

Staff is required to maintain a tight scope of work due to the grant monies that are funding a majority of this update. If Council desires more opportunities to provide input into the update process, it will be necessary to provide feedback to staff on when those additional inputs need to take place. Staff is prepared to provide an overview of additional work sessions calendared for this topic if desired by Council.

**ATTACHMENTS**

- A. March 1, 2012 Technical Memorandum titled "Wilsonville Transportation System Plan Update – Goals and Evaluation Criteria (Task 2.3).
- B. PREZI-tation from March 14, 2012 Planning Commission meeting.  
On-line link to presentation: <http://prezi.com/d8bcf5qhtd6l/wilsonville-transportation-goals/>
- C. Framework for Vision, Goals, and Evaluation Criteria

## Technical Memorandum

**TO:** Project Management Team

**FROM:** Scott Mansur, P.E.; Carl Springer, P.E.; Brad Coy, P.E.

**DATE:** March 1, 2012

**SUBJECT:** **Wilsonville Transportation System Plan Update – Goals and Evaluation Criteria (Task 2.3)**

P10068-007

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This memorandum presents revised transportation goals for the City of Wilsonville Transportation System Plan (TSP) update. These goals are currently in draft form and will be presented to the City for their discussion and revision as they deem necessary to best capture their vision for the City's transportation system. These goals will be intended to guide the City's transportation planning and investment decisions both during and following the TSP update.

This memorandum also provides related evaluation criteria that will guide the project evaluation process for the TSP update. This guidance will support the TSP's purpose of satisfying the City's unique transportation needs while maintaining consistency with other local, regional, and state requirements.

### Why and How Revised Goals Were Developed

A revision to the City's current goals is necessary to address the transportation system as one complete, integrated system rather than following the prior model of having a separate set of goals for each travel mode. This outcome-based approach to the TSP goals accomplishes two important objectives of this update: 1) it frames the local planning process in a manner that is consistent with the latest regional and state planning principles and regulations, and more importantly, 2) it helps decision makers consider the entire system when making investments rather than one specific travel mode. The City's current goals and policies from the City's 2003 TSP, 2006 Bicycle and Pedestrian Master Plan, 2008 Transit Master Plan, and Wilsonville Road Interchange Area Management Plan (IAMP) are reproduced in the appendix for your reference.

The revised goals have retained the purpose and intent of the current adopted goals but have been reorganized to provide a new outcomes-based, mode-neutral framework. The relationships of the current and revised goals are illustrated in the concept maps included in the appendix (one map is provided for each of the City's current goals). These concept maps indicate where specific phrases and key words are related between the current and revised goal statements. The five revised goals are intended to capture the essence of the transportation system and support the City's quality of life, economic strength, and long-term viability.

## Revised Transportation Goals

The City of Wilsonville is responsible to effectively manage a transportation system that efficiently and effectively transports people and goods within the City in order to support the quality of life of residents. The City can best fulfill its responsibilities by working collaboratively with local and regional partners in developing a transportation system that is:

1. **Safe:** Follow the most current safety practices for design, operations and maintenance of transportation facilities.
2. **Accessible and Equitable:** Ensure all travel modes are accessible to all users, especially youth, seniors, people with disabilities, and low income and minority populations.
3. **Functional and Reliable:** Provide, manage, and maintain sufficient infrastructure and services to allow acceptable operations for all travel modes as development occurs that is consistent with the Wilsonville Comprehensive Plan. Also provide options for traveling between destinations to improve reliability and accommodate alternate routing choices.
4. **Integrated:** Provide convenient and integrated pedestrian, bicycle, transit, and motor vehicle facilities that access local and regional destinations and work together as one complete system.
5. **Sustainable:** Exercise stewardship of the City's social, economic, and environmental resources to ensure the transportation system supports the Wilsonville Comprehensive Plan and can be managed and maintained for the long-term.

## Evaluation Criteria

Evaluation criteria and a point-based technical scoring methodology were developed for assessing how well the TSP projects contribute to the achievement of the City's revised transportation goals. Based on their criteria scores, the projects can be compared and prioritized. In this way, a consistent method will be used to evaluate and rank the alternatives based on how well they meet the City's transportation goals and policies.

Table 1 lists the evaluation criteria, which are categorized using the framework of the revised transportation goals. The table also identifies the travel modes that the criteria apply to. These criteria were selected based on the City's current transportation policies. They were also refined to ensure consistency with Metro's Regional Transportation Functional Plan (RTFP). The Evaluation Criteria Comparison Table in the appendix provides a matrix showing how the evaluation criteria correspond with the City's current policies and the Metro RTFP requirements.

# Attachment A

**Table 1: Project Evaluation Criteria and Scoring**

Applicable Mode(s)	Criteria	Evaluation Score
<b>Safe</b>		
All Modes	<b><u>Area of Special Safety Concern</u></b> Addresses the safety of an area of special concern in the City.	+1. Resolves an identified safety concern  0. Has little or no impact (or has offset impacts) to an area of special safety concern  -1. Negatively impacts an area where safety concerns currently exist
All Modes	<b><u>Geometric Design/User Expectations</u></b> Meets current design standards and is consistent with user expectations to improve overall safety of the transportation network.	+1. Improves the system's overall safety  0. Has little or no impact (or has offset impacts) to the system's overall safety  -1. Negatively impacts safety or only postpones safety concerns without clear future solution
<b>Accessible and Equitable</b>		
All Modes	<b><u>Alternative Access Routes</u></b> Ensures all locations have multiple routes for providing access options to users and emergency vehicles.	+1. Provides additional routes and/or connections for locations with limited access  0. Has minor or no impact (or has offset impacts)  -1. Reduces access such that there are potential emergency response implications
All Modes	<b><u>Equity</u></b> Contributes in closing the transportation accessibility gap between the general user and youth, seniors, people with disabilities, and low-income and minority populations.	+1. Specifically benefits traditionally underserved populations  0. Neither increases nor contributes to closing the accessibility gap between the general user and traditionally underserved populations  -1. Negatively impacts or increase accessibility gap to traditionally underserved populations

*Table 1 continued on next page.*



# Attachment A

**(Continued) Table 1: Project Evaluation Criteria and Scoring**

Applicable Mode(s)	Criteria	Evaluation Score
<b>Functional and Reliable</b>		
Motor Vehicles	<p><b><u>Motor Vehicle Capacity</u></b> Enables roadways and intersections to have sufficient capacity to meet applicable operating standards under the 2035 future traffic scenario.</p>	<p>+1. Mitigates an identified capacity deficiency and/or has significant capacity benefits for the entire system</p> <p>0. Does not contribute to capacity deficiency mitigation</p> <p>-1. Reduces capacity or limits future capacity improvement potential</p>
Bicycles and Pedestrians	<p><b><u>Bike/Pedestrian Network Connectivity</u></b> Improves overall connectivity of bicycle or pedestrian facilities, with emphasis on key system gaps.</p>	<p>+1. Fills key system gap</p> <p>0. Has minor benefits, but not at key system gap</p> <p>-1. Adversely impacts system connectivity potential</p>
Transit	<p><b><u>Transit Service</u></b> Improves transit service to the City's neighborhoods, retail areas, and businesses.</p>	<p>+1. Satisfies a coverage gap or service need</p> <p>0. Has little or no impact (or has offset impacts)</p> <p>-1. Adversely impacts coverage gap or service need area</p>
All Modes	<p><b><u>Efficient Operations</u></b> Improves the ability to efficiently operate the current and planned transportation infrastructure.</p>	<p>+1. Improves operational efficiency of infrastructure</p> <p>0. Has little or no impact (or has offset impacts)</p> <p>-1. Negative impact on infrastructure efficiency</p>
All Modes	<p><b><u>Freight Mobility</u></b> Improves freight mobility and reliability on the City's freight routes.</p>	<p>+1. Improves freight movement on freight routes</p> <p>0. Has little or no impact (or has offset impacts)</p> <p>-1. Inhibits freight movement on freight routes</p>
<b>Integrated</b>		
All Modes	<p><b><u>Multi-Modal Facilities</u></b> Accommodates the needs of multiple modes simultaneously.</p>	<p>+1. Benefits all transportation modes</p> <p>0. Has little or no impact (or has offset impacts)</p> <p>-1. Adversely impacts other transportation modes</p>
All Modes	<p><b><u>Multi-Modal Connections</u></b> Improves connections to mode transfer locations to accommodate trips using more than one mode.</p>	<p>+1. Improves connections to mode transfer locations</p> <p>0. Has little or no impact (or has offset impacts)</p> <p>-1. Creates a barrier to mode transfer</p>
All Modes	<p><b><u>Regional Compatibility</u></b> Compatible with other jurisdictions' transportation plans (adjacent cities, counties, Metro, and ODOT).</p>	<p>+1. Compatible with other jurisdictions' plans</p> <p>0. Has little or no impact (or has offset impacts)</p> <p>-1. Not compatible with other jurisdictions' plans</p>

*Table 1 continued on next page.*

**DRAFT**

# Attachment A

**(Continued) Table 1: Project Evaluation Criteria and Scoring**

Applicable Mode(s)	Criteria	Evaluation Score
<b>Sustainable</b>		
Motor Vehicles	<p><b><u>Vehicle-Miles Traveled (VMT)</u></b> Reduces the expected vehicle-miles traveled (VMT), as measured using the project’s travel demand model.</p>	<p>+1. Reduces the City’s total VMT 0. Has little or no change to City’s VMT -1. Increases City’s total VMT</p>
All Modes	<p><b><u>Economic Prosperity</u></b> Supports economic prosperity by providing transportation facilities for existing and planned land uses and freight movements, consistent with Wilsonville’s Comprehensive Plan.</p>	<p>+1. Provides infrastructure to support existing and planned land uses 0. Either no change or offset changes -1. Overall negative impact to infrastructure for existing and planned land uses</p>
All Modes	<p><b><u>Environmental Sensitivity</u></b> Takes into account the natural environment in the planning, design, construction, and maintenance.</p>	<p>+1. Avoids environmental impact or improves conditions 0. Low environmental impact -1. High environmental impact</p>
All Modes	<p><b><u>Fundability</u></b> Clear potential sources for funding both construction and maintenance.</p>	<p>+1. Clear potential sources for funding construction and maintenance 0. Feasible costs, but uncertain funding sources -1. High costs and funding difficulty expected</p>
All Modes	<p><b><u>Project Readiness</u></b> Takes into account the ease of implementation.</p>	<p>+1. High project readiness 0. Minimal project readiness -1. implementation roadblocks</p>

# Appendix

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**Existing Goals and Policies**

**New Goal Development Concept Maps**

**Evaluation Criteria Comparison Table**

## **Existing Goals and Policies**

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# Attachment A

## Existing Goals and Policies

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The following pages include the goals and policies that were adopted as part of Wilsonville's 2003 TSP, 2006 Bicycle and Pedestrian Master Plan, and 2008 Transit Master Plan. These goals and policies provide an excellent base for the current TSP update. However, this TSP update provides an opportunity to make sure the goals and policies still reflect the City's vision for transportation and to make sure the City's TSP is consistent with other local, regional and state requirements, primarily with the RTP. The existing goals and policies are spread throughout the current TSP in various chapters and are found under the following categories:

- Land Use
- Motor Vehicles
- Bicycle and Pedestrian
- Transit
- Other Modes, Coordination and Cooperation

## LAND USE GOALS

**Goal 3.1: To establish and maintain a multi-modal transportation system that supports the Wilsonville Comprehensive Plan.**

### 3.9 POLICIES

The City of Wilsonville shall:

#### **Policy 3.1**

Consider revising the existing land use plan and implementing changes that respond to the capacity constraints of the future transportation system.

#### **Policy 3.2**

Design a transportation system that accounts for adjacent land uses, including accessibility and access management.

## MOTOR VEHICLE GOALS

**Goal 4.1: To provide an interconnected motor vehicle system that will safely and efficiently provide for vehicle circulation and enhanced mobility.**

**Goal 4.2: To establish transportation system standards for each of the motor vehicle, transit, marine, rail, and non-motorized systems that reflect the proposed transportation network and adopted land uses, and emphasize the movement of people over vehicles.**

### 4.6 POLICIES

The City of Wilsonville shall:

# Attachment A

## **Policy 4.1.1**

Design the City street system per the street standards set forth in this TSP and to meet LOS D, which is the standard in the City. As may be approved by the City Council, possible exceptions to the LOS D standard are a change to LOS E on Boones Ferry Road and/or Elligsen Road, and on Wilsonville Road between and including the intersections with Boones Ferry Road and Town Center Loop West. Other capacity improvements intended to allow continued development without exceeding LOS E may also be approved by the City Council in permitted locations.

## **Policy 4.1.2**

Require developers to provide transportation improvements as may be required or conditioned by a land use decision, expedited land use division, or limited land use decision, on a roughly proportional basis of the developer's impacts to the benefits received.

## **Policy 4.1.3**

Require bicycle and pedestrian linkages for all cul-de-sacs and encourage similar linkages between neighborhoods that would otherwise be separated.

## **Policy 4.1.4**

Connect the existing motor vehicle system within the City and across Interstate 5 (I-5) where appropriate. All connections shall be evaluated for their impacts to future operations of the City's road network.

## **Policy 4.1.5**

Promote other existing routes and/or provide connections to other regional roadways that provide alternative routes into and out of the City to reduce the reliance on I-5 and its interchanges within the City.

## **Policy 4.1.6**

Develop a system of signal coordination and tie in with the I-5 ITS system providing a system of integrated parallel arterials and collectors.

## **Policy 4.2.1**

Continue to plan, schedule, and coordinate all public street improvements through a Capital Improvements Program.

## **Policy 4.2.2**

Provide an adequate motor vehicle system that serves commercial vehicle/truck traffic to and from land uses requiring the use of commercial vehicles/trucks.

## **Policy 4.3.1**

Evaluate and minimize the environmental impacts of all new public road projects.

# Attachment A

## **Policy 4.4.1**

Work with ODOT to improve the general community awareness of its access permitting authority.

## **Policy 4.4.2**

Require that the TSP be reviewed no more than five years after the date of adoption.

## **BICYCLE & PEDESTRIAN MASTER PLAN GOALS**

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

### **Policies**

The City of Wilsonville shall:

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

## **TRANSIT MASTER PLAN GOALS**

This chapter presents policies and implementation measures to guide SMART and the City of Wilsonville in meeting the following goals:

**Goal 1 To promote an effective transit system that is a viable alternative to the single occupant vehicle; responds to the mobility needs of residents, employers, and employees; permits easy shifts from one mode to another; offers choice and convenience; and connects to other regional transportation systems.**

**Goal 2 To develop and implement Transportation Demand Management strategies in order to create greater choice and mobility; reduce automobile trips; make more efficient use of the roadway system; and minimize air pollution.**

### **Policies**

The City of Wilsonville shall:

# Attachment A

## **Policy 1**

Increase public awareness of transit and other transportation options, so that customers can make informed decisions.

## **Policy 2**

Provide service which is coordinated, convenient, comfortable, and safe.

## **Policy 3**

Promote land use patterns and development standards that improve accessibility of transit to pedestrians, bicyclists, motorists, and special needs groups.

## **Policy 4**

Expand service to meet the demands of a growing population and employment base in Wilsonville.

## **Policy 5**

Strive to improve air quality and traffic congestion by increasing transit efficiency, promoting transportation options, and implementing transportation systems management.

## **Policy 6**

Create a sense of community ownership of the transit system by encouraging citizen involvement.

## **OTHER MODES, COORDINATION & COOPERATION GOALS**

**Goal 7.1: To coordinate with, regional, State, and neighboring local jurisdictions in the development and operation of the multi-modal transportation system.**

**Goal 7.2: To provide multi-modal facilities properly integrated with the citywide transportation system.**

## **POLICIES**

The City of Wilsonville shall:

### **Policy 7.1.1**

Actively encourage the Federal Highway Administration, Federal Transit Administration, Oregon Department of Transportation, and Metro to provide improvements to regional transportation facilities.

### **Policy 7.1.2**

Continue to work in concert with the State, Metro, Clackamas and Washington Counties, and adjacent jurisdictions to develop and implement a regional transportation plan that is complementary to and supportive of the City's Plan while addressing regional concerns. The City expects a reciprocal commitment from other agencies.



# Attachment A

## **Policy 7.2.1**

Maintain access to the Willamette River so that the river may be used for transportation purposes in the future. Acquire or improve access to Willamette River for public docking purposes.

## **Policy 7.2.2**

Assist in efforts to improve the viability of the railroad, not only for freight, but for passenger service as well.

## **Policy 7.3.1**

Minimize conflicts and facilitate connections between modes of transportation.

## **Wilsonville Interchange Area Management Plan Goals**

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The Wilsonville Road Interchange Area Management Plan (IAMP) also included multiple goals that can help inform the City's transportation goals. However, these goals were focused exclusively on the interchange area.

### **Goal 1: Protect the function and operation of the interchange and the state highway as follows:**

I-5 is classified as an Interstate Highway. It is part of the National Highway System and is a designated freight route between Portland and points south. The operational objective for Interstate Highways is to provide safe and efficient high-speed travel in urban and rural areas.

Objective 1a: The preferred interchange project alternative will meet FHWA Interchange requirements and will accommodate design-year (2030) traffic demands as a threshold.

Objective 1b: The project alternatives developed for consideration as part of the IAMP planning process are consistent with the OHP requirement that the maximum volume-to-capacity (V/C) ratio for the ramp terminals of interchange ramps be either 0.85 or 0.90 (as defined in the OHP). For "build" scenarios, the 2003 Highway Design Manual standard of 0.75 is desired or a design exception would be needed.

Objective 1c: The preferred alternative will meet or move in the direction of ODOT access management spacing standards for access along interchange crossroads.

### **Goal 2: Provide for an adequate system of local roads and streets for access and circulation within the interchange area that minimizes local traffic through the interchange and on the interchange cross road.**

Objective 2a: The preferred alternative will include necessary supporting improvements to the surface street system in the vicinity of the interchange. Improvements to the local street network will be adopted into the local comprehensive plan, including identified funding sources, as part of the City of Wilsonville's actions to implement the IAMP.

# Attachment A

Objective 2b: The project alternatives will propose surface street improvements that either meet the ODOT established access management standards or improve on the current conditions.

Objective 2c: The project alternatives will propose surface street improvements that will operate in conformance with applicable standards over the 20-year planning horizon.

## **Goal 3: Provide safe and efficient multi-modal travel between the connecting roadways (and the surface street network, if applicable).**

Objective 3a: While recognizing existing capacity constraints, the project alternatives will improve safety by adding capacity to reduce congestion and/or correcting geometric conditions that do not meet current applicable standards.

Objective 3b: The project alternatives will improve bicycle and pedestrian safety by providing upgraded bikeways and walkways that meet current applicable standards and include facility infill and extensions where needed to provide a continuous network.

## **Goal 4: Ensure future changes to the planned land use system are consistent with protecting the long-term function of the interchange and the surface street system and the integration of future transportation projects and land use changes.**

Objective 4a: The project alternatives will be developed in partnership with affected property owners in the interchange area, the City of Wilsonville, Clackamas County, and the Oregon Department of Transportation (ODOT), as well as other stakeholders, including interchange users.

Objective 4b: The City and County Comprehensive Plans and/or Transportation System Plans will be found consistent, or amendments will be proposed to ensure consistency, with the preferred project interchange alternative.

Objective 4c: The City and County will adopt land use policies that ensure future land use actions in the IAMP Management Area, including requests for comprehensive plan amendments and/or zoning amendments, and promote land development that is compatible with the planned interchange capacity for the IAMP planning horizon.

## **Goal 5: Recognize the importance of the interchange function to support local and regional economic development goals and plans.**

Objective 5a: The project alternatives are expected to reduce delay for vehicles, including commercial vehicles, accessing the freeway and to increase safety.

Objective 5b: The project alternatives will facilitate access to, through, and from businesses in Wilsonville.

## **Goal 6: Ensure that the needs of regional through trips and the timeliness of freight**

# Attachment A

movements are considered when developing and implementing the IAMP, in particular when planning for improvements that directly impact freight routes.

Objective 6a: The project alternatives will facilitate freight access to and from the many industrial freight destinations in the interchange study area.

## Areas to Consider for Additional Goals and Policies

The Regional Transportation Plan (RTP) also includes ten goals that can help inform the City's transportation goals.

- **RTP Goal 1: Foster vibrant communities and efficient urban form** by linking land use and transportation decisions.
- **RTP Goal 2: Sustain economic competitiveness and prosperity** by developing multi-modal transportation infrastructure and services to support the region's well-being and to promote a diverse innovative, sustainable and growing regional and state economy.
- **RTP Goal 3: Expand transportation choices** for all residents.
- **RTP Goal 4: Emphasize effective and efficient management of the transportation system** by applying technology and using travel demand management (TDM) and pricing strategies.
- **RTP Goal 5: Enhance safety and security.**
- **RTP Goal 6: Promote environmental stewardship** of the city's natural, community and cultural resources by practicing stewardship of air, water, land, wildlife, and botanical resources. Take into account the natural environments in the planning, design, construction and maintenance of the transportation system.
- **RTP Goal 7: Enhance human health** by developing a multi-modal transportation infrastructure that supports active living, physical activity and minimizes transportation-related pollution.
- **RTP Goal 8: Ensure equity** by equitably distributing the benefits and adverse impacts of transportation planning, programs and investment decisions among population demographics and geography.
- **RTP Goal 9: Ensure fiscal stewardship** by making transportation investment decisions that adequately maintain transportation facilities and use public resources effectively and efficiently. Work to stabilize existing transportation revenue while securing new and innovative long-term sources of funding to build, operate and maintain the transportation system.
- **RTP Goal 10: Deliver accountability** by operating in an open and transparent manner and providing meaningful opportunities for public input. Improve coordination and cooperation among the public and private owners and operators of the city's transportation system.

# **New Goal Development Concept Maps**

Attachment A  
New Goals

**Safe (Goal 1)**  
Follow the most current safety practices for design and operations.

**Accessible and Equitable (Goal 2)**  
Ensure all travel modes are accessible to all users, especially youth, seniors, people with disabilities, and low income and minority populations.

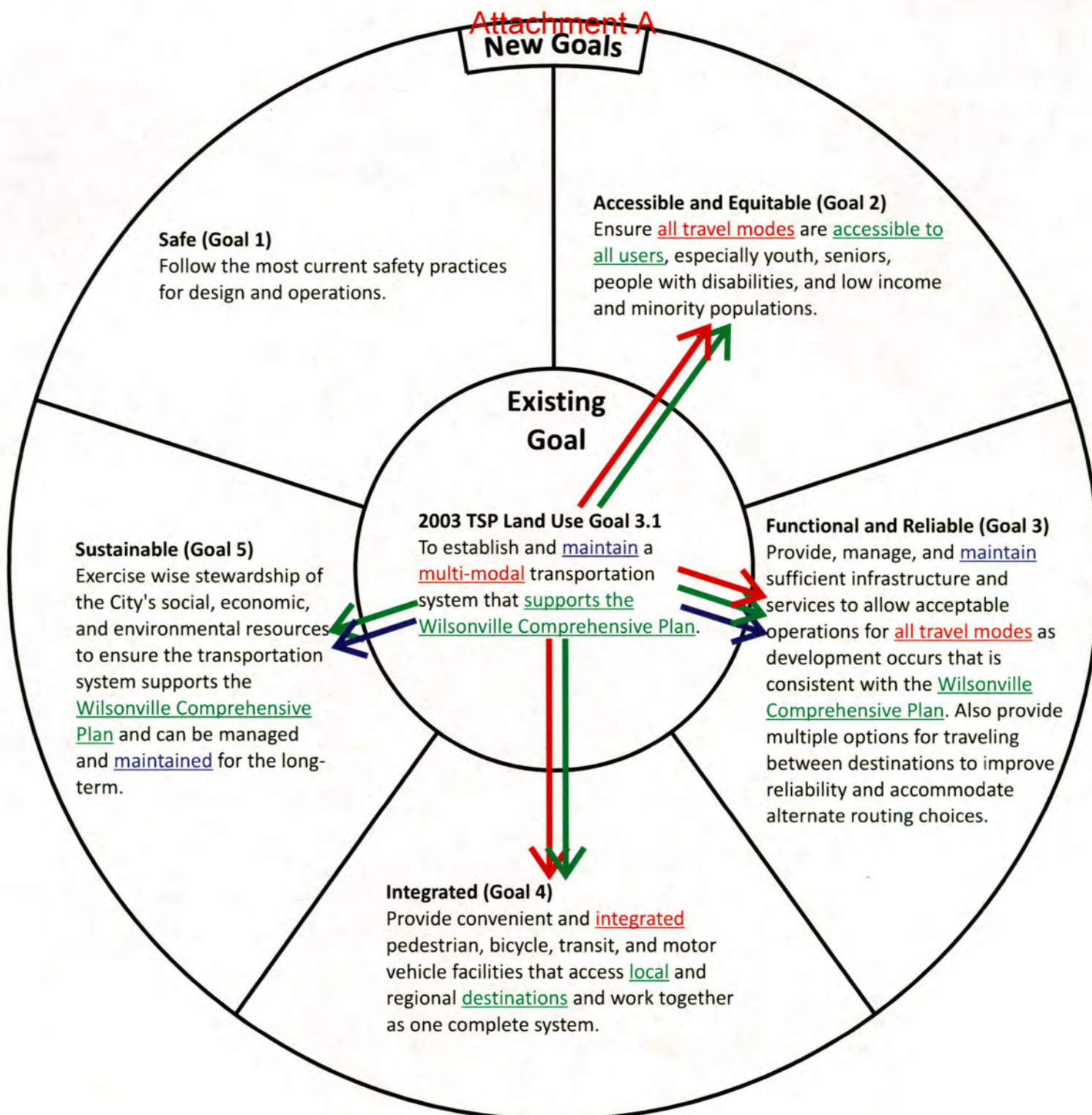
**Existing Goal**

**2003 TSP Land Use Goal 3.1**  
To establish and maintain a multi-modal transportation system that supports the Wilsonville Comprehensive Plan.

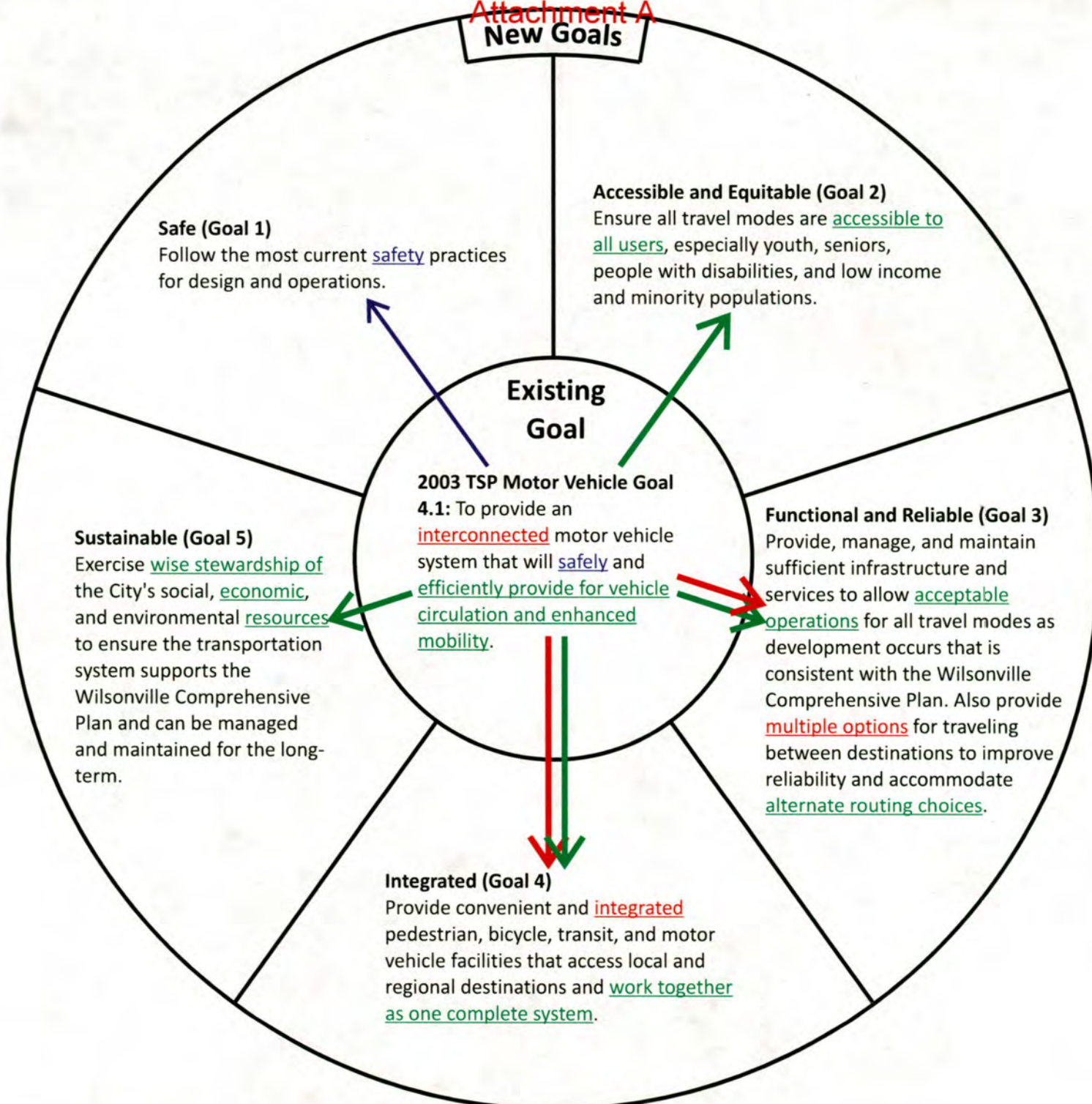
**Sustainable (Goal 5)**  
Exercise wise stewardship of the City's social, economic, and environmental resources to ensure the transportation system supports the Wilsonville Comprehensive Plan and can be managed and maintained for the long-term.

**Functional and Reliable (Goal 3)**  
Provide, manage, and maintain sufficient infrastructure and services to allow acceptable operations for all travel modes as development occurs that is consistent with the Wilsonville Comprehensive Plan. Also provide multiple options for traveling between destinations to improve reliability and accommodate alternate routing choices.

