

From: [Bateschell, Miranda](#)
To: [G Lucini](#)
Cc: [Bergeron, Tami](#); [Rybold, Kim](#)
Subject: Response to Comments re: Basalt Creek Comprehensive Plan and TSP Amendments
Date: Wednesday, February 6, 2019 2:49:38 PM
Attachments: [image001.png](#)

Dear Ms. Lucini,

I want to thank you for your comments you submitted after the Planning Commission work session on the proposed Basalt Creek Comprehensive Plan and Transportation System Plan Amendments. You submitted two requests for clarification and response in those comments (dated 12/14/18), which is the focus of my response. I realize it has been almost two months, but we wanted to have the revised amendments completed prior to sending you the response. Those items will be posted on the City's website today.

- 1) Your comments pointed out that the LT-02 project depicted on Figure 5-2 extended north of the future Basalt Creek Parkway Extension and future jurisdictional boundary between the cities of Wilsonville and Tualatin. Staff noted this as well. You will notice in the revised amendments included in the Planning Commission packet for the February 13, 2019 public hearing, the trail alignment no longer extends north of the Parkway extension but rather is depicted with an arrow to indicate that the trail is anticipated to continue / connect with a trail to the north of the Parkway in the City of Tualatin (as outlined in the Basalt Creek Concept Plan).
- 2) Your comments highlight language from the Basalt Creek Concept Plan that states "trail opportunities are conceptual and not site specific" and question why Figure 5-2 does not include the same language. I offer the following explanation as to why that language does not appear:
 - a. There are no parcels depicted on the map. The map provides a high level understanding of the general location of future connections and is not used to define the details of any trail alignment.
 - b. Table 5-2 also offers the following description for the project which is intentionally broad and not site-specific: "Build a north/south trail connection within Basalt Creek (west of the Canyon) to improve the pedestrian and bicycle network and make connections to east/west roads that run north and south. This trail would require a grade-separated crossing of Basalt Creek Parkway and would be connected to the regional trail network by extending Tonquin Road with bike/pedestrian facilities across Graham's Ferry to this future Basalt Creek Canyon Ridge Trail."
 - c. The City's TSP outlines a process for implementing Capital Improvement Projects, including Trails (see [Transportation System Plan](#) Chapter 6). Project alignments are evaluated on a project-by-project basis in coordination with the overall purpose of the TSP. Projects begin with a conceptual phase where potential impacts are identified and assessed. This phase helps shape the scope of work and approximate footprint. We do this process up front to establish the best location for a trail. There are many factors that contribute to a proposed trail alignment, some include topography, environmental impact, right of way impact, and overall cost. We coordinate trail alignments with the system of pathways within the City and within neighboring communities to allow for regional travel. Each project evaluates, minimizes, and balances the overall environmental impacts. Thus, the trails identified on the TSP maps all go through this process, which includes public outreach, and the location of LT-02 is not site specific until it does.
 - d. In addition, when the City looks to construct a trail project, the City reviews existing guidance from adopted plans such as a Concept Plan or Trails Master Plan and thus, the Basalt Creek Concept Plan (and the map you reference) would offer additional guidance for this project.
 - e. When considering a local trail, the City's Public Works Standards apply: Bicycle and shared-use path facilities shall be designed in accordance with [2011 ODOT Bicycle](#)

[and Pedestrian Design Guide](#), [2012 AASHTO Guide for the Development of Bicycle Facilities](#), [NACTO Urban Bikeway Design Guide](#), and the [City of Wilsonville Bicycle and Pedestrian Master Plan](#) (which outlines local and natural trails and what considerations need to be taken into consideration including "[Green Trails Guidelines for Environmentally Friendly Trails](#)" by Metro, and regulations found in [Wilsonville's City Code](#)). Depending on whether a shared-use path or nature trail is selected at time of design and alignment consideration: bicycle and shared-use path facilities shall be designed and constructed in accordance with the rules and regulations of Title III of the Americans with Disabilities Act of 1990 (ADA), whereas the City Engineer may allow nature trails to be designed to Accessibility Guidelines for Outdoor Developed Areas when applicable.

Thank you again for your participation in the process. Your comments are included in the Public Record.

Best regards,
Miranda

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