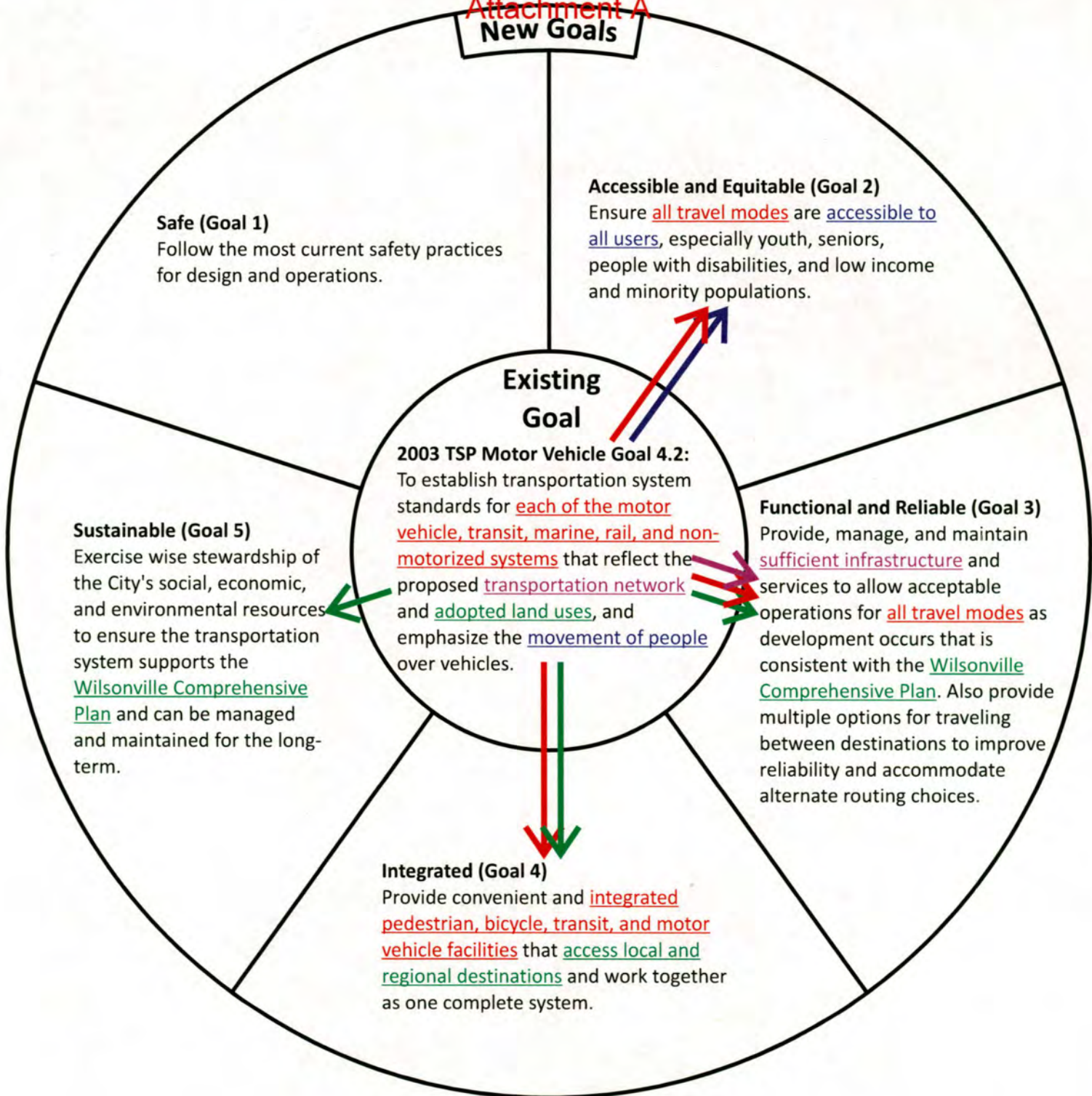
**Integrated (Goal 4)**  
Provide convenient and integrated pedestrian, bicycle, transit, and motor vehicle facilities that access local and regional destinations and work together as one complete system.



Attachment A  
New Goals



Attachment A  
New Goals



Existing Goal

2003 TSP Motor Vehicle Goal 4.2:  
To establish transportation system standards for each of the motor vehicle, transit, marine, rail, and non-motorized systems that reflect the proposed transportation network and adopted land uses, and emphasize the movement of people over vehicles.

**Safe (Goal 1)**  
Follow the most current safety practices for design and operations.

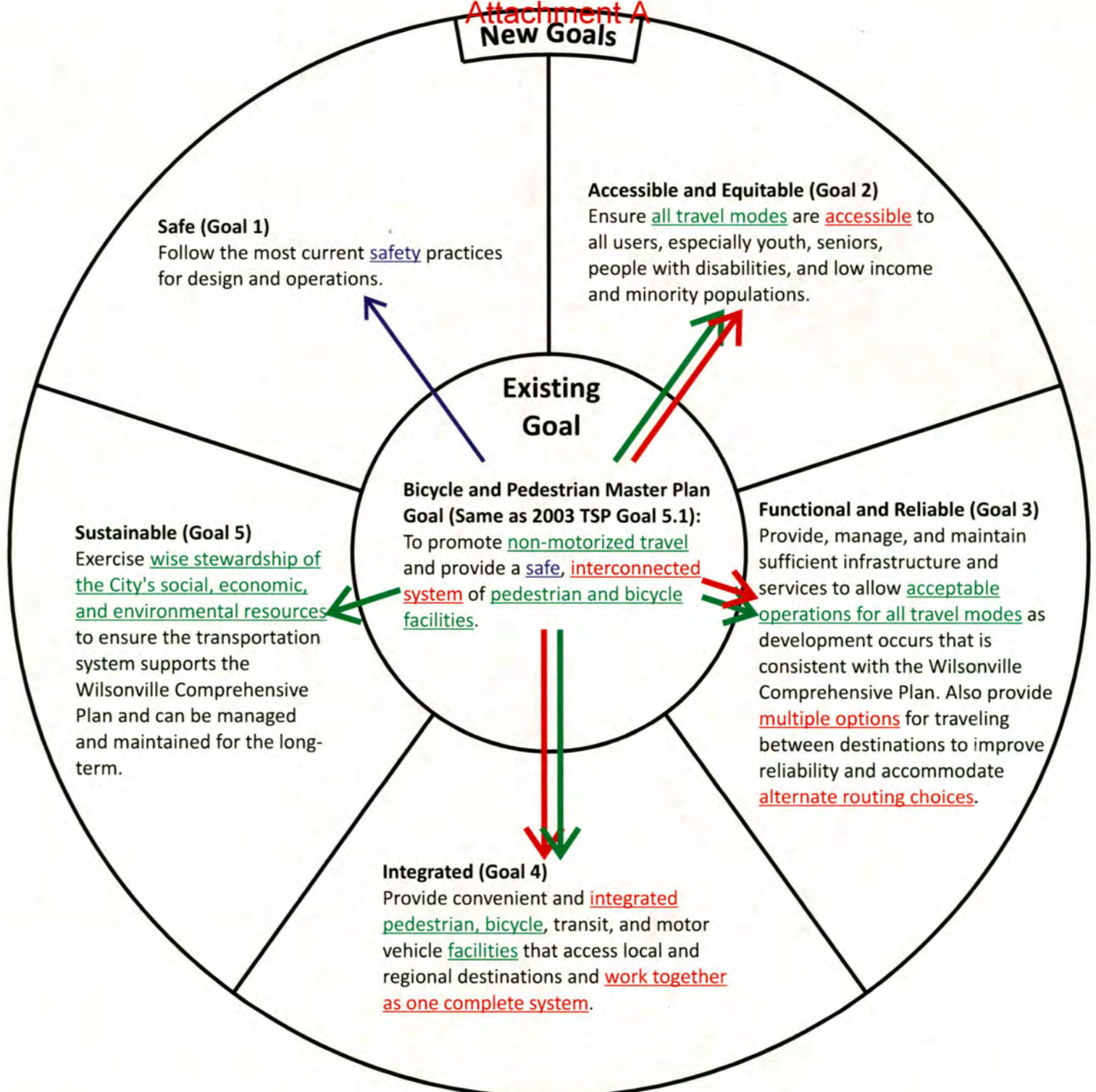
**Accessible and Equitable (Goal 2)**  
Ensure all travel modes are accessible to all users, especially youth, seniors, people with disabilities, and low income and minority populations.

**Functional and Reliable (Goal 3)**  
Provide, manage, and maintain sufficient infrastructure and services to allow acceptable operations for all travel modes as development occurs that is consistent with the Wilsonville Comprehensive Plan. Also provide multiple options for traveling between destinations to improve reliability and accommodate alternate routing choices.

**Integrated (Goal 4)**  
Provide convenient and integrated pedestrian, bicycle, transit, and motor vehicle facilities that access local and regional destinations and work together as one complete system.

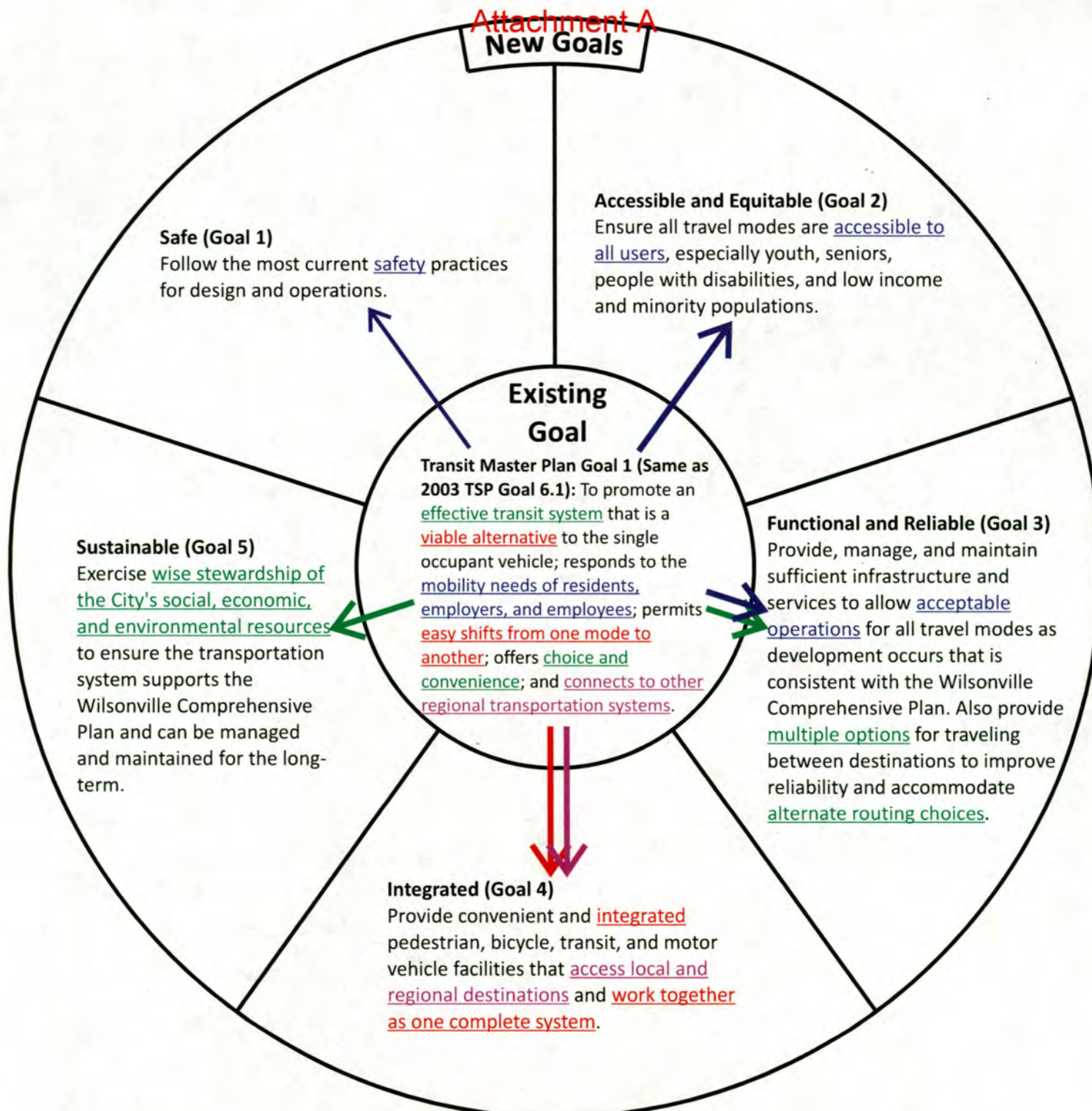
**Sustainable (Goal 5)**  
Exercise wise stewardship of the City's social, economic, and environmental resources to ensure the transportation system supports the Wilsonville Comprehensive Plan and can be managed and maintained for the long-term.

Attachment A  
New Goals





Attachment A  
New Goals



**Safe (Goal 1)**  
Follow the most current safety practices for design and operations.

**Accessible and Equitable (Goal 2)**  
Ensure all travel modes are accessible to all users, especially youth, seniors, people with disabilities, and low income and minority populations.

**Existing Goal**

**Transit Master Plan Goal 1 (Same as 2003 TSP Goal 6.1):** To promote an effective transit system that is a viable alternative to the single occupant vehicle; responds to the mobility needs of residents, employers, and employees; permits easy shifts from one mode to another; offers choice and convenience; and connects to other regional transportation systems.

**Functional and Reliable (Goal 3)**  
Provide, manage, and maintain sufficient infrastructure and services to allow acceptable operations for all travel modes as development occurs that is consistent with the Wilsonville Comprehensive Plan. Also provide multiple options for traveling between destinations to improve reliability and accommodate alternate routing choices.

**Sustainable (Goal 5)**  
Exercise wise stewardship of the City's social, economic, and environmental resources to ensure the transportation system supports the Wilsonville Comprehensive Plan and can be managed and maintained for the long-term.

**Integrated (Goal 4)**  
Provide convenient and integrated pedestrian, bicycle, transit, and motor vehicle facilities that access local and regional destinations and work together as one complete system.

Attachment A  
New Goals

**Safe (Goal 1)**  
Follow the most current safety practices for design and operations.

**Accessible and Equitable (Goal 2)**  
Ensure all travel modes are accessible to all users, especially youth, seniors, people with disabilities, and low income and minority populations.

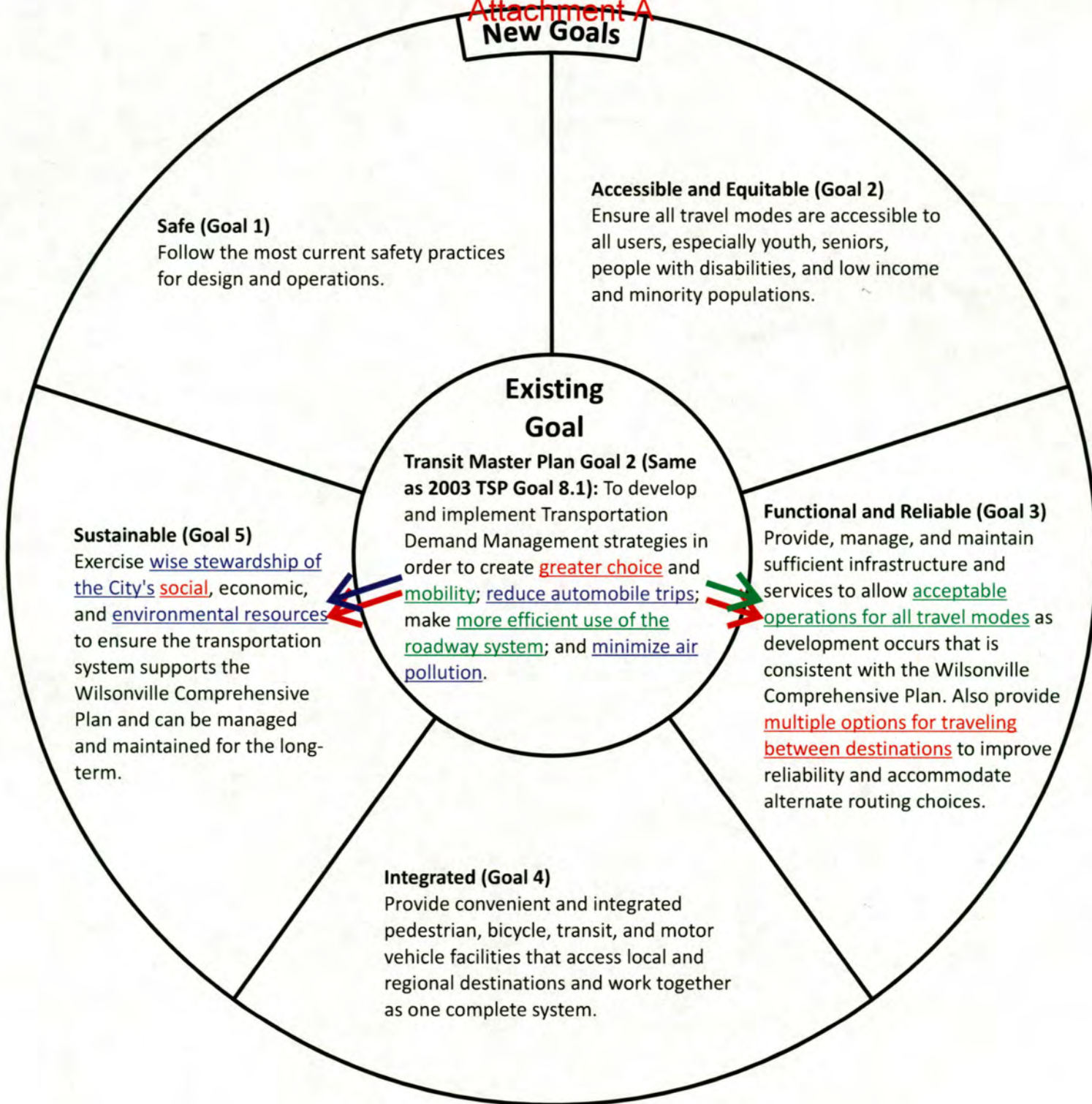
**Existing Goal**

**Transit Master Plan Goal 2 (Same as 2003 TSP Goal 8.1):** To develop and implement Transportation Demand Management strategies in order to create **greater choice** and **mobility**; **reduce automobile trips**; make **more efficient use of the roadway system**; and **minimize air pollution**.

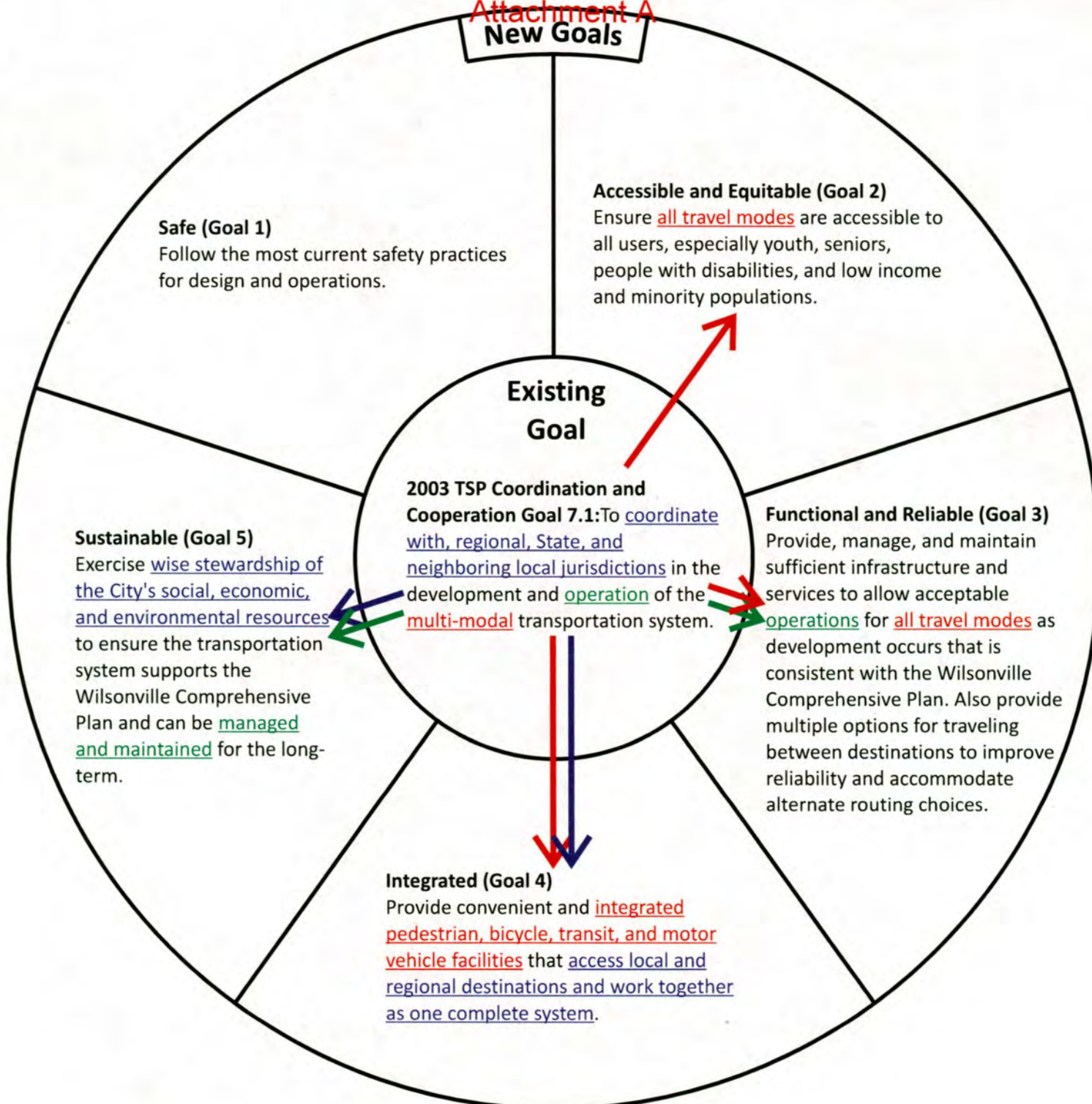
**Functional and Reliable (Goal 3)**  
Provide, manage, and maintain sufficient infrastructure and services to allow **acceptable operations for all travel modes** as development occurs that is consistent with the Wilsonville Comprehensive Plan. Also provide **multiple options for traveling between destinations** to improve reliability and accommodate alternate routing choices.

**Sustainable (Goal 5)**  
Exercise **wise stewardship of the City's social, economic, and environmental resources** to ensure the transportation system supports the Wilsonville Comprehensive Plan and can be managed and maintained for the long-term.

**Integrated (Goal 4)**  
Provide convenient and integrated pedestrian, bicycle, transit, and motor vehicle facilities that access local and regional destinations and work together as one complete system.



Attachment A  
New Goals



**Safe (Goal 1)**  
Follow the most current safety practices for design and operations.

**Accessible and Equitable (Goal 2)**  
Ensure all travel modes are accessible to all users, especially youth, seniors, people with disabilities, and low income and minority populations.

**Existing Goal**

**2003 TSP Coordination and Cooperation Goal 7.1:** To coordinate with, regional, State, and neighboring local jurisdictions in the development and operation of the multi-modal transportation system.

**Functional and Reliable (Goal 3)**  
Provide, manage, and maintain sufficient infrastructure and services to allow acceptable operations for all travel modes as development occurs that is consistent with the Wilsonville Comprehensive Plan. Also provide multiple options for traveling between destinations to improve reliability and accommodate alternate routing choices.

**Sustainable (Goal 5)**  
Exercise wise stewardship of the City's social, economic, and environmental resources to ensure the transportation system supports the Wilsonville Comprehensive Plan and can be managed and maintained for the long-term.

**Integrated (Goal 4)**  
Provide convenient and integrated pedestrian, bicycle, transit, and motor vehicle facilities that access local and regional destinations and work together as one complete system.

Attachment A  
New Goals

**Safe (Goal 1)**  
Follow the most current safety practices for design and operations.

**Accessible and Equitable (Goal 2)**  
Ensure all travel modes are accessible to all users, especially youth, seniors, people with disabilities, and low income and minority populations.

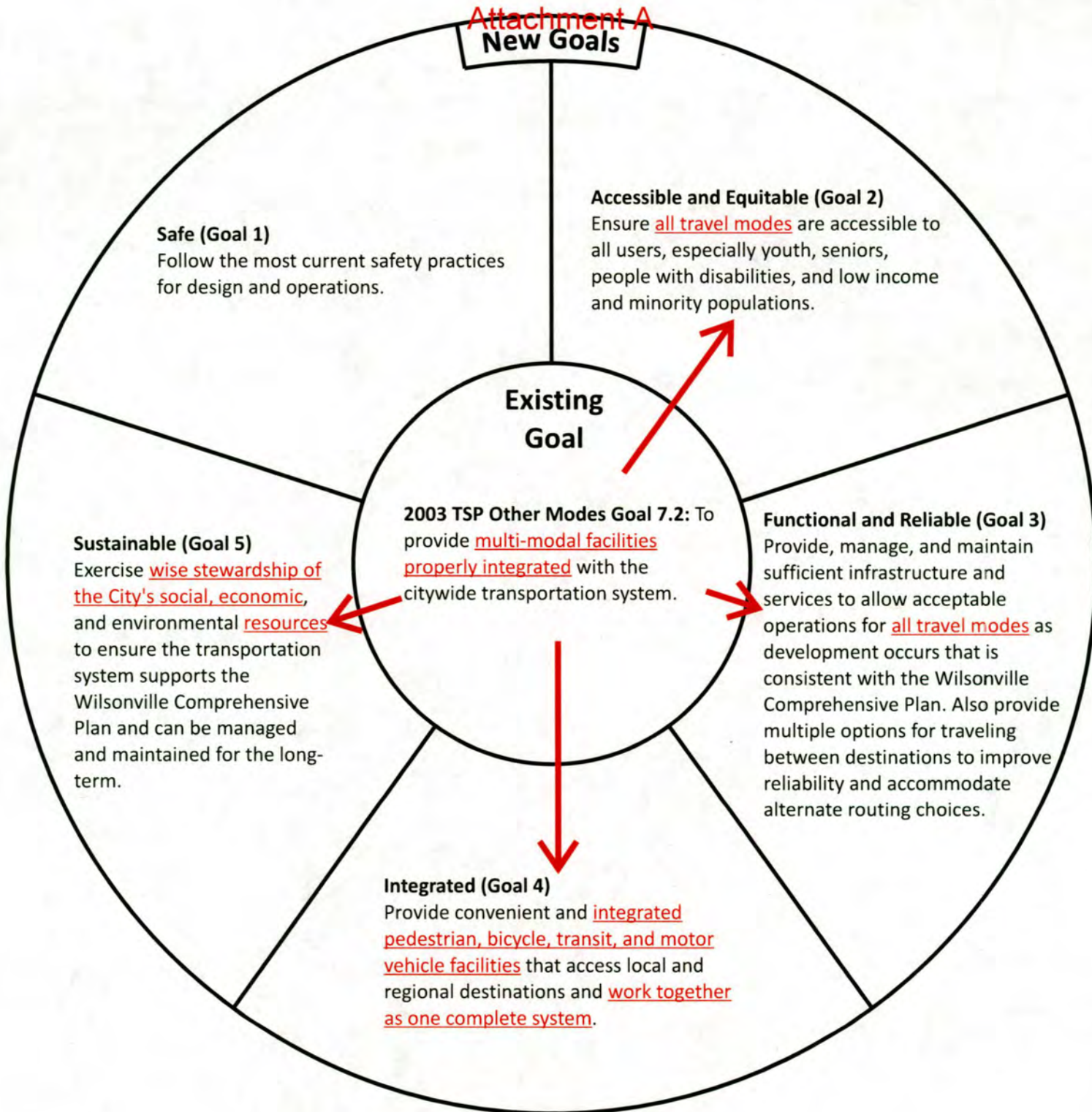
**Existing Goal**

**2003 TSP Other Modes Goal 7.2:** To provide multi-modal facilities properly integrated with the citywide transportation system.

**Sustainable (Goal 5)**  
Exercise wise stewardship of the City's social, economic, and environmental resources to ensure the transportation system supports the Wilsonville Comprehensive Plan and can be managed and maintained for the long-term.

**Functional and Reliable (Goal 3)**  
Provide, manage, and maintain sufficient infrastructure and services to allow acceptable operations for all travel modes as development occurs that is consistent with the Wilsonville Comprehensive Plan. Also provide multiple options for traveling between destinations to improve reliability and accommodate alternate routing choices.

**Integrated (Goal 4)**  
Provide convenient and integrated pedestrian, bicycle, transit, and motor vehicle facilities that access local and regional destinations and work together as one complete system.



## **Evaluation Criteria Comparison Table**

## Attachment C

### Framework for Vision, Goals, and Evaluation Criteria

**Vision** - General statement of desired end-state. What is the outcome that the City of Wilsonville wants?

**Goals** - Vary along a spectrum in how they are used for planning



End State	System Characteristics	Specific Actions
<b>Currently:</b>		
The City currently has goals that cover this entire spectrum. They provide some vision of the end state, identify some desired characteristics, and include some specific actions. They are separated by mode and it is not clear how they relate to each other and to the City's specific transportation policies, which are also separated by mode.		
<b>Recommended:</b>		
The Vision statement focuses on the end state and desired outcomes	Revised goals focus on the system characteristics that help the City achieve its vision while providing a framework for organizing specific actions (i.e., policies). This same framework can also help guide project evaluation and prioritization.	Specific actions include policies and improvement projects: <ul style="list-style-type: none"> <li>• <b>Policies</b> consist of strategies for the City to undertake following the TSP update. Prior policies will be revised to reflect current conditions (i.e., how things have changed and what has worked for the City in the past) and regional mandates.</li> <li>• <b>Improvement Projects</b> are the system improvements needed within Wilsonville.</li> </ul>

**Evaluation Criteria** - Relate directly to a variety of issues that might be relevant to a particular alternative; intended to help differentiate between alternatives, with higher scores given to those alternatives that are more consistent with and helpful in achieving the City's vision.

# Attachment A

**Evaluation Criteria Comparison Table:** Cross-reference review of the evaluation criteria that will be used for the TSP update versus the original adopted policies and Metro RTFP requirements.

	Safe		Accessible & Equitable		Functional & Reliable				Integrated			Sustainable					
Adopted Transportation Policies	Geometric Design/User Expectations: Meets current design standards and is consistent with user expectations to improve overall safety of the transportation network.	Area of Special Safety Concern: Addresses the safety of an area of special concern in the City.	Equity: Contributes in closing the transportation accessibility gap between the general user and the low-income and minority populations.	Alternative Access Routes: Ensures all locations have multiple routes for providing access options to users and emergency vehicles.	Motor Vehicle Capacity: Enables roadways and intersections to have sufficient capacity to meet applicable operating standards under the 2035 future traffic scenario.	Freight Mobility: Improves freight mobility and reliability on the City's freight routes.	Efficient Operations: Improves the ability to efficiently operate the current and planned transportation infrastructure.	Bike/Pedestrian Network Connectivity: Improves overall connectivity of bicycle or pedestrian facilities, with emphasis on key system gaps.	Transit Service: Improves transit service to the City's neighborhoods, retail areas, and businesses.	Multi-Modal Connections: Improves connections to mode transfer locations to accommodate trips using more than one mode.	Multi-Modal Facilities: Accommodates the needs of multiple modes simultaneously.	Regional Compatibility: Compatible with other jurisdictions' transportation plans (adjacent cities, counties, Metro, and ODOT).	Economic Prosperity: Supports economic prosperity by providing transportation facilities for existing and planned land uses and freight movements, consistent with Wilsonville's Comprehensive Plan.	Environmental Sensitivity: Takes into account the natural environment in the planning, design, construction, and maintenance.	Vehicle-Miles Traveled (VMT): Reduces the expected vehicle-miles traveled (VMT), as measured using the project's travel demand model.	Fundability: Clear potential sources for funding both construction and maintenance.	Project Readiness: Takes into account the ease of implementation.
<b>Land Use (2003 TSP)</b>																	
Policy 3.1 - Consider revising the existing land use plan and implementing changes that respond to the capacity constraints of the future transportation system.																	
Policy 3.2 - Design a transportation system that accounts for adjacent land uses, including accessibility and access management.																	
<b>Motor Vehicle (2003 TSP)</b>																	
Policy 4.1.1 - Design the City street system per the street standards set forth in this TSP and to meet LOS D, which is the standard in the City. Council may approve exceptions to this standard.																	
Policy 4.1.2 - Require developers to provide transportation improvements as may be required or conditioned by a land use decision, expedited land use division, or limited land use decision, on a roughly proportional basis of the developer's impacts to the benefits received.																	
Policy 4.1.3 - Require bicycle and pedestrian linkages for all cul-de-sacs and encourage similar linkages between neighborhoods that would otherwise be separated.																	
Policy 4.1.4 - Connect the existing motor vehicle system within the City and across Interstate 5 (I-5) where appropriate. All connections shall be evaluated for their impacts to future operations of the City's road network.																	
Policy 4.1.5 - Promote other existing routes and/or provide connections to other regional roadways that provide alternative routes into and out of the City to reduce the reliance on I-5 and its interchanges within the City.																	
Policy 4.1.6 - Develop a system of signal coordination and tie in with the I-5 ITS system providing a system of integrated parallel arterials and collectors.																	
Policy 4.2.2 - Provide an adequate motor vehicle system that serves commercial vehicle/truck traffic to and from land uses requiring the use of commercial vehicles/trucks.																	
Policy 4.3.1 - Evaluate and minimize the environmental impacts of all new public road projects.																	
<b>Bike and Pedestrian (2006 Bicycle and Pedestrian Master Plan)</b>																	
1. Continue to improve and expand pedestrian and bicycle facilities, as needed throughout the community, with a focus on improved connectivity both within the City and with the Metro Regional Bicycle System.																	
2. Ensure that pedestrian and bicycle networks provide direct connections between major activity centers (e.g., civic, employment, and retail centers) and minimize conflicts with other modes of transportation.																	
3. Regard facilities for bicyclists and pedestrians as important parts of the overall transportation system and not just recreational facilities.																	
4. Increase the bicycle share mode throughout the City and improve bicycle access to the City's transportation system.																	

# Attachment A

**Evaluation Criteria Comparison Table:** Cross-reference review of the evaluation criteria that will be used for the TSP update versus the original adopted policies and Metro RTFP requirements.

	Safe		Accessible & Equitable		Functional & Reliable				Integrated			Sustainable					
<b>Adopted Transportation Policies</b>	<b>Geometric Design/User Expectations:</b> Meets current design standards and is consistent with user expectations to improve overall safety of the transportation network.	<b>Area of Special Safety Concern:</b> Addresses the safety of an area of special concern in the City.	<b>Equity:</b> Contributes in closing the transportation accessibility gap between the general user and the low-income and minority populations.	<b>Alternative Access Routes:</b> Ensures all locations have multiple routes for providing access options to users and emergency vehicles.	<b>Motor Vehicle Capacity:</b> Enables roadways and intersections to have sufficient capacity to meet applicable operating standards under the 2035 future traffic scenario.	<b>Freight Mobility:</b> Improves freight mobility and reliability on the City's freight routes.	<b>Efficient Operations:</b> Improves the ability to efficiently operate the current and planned transportation infrastructure.	<b>Bike/Pedestrian Network Connectivity:</b> Improves overall connectivity of bicycle or pedestrian facilities, with emphasis on key system gaps.	<b>Transit Service:</b> Improves transit service to the City's neighborhoods, retail areas, and businesses.	<b>Multi-Modal Connections:</b> Improves connections to mode transfer locations to accommodate trips using more than one mode.	<b>Multi-Modal Facilities:</b> Accommodates the needs of multiple modes simultaneously.	<b>Regional Compatibility:</b> Compatible with other jurisdictions' transportation plans (adjacent cities, counties, Metro, and ODOT).	<b>Economic Prosperity:</b> Supports economic prosperity by providing transportation facilities for existing and planned land uses and freight movements, consistent with Wilsonville's Comprehensive Plan.	<b>Environmental Sensitivity:</b> Takes into account the natural environment in the planning, design, construction, and maintenance.	<b>Vehicle-Miles Traveled (VMT):</b> Reduces the expected vehicle-miles traveled (VMT), as measured using the project's travel demand model.	<b>Fundability:</b> Clear potential sources for funding both construction and maintenance.	<b>Project Readiness:</b> Takes into account the ease of implementation.
<b>Transit (2008 Transit Master Plan)</b>																	
Policy 1 - Increase public awareness of transit and other transportation options, so that customers can make informed decisions.																	
Policy 2 - Provide service which is coordinated, convenient, comfortable, and safe.																	
Policy 3 - Promote land use patterns and development standards that improve accessibility of transit to pedestrians, bicyclists, motorists, and special needs groups.																	
Policy 4 - Expand service to meet the demands of a growing population and employment base in Wilsonville.																	
Policy 5 - Strive to improve air quality and traffic congestion by increasing transit efficiency, promoting transportation options, and implementing transportation systems management.																	
<b>Other Modes (2003 TSP)</b>																	
Policy 7.1.2 - Continue to work in concert with the State, Metro, Clackamas and Washington Counties, and adjacent jurisdictions to develop and implement a regional transportation plan that is complementary to and supportive of the City's Plan while addressing regional concerns.																	
Policy 7.2.1 - Maintain access to the Willamette River so that the river may be used for transportation purposes in the future. Acquire or improve access to Willamette River for public docking purposes.																	
Policy 7.2.2 - Assist in efforts to improve the viability of the railroad, not only for freight, but for passenger service as well.																	
Policy 7.3.1 - Minimize conflicts and facilitate connections between modes of transportation.																	
<b>Regional Transportation Functional Plan (RTFP)</b>																	
Title 1, Transit System Design Sec 3.08.120A,B - Pedestrian and Bicycle connections to transit stops and destinations																	
Title 1, Pedestrian System Design Sec 3.08.130A - Pedestrian network connectivity																	
Title 1, Bicycle System Design Sec 3.08.140 - Bicycle network connectivity																	
Title 1, Freight System Design Sec 3.08.150 - Freight plan																	
Title 1, Transportation System Management and Operations Sec 3.08.160 - Operations of existing infrastructure																	
Title 2, Transportation Needs Sec 3.08.210 - Regional and state needs																	
Title 2, Sec 3.08.220 Transportation Solutions - Strategy list																	
Title 2, Performance Targets and Standards Sec 3.08.230 - Evaluate safety, vehicle miles traveled per capita, freight reliability, congestion, and walking, bicycling and transit mode shares																	



# Wilsonville Transportation System Plan -- Goals

Why Does the City Need Revised Goals?

What Goals Do We Recommend?

How Will We Use the Goals to Evaluate Projects?



**Past**

**City's Adopted Goals**

**Pros**

- Goals and policies based on significant prior planning efforts
- Have supported City's efforts to develop its transportation system

**Cons**

- Addresses travel modes as separate systems rather than as one system
  - Obstacle to integration
  - Outdated goal framework

**Present**

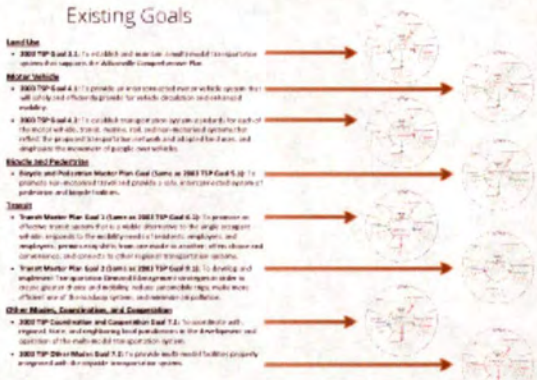
**Benefit of New Goals For TSP Update**

- Integrating all modes into one complete transportation system rather than as separate systems
- Correlating project evaluation and prioritization with City goals and policies
- Updating policies to be consistent with the latest regional and state planning principles and regulations

**Future**

**Future Benefit of Revised Goals**

- Clear, shared vision
- Decisions consistent with policies that contribute to achieving goals

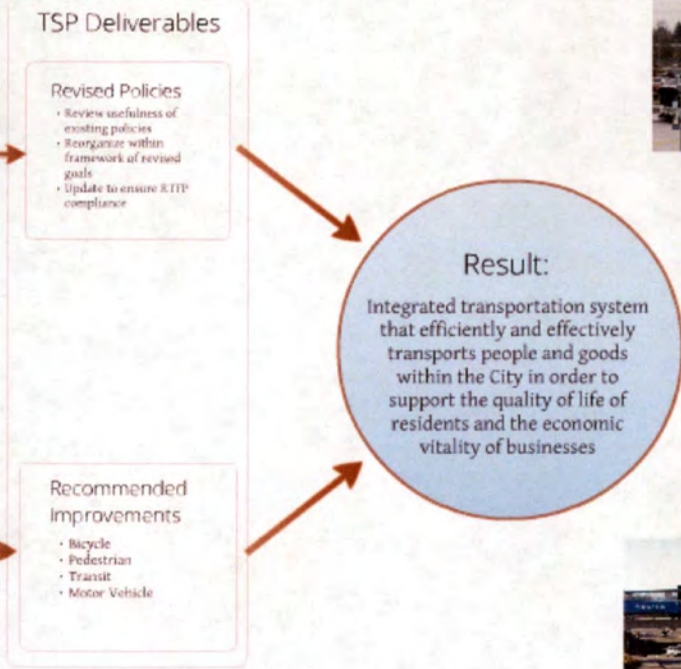


**Recommended Goals**

- Safe**  
Reduce the number of fatalities and serious injuries on all public streets and highways.
- Accessible and Equitable**  
Ensure all residents are able to access regional, state, and federal transit services and programs.
- Functional and Reliable**  
Provide a safe, efficient, and reliable multi-modal transportation system that meets the needs of all residents and businesses.
- Integrated**  
Provide a seamless and integrated multi-modal transportation system that meets the needs of all residents and businesses.
- Sustainable**  
Provide a multi-modal transportation system that meets the needs of all residents and businesses.

**Evaluation Criteria Development**

Mode	Goal	Criterion	Weight	Score
Transit	Transit Mode	Transit Mode	10	10
		Transit Mode	10	10
		Transit Mode	10	10
		Transit Mode	10	10
Bicycle	Bicycle Mode	Bicycle Mode	10	10
		Bicycle Mode	10	10
		Bicycle Mode	10	10
		Bicycle Mode	10	10
Pedestrian	Pedestrian Mode	Pedestrian Mode	10	10
		Pedestrian Mode	10	10
		Pedestrian Mode	10	10
		Pedestrian Mode	10	10
Motor Vehicle	Motor Vehicle Mode	Motor Vehicle Mode	10	10
		Motor Vehicle Mode	10	10
		Motor Vehicle Mode	10	10
		Motor Vehicle Mode	10	10



# Attachment B

## New Goals

### Safe (Goal 1)

Follow the most current safety practices for design and operations.

### Accessible and Equitable (Goal 2)

Ensure **all travel modes** are **accessible to all users**, especially youth, seniors, people with disabilities, and low income and minority populations.

## Existing Goal

### 2003 TSP Land Use Goal 3.1

To establish and **maintain** a **multi-modal** transportation system that **supports the Wilsonville Comprehensive Plan**.

### Functional and Reliable (Goal 3)

Provide, manage, and **maintain** sufficient infrastructure and services to allow acceptable operations for **all travel modes** as development occurs that is consistent with the **Wilsonville Comprehensive Plan**. Also provide multiple options for traveling between destinations to improve reliability and accommodate alternate routing choices.

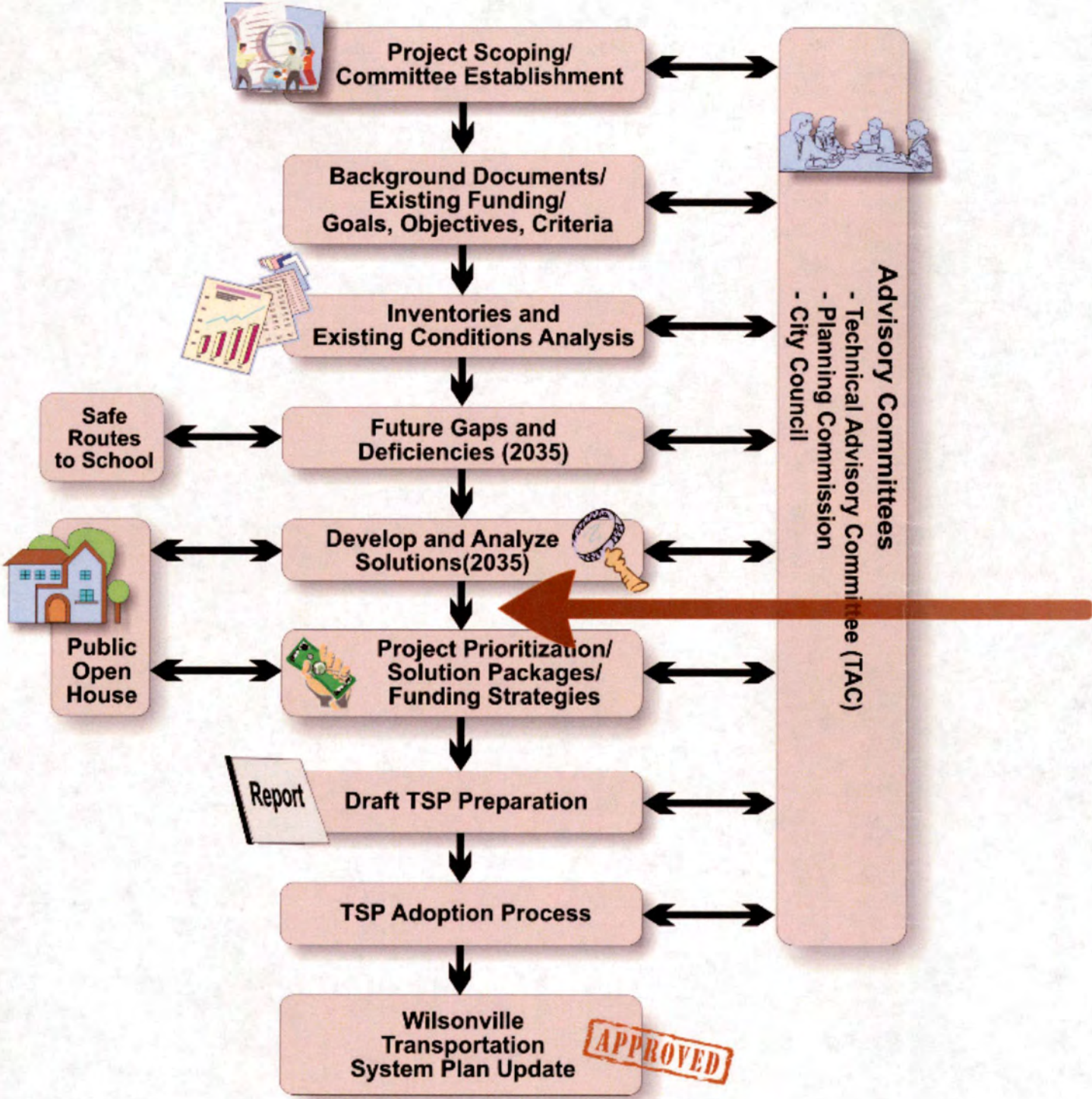
### Sustainable (Goal 5)

Exercise wise stewardship of the City's social, economic, and environmental resources to ensure the transportation system supports the **Wilsonville Comprehensive Plan** and can be managed and **maintained** for the long-term.

### Integrated (Goal 4)

Provide convenient and **integrated** pedestrian, bicycle, transit, and motor vehicle facilities that access **local** and regional **destinations** and work together as one complete system.

Attachment B



**Next Steps**

**Goals and Policies**

- April 16 - City Council Work Session

**Solutions and Funding**

- May 7 - Joint City Council/Planning Commission Work Session
- End of May - Open House

**CITY COUNCIL MEETING  
STAFF REPORT**

<b>Meeting Date:</b>  <b>April 16, 2012</b>	<b>Subject: Eagle Scout Dugout Project at Memorial Park</b>  <b>Staff Member: Dan Knoll</b> <b>Department: Administration</b>	
<b>Action Required</b> <input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 <sup>st</sup> Reading Date: <input type="checkbox"/> Ordinance 2 <sup>nd</sup> Reading Date: <input type="checkbox"/> Resolution <input type="checkbox"/> Information or Direction <input checked="" type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda	<b>Advisory Board/Commission Recommendation</b> <input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable <b>Comments:</b>	
<b>Staff Recommendation: N/A</b>		
<b>Recommended Language for Motion:</b> <b>Council presentation of a certificate of appreciation to Jake Dickson, Wilsonville resident and recent Eagle Scout recipient.</b>		
<b>PROJECT / ISSUE RELATES TO:</b>		
<input type="checkbox"/> Council Goals/Priorities	<input type="checkbox"/> Adopted Master Plan(s)	<input checked="" type="checkbox"/> Not Applicable

**ISSUE BEFORE COUNCIL:**

Presentation of certificate of appreciation to Jake Dickson.

Jake Dickson (with Boy Scout Troop 135) earned his Eagle Scout Merit Badge by helping to construct and install two dugouts on Ball Field #4 at Memorial Park. The dugouts, located on the first and third base lines, will protect ballplayers from the elements.

**EXECUTIVE SUMMARY:**

Jake worked with his father, Ken, and Ken's place of employment Architectural Metal Works Inc. to take measurements, help design the dugouts, fabricate the metal covers with help from

others, and receive approval from the public works department. Wilsonville Concrete and Northwest Dream Homes also assisted with the project.

The project was not without its challenges. Due to some utilities not showing up during the locate portion of the project, and last minute design changes, 16-inch diameter foundations quickly turned into four-feet by four-feet by two-foot deep foundations. Weather was a major hindrance during to project construction.

By receiving the Eagle Scout Merit Badge, or Eagle, Jake demonstrated the ability to manage and organize a service project that adds value to the community. Eagle Scout is the highest rank attainable in the Boy Scouting program.

**EXPECTED RESULTS:**

The project added two covered dugouts at ball field #4 in Memorial Park. This will result in more comfort and protection from the sun for players of all ages who use the ball field. Jake also learned about project planning and construction.

**TIMELINE:**

The project is complete.

**CURRENT YEAR BUDGET IMPACTS:**

Staff provided project

**FINANCIAL REVIEW / COMMENTS:**

Reviewed by: GW Date: 4/6/12

No direct financial impacts on FY 2011-12 budget.

**LEGAL REVIEW / COMMENT:**

Reviewed by: \_\_\_\_\_ Date: \_\_\_\_\_

**COMMUNITY INVOLVEMENT PROCESS: N/A**

**POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY** (businesses, neighborhoods, protected and other groups):

This project adds additional recreational amenities to Memorial Park for baseball and softball players.

**ALTERNATIVES: N/A**

**CITY MANAGER COMMENT:**

**ATTACHMENTS:**

- A. Letter from Mayor Knapp to Jack Dickson
- B. Copy of Certificate of Appreciation



29799 SW Town Center Loop East  
Wilsonville, OR 97070  
Phone 503-682-0411  
Fax 503-682-1015  
TDD 503-682-0843  
Web [www.ci.wilsonville.or.us](http://www.ci.wilsonville.or.us)

March 6, 2012

Jake Dickson  
Eagle Scouts #  
P.O. Box 3524  
Wilsonville, OR 97070

Dear Jake,

On behalf of the Wilsonville City Council, thank you for your hard work and commitment in building two dugouts at Ball Field 4 in Memorial Park.

Your effort provides a valuable amenity for all ages to enjoy. From little league baseball participants to adult softball players, everyone that uses this field now has shelter from the sun. The project helped you achieve your goals in the Eagle Scouts and park users will enjoy these facilities for many years to come.

We are glad you had the opportunity to work with city staff through the a application review process, inspections, and learn the importance of being safe on the job.

I, along with City Councilors Celia Nunez, Steven Hurst, Richard Goddard and Scott Starr, commend you on a job well done. We hope this has been a positive experience and it is a project you are proud of.

Once again, thank you Jake for helping make Wilsonville and even better place to call home. The dug-outs will be a big asset to the park and the community. We truly appreciate all the work you accomplished on this project. Great job!

Sincerely, ~

A handwritten signature in cursive script that reads "Tim Knapp".

Tim Knapp, Mayor

# WILSONVILLE CITY COUNCIL CERTIFICATE OF APPRECIATION

AWARDED TO

## Jake Dickson

In recognition of your hard work and dedication in constructing two  
dugouts at ball field #4 in Memorial Park.

Awarded this 16<sup>th</sup> day of April 2012



City of  
**WILSONVILLE**  
OREGON



---

Tim Knapp, Mayor

---

Celia Núñez, Council President

**CITY COUNCIL MEETING  
STAFF REPORT**

<b>Meeting Date: April 16, 2012</b>	<b>Subject: 2012 Earth Day Proclamation</b>  <b>Staff Member: Kerry Rappold</b> <b>Department: CD/Natural Resources Program</b>
<b>Action Required</b>	<b>Advisory Board/Commission Recommendation</b>
<input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 <sup>st</sup> Reading Date: <input type="checkbox"/> Ordinance 2 <sup>nd</sup> Reading Date: <input type="checkbox"/> Resolution <input type="checkbox"/> Information or Direction <input checked="" type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda	<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable <b>Comments:</b>

<b>Staff Recommendation:</b> There is no recommendation; the item is for Council's information.
<b>Recommended Language for Motion:</b> N/A

<b>PROJECT / ISSUE RELATES TO:</b>		
<input type="checkbox"/> Council Goals/Priorities	<input type="checkbox"/> Adopted Master Plan(s)	<input checked="" type="checkbox"/> Not Applicable

**ISSUE BEFORE COUNCIL:** This year marks the 42<sup>nd</sup> anniversary of Earth Day. In recognition of the April 22<sup>nd</sup> global celebration, city staff has organized an event at the Library on April 24<sup>th</sup> from 5-8 p.m. This year's theme is "Be Water Wise Wilsonville". In collaboration with Dan Knoll, the Natural Resources Program created a video titled "The Journey of a Raindrop", which will be shown at the Earth Day celebration and be available on the City's cable channel. The video educates the public about stormwater runoff and the role citizens play in minimizing its impacts.

**EXECUTIVE SUMMARY:** The Natural Resources Program partnered with the Storytime staff at the Library to include books, stories and songs in the celebration. Participants in the event will



learn what they can do to become a “steward” to the planet, and learn about the importance of understanding and protecting our water resources.

CREST, Clackamas Soil and Water Conservation District, Viola and CH2M Hill will be providing information and activities at the event. In addition, student art work for the I-5 interchange project will be on display.

**EXPECTED RESULTS:** The event will provide an opportunity to celebrate the planet and raise environmental awareness.

**TIMELINE:** N/A

**CURRENT YEAR BUDGET IMPACTS:** N/A

**FINANCIAL REVIEW / COMMENTS:** N/A

Reviewed by: \_\_\_\_\_ Date: \_\_\_\_\_

**LEGAL REVIEW / COMMENT:** N/A

Reviewed by: \_\_\_\_\_ Date: \_\_\_\_\_

**COMMUNITY INVOLVEMENT PROCESS:** The public is invited to participate in the Earth Day event.

**POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY:** Earth Day is meant to inspire the public to take better care of the planet and learn to take pride in the environment.

**ALTERNATIVES:** N/A

**CITY MANAGER COMMENT:**

**ATTACHMENTS**

- A. 2012 Earth Day Proclamation

CITY OF WILSONVILLE

# 2012 Earth Day Proclamation



WHEREAS, Earth Day began in 1970 as a long term endeavor to build a planet that would be healthy, prosperous, and viable; and

WHEREAS, Earth Day is celebrated around the globe by people of all backgrounds, faiths and nationalities; and

WHEREAS, community members of all ages can contribute to building a healthy society through the wise use and protection of our natural resources, including our air, water, and natural habitats; and

WHEREAS, Wilsonville has always recognized the importance of protecting, conserving, and restoring our natural resources, thus creating a livable and vibrant community.

NOW, THEREFORE, I, Tim Knapp, Mayor of the City of Wilsonville, do hereby proclaim April 24, 2012 as

## **EARTH DAY 2012**

and pledge the City's support and invite all Wilsonville residents, businesses, civic groups, government, and other organizations to participate in local and regional celebratory and educational activities.

Dated this 16th day of April 2012

---

Tim Knapp, Mayor

# CITY COUNCIL ROLLING SCHEDULE

## Board and Commission Meetings 2012

### APRIL

Date	Day	Time	Event	Place
4/16	Monday	7 p.m.	City Council Meeting	Council Chambers
4/19	Thursday	6 p.m.	Economic Development Advisory Committee Meeting	Willamette River Room I & II
4/25	Wednesday	6:30 p.m.	Library Board	Library
4/30	Monday	7 p.m.	Budget Committee Meeting	Council Chambers

### MAY

Date	Day	Time	Event	Place
May 3	Thursday	7 p.m.	Budget Committee Meeting	Council Chambers
5/7	Monday	7 p.m.	City Council meeting	Council chambers
5/9	Wednesday	6 p.m.	Planning Commission	Council Chambers
5/10	Thursday	7 p.m.	Budget Committee Meeting (if necessary)	Council Chambers
5/14	Monday	6:30 p.m.	DRB Panel A	Council Chambers
5/17	Thursday	6 p.m.	Economic Development Advisory Committee Meeting	Willamette River Room I & II
5/21	Monday	7 p.m.	City Council Meeting	Council Chambers
5/28	Monday	Memorial Day City Offices Closed		

### COMMUNITY EVENTS

April 20 – 7:30 p.m. Middle School Dance (Last dance of the school year)

April 24 – 5-8 p.m. Earth Day 2012 Celebration -- Wilsonville Library

May 4 – 7 -9 p.m. Mother Son Barn Dance – at the Stein Boozier Barn in Murase Plaza, \$8.00 per person.

May 12 – 8 a.m. – 1 p.m. -- W.E.R.K (Wilsonville Environmental Resources Keepers) Day. To volunteer, register by calling 503-682-3727.

May 19 – 10 a.m. – 2 p.m. -- *Keeping It Local Fair* at the Community Center



# MIDDLE SCHOOL DANCE

An evening for Wilsonville middle school youth to hang out with their friends. A DJ will be on hand to spin the latest hip hop, rock and slow songs, while the game room will be equipped with a variety of video games

**- APRIL 20TH -**

Dress Code will be enforced, dress appropriately

Must have Student ID for admittance

7:30 - 9:30 PM

Wilsonville Community Center

\$5 at the door

**LAST DANCE OF THE  
SCHOOL YEAR!**

## Natural Resources Events

### *Earth Day 2012 Celebration*

Tuesday April 24th 5pm-8pm

Wilsonville Public Library

Join the community in celebrating this amazing planet we live on. All ages can learn what they can do to become a "steward" to the planet



### *Keeping it Local Fair*

Saturday May 19th 10am-2pm

Wilsonville Community Center

*Buy local, eat local,  
support your local economy*

Questions?

Contact Lisa Nead at (503) 570-1535 or [nead@ci.wilsonville.or.us](mailto:nead@ci.wilsonville.or.us)

# MOTHER SON BARN DANCE

Friday May 4th

7pm - 9pm

Stein Boozier Barn in Murase Plaza

\$8 per person

course # 4015

Moms, Aunts and Grandmas grab that special guy and come on out for the 3rd annual Mother Son Dance. We are going country in 2012 and encourage participants to dress accordingly.

Raffle prizes will be given away throughout the evening  
Portland Reign photography will be on site to take an 8x10 picture of your group for \$10  
Space is limited to 90 people!

## W.E.R.K. DAY

(Wilsonville Environmental Resources Keepers)

**SAT. MAY 12, 2012**

**8:00 AM - 1:00 PM**

**W.E.R.K. Day is one of the largest one day environmental clean up events in the state!**

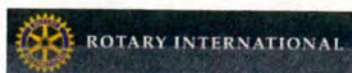
Removing invasive species      Bark-dusting trails      Cleaning roads and parks

As a volunteer, you'll receive a delicious breakfast provided by the Wilsonville Rotary Club, coupons for Wendy's, and the satisfaction of having done something great for your community.

Please wear long pants and closed toed shoes and bring gloves and a water bottle.

Sign up to work with friends, family members, colleagues or as an individual.  
Volunteers under the age of 18 will need a parent/guardian signature to participate.

Please register in advance by calling 503-682-3727.



**CITY COUNCIL MEETING  
STAFF REPORT**

<b>Meeting Date:</b>  April 16, 2012	<b>Subject:</b> Approval of property tax exemptions requests for Autumn Park Apartments, Charleston Apartments, Creekside Woods and Rain Garden Apartments.  <b>Staff Member:</b> Cathy Rodocker <b>Department:</b> Finance	
<b>Action Required</b> <input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 <sup>st</sup> Reading Date: <input type="checkbox"/> Ordinance 2 <sup>nd</sup> Reading Date: <input checked="" type="checkbox"/> Resolution <input type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda	<b>Advisory Board/Commission Recommendation</b> <input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input type="checkbox"/> Not Applicable <b>Comments:</b>  	
<b>Staff Recommendation:</b> Approve the consent agenda items for Resolutions 2354, 2355, 2356, and 2357.		
<b>Recommended Language for Motion:</b> I move to approve the Consent Agenda.		
<b>PROJECT / ISSUE RELATES TO:</b>		
<input checked="" type="checkbox"/> Council Goals/Priorities	<input type="checkbox"/> Adopted Master Plan(s)	<input type="checkbox"/> Not Applicable

**ISSUE BEFORE COUNCIL:**

Each year property tax exemptions are requested for the properties located within the city limits that offer lower rent to families, seniors and individuals meeting the low income requirement. This requirement, set by the Federal Government, is 60% of the estimated state median income. For the current fiscal year, 60% of the state's median income for a family of 4 is \$43,256. The four complexes noted above have received property tax exemption status in previous years and are in compliance with the requirements stated in ORS 307.540-307.548.

**EXECUTIVE SUMMARY:**

Providing affordable housing in Wilsonville has been a long standing goal with City Council. Current and past Councils have authorized four apartment complexes with a property tax exemption status. In total, 308 units are currently available for a low income housing rental rate reductions.

The properties requesting continuance of the property tax exemption status for low-income housing include:

- Autumn Park Apartments, 10920 SW Wilsonville Rd  
NW Housing Alternatives: 144 units, Reduced rent = \$70/month per unit
- Charleston Apartments, 11609 SW Toulouse St  
NW Housing Alternatives: 51 units, Reduce rent =\$40/month per unit
- Creekside Woods, 7825 SW Wilsonville Rd  
NW Housing Alternatives: 84 units, Reduced rent =\$45/month per unit
- Rain Garden Apartments, 29197 SW Orleans Ave  
Caritas Community Housing Corp: 29 units, Reduced rent =\$35/month per unit

In total, rents for low income families, seniors, and individuals will be lowered by approximately \$203K over a twelve month period.

**EXPECTED RESULTS:**

Council approval of consent agenda resolutions will grant property tax exemptions for Autumn Apartments, Charleston Apartments, Creekside Woods, and Rain Garden Apartments.

**TIMELINE:**

Applications for renewal requests are received by April 1<sup>st</sup> of each calendar year, and must be approved by Council during the month of April. Initial property tax exemptions request are required to pay a \$250 application fee for each property. Renewal requests require a \$50 application fee. The City certifies the property tax exemption with the Assessor’s office at Clackamas County immediately following Council approval.

**CURRENT YEAR BUDGET IMPACTS:**

Based on the current land and improvement values recorded by Clackamas County for the four properties noted above, the City’s property tax revenues will be reduced by a total of nearly \$29K.

**FINANCIAL REVIEW / COMMENTS:**

Reviewed by: Gary Wallis Date: March 29, 2012  
Property tax exemption has been assumed for FY 2011-12 and FY 2012-13 budgets.

**LEGAL REVIEW / COMMENT:**

Reviewed by: \_\_\_\_\_ Date: \_\_\_\_\_

**COMMUNITY INVOLVEMENT PROCESS: N/A**

**POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY:** Property tax exemptions assist in the availability of housing for low-income families and individuals.

**ALTERNATIVES:** The property tax exemption may be removed if the property is being used for any purpose other than the provision of low income housing, or if the property is no longer eligible under the stated provisions of ORS 307.540 to 307.548. Section E of the renewal application requires the applicant to acknowledge compliance with the requirements.

**CITY MANAGER COMMENT:**

**ATTACHMENTS**

- A. Resolution No. 2354 and Renewal Application, Autumn Park Apartments
- B. Resolution No. 2355 and Renewal Application, Rain Garden Apartments
- C. Resolution No. 2356 and Renewal Application, Creekside Woods Apartments
- D. Resolution No. 2357 and Renewal Application, Charleston Apartments



**RESOLUTION NO. 2354**

**A RESOLUTION GRANTING AN EXEMPTION FROM PROPERTY TAXES UNDER ORS 307.540 TO ORS 307.548 FOR AUTUMN PARK APARTMENTS, A LOW-INCOME APARTMENT DEVELOPMENT OWNED AND OPERATED BY NORTHWEST HOUSING ALTERNATIVES, INC.**

WHEREAS, maintaining Wilsonville's existing affordable housing supply is necessary for its continued health and growth; and

WHEREAS, Northwest Housing Alternatives (NHA), a not-for-profit organization, has owned and maintained Autumn Park, an affordable housing development located at 10920 S.W. Wilsonville Road; and

WHEREAS, Autumn Park includes 144 residential units, for people with very low income; and

WHEREAS, NHA is currently seeking to preserve Autumn Park as affordable housing; and

WHEREAS, a property tax exemption is essential to Autumn Park's continuation as affordable housing; and

WHEREAS, ORS 307.540 to 307.548 authorizes property tax exemptions for affordable housing owned by not-for-profit corporations and occupied by low-income persons; and

WHEREAS, the City of Wilsonville wishes to adopt and/or ratify the policy set forth in those sections; and

WHEREAS, NHA has requested a property tax exemption for its Autumn Park development, pursuant to ORS 307.543(2); and

WHEREAS, the City of Wilsonville and West Linn-Wilsonville School District property tax levies jointly comprise 64% of the total combined rate of taxation on Autumn Park Apartments; and

WHEREAS, NHA has received that the West Linn-Wilsonville School District exempt Autumn Park from property taxation arising under its jurisdiction unless and until terminated pursuant to ORS 307.548;

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

- Section 1: The City of Wilsonville adopts the provisions of ORS 307.540 to 307.548.
- Section 2: NHA and its affordable housing development, Autumn Park, qualify for a property tax exemption pursuant to ORS 307.540 to.307.548.
- Section 3: The Finance Director is directed to request the Clackamas County Assessor to exempt Autumn Park Apartments from taxation by all taxing jurisdictions pursuant to ORS 307.543(2), commencing on the first day of the tax assessment year beginning July 1, 2012.
- Section 4: This Resolution shall take effect upon the occurrence of the following:  
a) Submission, to the City of Wilsonville's City Manager, of an application conforming to the requirements of ORS 307.545 requesting a property tax exemption for Autumn Park Apartments.
- Section 5: This Resolution is to remain in effect unless and until termination occurs pursuant to ORS 307.548.
- Section 6: This resolution is effective upon adoption.

ADOPTED by the Wilsonville City Council at a regular meeting thereof this \_\_\_ day of April, 2012 and filed with the Wilsonville City Recorder this date.

\_\_\_\_\_  
Tim Knapp, Mayor

ATTEST:

\_\_\_\_\_  
Sandra C. King, MMC, City Recorder

SUMMARY OF VOTES;  
Mayor Knapp  
Council President Núñez  
Councilor Hurst  
Councilor Goddard  
Councilor Starr

APPLICATION

PROPERTY TAX EXEMPTION FOR LOW-INCOME HOUSING HELD BY CHARITABLE, NONPROFIT ORGANIZATIONS

(For Office Use Only)

Signature: [Signature], City of Wilsonville, Oregon
Date Received: 3/19/12
\$250 Application Fee \$
\$50 Renewal Fee \$
Receipt No. #0033166

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Section A - Application Information 1
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Section C - Leasehold Interest in Eligible Property 2
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Section A - Applicant Information

Corporate Name: Northwest Housing Alternatives, Inc.
Address: 2316 SE Willard Street
Milwaukie, OR 97222
Telephone Number: (503) 654-1007 Business / Residence (Optional)
Email Address: hackworth@nwhousing.org
Chief Executive Officer: Martha McLennan
Contact Person: Ray Hackworth Telephone: (503) 654-1007

**Section B - Property to be Considered for Exemption**

(Sections B, C, and D must be filled out for each building for which you are requesting a tax exemption)

Organization: Autumn Park Apartments

Property Address: 10920 SW Wilsonville Road  
Wilsonville, OR 97070

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Assessor's Property Tax Account Number(s): C127801

(Be sure to identify all account numbers for both land and improvements on the property for which you are requesting tax exemption; in some cases, land and improvements may have separate property tax account numbers.)

Total Number of Residential Units in Building: 144

Number of Residential Units Occupied by Very Low-income People: 144

Total Square Feet in Building: 116,928

Total Square Feet Used to House Very Low-Income People:<sup>1</sup> 116,928

**Section C - Leasehold Interest in Eligible Property**

Do you own the property in question? X Yes        No

If you answered "no" to the above question, do you have leasehold interest in the property?  
       Yes        No

If yes, please include a statement describing how, as the nonprofit organization, you are obligated under the terms of the lease to pay the ad valorem taxes on this property or other contractual arrangement such that the property tax exemption benefits accrue to the nonprofit agency and the residential tenants served rather than the owner or corporation from whom you lease.

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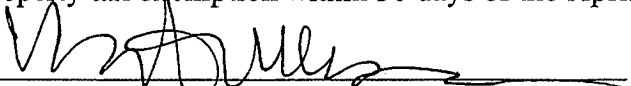
<sup>1</sup>This includes halls, baths, dining, and other space dedicated to residential use. Retail uses and other accessory uses not related to residential use are not to be counted.



**Section E - Declarations**

Please read carefully and sign below before a notary.

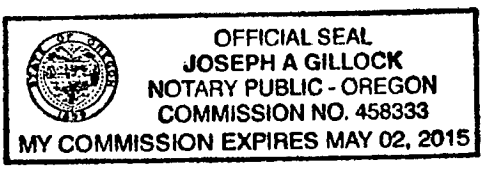
1. I have attached to this application the IRS declaration of the status of applicant as a tax-exempt corporation under 26 U.S.C. Section 501 (c)(3) or (4).
2. I am aware that the income qualifying tenants must meet the income guidelines in accordance with 42 U.S.C. Section 1437 (a)(b)(2) as amended. (See Attachment A, Income Eligibility Schedule.) Tenant incomes do not exceed these limitations as I verily believe.
3. I am aware of all requirements for tax exemption imposed by ORS 307.540 -307.545 (Chapter 660 Oregon Laws 1985, as amended by Chapter 756 Oregon Laws 1987) and implemented by Resolution No. 1854 of the City of Wilsonville.
4. The above-described property(ies) qualify or will qualify upon completion of any rehabilitation improvements and subsequent occupancy by very low-income residents for property tax exemption within 30 days of the April 1 application or the date of approval.

By:   
Agency Chief Executive Officer (Signature)

Martha McLennan  
Agency Chief Executive Officer (Print or Type)

For: Northwest Housing Alternatives, Inc.  
Corporate Name (Print or Type)

SUBSCRIBED AND SWORN to before me this 13<sup>th</sup> day of March, 2012



JAG  
Notary Public for Oregon (Signature)

Joseph A. Gillock  
Notary Public for Oregon (Print or Type Name)

My Commission Expires May 2<sup>nd</sup>, 2015

**RESOLUTION NO. 2355**

**A RESOLUTION GRANTING AN EXEMPTION FROM PROPERTY TAXES UNDER ORS 307.540 TO ORS 307.548 FOR RAIN GARDEN LIMITED PARTNERSHIP, A LOW-INCOME APARTMENT DEVELOPMENT OWNED AND OPERATED BY CARITAS COMMUNITY HOUSING CORPORATION.**

WHEREAS, maintaining Wilsonville's existing affordable housing supply is necessary for its continued health and growth; and

WHEREAS, Caritas Community Housing Corporation, a not-for-profit organization, constructed the Rain Garden Apartments, an affordable housing development located at 29197 SW Orleans Avenue, Wilsonville OR; and

WHEREAS, the Rain Garden Apartments includes 29 residential units, for people with very low income; and

WHEREAS, Caritas Community Housing Corporation is currently seeking to preserve Rain Garden Apartments as affordable housing; and

WHEREAS, a property tax exemption is essential to Caritas Community Housing Corporation continuation as affordable housing; and

WHEREAS, ORS 307.540 to 307.548 authorizes property tax exemptions for affordable housing owned by not-for-profit corporations and occupied by low-income persons; and

WHEREAS, the City of Wilsonville wishes to adopt and/or ratify the policy set forth in those sections; and

WHEREAS, Caritas Community Housing Corporation has requested a property tax exemption for its Rain Garden Apartment development, pursuant to ORS 307.543(2); and

WHEREAS, the City of Wilsonville and West Linn-Wilsonville School District property tax levies jointly comprise 64% of the total combined rate of taxation on the Caritas Community Housing Corporation development at Rain Garden Apartments; and

WHEREAS, Caritas Community Housing Corporation has received an exempt status from the West Linn-Wilsonville School District for the Rain Garden Apartments for property taxation arising under its jurisdiction unless and until terminated pursuant to ORS 307.548;

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

- Section 1: The City of Wilsonville adopts the provisions of ORS 307.540 to 307.548.
- Section 2: Caritas Community Housing Corporation and its affordable housing development, Rain Garden Apartment development, qualify for a property tax exemption pursuant to ORS 307.540 to 307.548.
- Section 3: The Finance Director is directed to request the Clackamas County Assessor to exempt Rain Garden Apartment development from taxation by all taxing jurisdictions pursuant to ORS 307.543(2), commencing on the first day of the tax assessment year beginning July 1, 2012.
- Section 4: This Resolution shall take effect upon the occurrence of the following:
- a) Submission, to the City of Wilsonville's City Manager, of an application conforming to the requirements of ORS 307.545 requesting a property tax exemption for Rain Garden Apartment development.
- Section 5: This Resolution is to remain in effect unless and until termination occurs pursuant to ORS 307.548.
- Section 6: This resolution is effective upon adoption.

ADOPTED by the Wilsonville City Council at a regular meeting there of this \_\_ day of April, 2012, and filed with the Wilsonville City Recorder this date.

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Tim Knapp, Mayor

ATTEST:

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Sandra C. King, MMC, City Recorder  
SUMMARY OF VOTES:

Mayor Knapp

Council President Núñez

Councilor Hurst

Councilor Goddard

Councilor Starr



*Rain Garden*

**APPLICATION**

**PROPERTY TAX EXEMPTION FOR LOW-INCOME HOUSING HELD BY  
CHARITABLE, NONPROFIT ORGANIZATIONS**

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(For Office Use Only)

City of Wilsonville, Oregon

\$250 Application Fee \_\_\_\_\_

Date Received: 3/19/12

\$50 Renewal Fee ✓

Receipt No. ✓ #85626

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C. Leasehold Interest in Eligible Property	2
D. Description of Charitable Purpose/Project Benefit	3
E. Declarations	4

**Section A – Applicant Information**

Corporate Name: Rain Garden Limited Partnership

Address: c/o Caritas Community Housing Corporation, 2740 SE Powell Blvd., #5, Portland, OR  
97202

Telephone: (503) 688 – 2651  
Business

\_\_\_\_\_  
Residence (Optional)

Email Address: sperez@catholiccharitiesoregon.org

Chief Executive Officer: Pietro Ferrari

Contact Person: Sandra Perez

Telephone: (503) 688-2651

**Section B – Property to be Considered for Exemption**

(Sections B, C, and D must be filled out for each building for which you are requesting a tax exemption)

Organization: Rain Garden Limited Partnership

Property Address: 29197 SW Orleans Avenue, Wilsonville, OR 97070

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Assessor’s Property Tax Account Number(s): 3S1W15DB075000

(Be sure to identify all account numbers for both land and improvements on the property for which you are requesting tax exemption, in some cases, land and improvements may have separate property tax account numbers.)

Total number of residential units in the building: 29

Number of residential units occupied by very low-income people: 29

Total square feet in building: 21,243

Total square feet used to house very log-income people<sup>4</sup> 21,243

**Section C – Leasehold Interest in Eligible Property**

Do you own the property in question?  Yes  No

If you answered “no” to the above question, do you have leasehold interest in the property?  
 Yes  No

If yes, please include a statement describing how, as the nonprofit organization, you are obligated under the terms of the lease to pay the ad valorem taxes on this property or other contractual arrangement such that the property tax exemption benefits accrue to the nonprofit agency and the residential tenants served rather than the owner or corporation from whom you lease.

Caritas Community Housing Corporation (CCHC) a subsidiary of Catholic Charities, in August of 2008 stepped in as the non-profit sole member of the ownership entity general partner, Rain Garden GP LLC, replacing Cascadia Housing Inc. CCHC is responsible for ensuring that all operating costs are paid, including taxes due. The very low-income residents of Rain Garden are charged rents well below market. The saving realized from the property tax exemption are passed through to reduce rents.

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<sup>4</sup> This includes halls, baths, dining, and other space dedicated to residential use. Retail uses and other accessory uses not related to residential use are not to be counted.

**Section D – Description Of Charitable Purpose/Project Benefit (Use for multiple projects if same conditions apply)**

Will the cost savings resulting from the proposed tax exemption enable you to do the following?

1. Reduce the rents that your very low-income residential tenants pay on the property in question?  Yes  No If so, by approximately how much?  
\$35/mo/unit
  
2. Provide grater services to your very log income residential tenants?  Yes  No.
  
3. If yes, in what way(s)? Rain Garden residents require a certain level of residents' services to be provided to support their tenancy. With the tax exemption we're able to support those essential services for the residents.
  
4. Provide any other benefit to your very low-income residential tenants?  Yes  No.  
If yes, please explain: Contributes to have a project financially stable, so we can maintain the property in good condition w/o increasing rents.

If you lease the property identified in this application, to what extent does your lease agreement coincide with the timeframe of the qualifying tax year? Please Explain:

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**Section E- Declarations**

Please read carefully and sign below before a notary.

1. I have attached to this application the IRS declaration of the status of application as a tax exempt corporation under 26 U.S.C. Section 501(c)(3) or (4).
2. I am aware that the income qualifying tenants must meet the income guidelines in accordance with 42 U.S.C. Section 1437 (a)(b)(2) as amended. See Attachment A, Income Eligibility Schedule). Tenant incomes do not exceed these limitations, as I verily believe.
3. I am aware of all requirements for tax exemption imposed by ORS 307.540-307.545 (Chapter 660 Oregon Laws 1985, as amended by Chapter 756 Oregon Laws 1987) and implemented by Resolution No. 1854 of the City of Wilsonville.
4. The above-described properties qualify or will qualify upon completion of any rehabilitation improvements and subsequent occupancy by very low-income residents for property tax exemption within 30 days of the April 1st application or the date of approval.

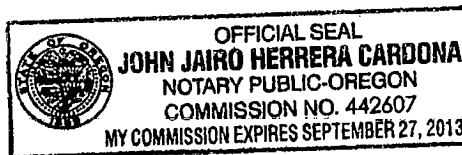
By: *[Signature]*  
Agency Chief Executive Officer (Signature)

Pietro Ferrari  
Agency Chief Executive officer (Print or typed)

For: Caritas Community Housing Corporation, sole member of Rain Garden GP LLC, General Partner of Rain Garden LP  
Corporate Name (Print or type)

Subscribed and sworn to before me this 12<sup>th</sup> day of March, 2012

*[Signature]*  
Notary Public For Oregon  
My Commission Expires: Sept. 27, 2013



**RESOLUTION NO. 2356**

**A RESOLUTION GRANTING AN EXEMPTION FROM PROPERTY TAXES UNDER ORS 307.540 TO ORS 307.548 FOR CREEKSIDE WOODS LP, A LOW-INCOME APARTMENT DEVELOPMENT OWNED AND OPERATED BY NORTHWEST HOUSING ALTERNATIVES, INC.**

WHEREAS, maintaining Wilsonville's existing affordable housing supply is necessary for its continued health and growth; and

WHEREAS, Northwest Housing Alternatives (NHA), a not-for-profit organization, constructed the Creekside Woods LP, an affordable housing development located at 8725 SW Wilsonville Road, Wilsonville OR; and

WHEREAS, the Creekside Woods LP includes 84 residential units, for people with very low income; and

WHEREAS, NHA is currently seeking to preserve Creekside Woods LP as affordable housing; and

WHEREAS, a property tax exemption is essential to Creekside Woods LP's continuation as affordable housing; and

WHEREAS, ORS 307.540 to 307.548 authorizes property tax exemptions for affordable housing owned by not-for-profit corporations and occupied by low-income persons; and

WHEREAS, the City of Wilsonville wishes to adopt and/or ratify the policy set forth in those sections; and

WHEREAS, NHA has requested a property tax exemption for its Creekside Woods LP development, pursuant to ORS 307.543(2); and

WHEREAS, the City of Wilsonville and West Linn-Wilsonville School District property tax levies jointly comprise 64% of the total combined rate of taxation on Creekside Woods, LP; and

WHEREAS, NHA has received an exempt status from the West Linn-Wilsonville School District for the Creekside Woods LP for property taxation arising under its jurisdiction unless and until terminated pursuant to ORS 307.548;

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

- Section 1: The City of Wilsonville adopts the provisions of ORS 307.540 to 307.548.
- Section 2: NHA and its affordable housing development, Creekside Woods LP, qualify for a property tax exemption pursuant to ORS 307.540 to 307.548.
- Section 3: The Finance Director is directed to request the Clackamas County Assessor to exempt Creekside Woods LP from taxation by all taxing jurisdictions pursuant to ORS 307.543(2), commencing on the first day of the tax assessment year beginning July 1, 2012.
- Section 4: This Resolution shall take effect upon the occurrence of the following:  
a) Submission, to the City of Wilsonville's City Manager, of an application conforming to the requirements of ORS 307.545 requesting a property tax exemption for Creekside Woods LP.
- Section 5: This Resolution is to remain in effect unless and until termination occurs pursuant to ORS 307.548.
- Section 6: This resolution is effective upon adoption.

ADOPTED by the Wilsonville City Council at a regular meeting there of this \_\_\_ day of April, 2012, and filed with the Wilsonville City Recorder this date.

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Tim Knapp, Mayor

ATTEST:

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Sandra C. King, MMC, City Recorder

SUMMARY OF VOTES:

Mayor Knapp  
Council President Núñez  
Councilor Hurst  
Councilor Goddard  
Councilor Starr

APPLICATION

PROPERTY TAX EXEMPTION FOR LOW-INCOME HOUSING HELD BY CHARITABLE, NONPROFIT ORGANIZATIONS

(For Office Use Only)

Gally Rodocker, City of Wilsonville, Oregon \$250 Application Fee \$
Date Received: 3/19/12 \$50 Renewal Fee \$X
Receipt No. # 033167

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D - Description of Charitable Purpose/Project Benefit..... 3
E - Declarations..... 4

Section A - Applicant Information

Corporate Name: Northwest Housing Alternatives, Inc.

Address: 2316 SE Willard Street
Milwaukie, OR 97222

Telephone Number: (503) 654-1007 / ( )
Business Residence (Optional)

Email Address: hackworth@nwhousing.org

Chief Executive Officer: Martha McLennan

Contact Person: Ray Hackworth Telephone: (503) 654-1007

**Section B - Property to be Considered for Exemption**

(Sections B, C, and D must be filled out for each building for which you are requesting a tax exemption)

Organization: Creekside Woods LP

Property Address: 7825 SW Wilsonville Rd  
Wilsonville, OR 97070

Assessor's Property Tax Account Number(s): 05022666

(Be sure to identify all account numbers for both land and improvements on the property for which you are requesting tax exemption; in some cases, land and improvements may have separate property tax account numbers.)

Total Number of Residential Units in Building: 84  
Number of Residential Units Occupied by Very Low-income People: 84  
Total Square Feet in Building: 73,042

Total Square Feet Used to House Very Low-Income People:<sup>1</sup> 73,042

**Section C - Leasehold Interest in Eligible Property**

Do you own the property in question?  Yes  No

If you answered "no" to the above question, do you have leasehold interest in the property?  
 Yes  No

If yes, please include a statement describing how, as the nonprofit organization, you are obligated under the terms of the lease to pay the ad valorem taxes on this property or other contractual arrangement such that the property tax exemption benefits accrue to the nonprofit agency and the residential tenants served rather than the owner or corporation from whom you lease.

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

<sup>1</sup>This includes halls, baths, dining, and other space dedicated to residential use. Retail uses and other accessory uses not related to residential use are not to be counted.

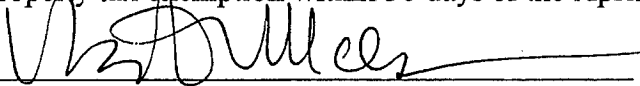




**Section E - Declarations**

Please read carefully and sign below before a notary.

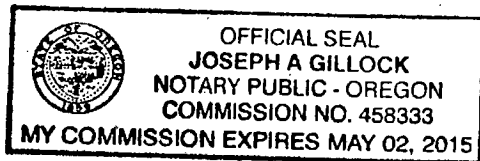
1. I have attached to this application the IRS declaration of the status of applicant as a tax-exempt corporation under 26 U.S.C. Section 501 (c)(3) or (4).
2. I am aware that the income qualifying tenants must meet the income guidelines in accordance with 42 U.S.C. Section 1437 (a)(b)(2) as amended. (See Attachment A, Income Eligibility Schedule.) Tenant incomes do not exceed these limitations as I verily believe.
3. I am aware of all requirements for tax exemption imposed by ORS 307.540 -307.545 (Chapter 660 Oregon Laws 1985, as amended by Chapter 756 Oregon Laws 1987) and implemented by Resolution No. 1854 of the City of Wilsonville.
4. The above-described property(ies) qualify or will qualify upon completion of any rehabilitation improvements and subsequent occupancy by very low-income residents for property tax exemption within 30 days of the April 1 application or the date of approval.

By:   
Agency Chief Executive Officer (Signature)

Martha McLennan  
Agency Chief Executive Officer (Print or Type)

For: Northwest Housing Alternatives, Inc.  
Corporate Name (Print or Type)

SUBSCRIBED AND SWORN to before me this 13<sup>th</sup> day of March, 2012



JAG -  
Notary Public for Oregon (Signature)

Joseph A. Gillock  
Notary Public for Oregon (Print or Type Name)

My Commission Expires May 2<sup>nd</sup>, 2015

**RESOLUTION NO. 2357**

**A RESOLUTION GRANTING AN EXEMPTION FROM PROPERTY TAXES UNDER ORS 307.540 TO ORS 307.548 FOR CHARLESTON APARTMENTS, A LOW-INCOME APARTMENT DEVELOPMENT OWNED AND OPERATED BY NORTHWEST HOUSING ALTERNATIVES, INC.**

WHEREAS, maintaining Wilsonville's existing affordable housing supply is necessary for its continued health and growth; and

WHEREAS, Northwest Housing Alternatives (NHA), a not-for-profit organization, constructed the Charleston Apartments, an affordable housing development located at 11609 SW Toulouse St., Wilsonville OR; and

WHEREAS, the Charleston Apartments includes 15 units reserved for people with chronic mental illness and the 36 units designated as affordable housing; and

WHEREAS, NHA is currently seeking to preserve the Charleston Apartment's as affordable housing; and

WHEREAS, a property tax exemption is essential to Charleston Apartment's continuation as affordable housing; and

WHEREAS, ORS 307.540 to 307.548 authorizes property tax exemptions for affordable housing owned by not-for-profit corporations and occupied by low-income persons; and

WHEREAS, the City of Wilsonville wishes to adopt and/or ratify the policy set forth in those sections; and

WHEREAS, NHA has requested a property tax exemption for its Charleston Apartment development, pursuant to ORS 307.543(2); and

WHEREAS, the City of Wilsonville and West Linn-Wilsonville School District property tax levies jointly comprise 64% of the total combined rate of taxation on Charleston Apartments; and

WHEREAS, NHA has received an exempt status from the West Linn-Wilsonville School District for the Charleston Apartments for property taxation arising under its jurisdiction unless and until terminated pursuant to ORS 307.548;

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

- Section 1: The City of Wilsonville adopts the provisions of ORS 307.540 to 307.548.
- Section 2: NHA and its affordable housing development, Charleston Apartments, qualify for a property tax exemption pursuant to ORS 307.540 to 307.548.
- Section 3: The Finance Director is directed to request the Clackamas County Assessor to exempt Charleston Apartments from taxation by all taxing jurisdictions pursuant to ORS 307.543(2), commencing on the first day of the tax assessment year beginning July 1, 2012.
- Section 4: This Resolution shall take effect upon the occurrence of the following:
- a) Submission, to the City of Wilsonville's City Manager, of an application conforming to the requirements of ORS 307.545 requesting a property tax exemption for Charleston Apartments.
- Section 5: This Resolution is to remain in effect unless and until termination occurs pursuant to ORS 307.548.
- Section 6: This resolution is effective upon adoption.

ADOPTED by the Wilsonville City Council at a regular meeting there of this \_\_\_\_ day of April 2012, and filed with the Wilsonville City Recorder this date.

\_\_\_\_\_  
Tim Knapp, Mayor

ATTEST:

\_\_\_\_\_  
Sandra C. King, MMC, City Recorder

SUMMARY OF VOTES:

Mayor Knapp

Council President Núñez

Councilor Hurst

Councilor Goddard

Councilor Starr

APPLICATION

PROPERTY TAX EXEMPTION FOR LOW-INCOME HOUSING HELD BY CHARITABLE, NONPROFIT ORGANIZATIONS

(For Office Use Only)

*Ray Hackworth*

City of Wilsonville, Oregon

\$250 Application Fee \$

Date Received: 3/19/12

\$50 Renewal Fee \$

Receipt No. ✓ # 033165

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**Section A - Applicant Information**

Corporate Name: Northwest Housing Alternatives, Inc.

Address: 2316 SE Willard Street  
Milwaukie, OR 97222

Telephone Number: (503) 654-1007 / ( . )  
Business Residence (Optional)

Email Address: hackworth@nwhousing.org

Chief Executive Officer: Martha McLennan

Contact Person: Ray Hackworth Telephone: (503) 654-1007

**Section B - Property to be Considered for Exemption**

(Sections B, C, and D must be filled out for each building for which you are requesting a tax exemption)

Organization: Charleston Limited Partnership

Property Address: 11609 SW Toulouse St  
Wilsonville, OR 97070

Assessor's Property Tax Account Number(s): 3S1W15 02907

(Be sure to identify all account numbers for both land and improvements on the property for which you are requesting tax exemption; in some cases, land and improvements may have separate property tax account numbers.)

Total Number of Residential Units in Building: 52

Number of Residential Units Occupied by Very Low-income People: 51

Total Square Feet in Building: 35,493

Total Square Feet Used to House Very Low-Income People:<sup>1</sup> 35,493

**Section C - Leasehold Interest in Eligible Property**

Do you own the property in question?  Yes  No

If you answered "no" to the above question, do you have leasehold interest in the property?  
 Yes  No

If yes, please include a statement describing how, as the nonprofit organization, you are obligated under the terms of the lease to pay the ad valorem taxes on this property or other contractual arrangement such that the property tax exemption benefits accrue to the nonprofit agency and the residential tenants served rather than the owner or corporation from whom you lease.

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<sup>1</sup>This includes halls, baths, dining, and other space dedicated to residential use. Retail uses and other accessory uses not related to residential use are not to be counted.



**Section E - Declarations**

Please read carefully and sign below before a notary.

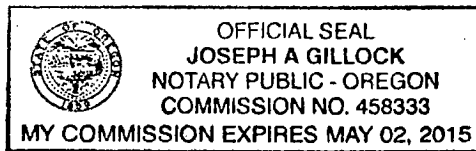
1. I have attached to this application the IRS declaration of the status of applicant as a tax-exempt corporation under 26 U.S.C. Section 501 (c)(3) or (4).
2. I am aware that the income qualifying tenants must meet the income guidelines in accordance with 42 U.S.C. Section 1437 (a)(b)(2) as amended. (See Attachment A, Income Eligibility Schedule.) Tenant incomes do not exceed these limitations as I verily believe.
3. I am aware of all requirements for tax exemption imposed by ORS 307.540 -307.545 (Chapter 660 Oregon Laws 1985, as amended by Chapter 756 Oregon Laws 1987) and implemented by Resolution No. 1854 of the City of Wilsonville.
4. The above-described property(ies) qualify or will qualify upon completion of any rehabilitation improvements and subsequent occupancy by very low-income residents for property tax exemption within 30 days of the April 1 application or the date of approval.

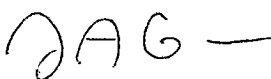
By:   
Agency Chief Executive Officer (Signature)

Martha McLennan  
Agency Chief Executive Officer (Print or Type)

For: Northwest Housing Alternatives, Inc.  
Corporate Name (Print or Type)

SUBSCRIBED AND SWORN to before me this 13<sup>th</sup> day of March, 2012



  
Notary Public for Oregon (Signature)

Joseph A. Gillock  
Notary Public for Oregon (Print or Type Name)

My Commission Expires May 2<sup>nd</sup>, 2015



**CITY COUNCIL MEETING  
STAFF REPORT**

<b>Meeting Date:</b>  April 16, 2012		<b>Subject:</b> Approval of property tax exemption request for the Wiedemann Park Apartments.  <b>Staff Member:</b> Cathy Rodocker <b>Department:</b> Finance	
<b>Action Required</b>		<b>Advisory Board/Commission Recommendation</b>	
<input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 <sup>st</sup> Reading Date: <input type="checkbox"/> Ordinance 2 <sup>nd</sup> Reading Date: <input checked="" type="checkbox"/> Resolution <input type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda		<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input type="checkbox"/> Not Applicable  <b>Comments:</b>	
<b>Staff Recommendation:</b> Approve the consent agenda item for Resolution No. 2358.			
<b>Recommended Language for Motion:</b> I move to approve the Consent Agenda.			
<b>PROJECT / ISSUE RELATES TO:</b>			
<input checked="" type="checkbox"/> Council Goals/Priorities	<input type="checkbox"/> Adopted Master Plan(s)	<input type="checkbox"/> Not Applicable	

**ISSUE BEFORE COUNCIL:**

Each year property tax exemptions are requested for the properties located within the city limits that offer lower rent to families, seniors and individuals meeting the low income requirement. This requirement, set by the Federal Government, is 60 percent of the estimated state median income. For the current fiscal year, 60 percent of the state's median income for a family of four is \$43,256. The application as submitted meets the requirements for property tax exemption status as stated in ORS 307.540-307.548.

**EXECUTIVE SUMMARY:**

Providing affordable housing in Wilsonville has been a long standing goal with City Council. This is a first time request for property tax exemption for the Wiedemann Park Apartments.

Located at 29940 SW Brown Rd, Wiedemann Park is a 58-unit senior housing complex. It is estimated that the tenants will benefit in total by at least a \$40,000 a year reduction in rent directly related to the tax exempt status and resulting tax savings. Based on the number of units available, that is an average reduction in rents of approximately \$57 per unit per month

Per ORS 307.540-307.548, over 50 percent of the taxing districts must approve the exemption status request. In total, the City and the West Linn Wilsonville School district total 63 percent of the taxing districts. This request is on the School District's agenda for their April 9, 2012 meeting.

**EXPECTED RESULTS:**

Approving Resolution No 2358 will grant tax exempt status to Wiedemann Park Apartments.

**TIMELINE:**

Applications for renewal requests are received by April 1<sup>st</sup> of each calendar year and approved by Council during the month of April. Applicants are required to pay a \$250 application fee for each property. Renewal requests require a \$50 application fee. The City certifies the property tax exemption with the Assessor's office at Clackamas County immediately following Council's approval and receipt of the approval from the West Linn Wilsonville School District.

**CURRENT YEAR BUDGET IMPACTS:**

The assessed value of the Wiedemann Park Apartments totals \$2,107,306. Based on the City's current tax rate of \$2.5206/\$1000, property tax revenues will be reduced in the amount of \$5,312 for next fiscal year.

**FINANCIAL REVIEW / COMMENTS:**

Reviewed by: Gary Wallis Date: March 29, 2012

Property tax loss within the General Fund equates to less than one-tenth of one percent.

**LEGAL REVIEW / COMMENT:**

Reviewed by: \_\_\_\_\_ Date: \_\_\_\_\_

**COMMUNITY INVOLVEMENT PROCESS:** None.

**POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY:**

Property tax exemptions assist in the availability of housing for low-income families and individuals.

**ALTERNATIVES:**

Should the School District not approve the tax exemption request for the Wiedemann Park Apartments, this item will be removed from the agenda. The Council also has the alternative to not approve the exemption at this time. This would result in keeping the property on the Clackamas County's tax rolls. Accessible Living, Inc. has noted on their application that without the tax exemption, it would no longer be able to maintain this level of affordability.

**CITY MANAGER COMMENT:**

**ATTACHMENTS**

A. Resolution No. 2358 and Exemption Application for Wiedemann Park Apartments

**RESOLUTION NO. 2358**

**A RESOLUTION GRANTING AN EXEMPTION FROM PROPERTY TAXES UNDER ORS 307.540 TO ORS 307.548 FOR WIEDEMANN PARK, A LOW-INCOME APARTMENT DEVELOPMENT OWNED AND OPERATED BY ACCESSIBLE LIVING, INC.**

WHEREAS, maintaining Wilsonville's existing affordable housing supply is necessary for its continued health and growth; and

WHEREAS, Accessible Living, Inc., a not-for-profit organization, owns and manages the Wiedemann Park Apartments, an affordable housing development located at 29940 SW Brown Road, Wilsonville OR; and

WHEREAS, the Wiedemann Park Apartments includes 58 residential units, for seniors with very low income; and

WHEREAS, Accessible Living, Inc., is currently seeking to preserve Wiedemann Park as affordable housing; and

WHEREAS, a property tax exemption is essential to Accessible Living, Inc's continuation as affordable housing; and

WHEREAS, ORS 307.540 to 307.548 authorizes property tax exemptions for affordable housing owned by not-for-profit corporations and occupied by low-income persons; and

WHEREAS, the City of Wilsonville wishes to adopt and/or ratify the policy set forth in those sections; and

WHEREAS, Accessible Living Inc. has requested a property tax exemption for its Wiedemann Park development, pursuant to ORS 307.543(2); and

WHEREAS, the City of Wilsonville and West Linn-Wilsonville School District property tax levies jointly comprise 64% of the total combined rate of taxation on Accessible Living Inc's development at Wiedemann Park; and

WHEREAS, Accessible Living, Inc. has received an exempt status from the West Linn-Wilsonville School District for the Wiedemann Park Apartments for property taxation arising under its jurisdiction unless and until terminated pursuant to ORS 307.548;

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

- Section 1: The City of Wilsonville adopts the provisions of ORS 307.540 to 307.548.
- Section 2: Accessible Living, Inc. and its affordable housing development, Wiedemann Park Apartments, qualify for a property tax exemption pursuant to ORS 307.540 to 307.548.
- Section 3: The Finance Director is directed to request the Clackamas County Assessor to exempt Accessible Living, Inc. from taxation by all taxing jurisdictions pursuant to ORS 307.543(2), commencing on the first day of the tax assessment year beginning July 1, 2012.
- Section 4: This Resolution shall take effect upon the occurrence of the following:
- a) Submission, to the City of Wilsonville's City Manager, of an application conforming to the requirements of ORS 307.545 requesting a property tax exemption for Creekside Woods LP.
- Section 5: This Resolution is to remain in effect unless and until termination occurs pursuant to ORS 307.548.
- Section 6: This resolution is effective upon adoption.

ADOPTED by the Wilsonville City Council at a regular meeting there of this \_\_\_ day of April, 2012, and filed with the Wilsonville City Recorder this date.

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Tim Knapp, Mayor

ATTEST:

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Sandra C. King, MMC, City Recorder

SUMMARY OF VOTES:

Mayor Knapp

Council President Núñez

Councilor Hurst

Councilor Goddard

Councilor Starr

Webberson Park

APPLICATION

PROPERTY TAX EXEMPTION FOR LOW-INCOME HOUSING HELD BY CHARITABLE, NONPROFIT ORGANIZATIONS

(For Office Use Only)

City of Wilsonville, Oregon

\$250 Application Fee \_\_\_\_\_

Date Received: \_\_\_\_\_

\$50 Renewal Fee \_\_\_\_\_

Receipt No. \_\_\_\_\_

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Section A – Applicant Information

Corporate Name: Accessible Living, Inc.

Address: 6160 SW Main St., Beaverton, Oregon 97008

Telephone: 503-895-1592  
Business

Residence (Optional)

Email Address: karenv@housingindependence.org

Chief Executive Officer: Karen Voiss

Contact Person: Karen Voiss Telephone: 503-895-1592

**Section B – Property to be Considered for Exemption**

(Sections B, C, and D must be filled out for each building for which you are requesting a tax exemption)

Organization: Wiedemann Park Apartments Limited Partnership

Property Address: 29940 SW Brown Road, Wilsonville, OR 97070

Assessor's Property Tax Account Number(s): #00810590 , #05001064

(Be sure to identify all account numbers for both land and improvements on the property for which you are requesting tax exemption, in some cases, land and improvements may have separate property tax account numbers.)

Total number of residential units in the building: Fifty-Eight (58)

Number of residential units occupied by very low-income people: Fifty-Eight (58)

Total square feet in building: 45,999

Total square feet used to house very log-income people<sup>4</sup> 45,999

**Section C – Leasehold Interest in Eligible Property**

Do you own the property in question?  Yes  No

If you answered "no" to the above question, do you have leasehold interest in the property?  
 Yes  No

If yes, please include a statement describing how, as the nonprofit organization, you are obligated under the terms of the lease to pay the ad valorem taxes on this property or other contractual arrangement such that the property tax exemption benefits accrue to the nonprofit agency and the residential tenants served rather than the owner or corporation from whom you lease.

N/A  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

<sup>4</sup> This includes halls, baths, dining, and other space dedicated to residential use. Retail uses and other accessory uses not related to residential use are not to be counted.

**Section D – Description Of Charitable Purpose/Project Benefit (Use for multiple projects if same conditions apply)**

Will the cost savings resulting from the proposed tax exemption enable you to do the following?

1. Reduce the rents that your very low-income residential tenants pay on the property in question?  Yes  No If so, by approximately how much? At least by \$40,000 per year from the restricted/allowed rent. The original development proforma for the project anticipates year 2012 income in excess of \$100,000 per year more than current actual income. The majority of the current rent discount is to provide affordability equal to the needs of the existing tenant population. The project's current rent restriction is at 60% of median income while the average tenant income is 35% of median income. The project cannot continue to meet current expense obligations and maintain this level of affordability unless the property tax exemption is achieved. The Owner has already mitigated expenses below original estimates.
  
2. Provide greater services to your very low-income residential tenants?  Yes  No.
  
3. If yes, in what way(s)? The exemption will assure that resident service coordination is continued to be provided to residents as outlined to Oregon Housing and Community Services.
  
4. Provide any other benefit to your very low-income residential tenants?  Yes  No.  
If yes, please explain: \_\_\_\_\_

If you lease the property identified in this application, to what extent does your lease agreement coincide with the timeframe of the qualifying tax year? Please Explain:

N/A  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



**Section E- Declarations**

Please read carefully and sign below before a notary.

1. I have attached to this application the IRS declaration of the status of application as a tax exempt corporation under 26 U.S.C. Section 501(c)(3) or (4).
2. I am aware that the income qualifying tenants must meet the income guidelines in accordance with 42 U.S.C. Section 1437 (a)(b)(2) as amended. See Attachment A, Income Eligibility Schedule). Tenant incomes do not exceed these limitations, as I verily believe.
3. I am aware of all requirements for tax exemption imposed by ORS 307.540-307.545 (Chapter 660 Oregon Laws 1985, as amended by Chapter 756 Oregon Laws 1987) and implemented by Resolution No. 1854 of the City of Wilsonville.
4. The above-described properties qualify or will qualify upon completion of any rehabilitation improvements and subsequent occupancy by very low-income residents for property tax exemption within 30 days of the April 1st application or the date of approval.

By: Karen A. Voiss  
Agency Chief Executive Officer (Signature)

Karen A. Voiss  
Agency Chief Executive officer (Print or typed)

For: Accessible Living Inc.  
Corporate Name (Print or type)

Subscribed and sworn to before me this 22 day of March, 2010<sup>2</sup>

Kari L Fuge  
Notary Public For Oregon  
My Commission Expires: Nov. 1, 2014





## West Linn-Wilsonville School District 3Jt

ADMINISTRATION BUILDING

22210 SW Stafford Rd – Tualatin, Oregon 97062

503-673-7000 or Fax 503-673-7001

March 28, 2012

David G. Bachman  
President and CEO  
8532 SW St. Helens Dr. STE 201  
Wilsonville OR 97070

Re: Wiedemann Park Apartments

Dear David,

Thank you for your application and supporting documentation to seek the School District's approval of a tax exemption for Wiedemann Park Apartments under ORS 307.540 - 307.545. The request for exemption will be reviewed and determined at our next School Board Meeting on April 9, 2012 at 7:00PM. If approved, we will provide notice of the approved resolution to the City of Wilsonville to facilitate the processing of the exemption with Clackamas County.

Although the meeting starts at 7:00 pm, we have preliminary procedures that will take some time to work through. It may be that you choose to show up a little later than 7:00 just for your own convenience (8:pm should work).

Thank-you again for your efficiency in presenting the supporting evidence in advance. Please feel free to call me if you have any questions,

Regards,

A handwritten signature in black ink, appearing to read "Doug Middlestetter", with a horizontal line extending to the right.

Doug Middlestetter, CPA  
Business Manager

**CITY COUNCIL MEETING  
STAFF REPORT**

<b>Meeting Date:</b>  April 16, 2012	<b>Subject:</b> Day Road and Boberg Road Speed Limits  <b>Staff Member: Steve Adams</b> <b>Department: Engineering</b>
<b>Action Required</b> <input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 <sup>st</sup> Reading Date: <input type="checkbox"/> Ordinance 2 <sup>nd</sup> Reading Date: <input checked="" type="checkbox"/> Resolution <input type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda	<b>Advisory Board/Commission Recommendation</b> <input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable  <b>Comments:</b>  
<b>Staff Recommendation:</b> Staff recommends approval of the temporary speed limits of 35 mph on Day Road and 40 mph on Boberg Road as memorialized in Resolution No. 2352.	
<b>Recommended Language for Motion:</b> I move to approve Resolution No. 2352.	
<b>PROJECT / ISSUE RELATES TO:</b>	
<input type="checkbox"/> Council Goals/Priorities	<input type="checkbox"/> Adopted Master Plan(s)
<input checked="" type="checkbox"/> Not Applicable	

**ISSUE BEFORE COUNCIL:**  
 Speed limits on Day Road and Boberg Road.

**EXECUTIVE SUMMARY:**  
 The segment of Day Road located between Grahams Ferry Road and Boones Ferry Road has been speed signed at 35 miles per hour for the past several years. The segment of Boberg Road, located between Boeckman Road and Barber Street has been speed signed at 40 miles per hour

for the past several years. It has recently come to staff's attention that proper authorization to allow these speed limit postings was not obtained from ODOT.

**EXPECTED RESULTS:**

Approval will legally allow the current speed limit postings to remain in place while staff works with ODOT to obtain proper authorization.

**TIMELINE:**

Up to 90 days to receive ODOT Speed Zone Orders.

**CURRENT YEAR BUDGET IMPACTS:**

Two speed counts, total cost of \$960.

**FINANCIAL REVIEW / COMMENTS:** *[Item must be sent to Finance for review.]*

Reviewed by: \_\_\_\_\_ GW \_\_\_\_\_ Date: \_\_\_\_\_ 4/6/12 \_\_\_\_\_

No direct financial impacts on FY 2011-12 budget.

**LEGAL REVIEW / COMMENT:**

Reviewed by: \_\_\_\_\_ MEK \_\_\_\_\_ Date: \_\_\_\_\_ 3/16/2012 \_\_\_\_\_

The resolution meets the legal requirements for temporarily posting a speed sign that is different from the statutory speed. Additionally, City Engineering has done a city-wide review and has found some instances where the signage did not conform to statutory speeds. All such signage has been corrected to conform. A review of any outstanding tickets based on nonconforming statutory speed signs was conducted and have been dismissed.

**COMMUNITY INVOLVEMENT PROCESS:**

This is more of a housekeeping issue; no public outreach has been done. Staff is presently working with legal and the Wilsonville Police as we work through obtaining proper authorization for posting speed signs, and verifying justification for the posted speeds on these two segments of city streets.

**POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY**

No impacts – allows existing posted speed limits to remain.

Benefits – allows Wilsonville Police to enforce the speed limits as posted, providing for better citizen and community safety.

**ALTERNATIVES:**

Reduce speed limits to 25 mph or increase to 55 mph on both roads.

**CITY MANAGER COMMENT:**

**ATTACHMENTS**

**RESOLUTION NO. 2352**

**A RESOLUTION OF THE CITY OF WILSONVILLE TEMPORARILY MODIFYING VEHICULAR SPEED LIMITS ALONG SEGMENTS OF DAY ROAD AND BOBERG ROAD IN CONFORMANCE WITH OREGON REVISED STATUTES (ORS 810.180)**

WHEREAS, the City of Wilsonville (“City”) has jurisdiction and control over certain roadways within its boundaries; and

WHEREAS, the below-described segments of Day Road and Boberg Road are within the boundaries of the City and are roadways over which the City has jurisdiction and control; and

WHEREAS, the segment of Day Road located between Grahams Ferry Road and Boones Ferry Road has been speed signed at 35 miles per hour for the past several years, and the segment of Boberg Road located between Boeckman Road and Barber Street has been speed signed at 40 miles per hour for the past several years; and

WHEREAS, it has recently come to City staff’s attention that Oregon Department of Transportation (“ODOT”) Speed Zone Orders were never obtained to allow for a speed of greater than 25 miles per hour or less than 55 miles per hour on these roadways, as required pursuant to ORS 811.111; and

WHEREAS, based on recent traffic studies conducted by the City on both roadways, the Interim City Engineer does not believe it is safe or efficient to either lower the speeds on these roadways to 25 miles per hour or to increase the speeds on these roadways to 55 miles per hour; and

WHEREAS, based on the foregoing, City staff recommends that application be made by the City to ODOT to formally authorize the speed limits, as they are currently posted; and

WHEREAS, it may take up to ninety (90) days to receive the required Orders from ODOT; and

WHEREAS, ORS 810.180 allows statutory speeds to be overridden by a temporary designated speed for a specific period of time, for identified good cause; and

WHEREAS, to avoid confusion to drivers and potential safety hazards, the City wishes to temporarily override the statutory speeds on Day Road and Boberg Road to the speeds they are currently posted at until official ODOT Speed Zone Orders can be issued to permanently

designate the proper speed limits, which process is anticipated to take approximately ninety (90) days.

NOW THEREFORE, THE CITY OF WILSONVILLE RESOLVES AS FOLLOWS:

1. The City of Wilsonville concurs with staff recommendation that Day Road has been appropriately posted as a 35 mile per hour road and Boberg Road has been appropriately posted as a 40 mile per hour road for the last several years, but due to an oversight the required ODOT Speed Zone Orders to affirm these speeds were never obtained.
2. Staff is hereby directed to immediately apply for an ODOT Speed Zone Order for each of these streets to set the speeds as they are currently signed.
3. Because it would cause confusion and potentially create a safety hazard to re-sign the roadways to the statutory speeds for the relatively short duration of time anticipated to obtain the required ODOT Speed Zone Orders, the posted speed on Day Road of 35 miles per hour and the posted speed on Boberg Road of 40 miles per hour shall be temporarily continued until the application to permanently set these speeds for these roadways is reviewed and acted upon by ODOT.
4. This resolution is effective as of the date of its adoption.

ADOPTED by the City Council of the City of Wilsonville at a regular meeting thereof this \_\_\_\_\_ day of April, 2012, and filed with the Wilsonville City Recorder this date.

---

Tim Knapp, Mayor

ATTEST:

---

Sandra C. King, MMC, City Recorder

**SUMMARY OF VOTES:**

Mayor Knapp  
Council President Núñez  
Councilor Hurst  
Councilor Goddard  
Councilor Starr

**CITY OF WILSONVILLE**  
**CITY COUNCIL MEETING MINUTES**

---

A regular meeting of the Wilsonville City Council was held at the Wilsonville City Hall beginning at 7 p.m. on Monday, March 19, 2012. Mayor Knapp called the meeting to order at 7 p.m., followed by roll call and the Pledge of Allegiance.

The following City Council members were present:

Mayor Knapp  
Council President Núñez  
Councilor Hurst  
Councilor Goddard  
Councilor Starr

Staff present included:

Bryan Cosgrove, City Manager  
Jeanna Troha, Assistant City Manager  
Mike Kohlhoff, City Attorney  
Sandra King, City Recorder  
Peggy Watters, Community Services Director

Kerry Rappold, Natural Resource Program Manager  
Pat Duke, Library Director  
Mike Ward, Engineer  
Dan Knoll, Communications Director  
Kristin Retherford, URA Director

**Motion:** Councilor Nunez moved to approve the order of the agenda. Councilor Hurst seconded the motion.

**Vote:** Motion carried 5-0.

### **MAYOR'S BUSINESS**

Mayor Knapp reported on the JPACT visit to Washington D.C. to meet with the elected representatives of Oregon and Assistant Secretaries of the Department of Transportation. The Mayor also attended the Washington County Coordinating meeting where they approved partial funding towards the 95<sup>th</sup> and Commerce Circle project; they are dealing with MSTIP-3 process in planning for MSTIP-4 which involves funding for access roads in the Basalt Creek area.

#### **Council Board and Commission Liaison Appointments**

The Board and Commission Council liaison assignments were discussed during the last Council meeting and these changes made:

- Mayor Knapp – no changes
- Council President Núñez – no changes
- Councilor Hurst - currently on the Parks and Recreation Board and the Library Board. New assignment will be the Planning Commission and the Parks and Recreation Board.
- Councilor Goddard – currently on the DRB Panels A and B, and Clackamas County Business Alliance. New assignment includes the Library Board, Chamber Board and Clackamas County Business Alliance.
- Councilor Starr – currently on the Planning Commission and Wilsonville Community Seniors Inc. New assignment will be both Development Review Boards and the Wilsonville Community Seniors Inc.

**Motion:** Councilor Goddard moved to approve the Council liaison assignments to city boards and commissions as outlined in the packet. Councilor Hurst seconded.

**Vote:** Motion carried 5-0.

**CITY OF WILSONVILLE  
CITY COUNCIL MEETING MINUTES**

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Upcoming meetings were announced by the Mayor, particularly the next Council meeting date, and the start of the Budget Committee meetings which will begin at the end of April.

**COMMUNICATIONS**

**A. Tourism Grant Program Recipients.**

Peggy Watters, Community Services Director, presented the staff report. The Tourism/Match Grant program is an annual grant program which awards funding from the Transient (Hotel/Motel) Tax to local non-profit organizations for the purpose of programs, projects or events that enhance the livability of the community through civic engagement, cultural and historic events, public entertainment and other activities that serve to draw visitors into the City, and to support local businesses. The City provides \$25,000 annually for this grant program. Parks and Recreation Board member Cindy Tyree assisted in the check presentation.

The Parks and Recreation Advisory Board serves as the citizen review board for the City grant programs. The Board met March 8, 2012 to review grant applications. Representatives of the applicant organizations attended the meeting to make a brief presentation to the Board in support of their project.

The applicants, their grant request, and the Parks and Recreation Boards award follow:

<b>ORGANIZATION</b>	<b>EVENT</b>	<b>REQUEST</b>	<b>AWARD</b>
<b>Wilsonville Rotary Foundation</b> Curt Kipp, Past Pres. P.O. Box 362 Wilsonville, OR 97070 <a href="mailto:curtek@gmail.com">curtek@gmail.com</a>	Summer Concert Series TBA	\$8,230	<u>\$6,000.00</u>
<b>Wilsonville Arts &amp; Culture Council</b> Theonie Gilmore, Executive Dir. P.O. Box 861 Wilsonville, OR 97070 <a href="mailto:Theonie@WilsonvilleArts.org">Theonie@WilsonvilleArts.org</a>	Festival of the Arts June 2,3, 2012	\$5,000	<u>\$5,018.75</u>
<b>Wilsonville Celebration Days</b> Bob Woodle, Marketing Dir. P.O. Box 1511 Wilsonville, OR 97070 <a href="mailto:bobwoodle@centurytel.net">bobwoodle@centurytel.net</a>	Fun in the Park Festival August 4, 2012	\$8,000	<u>\$8,018.75</u>
<b>Wilsonville Kiwanis Club</b> Gary Wappes, Treasurer 29030 SW Town Center Loop Ste. 202-256 Wilsonville, OR 97070 <a href="mailto:gwappes@gmail.com">gwappes@gmail.com</a>	Kiwanis Kids Fun Run July 28, 2012	\$4,000	<u>\$4,018.75</u>
<b>Wilsonville-Boones Ferry Hist.Soc.</b> Mick Scott, Project Chair 32370 SW Arbor Lake Drive Wilsonville, OR 97070 <a href="mailto:mickps@aol.com">mickps@aol.com</a>	Wilsonville History Exhibits	\$1,925	<u>\$1,943.75</u>

Mr. Cosgrove pointed out Peggy Watters, Community Services Director, will be retiring at the end of the month and thanked her for her years of service to the City of Wilsonville and community.



**CITY OF WILSONVILLE  
CITY COUNCIL MEETING MINUTES**

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Councilors thanked Ms. Watters for her professionalism, dedication, motivation, service to the community and for the very positive impact she has had on the senior program, the arts, youth projects, and community events.

Simon Springall first met Ms. Watters in the community garden moving wheelbarrows of soil and was very impressed that she worked so hard for the City in many ways.

**CITIZEN INPUT & COMMUNITY ANNOUNCEMENTS** - There was none.

**COUNCILOR COMMENTS, LIAISON REPORTS & MEETING ANNOUNCEMENTS**

Council President Núñez – Chamber and Library Board liaison announced the date of the next Library Board meeting and the Easter egg hunt in the Memorial Park ball fields.

Councilor Hurst – Parks and Recreation Board and Library Board liaison announced the date of the next Parks and Recreation Board meeting. He attended the Beauty and the Bridge open house at the high school and was impressed with how the final project will look when completed and installed. He mentioned Earth Day on April 24<sup>th</sup>.

Councilor Goddard – DRB and Clackamas County Business Alliance liaison noted the DRB Panel A elected Douglas King chair and Bob Alexander vice chair at their last meeting. In addition the DRB addressed and approved a Class-3 Master Plan Sign Modification and Waiver for Mattress Discounters. The CCBA developed their business agenda for 2012 which is available on line. The Councilor announced the last Middle School Dance set for April 20, 2012.

Councilor Starr – Planning Commission and Wilsonville Community Seniors Inc. liaison reported the Commission discussed the water system master plan, the sign code update which is almost completed, and the transportation systems plan. A joint Planning Commission and Council work session is set for May 7, 2012 to discuss solutions to the systems gaps. The Committee for Citizen Involvement discussed the city's communication plan. The Councilor reflected on the number of participants and volunteers who participate and contribute in the community events.

**CONSENT AGENDA**

Mr. Kohlhoff read the titles of the Consent Agenda items for the record.

- A. **Resolution No. 2349**  
A Resolution Of The City Of Wilsonville Revising A "Local Share" Project List To Be Funded With A Portion Of Metro's November 2006 Natural Areas Bond Measure.
  
- B. Minutes of the February 23, 2012 and March 5, 2012 Council Meetings.

**Motion:** Councilor Hurst moved to adopt the Consent Agenda. Councilor Nunez seconded the motion.

**Vote:** Motion carried 5-0.

**CITY OF WILSONVILLE  
CITY COUNCIL MEETING MINUTES**

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**NEW BUSINESS**

Resolution No. 2348 was read by title only by Mr. Kohlhoff.

**A. Resolution No. 2348**

A Resolution Of The City Of Wilsonville Authorizing The Mayor To Execute A Local Agency Agreement And Right Of Way Services Agreement Between The City Of Wilsonville And The Oregon Department Of Transportation For The Reconstruction Of Tooze Road Between 110<sup>th</sup> Avenue And The Intersection With Grahams Ferry Road (Wilsonville).

The staff report was prepared and presented by Kristin Retherford, Urban Renewal Manager. The City of Wilsonville is the recipient of \$799,863 of Appropriations Act 56C0 federal funds for the reconstruction of Tooze Road between 110<sup>th</sup> and the intersection with Grahams Ferry Road. These funds can be used for preliminary engineering and right of way acquisition.

When the City received federal and state funding for the design and construction of Boeckman Road from 95<sup>th</sup> Street to 110<sup>th</sup>, the initial award included reconstruction of Tooze Road through the intersection of Grahams Ferry Road. Due to rising construction cost estimates the City made the request to break the project into two phases. The initial federal and state funding was applied solely to the first phase of construction of Boeckman Road, with the agreement that the City would either start the Tooze Road reconstruction project by the end of 2011 or initiate an amendment to the original Local Agency Agreement to extend the Tooze Road project timeline beyond 2011.

Subsequently, the City was awarded an additional appropriation of \$799,863 specifically for the Tooze Road project. This Local Agency Agreement creates new terms for this phase of the original project. It extends the City's timeline for the reconstruction of Tooze Road and allows the City to begin using the additional appropriation for design and right of way acquisition. A significant amount of preliminary engineering for this phase was completed during the original Boeckman Road project and the majority of the legal descriptions needed for right of way acquisition are in existence at this time. By entering into this agreement the City can formally extend its obligation to complete the reconstruction of Tooze Road, and complete sufficient engineering and permitting work to allow property acquisition to move forward.

Costs of construction will be paid in part by future development, with the balance funded through SDCs and Urban Renewal. The total project cost estimate is \$6,700,000. The City will have ten years from the date of the agreement to complete the project.

**Motion:** Councilor Hurst moved to adopt Resolution No. 2348. Councilor Nunez seconded the motion.

**Vote:** Motion carried 5-0.

**CITY MANAGER'S BUSINESS**

Mr. Cosgrove noted Councilors participated in the ground breaking for the new sewer plant upgrade.

Mr. Cosgrove reported he should have a draft of the community survey in a couple days which would be emailed to Council and scheduled for discussion during a Council meeting. The Economic Development Task Force would hold their kick-off meeting March 22, 2012. Councilor Hurst will chair the task force with Councilor Starr co-chairing. These meetings are open to the public.

**CITY OF WILSONVILLE  
CITY COUNCIL MEETING MINUTES**

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Mr. Cosgrove recapped the actions of the Council meeting.

**LEGAL BUSINESS**

Mr. Kohlhoff reported when Council approved taking over the maintenance of the Korean War Memorial they encouraged establishing a foundation to support the activities associated with education about the Korean War as well as major maintenance responsibilities. With the assistance of Senator Lim, and Stoel Reeves *pro bono* attorney time, the paperwork is being processed to establish the Oregon Korean War Memorial Foundation. The Foundation already has fifteen members who have pledged donations towards the Foundation.

**ADJOURN**

**Motion:** Councilor Nunez moved to adjourn. Councilor Hurst seconded the motion.

**Vote:** Motion carried 5-0.

The Council meeting adjourned at 8 p.m.

Respectfully submitted,

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Sandra C. King, MMC, City Recorder

ATTEST:

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TIM KNAPP, MAYOR

**CITY OF WILSONVILLE**  
**CITY COUNCIL MEETING MINUTES**

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A regular meeting of the Wilsonville City Council was held at the Wilsonville City Hall beginning at 7:30 p.m. on Monday, April 2, 2012. Mayor Knapp called the meeting to order at 7:40 p.m., followed by roll call and the Pledge of Allegiance.

The following City Council members were present:

Mayor Knapp  
Council President Núñez - excused  
Councilor Hurst - excused  
Councilor Goddard  
Councilor Starr

Staff present included:

Bryan Cosgrove, City Manager  
Jeanna Troha, Assistant City Manager  
Mike Kohlhoff, City Attorney  
Sandra King, City Recorder  
Mark Ottenad, Public Affairs Director  
Dan Knoll, Public Affairs Coordinator  
Dan Pauley, Assistant Planner  
Kerry Rappold, Natural Resources Manager  
Steve Adams, Interim City Engineer

**Motion:** Councilor Goddard moved to approve the order of the agenda. Councilor Starr seconded the motion.

**Vote:** Motion carried 3-0.

### **MAYOR'S BUSINESS**

#### **Recognize Nicholas Butler and Officer Shadrin**

Chief Nick Watt introduced Mr. Butler and Officer Shadrin who ran after a bank robbery suspect and were successful in apprehending the man. Mayor Knapp presented certificates of appreciation to Mr. Butler and Officer Shadrin.

Upcoming meetings were then announced by the Mayor.

### **COMMUNICATIONS**

#### **A. Clackamas County Sheriff's Office 2011 Annual Report (staff – Watt)**

Chief Nick Watt presented the Wilsonville Police Department's Annual Report for 2011. The report and PowerPoint presentation are included in the record. The Clackamas County Sheriff's Department contracts with the City of Wilsonville to provide police service to Wilsonville twenty-four hours a day. The department's Vision is to become a world class police department. The Mission statement is to preserve life, uphold the law, prevent crime, hold offenders accountable, and promote safety while finding innovative solutions and building partnerships with

**CITY OF WILSONVILLE  
CITY COUNCIL MEETING MINUTES**

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the community. The department fulfills the mission of the Clackamas County Sheriff's office through teamwork and partnerships, as reflected in the department's motto: "Working Together To Make A Difference". During this past year the Sheriff's Office answered 5,539 calls for service, which was an average of 461.6 calls per month, and 15.2 calls per day. Calls handled in 2011 reflected a 9.4% decrease over the previous three years. Chief Watt attributed this decline in calls to officers becoming a familiar and trusted face in Wilsonville.

Councilors extended their sincere thanks to Chief Watt and his team for the effective job they do for the community.

**B. Arbor Week and Tree City USA**

Dan Pauly, AICP announced the City has been recognized for the fourteenth consecutive year as a Tree City USA by the National Arbor Day foundation. He outlined the criteria that needed to be met to be designated as a Tree City USA. They include: 1) a comprehensive urban forestry program; 2) an Arbor Day proclamation; 3) a tree ordinance and a tree department/board; and 4) an Arbor Day observance.

Mayor Knapp read the 2012 Arbor Day Proclamation into the record.

**C. 2011 Annual Report to Council by Jennifer Johnson, Chamber of Commerce Tourism**

Jennifer Johnson, Tourism Director at the Chamber of Commerce, provided a report on the activities the Tourism department had initiated or been involved in over the past year. Some of the events that took place during 2011 included promoting Oregon Horse Country, hosting the annual Tourism Conference in Wilsonville, providing familiarization tours to hospitality and tourism professionals, and promoting, organizing, marketing, and participating in the annual community festivals and events.

The meeting was unexpectedly adjourned at approximately 8:40 p.m. when the smell of smoke filled the building and the fire department was called to investigate. The balance of the meeting items will be carried over to the April 16, 2012 Council meeting.

**CITIZEN INPUT & COMMUNITY ANNOUNCEMENTS**

This is an opportunity for visitors to address the City Council on items *not* on the agenda. It is also the time to address items that are on the agenda but not scheduled for a public hearing. Staff and the City Council will make every effort to respond to questions raised during citizens input before tonight's meeting ends or as quickly as possible thereafter. Please limit your comments to three minutes.

**COUNCILOR COMMENTS, LIAISON REPORTS & MEETING ANNOUNCEMENTS**

Councilor Goddard – Library, Chamber Board, and Clackamas County Business Alliance liaison  
Councilor Starr –Development Review Boards and Wilsonville Community Seniors Inc. liaison

**CITY OF WILSONVILLE  
CITY COUNCIL MEETING MINUTES**

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The following items were carried over to the April 16, 2012 Council Meeting.

**CONSENT AGENDA**

- A. **Resolution No. 2352**  
A Resolution Of The City Of Wilsonville Temporarily Modifying Vehicular Speed Limits Along Segments Of Day Road And Boberg Road In Conformance With Oregon Revised Statutes (ORS 810.180).
- B. Minutes of the March 19, 2012 Council Meeting

**NEW BUSINESS**

- A. **Resolution No. 2351**  
A Resolution Adopting A Gift Acceptance Policy For The City Of Wilsonville

**PUBLIC HEARING**

- A. **Resolution No. 2353**  
A Resolution Of The City Of Wilsonville Establishing Just And Equitable System Development Charge And A Stormwater Fee For Stormwater Management And Repeals Resolution No. 1732.

**CITY MANAGER'S BUSINESS**

- A. Meeting Recap

**LEGAL BUSINESS**

**ADJOURN**

Respectfully submitted,

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Sandra C. King, MMC, City Recorder

ATTEST:

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TIM KNAPP, MAYOR

**CITY COUNCIL MEETING  
STAFF REPORT / REQUEST FOR ACTION**

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**A RESOLUTION ADOPTING A GIFT ACCEPTANCE POLICY  
FOR THE CITY OF WILSONVILLE**

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Meeting Date: April 16, 2012  
Report Date: February 28, 2012  
Source of Item: Legal Department

Contact: Michael Kohlhoff, City Attorney  
Contact Telephone Number: 503-570-1508  
Contact E-Mail: kohlhoff@ci.wilsonville.or.us

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**STAFF'S RECOMMENDATION**

Staff recommends the adoption of Resolution No.2351, A RESOLUTION ADOPTING A GIFT ACCEPTANCE POLICY FOR THE CITY OF WILSONVILLE.

**SUGGESTED MOTION**

I MOVE THE ADOPTION OF Resolution No. 2351, A RESOLUTION ADOPTING A GIFT ACCEPTANCE POLICY FOR THE CITY OF WILSONVILLE, which is attached to this Staff Report.

**ISSUE STATEMENT**

Currently, there is no City-wide policy in place for the acceptance of gifts to the City. There are potential pitfalls to accepting certain types of gifts. If caution is not taken when accepting gifts, the City could be subject to liability, negative economic consequences, administrative expense, as well as cause negative economic consequences to the donor. Implementing a City-wide gift acceptance policy will ensure that the City's decision to accept a gift is well thought out and in line with City goals.

**BACKGROUND**

The need for a gift acceptance policy was highlighted recently when a Wilsonville citizen requested acknowledgement of his gift of a painting. The painting was hanging on the lower level of City Hall, but no one in City Hall could remember ever receiving the gift and no one approved acceptance of the gift. While charitable giving should be encouraged, a mechanism should be in place to systematically review gifts before they are accepted by the City. Gifts should be reviewed to be sure that they are consistent with City policies, goals, and mission, do not pose overly burdensome administrative or economic complications, and do not present conflicts of interest or other ethical issues.

The Library currently has a gift acceptance policy in place. The most recent revisions to the Library policy were made September 2011. This City-wide gift acceptance policy is not intended to supplant the Library policy. The Library policy is to remain in effect as part of this City-wide policy.

## **RELATED POLICIES/BUDGET CONSIDERATIONS**

- (1) Accepting a gift without through review could result in unintentionally assuming liabilities of the donor or accepting a gift that carries administrative expenses that are larger than anticipated.
- (2) Having a policy in place will help to streamline the gift acceptance policy. Currently, each gift would need to be independently researched and evaluated before it is accepted or rejected. Having a policy in place that identifies which types of gifts the City is willing to accept can cut down on the time it takes to evaluate the desirability of accepting a gift and prevent redundant or overlapping research efforts.
- (3) Attachment B is a memo which discusses the various types of gifts donors may offer to the City as well as an analysis of the benefits and drawbacks of accepting each type of gift. The proposed policy will serve as a guide for avoiding the acceptance of undesirable gifts.

## **COUNCIL OPTIONS**

The City is not required by statute to have a gift acceptance policy in place. The City could continue to accept gifts on an ad hoc basis. Without a guiding policy to help quickly identify which gifts are associated with potential pitfalls, more up-front research will have to be done with every gift.

A comprehensive City-wide policy for gift acceptance will reduce the risk of the City inadvertently accepting disadvantageous costs and liabilities along with the gift.

## **ATTACHMENTS**

- A. A memo describing the types of gifts the City may be given and analyzing the possible consequences of acceptance.
- B. RESOLUTION ADOPTING A GIFT ACCEPTANCE POLICY FOR THE CITY OF WILSONVILLE



**RESOLUTION NO. 2351**

**A RESOLUTION ADOPTING A GIFT ACCEPTANCE POLICY FOR THE CITY OF WILSONVILLE.**

WHEREAS, the City of Wilsonville appreciates current and deferred gifts from individuals, corporations, and foundations for future municipal growth and enhancements of current services and facilities; and

WHEREAS, the City of Wilsonville has previously adopted a gift acceptance policy for the Library which has provided a basis for this City-wide policy and the Library gift acceptance policy is intended to remain in effect as part of the City-wide policy; and

WHEREAS, accepting certain types of gifts may be inconsistent with the City's policies and mission due to the nature of the gift, administrative costs, or ethical considerations; and

WHEREAS, a City-wide policy will be useful in determining which gifts will best further municipal growth and service and facility enhancement.

**NOW, THEREFORE, THE CITY OF WILSONVILLE RESOLVES AS FOLLOWS:**

1. The City Council hereby incorporates all of findings in the recitals set out above.
2. The City Council adopts the City of Wilsonville Gift Acceptance Policy, Exhibit A, attached hereto and incorporated by reference as if fully set forth herein.
3. This resolution is effective upon adoption.

ADOPTED by the Wilsonville City Council at a regular meeting thereof this \_\_\_\_ day of April, 2012, and filed with the Wilsonville City Recorder this date.

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TIM KNAPP, MAYOR

ATTEST:

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Sandra C. King, MMC, City Recorder

SUMMARY OF VOTES:

Mayor Knapp

Council President Núñez

Councilor Hurst

Councilor Goddard

Councilor Starr

Attachments: Exhibit A - City of Wilsonville Gift Acceptance Policy

## City of Wilsonville

### Gift Acceptance Policy

The City of Wilsonville, Oregon, a municipal corporation organized under the laws of the State of Oregon, encourages gifts to the City for any purpose that will assist Wilsonville in providing a high level of service to its residents and encourage community growth. The following policies and guidelines govern acceptance of gifts made to the City or for the benefit of any of its programs, projects, or services.

#### **I. Purpose**

The City of Wilsonville appreciates current and deferred gifts from individuals, corporations, and foundations for future municipal growth and enhancement of current services and facilities. This policy and the guidelines it establishes shall govern the acceptance of gifts by the City and provide guidance to prospective donors and their advisors when making gifts to the City. The provisions of these policies shall apply to all gifts received by the City for any of its programs, projects, or services unless otherwise designated by the City Code or City Manager or preempted by State or Federal law. Provided, however, the Library gift acceptance policy is to remain in effect for the Library as part of this policy. Gifts shall be utilized by the City in accordance with the policies and guidelines and in accordance with the Fiscal Management Policies of the City.

#### **II. Use of Legal Counsel**

The City Manager, or designee, shall seek the advice of the City Attorney in matters relating to acceptance of gifts when appropriate. If deemed appropriate given the nature, size, or scope of the gift, the City may seek to consult specialized advice. Review should be sought for all gifts involving:

- a. Transfers subject to state law or contract restrictions—e.g. buy-sell agreements
- b. Gifts involving contracts or other documents requiring the City to assume an obligation
- c. Transactions with a potential conflict of interest
- d. Other instances in which the use of counsel or other specialized advice is deemed appropriate

#### **III. Review by City Manager**

Gifts made to the City shall be reviewed by the City Manager or designee, which in the case of the Library is the Library Director. The gift review process is intended to properly screen and accept gifts that are appropriate to the City's general mission of providing quality services and community growth. The City Manager, or designee, shall request the review of the City Attorney or other appropriate professional to assist in the review of a gift when appropriate.

Gifts will be accepted only if they are consistent with the City's municipal purpose, Wilsonville Code, and state and federal law. Gifts deemed too restrictive in purpose, gifts which are difficult to administer, or which violate these guidelines, or which do not fulfill a municipal purpose cannot be accepted by the City.

When a gift is accepted, the City Manager, on behalf of the City, shall notify the donor and acknowledge receipt of the gift within ten days of acceptance. If appropriate, the City Manager may also issue a press release acknowledging receipt of the gift with any details deemed appropriate. The City will accept anonymous gifts.

#### **IV. Types of Gifts**

The following types of property will be considered for acceptance:

- a. Cash
- b. Tangible personal property
- c. Securities
- d. Real property
- e. Remainder interests in real property
- f. Life insurance
- g. Life insurance beneficiary designation
- h. Retirement plan beneficiary designation
- i. Bequests of any of the above property

It is highly recommended that the donor meet with City officials to discuss the gift, to review this policy, and to disclose any restriction or conditions upon the gift proposed by the donor.

#### **V. Review Criteria**

The following criteria govern the acceptance of each gift:

- a. **Cash:** Cash is acceptable in any form so long as there are no conflicts of interest as described below. Checks shall be made payable to the City of Wilsonville.
- b. **Tangible personal property:** Acceptance of gifts of tangible personal property shall be considered in light of the following criteria:
  - 1. Does the property further an identifiable mission of the City?
  - 2. Is the property marketable?
  - 3. Are there restrictions on the use, display, or sale of the property?
  - 4. Are there any carrying costs for the property?
  - 5. Notwithstanding the above, would it be in the interest of the City to accept the gift?

The final determination on the acceptance of tangible property gifts shall be made by the City Manager, or designee, in his or her discretion based on the overall impact of the gift on the City. If the City intends to convert the property to cash upon receipt, the donor will be informed before the gift is finalized.

- c. **Securities:** The City may accept publicly traded securities as may be allowed under law. Marketable securities may be transferred to an account maintained at a bank or brokerage firm or delivered to the City with the Transferor's signature or stock power attached. As a general rule, all marketable securities shall be sold upon receipt unless otherwise directed by the City Manager in accordance with law. If a marketable security is restricted by applicable securities laws, the final determination of acceptance rests with the City Manager, or designee.

Close held and non-marketable securities will not be accepted by the City.

- d. **Real estate:** Gifts of real estate may include developed property, undeveloped property, or gifts subject to life interests. Prior to the acceptance of real estate, the City shall require an initial environmental review of the property to ensure that the property has no environmental damage and does not require remediation. Environmental inspection forms are attached as an appendix to this document. In the event that the initial inspection reveals a potential problem, the City shall retain a qualified inspection firm to conduct an environmental audit. The cost of the environmental audit shall be an expense of the donor.

If real estate is not subject to environmental damage, it will be considered for acceptance. In deciding whether to accept real estate, the City Manager, or designee, shall consider:

- 1. Does the City have a use for the parcel(s) of property?

2. Is the property marketable?
  3. Are there any restrictions, reservations, easements, or other encumbrances or limitations associated with the use or sale of the property?
  4. Are there carrying costs associated with the property such as insurance, stewardship fees, mortgages, or other liens?
- e. **Remainder interests in real property:** The City will accept a remainder interest in real estate subject to the provisions of subsection d above. The donor or other occupants may occupy the real property for the duration of the stated life estate. At the death of the life estate holder(s), the City may use the property or sell it.

The City will not accept a gift of a remainder interest in real property unless the expenses of maintenance, repair, real estate taxes, reconstruction, property indebtedness, insurance, liens, and other related expenses shall be paid by the donor or life estate tenants. If the City determines that the fair market value exceeds any outstanding expenses and the public interest is better served by accepting, the City may accept a gift of such a remainder interest.

- f. **Life insurance:** The City must be named as both beneficiary and irrevocable owner of an insurance policy before a life insurance policy will be accepted as a gift. If the donor does not continue to pay the policy premium the City will either 1) convert the policy to paid-up insurance, or 2) surrender the policy for its cash surrender value.
- g. **Life insurance beneficiary designations:** Donors and supporters of the City are encouraged to name the City of Wilsonville as the beneficiary or contingent beneficiary of their life insurance policies.
- h. **Retirement plan beneficiary designations:** Donors and supporters of the City are encouraged to name the City of Wilsonville as beneficiary of their retirement plans.
- i. **Bequests:** Donors and supporters of the City of Wilsonville are encouraged to make bequests of property otherwise acceptable hereunder to the City of Wilsonville in their wills and trusts. Donors are strongly encouraged to discuss potential bequests with the City before making them. If the City is unable to accept the bequest because it will conflict with these policies and guidelines the City will disclaim its interest in the bequest.

## VI. Valuation, outside expense, and IRS requirements

The City requires that the donor secure and pay for an appraisal if required. The donor will have sole responsibility of establishing value for income, gift, and/or estate tax purposes. The City is not qualified to appraise, value, or otherwise identify or catalog gifts and does not hold itself out to be so qualified.

The City will complete and file IRS Form 8282 upon the sale or disposition of any asset sold within two years of receipt by the City when the charitable deduction value of the item was more than \$5,000. This form will be filed within 125 days of the date of sale or disposition of the asset in compliance with IRS regulations.

#### **VII. Acceptance or rejection**

Once the City Manager, or designee, has determined whether to accept a gift, a letter will be sent to the donor notifying him or her of the decision and, if the gift must be rejected, containing a brief explanation of the City's reason for rejection.

#### **VIII. Conflict of Interest**

The City will urge all prospective donors to seek the assistance of personal, legal, and financial advisors in matters relating to their gifts and the resulting tax and estate planning consequences. The City will comply with all provisions of ORS 244.010 through 244.400 prohibiting gifts of more than \$50 per donee to council members, officers, and employees of the City as individuals.

The City will not engage in quid-pro-quo exchanges with donors whereby the donor is given a benefit because of their donation to the City when the benefit would not otherwise be available to them. The City will consider all the facts and circumstances surrounding any donation to determine whether there is the appearance of an improper quid-pro-quo exchange between the City and the donor. The City may reject any gift if there is the appearance of an improper quid-pro-quo exchange.

#### **IX. Changes to the gift acceptance policy**

These policies and guidelines shall be reviewed and amended as needed to reflect the City's overall goals of providing quality services to residents and encouraging community growth.

# MEMORANDUM

To: Michael Kohlhoff, City Attorney  
From: Melanie Rose, Legal Intern  
Date: March 5, 2012  
Re: Gift Acceptance Policy

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## I. Background Information

The City of Wilsonville appreciates current and deferred gifts from individuals, corporations, and foundations for future municipal growth and enhancement of current services and facilities. While the City appreciates gifts, it currently has no formal policy in place for accepting gifts. Recently, a Wilsonville citizen requested acknowledgement of his gift of a painting. The painting was hanging on the lower level of City Hall, but no one in City Hall could remember ever receiving the gift and no one approved acceptance of the gift. In making the decision to accept gifts, there are additional considerations to bear in mind such as whether the type of gift is beneficial, what administrative considerations should be taken into account, and what ethical considerations should also be taken into account. These areas are discussed below.

## II. Issue

1. What should the City's Gift Acceptance Policy be?
2. What gifts should be accepted? Who will have the authority to decide what should be accepted? What ethical considerations need to be addressed in formulating a gift acceptance policy?

## III. Conclusions

A draft Gift Acceptance Policy is attached following this memo.

## IV. Library Policy



In September 2011, the Wilsonville Public Library Board adopted a Gift Acceptance Policy which establishes how and when gifts to the Library Foundation shall be accepted. The Policy breaks gifts into various categories and then describes how each category of gift will be considered and the conditions of acceptance. The Library Foundation's policy has provided a starting point for many of the provisions of the attached City-wide policy.

## **V. Types of gifts**

The City should consider having different acceptance standards for different categories of gift based on the level of administration that would be required by the City. Categories of gifts could include:

- 1) Gifts of cash: unrestricted gifts of cash to the City are the most useful gifts the City can receive. Gifts of cash allow the City to apply the donation where the City needs it most and pose almost no administrative burden on City staff. Assuming there are no ethical conflicts, gifts of cash should be accepted (see Ethical Considerations below.)
- 2) Gifts of marketable securities: marketable securities are almost as useful as cash donations because they can easily be converted to cash. However, there are a few dangers to the donor related to timing of the gift. If the donor makes the gift at the wrong time, they may be subject to capital gains tax even after they no longer own the stock. Because the timing risks fall on the donor and not the City, the City should accept gifts of marketable securities but encourage all donors to seek the advice of their accountant/financial advisor before making the transfer.
- 3) Gifts of tangible personal property: tangible personal property includes art, furniture, antiques, collections, jewelry, equipment, cars, boats, clothing, and any other property items owned by the donor. There are several issues that must be kept in mind when considering accepting cash gifts. The donor will get a tax deduction for making a gift to the City. If the City will use the gift—that is, if it puts the gift to a use related to the City's operations or mission—the donor will be allowed a tax deduction of the fair market value of the item. Gifts that are sold or otherwise disposed of after receipt are considered to be unrelated use items. Donors of gifts that are not put to a related use receive a limited tax deduction and may only deduct their basis in the gift.
- 4) Gifts of closely held securities: closely held securities are not broadly or publicly traded and can include debt or equity interests in C and S corporations, LLCs, and LLPs. Lack of marketability can make it extremely difficult to turn closely held securities into cash. Also, closely held securities may be subject to restrictions that marketable securities are not such as buy-sell agreements. The City should not consider accepting closely held securities because they cannot readily be converted to cash and are unlikely to benefit the City.
- 5) Gifts of real property: gifts of real property can be extremely valuable, but the City must be weary of potential Comprehensive Environmental Response, Compensation, and

Liability Act (CERCLA) issues as well as potential problems with disposal of the property.

CERCLA creates a liability structure that can hold parties in the "chain of title" responsible for the clean-up of an environmentally damaged property. Liability exists without regard to the actual knowledge of the owner or the participation of the owner in the damage to the property. Costs for removal of hazardous material and cleanup of soil and groundwater can easily exceed the value of the property. If the City wishes to consider gifts of real property, it should first provide that the owner undergo an environmental inspection to determine whether CERCLA liabilities may exist. A sample environmental inspection form is attached.

Other practical concerns for accepting real property involve the marketability of the property. If the property is not useful to the City, the City will likely want to convert it to cash. Also, the property may be subject to restrictions, reservations, easements, or other limitations that make it difficult to sell. Finally, the City may be subjecting itself to carrying costs such as insurance, mortgages, notes, etc. that are associated with the property. All of these factors should be weighed against the benefit to the City before the City decides to accept real property.

The City's current Land Acquisition Policy requires that all land acquisitions must ultimately be approved by the City Council. Whether staff may be able to project a Council hearing date, donors should be made aware that they may not receive an immediate decision from the City regarding the acceptance or rejection of their gift. The protracted time line for final decisions may impact the donor's decision to give.

- 6) Gifts of remainder interests: the City may never know that it is the beneficiary of a remainder interests until the donor has already passed away. In these cases, the City should evaluate the gift based on the categories above. If it is determined that it is not in the best interest of the City to accept the gift, the City should disclaim its interest in the gift.

If a donor approaches the City about establishing a gift of a remainder interest, aside from the considerations above the City should be sure to agree with the donor that the City does not bear any of the economic responsibilities for the property during the life interest.

- 7) Gifts of life insurance: If the City accepts gifts of life insurance policies, it should require that the donor designate the City as the beneficiary and irrevocable owner of the policy. If the policy is a term or whole life policy on which premium payments are due, the City should require that the donor continue to pay the premiums. If the donor does not continue to pay premiums the City should either convert the policy to a paid-up policy or exchange the policy for its cash surrender value.
- 8) Charitable gift annuities, trustee appointments, and pooled income funds: these forms of gifts are common in private non-profit development programs but are inappropriate for the City. These forms of gifts involve complex planning and oversight and the burden of administering these gifts would be high to the City. Also, these gift forms may place the

City in the position of a fiduciary which would add an extra level of legal responsibility that would further increase administrative costs.

- 9) Beneficiary designations on retirement plans or life insurance policies: these gifts can result in lump-sum cash distributions or a stream of cash distributions and have very few administrative burdens associated with them. As with remainder interests, the City may not even know that it has been named a beneficiary since these designations do not require the approval or acceptance of the City.
- 10) Restricted gifts: donors may wish to place restrictions on the use of gifts made to the City. Certain restrictions may be reasonable—e.g. a cash donation specifically for the improvement of bicycle and pedestrian facilities—while others may be overly burdensome. The City should consider restrictions that a donor wishes to place on a gift as a factor in determining whether to accept the gift.

## **VI. Administrative Considerations**

There are many costs that are potentially associated with accepting gifts of property other than cash. One big one, as discussed above, is an environmental investigation of real property to ensure there is no potential CERCLA liability. Other frequently encountered expenses are appraisals and legal or professional fees.

Gifts of value greater than \$5,000 must be professionally appraised for the donor to be able to take the full income tax deduction. The gift policy should make it clear that the donor is responsible for having property appraised before it is donated to the City. The City should specify that it is not qualified to appraise property and will not offer advice as to the value of property.

In determining whether or not to make a gift of property other than cash, the donor should seek the advice of a professional financial advisor. The gift policy should make it clear that even though the City encourages the donor to seek professional advice, all costs will be borne by the donor. The City should also make it clear that it is not qualified to provide and will not provide financial planning advice to donors.

## **VI. Ethical Considerations**

Chapter 244 of the ORS governs government ethics. The Chapter applies to individual government officers, not to a government entity itself. The Chapter makes it illegal for government officers to accept gifts beyond a de minimis \$50 ceiling and requires government officers to declare any existing or potential conflicts of interest between themselves and City business.

While Chapter 244 does not apply to government entities as an entity, there could still be an appearance of impropriety if a business, or the owner of a business, gives a gift to the City and

then later is chosen to contract with the City. In determining whether to accept a gift, the City should always consider the possible appearance of a quid-pro-quo exchange. If it appears as though a gift is being given to extract some improper benefit to the donor the gift should be rejected. It is possible that the IRS could reclassify a gift has the appearance of a quid-pro-quo exchange as payment for goods or services. This would result in taxable income. The City should only accept gifts made from the donor's "detached and disinterested generosity"—the IRS standard for determining if a transfer is truly a gift.

## **VII. Sample Policy**

The following pages are a sample Gift Acceptance Policy for the City which attempts to balance all of the considerations discussed above.

**CITY COUNCIL MEETING  
STAFF REPORT**

<b>Meeting Date:</b>  April 16, 2012	<b>Subject: A Resolution of the City of Wilsonville Adjusting System Development Charges and Stormwater Fees for Stormwater Management and Repealing Resolution No. 1732</b>  <b>Staff Member: Kerry Rappold</b> <b>Department: Community Development</b>
<b>Action Required</b> <input type="checkbox"/> Motion <input checked="" type="checkbox"/> <b>Public Hearing Date: 4/2/12</b> <input type="checkbox"/> <b>Ordinance 1<sup>st</sup> Reading Date:</b> <input type="checkbox"/> <b>Ordinance 2<sup>nd</sup> Reading Date:</b> <input checked="" type="checkbox"/> <b>Resolution</b> <input type="checkbox"/> <b>Information or Direction</b> <input type="checkbox"/> <b>Information Only</b> <input type="checkbox"/> <b>Council Direction</b> <input type="checkbox"/> <b>Consent Agenda</b>	<b>Advisory Board/Commission Recommendation</b> <input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> <b>Not Applicable</b> <hr/> <b>Comments: The Planning Commission adopted the Stormwater Master Plan on January 13, 2010.</b>
<b>Staff Recommendation: Staff recommends the City Council approve the accompanying resolution that increases the stormwater fee and the stormwater system development charge.</b>	
<b>Recommended Language for Motion: I move to approve Resolution No. 2353.</b>	
<b>PROJECT / ISSUE RELATES TO:</b>	
<input checked="" type="checkbox"/> <b>Council Goals/Priorities</b>	<input checked="" type="checkbox"/> <b>Adopted Master Plan(s)</b>
<input type="checkbox"/> <b>Not Applicable</b>	

**ISSUE BEFORE COUNCIL:** The proposed resolution incrementally increases the stormwater fee from \$3.72 to \$5.60 per equivalent residential unit (ERU), and phases, over three years, an increase in the stormwater system development charge from \$492 to \$1,356 per ERU. These increases are necessary to support the existing and future needs of the City's stormwater system.

**EXECUTIVE SUMMARY:** The City Council approved an update to the Stormwater Master Plan with Ordinance No. 700 on February 23, 2012. The master plan includes policies, a Capital Improvement Program, and a funding model for stormwater management. Chapter 10 (i.e.,

Financial Analysis) of the Stormwater Master Plan identifies modeling assumptions and outcomes, and proposed stormwater fee and system development charge (SDC) to fund the stormwater management program.

The following table provides the schedule for implementing the increases in the stormwater fee and SDC over the next five years:

(Per ERU)	Forecast of Stormwater Rates					
	Current	July 1, 2012	July 1, 2013	July 1, 2014	July 1, 2015	July 1, 2016
Stormwater Fee	\$3.72	\$5.00	\$5.10	\$5.25	\$5.45	\$5.60
SDC Improvement Fee	\$492	\$620	\$748	\$876	\$876	\$876
SDC Reimbursement Fee	0	\$160	\$320	\$480	\$480	\$480
Total SDC	\$492	\$780	\$1,068	\$1,356	\$1,356	\$1,356

Within the accompanying resolution, the above table has been split into two tables located in Part III, Article II (Stormwater Fee) and Part IV, Article III (System Development Charge).

The existing stormwater fee and SDC were established by Resolution No. 1732 that was adopted by the City Council on November 19, 2001. The resolution included a stormwater fee of \$3.58 per ERU and a SDC of \$421 per ERU.

Ordinance No. 433, adopted by the City Council on September 19, 1994, established the overall program for the stormwater fee for storm drainage services and stormwater quality management. In conjunction with Ordinance No. 433, Resolution No. 1129, which was adopted by the City Council on August 15, 1994, provided the first stormwater fee of \$1.40 per ERU.

The statutory basis for system development charges in Oregon is included in ORS 223.297 through 223.314. The purpose of these statutory requirements “is to provide a uniform framework for the imposition of system development charges by local governments, to provide equitable funding for orderly growth and development in Oregon’s communities and to establish that the charges may be used only for capital improvements”. The overall guidance for system development charges in Wilsonville was established by Ordinance No. 386, which was adopted by the City Council on July 1, 1991.

The proposed method of funding for the Capital Improvement Program, contained within the recently approved Stormwater Master Plan, is to use a combination of revenue bonds, stormwater system development charge and stormwater fee. The funding methodology included the following assumptions:

1. 20-year revenue bonding at an interest rate of 5.0%

2. A coverage factor of 1.25 times maximum annual debt service
3. Level debt service
4. An Operating Fund balance at no less than \$200,000
5. ERU growth of 1 3/4 % per year
6. Cost escalation generally at 3% with the exception of 4.5% for personal services and 4.5% for transfers

The methodology for calculation of the stormwater fee and system development charge is contained within the accompanying resolution.

**EXPECTED RESULTS:** The proposed increases in the stormwater fee and system development charge will provide funding for necessary capital improvements identified in the Stormwater Master Plan. The proposed stormwater rates will also provide additional revenue for ongoing operations and maintenance of the stormwater system.

**TIMELINE:** If adopted by the City Council, the proposed stormwater rate increases would become effective July 1, 2012.

**CURRENT YEAR BUDGET IMPACTS:** The Stormwater Fund was one of three funds identified in the five-year budget forecast as being a top concern. The funds generated by the increase in the stormwater rates will allow critical capital improvements to move forward in the coming budget year.

**FINANCIAL REVIEW / COMMENTS:**

Reviewed by: GW Date: March 22, 2012

An increase in rates is necessary to pay for the projects identified in the Plan and to pay for normal operating and maintenance costs. There is no budgetary impact on the current fiscal year. The FY 2012-13 budget has assumed the rate increase phase-in per the table above. An alternate phase-in is provided below. This proposal applies to needs through 2016. Further increases are expected for year 2017 and beyond but are not part of this resolution.

**LEGAL REVIEW / COMMENT:**

Reviewed by: MEK Date: 3/22/12

The notice requirements have been met. The form of the resolution meets requirements.

**COMMUNITY INVOLVEMENT PROCESS:**

The Planning Commission conducted an extensive review of the Stormwater Master Plan. Work sessions were held at the Planning Commission on June 11 and July 9, 2008; and April 8, May 13, June 10 and October 14, 2009 to allow feedback from the commissioners.

Two open houses for the Stormwater Master Plan were held on October 16, 2008 and May 27, 2009, and provided the public an opportunity to comment on the various elements of the master plan.

A public hearing was conducted before the Planning Commission on January 13, 2010. No testimony was received from the public, and the Planning Commission approved the Stormwater Master Plan without any revisions.

Over the past four years, the City Council has reviewed and discussed the Stormwater Master Plan at eleven work sessions. At these work sessions, staff received input on the proposed policies, capital improvement program, financial analysis and rate structure, and public involvement opportunities. Revisions were made to the master plan to address input from the City Council.

Staff also hosted a public meeting on April 29, 2010 to provide an overall summary of the system development charge methodology and to answer any specific questions. Potentially impacted developers were invited to the meeting. In addition, staff mailed a notice to the same parties, and others added to the list over the last two years, about the City Council public hearing on April 2, 2012.

**POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY:** The proposed stormwater rates will impact residential, commercial and industrial customers. The customers will receive a variety of benefits, which include reducing flooding, controlling erosion, and improving water quality of local streams and wetlands.

**ALTERNATIVES:** Discuss an alternative funding model for the stormwater management program, which would identify other sources of funding and a revised rate structure.

Councilor Goddard asked to see a modified version of the rates that would provide a more level phase-in during the first couple of years. Here is a side-by-side comparison of the original proposal and a modified version. These are monthly rates for a typical homeowner. Multifamily, commercial and industrial would increase by similar percentages.

<b>Effective July 1 of:</b>	<b>Original</b>	<b>Modified</b>
Today's rate	\$3.72	\$3.72
2012	\$5.00	\$4.40
2013	\$5.10	\$5.10
2014	\$5.25	\$5.25
2015	\$5.45	\$5.45
2016	\$5.60	\$5.60

The financial impact would reduce revenues by approximately \$150,000 in the first year and may delay repayment of a pending interfund loan by six months. Adoption of the modified schedule will require a change to the table in Article II, C of the Resolution.

**CITY MANAGER COMMENT:**

Once adopted by Council, staff will provide notice to Wilsonville residents and businesses regarding the scheduled July 1, 2012, rate increases.

**ATTACHMENTS**

- A. Resolution No. 2353



**RESOLUTION NO. 2353**

**A RESOLUTION OF THE CITY OF WILSONVILLE ESTABLISHING JUST AND EQUITABLE SYSTEM DEVELOPMENT CHARGE AND A STORMWATER FEE FOR STORMWATER MANAGEMENT AND REPEALS RESOLUTION NO. 1732.**

WHEREAS, ORS 223.297, states the following policy underlying system development charges:

"The purpose of ORS 223.297 to 223.314 is to provide a uniform framework for the imposition of system development charges by local governments, to provide equitable funding for orderly growth and development in Oregon's communities and to establish that the charges may be used only for capital improvements."; and

WHEREAS, ORS 223.299 states:

"As used in ORS 223.297 to 223.314:

- (2) "Improvement fee" means a fee for costs associated with capital improvements to be constructed.
- (3) "Reimbursement fee" means a fee for costs associated with capital improvements already constructed, or under construction when the fee is established, for which the local government determines that capacity exists.
- (4)(a) "System development charge" means a reimbursement fee, an improvement fee or a combination thereof assessed or collected at the time of increased usage of a capital improvement or issuance of a development permit, building permit or connection to the capital improvement. System development charge includes that portion of a sewer or water system connection charge that is greater than the amount necessary to reimburse the local governmental for its average cost of inspecting and installing connections with water and sewer facilities."; and

WHEREAS, the City of Wilsonville pursuant to authority set forth in ORS 223.297 et. seq. has enacted Ordinance No. 386, as modified by Ordinances No. 430 and 432, which

provides the overall City implementing policy and procedures for system development charges (SDCs); and

WHEREAS, Ordinance No. 433 provides the overall City implementing policy and procedures for stormwater and stormwater quality management and for imposing a charge (herein after referenced as stormwater fee) for stormwater services; and

WHEREAS, part of the purpose of this resolution is to provide a uniform and equitable methodology for imposition of a system development charge for specific stormwater system capital improvements upon those developments that create the need for, or increase the demands for further capital improvements; and

WHEREAS, a further purpose of this resolution is to provide a uniform framework for the imposition of a stormwater fee for stormwater services including, but not limited to, administrative review procedures and stormwater quality management. The stormwater fee is adopted to ensure that any person whose stormwater runs from properties in the City of Wilsonville through the City's stormwater facilities will pay a stormwater fee for stormwater service in proportion to the degree of use; and

WHEREAS, on February 23, 2012, following initial development, extensive analysis and review by URS and City staff, a public hearing at the Planning Commission and a public hearing by City Council, Council adopted Ordinance No. 700 amending the City's Comprehensive Plan and replacing the 2001 Stormwater Master Plan to include the February 2012 Stormwater Master Plan (hereinafter Stormwater Master Plan); and

WHEREAS, the Stormwater Master Plan for the City of Wilsonville by URS, provides that the capacity of the City's stormwater drainage system and stormwater quality management system must be increased to meet Metro, state and federal water quality requirements, including Clean Water Act requirements; and

WHEREAS, Table 9-2 of the Stormwater Master Plan is the Stormwater capital improvement program (hereinafter capital improvement program); and

WHEREAS, Table 10-14 and Table 10-15 of the Stormwater Master Plan includes additional information on the proportionality of project improvements that benefit new users; and

WHEREAS, information from Table 9-2, Table 10-14 and Table 10-15 is incorporated by reference herein and further consolidated and attached to this resolution as Exhibit 1; and

**RESOLUTION NO. 2353**

**PAGE 2 of 21**

WHEREAS, the stormwater quantity system is based on a combination of a private and the public system; and

WHEREAS, the Stormwater Master Plan is based on the private on-site system being sized to detain the two through 25-year storm with no greater stormwater runoff from post development flows than from predevelopment flows; and

WHEREAS, the Stormwater Master Plan is designed so the public system can accommodate flows in excess of the capacity of the private onsite systems; and

WHEREAS, the public system must also accommodate the stormwater runoff from the private systems that will be of lower peak flows, but which will have flows over a much greater period of time; and

WHEREAS, the stormwater quality system will also be a combination of the private onsite system and the public system; and

WHEREAS, the private water quality system will remove sediments and a part of the other contaminants from the water quality storm events in accordance with Clean Water Act requirements; and

WHEREAS, Shaun Pigott of Shaun Pigott Associates, LLC has provided the City with a financial analysis and initial calculation of the stormwater fee and system development charge in Chapter 10 of the Stormwater Master Plan to ensure the charges will meet the lawful objectives of providing stormwater system capital improvements; and

WHEREAS, staff hosted a meeting with interested parties on April 29, 2010 to provide an overall summary of the system development charge methodology and responded to questions; and

WHEREAS, the City has provided due notice of the proposed stormwater system development charge methodology in accordance with ORS 223.304; and

WHEREAS, the City has duly noticed the public hearing of March 19, 2012, and has heard testimony and comments regarding the contents of this resolution; and

WHEREAS, based upon the reports, testimony and comments received, the City Council finds additional stormwater fee increases are required to provide funds for operational expenses and debt service for the bond sales necessary to pay for construction of the stormwater system; and

WHEREAS, the structure of the stormwater fee for stormwater drainage and stormwater quality management and the stormwater system development charge are intended to be charges for services and capital improvements, respectively. As previously noted, they are not charges imposed upon a property owner as a direct consequence of ownership of that property. Although the stormwater fee and the stormwater SDC are intended to constitute charges for service and capital improvements, respectively, even if either were attached on property both allow the owner to have the ability to control the amount of the charge. Similarly, the stormwater fee and the SDC reflect the actual cost for providing the service and capital improvements, respectively, and only impose those charges on persons receiving a service or benefit of the capital improvements. Actual cost includes all direct and indirect costs the City might incur as set forth in ORS 310.140; and

WHEREAS, a stormwater equivalent residential unit (ERU) of 2,750 square feet of impervious surface has been established for the purposes of determining the stormwater fee and the system development charge for stormwater services; and

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

Summary of Contents:

<b>PART I</b>	<b>DETERMINATIONS AND FINDINGS</b>
<b>PART II</b>	<b>DEFINITIONS</b>
<b>PART III</b>	<b>ESTABLISHES USER FEE FOR STORMWATER</b>
ARTICLE I	ADMINISTRATION AND ADMINISTRATIVE REVIEW
ARTICLE II	METHODOLOGY
ARTICLE III	STORMWATER FEE COLLECTION
ARTICLE IV	DISBURSEMENT OF FUNDS
ARTICLE V	REFUNDS
ARTICLE VI	STATEMENT OF VALIDITY
ARTICLE VII	REPEAL OF EXISTING RESOLUTIONS
<b>PART IV</b>	<b>ESTABLISHES SYSTEM DEVELOPMENT CHARGE FOR STORMWATER</b>
ARTICLE I	PURPOSE

ARTICLE II	ADMINISTRATION AND ADMINISTRATIVE REVIEW
ARTICLE III	METHODOLOGY
ARTICLE IV	PAYMENT
ARTICLE V	CREDIT
ARTICLE VI	EXEMPTIONS
ARTICLE VII	DEDICATED FUND
ARTICLE VIII	REFUND
ARTICLE IX	COLLECTION

**PART V STATEMENT OF VALIDITY**

**PART VI REPEAL OF EXISTING RESOLUTIONS**

**PART VII SEVERABILITY**

**PART I: DETERMINATIONS & FINDINGS**

- A. The City adopts the above recitals as findings and incorporates them by reference in support of this resolution.
- B. The City Council has reviewed the proposed stormwater fee for stormwater services and finds the proposed fee to be rationally based and financially prudent. The City Council hereby finds that the impervious surface as defined by an equivalent residential unit is a rationally based upon which allocation the improvement costs for stormwater system capital improvements can be proportionally and equitably calculated.
- C. The City Council has reviewed the proposed system development charge and finds the proposed SDC to be rationally based and financially prudent. The SDC includes reimbursement fee and improvement fee components. The improvement fee addresses water quantity and water quality for stormwater system capital improvements.

**PART II: DEFINITIONS**

The following words and phrases, as used within this resolution, have following definitions and meanings:

- A. "Applicant" means the person seeking to obtain a building permit.

- B. "Building official" means that person, or his designee, licensed by the state and designated as such to administer the Oregon Structural Specialty Code for the city.
- C. "Building permit" means that permit issued by the city building official pursuant to the Oregon Structural Specialty Code. For those uses for which no building permit is required, the final approval granted by the city approving the use shall be deemed a building permit for purposes of this ordinance.
- D. "Business and commercial" means all buildings or structures that are not classified as residential or industrial.
- E. "City Council" means the governing body of the City of Wilsonville.
- F. "DCD" means director of the Community Development Department.
- G. "Extra-capacity facilities or improvements" means those stormwater improvements that are necessary in the interest of public health, safety and welfare to increase stormwater capacity to address new development. Such improvements include, but are not limited to, erosion control, regional facilities (wetlands, ponds), sediment traps, grease and oil separators, acquisition of right-of-way and necessary easements, stream bank and wetland restoration, piping and outfall structures.
- H. "Impervious Surface" means any substance or material restricting the passage of water including, but not limited to, roofing materials, concrete, asphalt, compacted gravel, compacted dirt, or excavated slopes.
- I. "Industrial" means all buildings or structures in which a product is manufactured, stored or distributed, or any combination of the above.
- J. "Occupancy permit" means the occupancy permit provided for in the Oregon Structural Specialty Code.
- K. "Owner" means the owner or owners of record title or; the purchaser or purchasers under a recorded sales agreement, and other persons having an interest of record in the described real property.
- L. "Stormwater" means water that originates during precipitation events, snowmelt or runoff water from overwatering that enters the stormwater system. Stormwater

that does not soak into the ground becomes surface runoff, which either flows directly into surface waterways or is channeled into storm sewers, which eventually discharge to surface waters.

- M. "Water quality" means a measure of the condition of water relative to the requirements of one or more biotic species and or to any human need or purpose. It is most frequently used by reference to a set of standards against which compliance can be assessed. The most common standards used to assess water quality relate to health of ecosystems, safety of human contact and drinking water.

**PART III: ESTABLISHES THE STORMWATER FEE FOR STORMWATER SERVICES AND DISBURSEMENT OF FUNDS.**

**ARTICLE I**

**ADMINISTRATIVE AND ADMINISTRATIVE REVIEW**

- A. The City's organization includes a Community Development Department, the Director of which is employed by the City Manager. In addition to such other duties and responsibilities that may be assigned to this person, the Director of Community Development (DCD) shall be responsible for the administration of the stormwater fee part of this resolution, for developing administrative procedures for the calculation and collection of stormwater fees and for developing and administering stormwater management programs and related activities.
- B. Upon application to the DCD, a person responsible may seek a reduction of the monthly fee for stormwater service. The applicant must show to DCD's satisfaction that amount of permanent reduction to the total stormwater runoff or runoff coefficient for the property. Extra capacity facilities or improvements above the requirements as described in Chapter 8 of the Stormwater Master Plan that are installed and maintained by the applicant may be used to show the amount of permanent reduction to the total stormwater runoff or the runoff coefficient.
- C. The fee for the application of a monthly fee reduction shall be \$325.00.

- D. Discretionary decisions of the DCD made in response to an application shall be in writing and mailed by regular mail to the last known address of the applicant.
- E. Any person aggrieved by a discretionary decision of the DCD may appeal the decision to the City Manager. The appeal shall be in writing and must be filed with the Director within ten working days of the date the DCD's decision was mailed. The appeal shall state all relevant facts, identify the applicable ordinances provisions and specify the type and amount of relief sought. The appellant shall bear the burden of proof that an error was committed resulting in substantial prejudice.
- F. The appeal fee shall be \$325.00.

## ARTICLE II

### METHODOLOGY FOR CALCULATION OF STORMWATER FEE

- A. For ease of administration and to standardize application, the stormwater fee is based on an equivalent residential unit (ERU). The basis for equivalent residential unit was included in Appendix F of the 2001 Stormwater Master Plan. For ease of reference Appendix F is attached as Exhibit 2. The ERU is based on 2,750 square feet of impervious service per equivalent residential unit.
- B. In the Fiscal Year 2011-2012 the City had a total of 28,502 equivalent residential units.
- C. The City uses a five-year projection of operating expenses and debt service to determine the stormwater fee per each equivalent residential unit. The calculation of the debt service is based on the bond sales that will be required to fund the capital improvement program after deduction for system development charge collections and partial expenditures from stormwater fees. The calculated stormwater fee in Fiscal Year 2011-2012 is \$5.00 per equivalent residential unit and this would go to \$5.60 per equivalent residential unit by Fiscal Year 2016-2017. The list of expenditures and calculation of the stormwater utility requirements in Table 10-8 of the Stormwater Master Plan is attached as Exhibit



3. The following table provides the schedule for implementing the increases in the stormwater fee over the next five years:

(Per ERU)	Forecast of Stormwater Rates					
	Current	July 1, 2012	July 1, 2013	July 1, 2014	July 1, 2015	July 1, 2016
Stormwater fee	\$3.72	\$5.00	\$5.10	\$5.25	\$5.45	\$5.60

**ARTICLE III**

**STORMWATER FEE COLLECTION**

Section 1. All stormwater utility customers and user of developed properties with impervious surfaces shall be charged a stormwater fee at the single-family unit rate (ERU) of \$5.00 per 2,750 square feet of impervious surface area. Actual monthly fees will be calculated in accordance with Ordinance No. 433.

- A. For each two thousand seven hundred fifty square feet of impervious surface the said property shall be charged the rate for a single-family unit. The minimum service charge shall be established at the rate of one single-family unit.
- B. The stormwater for a mobile home park shall be established at the rate of one single-family per space.
- C. The stormwater fee for a multiple-family building or facility shall be calculated based on the square feet of impervious surface; however, the maximum charge shall be limited to the number of multiple family units on the property multiplied by the charge for a single-family unit.
- D. All charges for stormwater services furnished or rendered by the City of Wilsonville shall be chargeable to the current user of the property where water and stormwater services are supplied. In addition, the current property user and property owner shall be personally liable for all charges accrued against the property designated within the application.

- E. The City reserves the right to cut off and disconnect water services to the premises without further notice when charges for water and stormwater services become delinquent, and the expense thereof shall be borne by the user to which such services have been supplied. The City shall provide a minimum of 3 days notice by a door hanger or by mail prior to water service disconnection. Water service disconnection procedures are specified in Resolution No. 1624, Article V, which was adopted by the City Council on March 20, 2000.
- F. The collection of stormwater fee with the increased fees shall commence with the first utility billing including the June 2012 stormwater service that will be in July 2012.

Section 2. The City shall annually review the stormwater fee to determine whether additional revenues should be generated to address increases in the consumer price index (CPI) for the Portland-Salem Area or to ensure that revenues do not exceed estimated demands. All calculations shall be carried out to the hundredths' place.

ARTICLE IV  
DISBURSEMENT OF FUNDS

- A. All payments received by the City for stormwater services rendered under the provisions of this resolution shall be deposited in the Stormwater Operating Fund.
- B. The stormwater fee payments received shall be credited to the accounts established for the operation and maintenance of the stormwater system and all conveyances, and all elements of the NPDES stormwater management program as well as any debt service which may be funded with revenue bonds which are repaid from the stormwater fee. Operations and maintenance cost may include personnel, system replacements and capital improvement outlay.

ARTICLE V

REFUNDS

- A. Refunds of stormwater fees may be made upon initiations of the DCD or upon written application filed with the DCD. Refunds shall only be allowed upon a finding by the DCD that there was an actual clerical error in the calculation of the fee.

ARTICLE VI

GENERAL FUND SERVICES

- A. For use of city-owned right-of-way, a franchise fee of 4% of the gross annual revenue from the stormwater fee for stormwater services will be collected and remitted quarterly to the general fund.

**PART IV: ESTABLISHES THE STORMWATER SYSTEM DEVELOPMENT CHARGE, THE METHODOLOGY FOR THE STORMWATER SYSTEM DEVELOPMENT CHARGE, DISBURSEMENT OF FUNDS AND THE AMOUNT OF THE STORMWATER SYSTEM DEVELOPMENT CHARGE.**

ARTICLE I

PURPOSE

Section 1.

- A. The purpose of this part of the Resolution is to provide a uniform framework for the imposition of a system development charge for stormwater facilities, including, but not limited to, administrative review procedures, and identification of capacity increasing capital improvements which may be funded with system development charge revenues.
- B. This system development charge is adopted to ensure that new development contributes to extra-capacity stormwater improvements needed to accommodate additional stormwater runoff generated by such development.

ARTICLE II  
ADMINISTRATION AND ADMINISTRATIVE REVIEW

Section 1. The City Manager shall employ the Community Development Director (DCD). In addition to such other duties and responsibilities as may be assigned to this person, the DCD shall be responsible for the administration of the system development charge part of the resolution. The DCD shall be responsible for developing administrative procedures for calculation and collection of fees, developing and administering capital improvement programs and related activities.

- A. Discretionary decisions of the DCD shall be in writing and mailed by regular mail to the last known address of the applicant.
- B. Any person aggrieved by a discretionary decision of the DCD may appeal the decision to the City Council. The appeal shall be in writing and must be filed with the City Recorder within 10 working days of the date the DCD's decision was mailed in accordance with Article X of Ordinance No. 386.
- C. The appeal shall state all relevant facts, identify the applicable ordinance provisions and specify the type and amount of relief sought. The appeal fee shall be \$400 and should be forwarded with the appeal.
- D. The appellant shall bear the burden of proving that an error was committed resulting in substantial prejudice.
- E. Any person who makes a written objection to the calculation of a system development charge shall be informed by staff that he/she has the right to petition for review pursuant to ORS 34.010 to 34.100 which petition must be filed within 60 days of notice of the calculated system development charge.

Section 2. As provided by Ordinance No. 386, Article X, any citizen or other interested person may challenge an expenditure of SDC revenues as being in violation of this ordinance provided a written petition for review is filed with the City Recorder within two years of the expenditure.

### ARTICLE III

#### SYSTEM DEVELOPMENT CHARGE METHODOLOGY FOR IMPROVEMENTS

Section 1. Comprehensive Plan Implementation Measure 3.1.7.D provides the following fundamental guidance in the development of the Stormwater Master Plan: "Major natural drainage ways shall be retained and improved as the backbone of the drainage system and designated as open space. The integrity of these drainage ways shall be maintained as development occurs. Where possible onsite drainage systems will be designed to complement natural drainage ways and designated open space to create an attractive appearance and will be protected by conservation, utility or inundation in easements...". The Stormwater Master Plan was developed based on Implementation Measure 3.1.7.D. Table 9-2 of the Stormwater Master Plan is the capital improvement program with additional information from Table 10-14 and Table 10-15 and is attached to this resolution as Exhibit 1.

Section 2. The basis for allocating the capital improvement program to new development is the equivalent residential unit (ERU) that is described as the impervious area for a single-family residence. The capital improvement program that is allocated to new users must be apportioned over all new users in the area that is to be served by the capital improvement program. The new users include 7,978 ERUs.

Section 3. The method of funding the capital improvement program may impact on the calculation of the system development charge. In the calculation of the stormwater system development charge we have included bond financing for part of the capital improvement program. The other parts of the plan would be financed with the system development charge and stormwater fee funds that would either be used to directly pay for the capital improvements or to pay the debt service on the bonds. With the use of bonds for financing, the City will also need to provide debt service coverage of at least 125% of the bond payments from the stormwater utility fee. For the calculation of debt service payments the debt service coverage is 125% of the operating expenses and debt

service. The excess of the stormwater utility collections above the stormwater utility expenses and the debt service would also be used to pay for part of the costs of implementing the capital improvement program. With this approach, the new users could pay debt service on that part of the capital improvement program that benefits existing residents. To calculate the debt service principal payment, the capital improvement program has been distributed over the period from 2012 through 2031. The operations and maintenance projections were also completed through the same time period with bond sales added into the income projections as needed to provide adequate funds for the capital improvement program.

The improvement fee is based on the cost of planned future facilities that expand the stormwater system's capacity or increase its level of performance to accommodate growth. There are two elements to the improvement fee, water quality and water quantity. The calculation of the improvement system development charge is as follows:

The value of capital improvement program included at full cost and allocated to existing and new users for <b>Water Quality</b> .	\$1,387,700
The number of existing and new users in equivalent residential units (ERU).	28,502
The improvement SDC is determined by dividing the value of the CIP allocated to existing and new users by the number of existing and new ERUs.	\$49
The value of capital improvement program included at full cost and allocated to new users for <b>Water Quantity</b> .	\$6,599,051
The number of new users in equivalent residential units (ERU).	7,978
The improvement SDC is determined by dividing the value of the CIP allocated to new users by the number of new ERUs.	\$827
The total improvement SDC is determined by adding together the <b>water quality</b> and <b>water quantity</b> components	\$876

ARTICLE IV

REIMBURSEMENT SYSTEM DEVELOPMENT CHARGE

Section 1. The reimbursement fee considers the cost of existing facilities, prior contributions by existing users of those facilities, the value of the unused/available capacity, and generally accepted ratemaking principles. The objective is that “future system users contribute no more than an equitable share to the cost of existing facilities.” The calculation of the reimbursement fee is based on the original cost of stormwater system facilities identified in the City’s fixed asset schedule. Any outstanding principal on debt for these facilities has been removed to more accurately reflect the actual investment made by the City. The calculation of the reimbursement system development charge is as follows:

Rate base funded utility plant-in-service balance: Original Cost	\$34,384,850
Accumulated Depreciation	\$20,691,820
Book Value	\$13,693,030
The number of existing and new users in equivalent residential units (ERU).	28,502
The reimbursement SDC is determined by dividing the value of the CIP allocated to existing and new users by the number of existing and new ERUs.	\$480

ARTICLE V

STORMWATER SYSTEM DEVELOPMENT CHARGES

Section 1. Charges inside the City. The stormwater SDC is obtained by adding the improvement fee to the reimbursement fee. The stormwater SDC is based upon application of the forgoing methodologies and is effective July 1, 2012. The equivalent residential unit for single-family residences, multi-family developments, commercial developments, industrial developments and public developments is based on 2,750 square feet per equivalent residential unit. The combined stormwater system development charge is \$1,356 per ERU.

The Stormwater SDC will be increased according to the following schedule:

- July 1, 2012 - \$780 per ERU
- July 1, 2013 - \$1,068 per ERU
- July 1, 2014 - \$1,356 per ERU

The following table provides the schedule for implementing the increases in the stormwater system development charge over the next five years:

(Per ERU)	Forecast of Stormwater System Development Charge					
	Current	July 1, 2012	July 1, 2013	July 1, 2014	July 1, 2015	July 1, 2016
SDC Improvement Fee	\$492	\$620	\$748	\$876	\$876	\$876
SDC Reimbursement Fee	0	\$160	\$320	\$480	\$480	\$480
<b>Total SDC</b>	<b>\$492</b>	<b>\$780</b>	<b>\$1,068</b>	<b>\$1,356</b>	<b>\$1,356</b>	<b>\$1,356</b>

Section 2. Charges outside the City. The City has no plans to provide stormwater services outside the City. If and when provided, the stormwater system development charge will be calculated based on actual and projected costs per equivalent residential unit.

Section 3. Payment. The amount of stormwater SDC due at the time of issuance of the building permit or at other times as described in Ordinance No. 386 shall be determined by dividing the number of square feet of impervious surface by 2,750 to determine the equivalent residential units. For single-family dwelling units the equivalent residential unit is based on average square footage of 2,750 square foot per equivalent residential unit. The number of equivalent residential units is multiplied by the amount described in Section 1 or Section 2 to determine the stormwater system development charge.



Section 4. Reduction in stormwater SDC payments based on approved alternative fee calculations. Article 5, Section 5 of Ordinance No. 386 allows approval of a reduction in system development charges based on approval of an alternate fee calculation which would show that individual developments present special or unique situations such that the calculated fee is grossly disproportionate to the actual impact of the development. The primary, but not the only, reduction in the stormwater system development charge will be based on retention/detention in excess of the 25-year storm. The alternate fee calculations shall show the specific analysis to determine the proposed reduction in stormwater system development charges.

ARTICLE VI  
PAYMENT

Section 1. Unless deferred, the SDC imposed hereby is due and payable at the time of issuance of a building permit by the city; issuance of a development permit not requiring issuance of a building permit; or issuance of a permit to connect to the stormwater system. Except as otherwise provided in Ordinance No. 386, Article VII, no permit shall be issued for a development subject to the SDC unless the SDC is first paid in full.

ARTICLE VII  
CREDIT

Section 1. As provided by Ordinance No. 386, Article IX, an applicant for a building permit is eligible for credit against the SDC for constructing a qualified capital improvement.

ARTICLE VIII  
EXEMPTIONS

Section 1. The following development is exempt from the SDC.

- A. Remodeling or replacement of any single-family structure (including mobile homes);
- B. Multi-family structure remodeling or replacement except to the extent of addition of dwelling units;
- C. Remodeling or replacement of office, business and commercial, industrial or institutional structures except to the extent it creates additional area of impervious surface.

ARTICLE IX  
DEDICATED FUND

Section 1. The city shall maintain a dedicated fund entitled "Stormwater System Development Charges Fund", herein "fund". All moneys derived from the SDC shall be placed in the fund. SDC revenue, including interest on the fund, shall be used for no purpose other than those activities described as, or for the benefit of, capital improvement stormwater facilities.

Section 2. SDC revenues may be spent to provide new stormwater projects as shown in Exhibit 1 including all related improvements necessary to meet adopted standards. In addition, the reasonable and customary costs of administering this SDC and projects funded hereunder, including repayment of debt, may be paid from SDC revenues.

ARTICLE X  
REFUNDS

Section 1. Refunds of SDCs may be made upon initiation of the DCD or upon written application filed with the DCD. Refunds shall only be allowed upon a finding by the DCD that there was an actual clerical error in the calculation of the SDC, or upon clear evidence that the project has been cancelled. Refunds for cancelled projects can be reduced to cover the administrative costs of calculating and issuing the refund (currently estimated at \$50.00/refund). Refunds shall be allowed for failure to claim a credit provided the claim for refund is in writing and actually received by the city within 30

days of the date of issuance of the building permit or final occupancy permit if deferral was granted. No refund shall be granted for any reason other than those expressly provided for herein.

ARTICLE XI  
COLLECTION

Section 1. Notwithstanding issuance of a building or occupancy permit without payment, the SDC liability shall survive and be a personal obligation of the permittee.

Section 2. Intentional failure to pay the SDC within 60 days of the due date shall result in a penalty equal to 50% of the SDC. Interest shall accrue from the 60-day point at the legal rate established by statute.

Section 3. In the event of a delinquency, in addition to an action at law and any statutory rights, the City may:

- A. Refuse to issue any permits of any kind to the delinquent party for any development.
- B. Refuse to honor any credits held by the delinquent party for any development.
- C. Condition any development approval of the delinquent party on payment in full, including penalties and interest.
- D. Revoke any previous deferrals issued to the delinquent party, in which case the amount immediately shall be due, and refuse to issue any new deferrals.
- E. Withdraw the amount due, including penalties and interest, from any offset account held by the jurisdiction for the delinquent party.

Section 4. For purposes of this section, delinquent party shall include any person controlled by a delinquent individual permittee.

**PART V. STATEMENT OF VALIDITY**

- A. The City Council hereby finds that the fees and charges herein are not taxes subject to the property tax limitations of Article XI, Section 11 of the Oregon Constitution and further meets the definition of incurred charges set forth in Article XI, Section 11.

**PART VI. REPEAL OF EXISTING RESOLUTIONS**

- A. Upon adoption of this resolution by the City Council, Resolution No. 1732 enacted by City Council is hereby repealed.

**ARTICLE XI**  
**SEVERABILITY**

Section 1. The invalidity of any section, subsection, paragraph, sentence, or phrase of this ordinance or the exhibit or resolution which is incorporated herein, shall not affect the validity of the remaining portions thereof.

ADOPTED by the City Council of the City of Wilsonville at a regular meeting thereof this \_\_\_\_\_ day of \_\_\_\_\_ 2012, and filed with the Wilsonville City Recorder this date.

\_\_\_\_\_  
Tim Knapp, MAYOR

ATTEST:

\_\_\_\_\_  
Sandra C. King, MMC, City Recorder

**SUMMARY OF VOTES:**

Mayor Knapp	_____
Councilor President Núñez	_____
Councilor Hurst	_____
Councilor Goddard	_____
Councilor Starr	_____

**CITY OF WILSONVILLE  
CITY COUNCIL  
PUBLIC HEARING NOTICE**

**PUBLIC NOTICE IS HEREBY GIVEN** that the Wilsonville City Council will conduct a public hearing on **Monday, APRIL 16, 2012**, beginning at 7 p.m. at City Hall, 29799 SW Town Center Loop, Wilsonville, Oregon.

The purpose of this public hearing is to consider public testimony on

**RESOLUTION NO. 2353 – A RESOLUTION OF THE CITY OF WILSONVILLE ESTABLISHING JUST AND EQUITABLE SYSTEM DEVELOPMENT CHARGE AND A STORMWATER FEE FOR STORMWATER MANAGEMENT AND REPEALS RESOLUTION NO. 1732.**

This item was originally scheduled for public hearing on April 2, 2012, but was carried over to the April 16, 2012 Council meeting.

Copies may be obtained at a cost of 25 cents per page, at City Hall or by calling the City Recorder at 503-570-1506 and requesting a copy to be mailed to you.

Specific suggestions or questions concerning the proposed ordinance may be directed to Kerry Rappold, Natural Resource Manager, 503-570-1570. Public testimony, both oral and written will be accepted at the public hearing. Written statements are encouraged and may be submitted to Sandra C. King, MMC, City Recorder, 29799 SW Town Center Loop, Wilsonville, OR 97070.

Assistive listening devices are available for persons with impaired hearing and can be scheduled for this meeting. The City will endeavor to provide qualified sign language interpreters without cost if requested at least 48 hours prior to the meeting. To obtain such services call the office of the City Recorder at 682-1011.

Published in the Wilsonville Spokesman April 10, 2012.



# Oregon

John A. Kitzhaber, M.D., Governor

## Department of Transportation

Region 1

123 NW Flanders

Portland, OR 97209-4037

(503) 731-8200

FAX (503) 731-8259

FILE CODE:

April 2, 2012

Mayor Tim Knapp  
City of Wilsonville  
29799 SW Town Center Loop E  
Wilsonville, OR 97070

Dear Mayor Knapp:

Congratulations on your award of \$240,000 from the Oregon Department of Transportation's Flexible Funds Program for the City's SMART Transit Integration Project.

In these challenging economic times it's essential that government do all it can to decrease costs while maximizing benefit to the community. Wilsonville's Transit Integration Project is doing exactly that by taking a close look at the Wilsonville to Portland corridor to develop an Elderly and Disabled service plan that uses existing resources more effectively while increasing ridership access.

In the 2011 grant cycle, the Oregon Transportation Commission awarded just over \$23 million in Flex Fund grants to multimodal and non-highway transportation projects, programs and services. Your application was one of 105 projects submitted across the state. You and your team should take significant pride in meeting the rigorous criteria established by ODOT staff, our advisory committee and the commission.

Thank you for taking the time to participate in this process and congratulations again on a successful application.

Sincerely

Jason Tell  
Region I Manager

*Rec'd 4/4/12  
sek*





29799 SW Town Center Loop E  
Wilsonville, Oregon 97070  
(503) 682-1011  
(503) 682-1015 Fax Administration  
(503) 682-7025 Fax Community Development

March 15, 2012

**Subject: Notice of Change in Methodology and Proposed Hearing to Adopt a Revised Stormwater System Development Charge**

**Reference: Oregon Revised Statutes 223.304 - Determination of Amount of System Development Charges; Methodology; Credit Allowed against Charge; Limitation of Action Contesting Methodology for Imposing Charge; Notification Request**

In November 2001, City Council adopted Resolution No. 1732 establishing a system development charge and surcharge fee for stormwater management. The City Council adopted a new Stormwater Master Plan on February 23, 2012. The Stormwater Master Plan includes capital improvement projects and recommended stormwater policies that address Low Impact Development, water quantity, source control, water quality treatment and riparian and wildlife habitat. The master plan will require an increase in the system development charge and the stormwater fee for stormwater services.

City staff hosted a public meeting on April 29, 2010 at 6:30 p.m. at City Hall to provide an overall summary of the methodology and to answer any specific questions. You or your representatives were invited to attend this meeting, unless you've been added to the mailing list over the last twenty-three (23) months.

The methodology and related documents are contained in Chapter 10 of the adopted Stormwater Master Plan, and will be incorporated into a City Council resolution. The resolution will be available for distribution at the City Hall at 29799 SW Town Center Loop East in Wilsonville on March 27, 2012.

The Public Hearing by City Council concerning adoption of the stormwater system development charge and the stormwater fee will be conducted on **April 2, 2012** at City Hall. If you have any specific suggestions or questions concerning the methodology for the revised stormwater system development charge please contact me at 503-570-1570 or [rappold@ci.wilsonville.or.us](mailto:rappold@ci.wilsonville.or.us).

Sincerely,

Kerry Rappold  
Natural Resources Program Manager

Cc: Potentially Impacted Developments  
Sandra C. King, City Recorder  
SDC File







March 9, 2012

**Subject: Notice of Change in Methodology and Proposed Hearing to Adopt a Revised Stormwater System Development Charge**

Reference: Oregon Revised Statutes 223.304 - Determination of Amount of System Development Charges; Methodology; Credit Allowed against Charge; Limitation of Action Contesting Methodology for Imposing Charge; Notification Request

In November 2001, City Council adopted Resolution No. 1732 establishing a system development charge and surcharge fee for stormwater management. The City Council adopted a new Stormwater Master Plan on February 23, 2012. The Stormwater Master Plan includes capital improvement projects and recommended stormwater policies that address Low Impact Development, water quantity, source control, water quality treatment and riparian and wildlife habitat. The master plan will require an increase in the system development charge and the stormwater fee for stormwater services.

City staff hosted a public meeting on April 29, 2010 at 6:30 p.m. at City Hall to provide an overall summary of the methodology and to answer any specific questions. You or your representatives were invited to attend this meeting, unless you've been added to the mailing list over the last twenty-three (23) months.

The methodology and related documents are contained in Chapter 10 of the adopted Stormwater Master Plan, and will be incorporated into a City Council resolution. The resolution will be available for distribution at the City Hall at 29799 SW Town Center Loop East in Wilsonville on March 13, 2012.

The Public Hearing by City Council concerning adoption of the stormwater system development charge and the stormwater fee will be conducted on March 19, 2012 at City Hall. If you have any specific suggestions or questions concerning the methodology for the revised stormwater system development charge please contact me at 503-570-1570 or [rappold@ci.wilsonville.or.us](mailto:rappold@ci.wilsonville.or.us).

Sincerely,

Kerry Rappold  
Natural Resources Program Manager

Cc: Potentially Impacted Developments  
Sandra C. King, City Recorder  
SDC File



**CITY OF WILSONVILLE  
CITY COUNCIL  
PUBLIC HEARING NOTICE**

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The purpose of this public hearing is to consider public testimony on

**RESOLUTION NO. 2353 – A RESOLUTION OF THE CITY OF WILSONVILLE ESTABLISHING JUST AND EQUITABLE SYSTEM DEVELOPMENT CHARGE AND A STORMWATER FEE FOR STORMWATER MANAGEMENT AND REPEALS RESOLUTION NO. 1732.**

This item was originally scheduled for public hearing on April 2, 2012, but was carried over to the April 16, 2012 Council meeting.

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Specific suggestions or questions concerning the proposed ordinance may be directed to Kerry Rappold, Natural Resource Manager, 503-570-1570. Public testimony, both oral and written will be accepted at the public hearing. Written statements are encouraged and may be submitted to Sandra C. King, MMC, City Recorder, 29799 SW Town Center Loop, Wilsonville, OR 97070.

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Published in the Wilsonville Spokesman April 10, 2012.

**EXPLANATION OF PUBLIC HEARING NOTICE**  
**BRENCHLEY ESTATES (re-named Jory Trail at the Grove)**  
**and**  
**BRENCHLEY ESTATES NORTH**  
**Proposed Planned Residential Development**  
**OTAK, Inc., for Holland Partner Group, Applicant**

**WHAT: Case Files;**

DB12-0012 Zone Map Amendment  
DB12-0013 Revised Stage I Preliminary Plan  
DB12-0014 Waivers  
DB12-0015 Stage II Final Plan – Lot 1  
DB12-0016 Site Design Review - Lot 1  
DB12-0017 Type 'C' Tree Plan – Lot 1  
DB12-0018 5- Lot Tentative Subdivision Plat

**WHERE (Subject property):** See vicinity map on last page of this public hearing notice

**WHERE (Public Hearing):** City Hall Council Chambers, 29799 SW Town Center Loop East, Wilsonville, OR 97070

**WHEN:** Development Review Board March 26, 2012, at 6:30 p.m.  
City Council April 16, 2012, at 7:00 p.m.

**WHO:** City of Wilsonville Development Review Board, Panel B; the City Council, the Applicant; Interested Parties.

**WHY:** Otak, Inc., on behalf of Holland Partner Group, is requesting approval for a Zone Map Amendment to change the Residential Agriculture – Holding (RA-H) Zone to Planned Development Residential – 4 (PDR-4) Zone on the northerly portion of the property; modify the Brenchley Estates Stage I Preliminary Development Plan (Master Plan), approve; Stage II Final Plan for Lot 1, Site Design Plan for Lot 1, six (6) waivers from the PDR-4 and PDR-5 zone standards, Type 'C' Tree Plan for Lot 1 and a Tentative Subdivision Plat to create five (5) lots including one waiver.

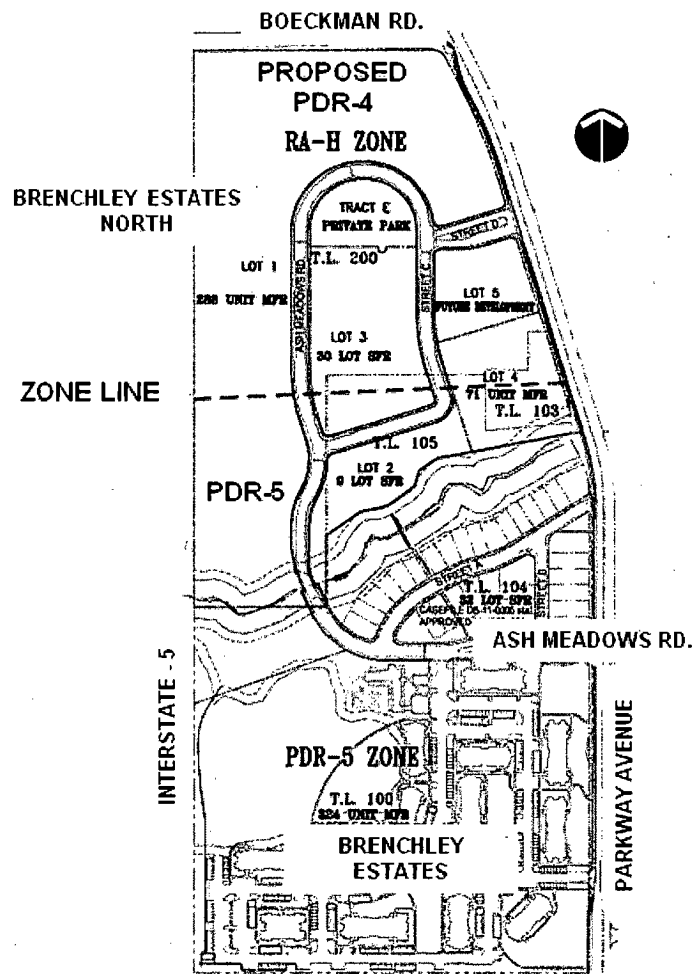
**Property Owner:** Holland Partner Group  
**Applicant:** Holland Partner Group

**REQUEST:** Mr. Jerry Offer of OTAK, Inc., acting as agent for the applicant Holland Partner Group, proposes a Zone Map Amendment (RA-H to PDR-4) comprising 19.38 acres on the north end of the project site; Revised Stage I Preliminary Plan (Master Plan) to add 359 market rate apartment units and 39 single-family houses, Stage II Final Plan and Site Design Plan to allow development of Lot 1 comprising 288 apartment units and a community center/swimming pool for

the residents of the project. The proposal also includes a Preliminary Subdivision Plat to create 5 lots and a private park.

**Project Location:** 59.96 acres formally the vacated Thunderbird Mobile Club which abuts the westerly side of SW Parkway Avenue, abuts the easterly side of Interstate-5 and the southerly side of SW Boeckman Road. Wilsonville Family Fun Center and the NAPA store abuts the southerly side. The property is more particularly described as being Tax Lots 100, 103, 104, 105 and 200 in Section 14A; Township 3S, Range 1W; Clackamas County; Wilsonville, Oregon.

**SITE MAP**



**PROPOSED ZONE MAP AMENDMENT**

**NOTICE OF PUBLIC HEARING  
CITY OF WILSONVILLE  
DEVELOPMENT REVIEW BOARD, PANEL B  
CITY COUNCIL**

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Notice is hereby given that the **WILSONVILLE DEVELOPMENT REVIEW BOARD PANEL B** will hold a **PUBLIC HEARING** on **MONDAY, MARCH 26, 2012, AT 6:30 P.M.**, at **CITY HALL, 29799 TOWN CENTER LOOP EAST**, Wilsonville, Oregon.

Notice is hereby given that the **WILSONVILLE CITY COUNCIL** will hold a **PUBLIC HEARING** on **MONDAY, APRIL 16, 2012, AT 7:00 P.M.**, at **CITY HALL, 29799 TOWN CENTER LOOP EAST**, Wilsonville, Oregon.

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**CASE FILES:** DB12-0012 Zone Map Amendment (RA-H to PDR-4); DB12-0013 Revised Stage I Preliminary Plan – Brenchley Estates (re-named Jory Trail at the Grove) and Brenchley Estates - North; DB12-0014, Waivers; DB12-0015 Stage II Final Plan for Brenchley Estates North, Lot 1; DB12-0016 Site Design Review for Brenchley Estates North, Lot 1; DB12-0017 Type ‘C’ Tree Removal Plan for Brenchley Estates North, Lot 1 and DB12-0018, 5-Lot Tentative Subdivision Plat.

**APPLICANT:** Holland Partner Group

**LOCATION:** The subject site is 59.96 acres of the vacated Thunderbird Mobile Club which abuts the westerly side of SW Parkway Avenue, the easterly side of Interstate-5, the southerly side of SW Boeckman Road. Wilsonville Family Fun Center and the NAPA store is adjacent to the south. The subject property is more particularly described as being Tax Lots 100, 103, 104, 105 and 200 in Section 14A; Township 3S, Range 1W; Clackamas County; Wilsonville, Oregon.

**REVIEW CRITERIA: Planning and Land Development Ordinance:** Sections 4.008-4.015; 4.100; 4.113 (as applicable); 4.118 (as applicable); 4.120; 4.124.4; 4.124.5; 4.139.00 – 4.139.10; 4.140; 4.140(.07); 4.140(.09); 4.155; 4.167; 4.171; 4.175; 4.176 (as applicable); 4.177 (as applicable); 4.178; 4.179; 4.199; 4.210 – 4.270; 4.300 – 4.320; 4.400 through 4.450; 4.600 – 4.600.50; 4.620.00 – 4.620.10; 4.197; 4.171.09.

**Other Planning Documents:** Brenchley Estates Preliminary Development Plan; Storm Water Master Plan, Transportation Systems Plan, Bicycle and Pedestrian Master Plan, Transportation Systems Plan and Comprehensive Plan.

**PROJECT SUMMARY:** Mr. Jerry Offer of OTAK, Inc., acting as agent for the applicant Holland Partner Group, proposes a Zone Map Amendment to change the Residential Agriculture – Holding (RA-H) Zone to Planned Development Residential – 4 (PDR-4) Zone; Stage I Preliminary Plan (Master Plan) for development of 359 market rate apartment units and 39 single-family houses. The proposal includes a 5-Lot Tentative Subdivision Plat. Amenities include a private community center and swimming pool for the residents of the project.

**CONTACT PERSON:** Blaise Edmonds, Manager of Current Planning; (503) 682-4960.

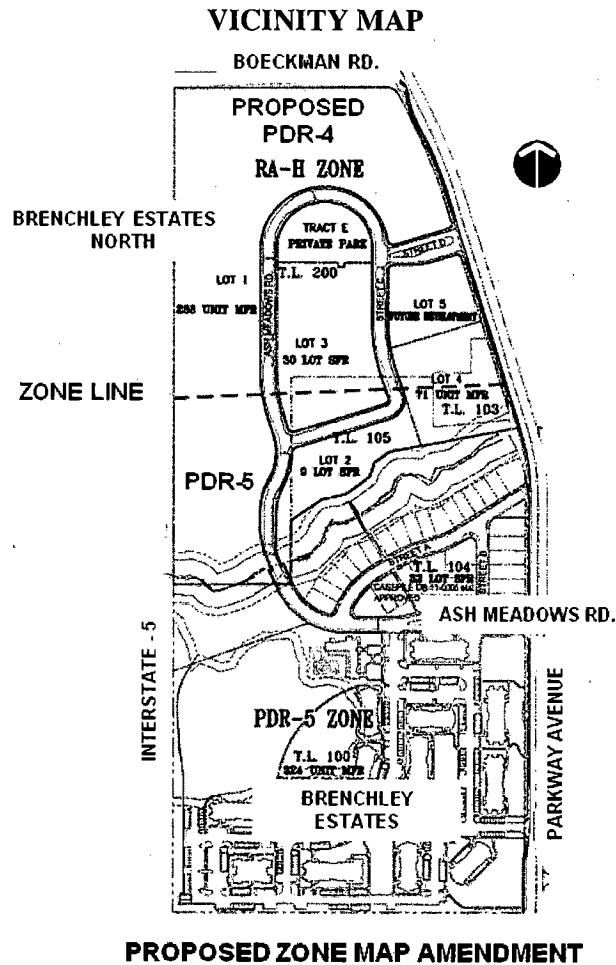
Copies of the approval criteria are available from the Wilsonville Planning Division, located at the City Hall at 29799 Town Center Loop East, and may be purchased at the cost of 25 cents per page. A complete copy of the relevant file information, including the staff report and recommendations, will be available for

inspection seven days prior to the public hearing. Copies will also be available for review at the Wilsonville Public Library.

Any interested party may testify at the public hearing or submit written testimony at or prior to the hearing. **Written comments must be received at Wilsonville City Hall, Planning Division by March 14, 2012**, to be included in the staff report. **Mail written statements to the City of Wilsonville Planning Division at 29799 Town Center Loop E., Wilsonville, OR 97070.** The procedures that govern the hearing will be stated at the meeting and are found in Chapter 2.560 of the Wilsonville Code and ORS 197.763.

Please be advised that any issue that is intended to provide a basis for appeal must be raised before the close of the Development Review Board hearing, in person or by letter, with sufficient specificity to afford the Development Review Board and the parties an opportunity to respond to the issue. Failure to raise an issue with sufficient specificity will preclude any appeal on that issue. The decision of the Development Review Board may be appealed to the City Council by parties with standing.

Assistive Listening Devices (ALD) is available for persons with impaired hearing and can be scheduled for this meeting. The City will also endeavor to provide qualified sign language interpreters and/or qualified bilingual interpreters, without cost, if requested at least 48 hours prior to the meeting. To obtain such services, please call Shelley White, Planning Administrative Assistant, at (503) 682-4960.



The Oregonian classmeos and/or questions at 503-653-5333.

### NOTICE OF PUBLIC HEARING

#### CITY OF WILSONVILLE • DEVELOPMENT REVIEW BOARD, PANEL B • CITY COUNCIL

Notice is hereby given that the **WILSONVILLE DEVELOPMENT REVIEW BOARD PANEL B** will hold a **PUBLIC HEARING** on **MONDAY, MARCH 26, 2012, AT 6:30 P.M.**, at **CITY HALL, 29799 TOWN CENTER LOOP EAST**, Wilsonville, Oregon.

Notice is hereby given that the **WILSONVILLE CITY COUNCIL** will hold a **PUBLIC HEARING** on **MONDAY, APRIL 16, 2012, AT 7:00 P.M.**, at **CITY HALL, 29799 TOWN CENTER LOOP EAST**, Wilsonville, Oregon.

**CASE FILES:** DB12-0012 Zone Map Amendment (RA-H to PDR-4); DB12-0013 Revised Stage I Preliminary Plan - Branchley Estates (re-named Jory Trail at the Grove) and Branchley Estates - North; DB12-0014, Waivers; DB12-0015 Stage II Final Plan for Branchley Estates North, Lot 1; DB12-0016 Site Design Review for Branchley Estates North, Lot 1; DB12-0017 Type 'C' Tree Removal Plan for Branchley Estates North, Lot 1 and DB12-0018, 5-Lot Tentative Subdivision Plat.

**APPLICANT:** Holland Partner Group

**LOCATION:** The subject site is 59.96 acres of the vacated Thunderbird Mobile Club which abuts the westerly side of SW Parkway Avenue, the easterly side of Interstate-5, the southerly side of SW Boeckman Road. Wilsonville Family Fun Center and the NAPA store is adjacent to the south. The subject property is more particularly described as being Tax Lots 100, 103, 104, 105 and 200 in Section 14A; Township 3S, Range 1W; Clackamas County; Wilsonville, Oregon.

**REVIEW CRITERIA: Planning and Land Development Ordinance:** Sections 4.008-4.015; 4.100; 4.113 (as applicable); 4.118 (as applicable); 4.120; 4.124.4; 4.124.5; 4.139.00 - 4.139.10; 4.140; 4.140(.07); 4.140(.09); 4.155; 4.167; 4.171; 4.175; 4.176 (as applicable); 4.177 (as applicable); 4.178; 4.179; 4.199; 4.210 - 4.270; 4.300 - 4.320; 4.400 through 4.450; 4.600 - 4.600.50; 4.620.00 - 4.620.10; 4.197; 4.171.09. **Other Planning Documents:** Branchley Estates Preliminary Development Plan; Storm Water Master Plan, Transportation Systems Plan, Bicycle and Pedestrian Master Plan, Transportation Systems Plan and Comprehensive Plan.

**PROJECT SUMMARY:** Mr. Jerry Offer of OTAK, Inc., acting as agent for the applicant Holland Partner Group, proposes a Zone Map Amendment to change the Residential Agriculture - Holding (RA-H) Zone to Planned Development Residential - 4 (PDR-4) Zone; Stage I Preliminary Plan (Master Plan) for development of 359 market rate apartment units and 39 single-family houses. The proposal includes a 5-Lot Tentative Subdivision Plat. Amenities include a private community center and swimming pool for the residents of the project.

**CONTACT PERSON:** Blaise Edmonds, Manager of Current Planning; (503) 682-4960.

Copies of the approval criteria are available from the Wilsonville Planning Division, located at the City Hall at 29799 Town Center Loop East, and may be purchased at the cost of 25 cents per page. A complete copy of the relevant file information, including the staff report and recommendations, will be available for inspection seven days prior to the public hearing. Copies will also be available for review at the Wilsonville Public Library and online at [www.wilsonville.or.us](http://www.wilsonville.or.us).

Any interested party may testify at the public hearing or submit written testimony at or prior to the hearing. **Written comments must be received at Wilsonville City Hall, Planning Division by March 14, 2012, to be included in the staff report. Mail written statements to the City of Wilsonville Planning Division at 29799 Town Center Loop E., Wilsonville, OR 97070.** The procedures that govern the hearing will be stated at the meeting and are found in Chapter 2.560 of the Wilsonville Code and ORS 197.763.

Please be advised that any issue that is intended to provide a basis for appeal must be raised before the close of the Development Review Board hearing, in person or by letter, with sufficient specificity to afford the Development Review Board and the parties an opportunity to respond to the issue. Failure to raise an issue with sufficient specificity will preclude any appeal on that issue. The decision of the Development Review Board may be appealed to the City Council by parties with standing.

Assistive Listening Devices (ALD) is available for persons with impaired hearing and can be scheduled for this meeting. The City will also endeavor to provide qualified sign language interpreters and/or qualified bilingual interpreters, without cost, if requested at least 48 hours prior to the meeting. To obtain such services, please call Shelley White, Planning Administrative Assistant, at (503) 682-4960.

City of Wilsonville  
April 16, 2012 City Council Meeting

SPEAKER CARD

Advocates moving  
forward with French  
Prairie Bridge  
TLC

NAME: LAURENT ROCHETTE

ADDRESS: 32535 ARMITAGE RD

TELEPHONE: 503 694 6213 E-MAIL LROCHETTE@GMAIL.COM

AGENDA ITEM YOU WANT TO ADDRESS: FP Bridge

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Please limit your comments to 3 minutes. Thank you.



City of Wilsonville  
 City Council Meeting  
 April 16, 2012 Sign In Sheet

Name	Mailing Address
Verw wise	
LO. Wehler	
Craig Friman	10903 SW MERLIN CT WILSONVILLE 97078
RANDY MYERS	P.O. BOX 2375 LAKE OSWEGO 97035
Jan Rippey	21744 SW Oak Hill Ln., Tualatin 97062
Katie Burrell	7257 SW Iron Horse St. Wilsonville 97070
Karen Harper	7180 SW Norse Hall Rd. Tualatin 97062
LAURENT ROCHETTE	32535 ARMITAGE RD, Wilsonville
Shawn <sup>GROSS</sup> Frim	8995 SW Sweet #124 Tualatin OR 97062
STEVE PERRY	8274 SW LAFAYETTE WAY, WILSONVILLE 97070
KEITH BUSMAN	17355 SW BOONES FERRY ROAD LAKE OSWEGO, OR 97035

# City of Wilsonville

April 16, 2012 City Council Meeting

## Action Minutes

<b>DATE: APRIL 18, 2012</b>
<b>LOCATION: 29799 SW TOWN CENTER LOOP EAST, WILSONVILLE, OR</b>
<b>TIME START: 5:00 P.M.      TIME END: 10:40 P.M.    REMARKS: Councilor Hurst Excused</b>

## ATTENDANCE LOG

COUNCILORS	STAFF		
Mayor Knapp	Brian Cosgrove	Chris Neamtzu	Mark Ottenad
Council President Núñez	Mike Kohlhoff	Steve Adams	Dan Knoll
Councilor Hurst - Excused	Jeanna Troha	Blaise Edmonds	Mike Ward
Councilor Goddard	Sandy King	Kerry Rappold	
Councilor Starr	Gary Wallis	Kristin Retherford	
	Andrea Villagrana	Stephan Lashbrook	
	Barbara Jacobsen	Delora Kerber	

AGENDA	ACTIONS
<b>WORK SESSION</b>	
Concerns: <ul style="list-style-type: none"> <li>Joint meeting with West Linn-Wilsonville School District Board</li> <li>Follow up meeting with Tualatin City Councilors requested</li> <li>Traffic lines are confusing on Wilsonville Rd going west</li> <li>Will there be pedestrian street lights through the I-5 underpass?</li> </ul>	Staff will work to find meeting dates for the joint meetings.  Staff will follow up on interchange questions.
French Prairie Bike/Pedestrian Emergency Bridge use of MTIP funds	Councilors directed staff to move forward on the study
TSP Draft Goals	Staff was directed to adjust some of the language in the goals to remove buzz words and include connectivity between neighborhoods, work, and commerce.
Library Board Appointment	Council President Núñez would interview the two applicants, and an appointment would be made at the next meeting.
Brenchley Estates Zone Change	Council was concerned with the apartment density of the project.
<b>REGULAR MEETING</b>	
Mayor's Business - appointment to Library Board	Moved to May 7, 2012 meeting to allow interview of applicants by Councilor Nunez
Communications - Opportunity Grant Awards Presented	Recipients: Imagination Library; Chess for Success; Coffee Creek Quilters; Wilsonville High school

<p><b>CONSENT AGENDA</b></p> <ul style="list-style-type: none"> <li>• Approval of separate Resolutions No. 2354-2358 granting property tax exemptions to: Autumn Park Apartments; Rain Garden; Creekside Woods; Charleston Apt.; and Wiedemann Park.</li> <li>• Resolution No. 2353 – Modifying vehicle speed limits</li> </ul>	<p>Robotics; and Farmers Market at Villebois</p> <p>Approved Vote 4 to -0-</p>
<p><b>NEW BUSINESS</b></p> <ul style="list-style-type: none"> <li>• Resolution 2351 – Gift Acceptance Policy</li> </ul>	<p>Approved Vote 4-0</p>
<p><b>PUBLIC HEARING</b></p> <ul style="list-style-type: none"> <li>• Resolution 2353 – SDCs and Stormwater Fee approval</li> <li>• Ordinance 703 – Brenchly Estates Zone Change</li> </ul>	<p>Approved with revised implementation fees 4-0</p> <p>First reading continued to May 7 and record left open for new information</p>

**RECORDED BY:** *SCK*

**King, Sandy**

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**From:** Adams, Steve  
**Sent:** Thursday, April 19, 2012 7:44 AM  
**To:** Cosgrove, Bryan  
**Cc:** King, Sandy  
**Subject:** RE: Council meeting action minutes

Bryan,

Responses to Council Concerns:

Councilor Starr

- Traffic lines are confusing on Wilsonville Rd going west  
When ODOT switched to the permanent signal lights they have all four lights visible – two left-turn and two through. ODOT agreed that one of the left turn signal lights should be temporarily bagged until both left-turn lanes exist.

Mayor Knapp

- Will there be pedestrian street lights through the I-5 underpass?  
Sandy took the Mayor's comment to be on street lighting, I thought he was asking about pedestrian crossings, so I'll cover both:

Street lighting through underpass: plans show the existing 12 underbridge lights to be removed and replaced with 8 new underbridge lights. New street lights will also be installed between the ramps and the I-5 bridges – two freestanding lights and four lights attached to the signal light poles.

Pedestrian crossings and lights will exist at the on and off-ramps allowing crossing of Wilsonville Road. Both of these crosswalks lie on the outside portion of the ramps – so west of the southbound ramps and east of the northbound ramps and will connect the pedestrian refuge islands that are built (southbound) or will be built (northbound). Note, however, that there will not be pedestrian refuge islands midway across Wilsonville Road; the crosswalks will be stripped in front of the landscape islands. I was told that vehicle turning movements prohibited including protected pedestrian islands in Wilsonville Road.

Hopefully I have been clear, however please feel free to ask if my responses seem confusing.

Thanks, Steve

*Steve R. Adams*, P.E.

Interim City Engineer  
City of Wilsonville  
29799 SW Town Center Loop E  
Wilsonville, OR 97070

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email: [adams@ci.wilsonville.or.us](mailto:adams@ci.wilsonville.or.us)

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