**PLANNING COMMISSION**
**WEDNESDAY, NOVEMBER 12, 2015**
**6:00 P.M.**

**Wilsonville City Hall**
**29799 SW Town Center Loop East**
**Wilsonville, Oregon**

Approved
12/9/2015
With 1 change on last page

**Minutes**

## I. CALL TO ORDER - ROLL CALL

Vice Chair Greenfield called the meeting to order at 6:10 p.m. Those present:

Planning Commission: Jerry Greenfield, Al Levit, and Simon Springall. Marta McGuire, Peter Hurley, Phyllis Millan, Eric Postma, and City Councilor Charlotte Lehan were absent.

City Staff: Chris Neamtzu, Barbara Jacobson, Kristin Retherford, and Steve Adams

## II. PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was recited.

**III. CITIZEN'S INPUT -** This is an opportunity for visitors to address the Planning Commission on items not on the agenda. There was none.

## IV. CITY COUNCIL LIAISON REPORT

No Council liaison report was given due to Councilor Lehan's absence.

## V. CONSIDERATION OF THE MINUTES

A. Consideration of the October 14, 2015 Planning Commission minutes

Consideration of the October 14, 2015 Planning Commission minutes was postponed to the December Planning Commission meeting due to the lack of a quorum.

Vice Chair Greenfield noted that he had adjourned the October 14, 2015 meeting, not Chair McGuire.

## VI. PUBLIC HEARING

A. **LP15-0006 - West Side Urban Renewal Plan Substantial Amendment** (Retherford) A substantial amendment to the West Side Urban Renewal Area (URA) is proposed to increase the Plan's maximum indebtedness. The Planning Commission will be reviewing the proposed substantial amendment for conformance with the City's Comprehensive Plan.

Barbara Jacobson, Assistant City Attorney, stated that absent a quorum the public hearing could not be opened and closed, therefore no business could be conducted. The presentation could be put into the record so that when the hearing is opened next month, it could be noticed as part of the record.

Chris Neamtzu, Planning Director, stated the City's Economic Development Director, Kristin Retherford, and Consultant Elaine Howard would present the West Side Urban Renewal substantial amendment.

- He noted that without a quorum, the public hearing would be continued to the December 9, 2015 Planning Commission meeting, when citizens would have the opportunity to comment on the application and then a quorum of the Commission could provide City Council with a recommendation.

Ms. Jacobson noted the December 9, 2015 meeting would be renoticed as a public hearing.

Kristin Retherford, Urban Renewal Project Manager, explained why the substantial amendment was needed with these comments:

- The West Side Urban Renewal Plan was adopted in 2003 and covered the west side of Wilsonville, consisting largely of the Villebois area and some land located south of Wilsonville Rd in the Fred Meyer development. Since 2003, the majority of the projects in the West Side Plan had been completed. The remaining projects were subject to development agreements or intergovernmental agreements with Oregon Department of Transportation (ODOT). Although the City needed to complete these projects, the Plan was reaching its maximum indebtedness limit of $40 million, which was set when the Plan was adopted in 2003. In addition to other requirements, statute required that a substantial amendment be processed in order to increase the West Side Plan's maximum indebtedness.
    - Staff had worked for a couple of years with the Urban Renewal Task Force and City Council on an urban renewal strategy for the City that was adopted last year and recommended the substantial amendment to complete the remaining projects in the West Side Plan. The proposed amendment would not add any new projects to the West Side Plan.
- Additionally, the amendment would remove some acreage as well as a couple projects included in the original plan that were not subject to contractual agreements and would be funded with other resources. Removal of this acreage would free up acreage that would be used to establish a new urban renewal area in Coffee Creek.

Elaine Howard, Consultant, ECONorthwest, presented the West Side Urban Renewal Plan Substantial Amendment via PowerPoint as follows:

- She noted the frozen tax base was the value of the URA at the time the West Side Plan was established, which was $16,526,288, and that the increased value of the area, or incremental assessed value, was currently $296,292,625 (PowerPoint slides) so, a lot of development had occurred within the area. There were still undeveloped parcels in the URA, as well as commitments entered into as part of the other developments that needed to be completed.
- The role of the Planning Commission in a substantial amendment was not clearly defined in Oregon Revised Statue (ORS) 457, which covered urban renewal. The statute stated that a substantial amendment must go to the Planning Commission, but it did not state what the Planning Commission should do. The statue also stated that a substantial amendment must conform to the City's Comprehensive Plan. In her more than ten years of experience with urban renewal, best practices involved having the Planning Commission make the recommendation on the amendment's conformance to the Comprehensive Plan because the Comprehensive Plan was part of their purview. The Commission could ask questions about any part of the amendment, but any action taken must include the finding of conformance to the Comprehensive Plan.
- She briefly overviewed key outcomes of the substantial amendment with these additional comments (Slide 4):
    - As noted, the proposed recommendation was consistent with the Task Force recommendation adopted by City Council approximately one year ago.
    - Increasing the maximum indebtedness of the West Side Plan by $9.4 million would allow completion of existing projects within the West Side Plan.
    - While the proposed amendment would move the Old Town Escape transportation project out of the West Side Urban Renewal Plan, a separate amendment was required to add the project to the Year 2000 Plan. Because moving the project was not considered a substantial amendment, it would go to City Council for review, not the Planning Commission.
    - The amendment would trigger revenue sharing, which was enacted by the legislature in 2009. Revenue sharing resulted when an urban renewal area reached10 percent of the initial maximum indebtedness, the funds were shared with the taxing jurisdictions as well as the urban renewal agency. The amendment would make revenue sharing mandatory as required by statute.
    - Financial estimates completed by ECONorthwest indicate the debt could be paid off by fiscal year end 2024.
    - Ms. Retherford added the Task Force that recommended revenue sharing included representatives from other taxing districts that would be affected by the amendment, including the West Linn-

Wilsonville School District superintendent and the chief of the Tualatin Valley Fire and Rescue (TVF&R) Department.
    - She confirmed that revenue sharing would not be required without its inclusion in the amendment.

Commissioner Levit:
- Asked if part of the maximum indebtedness money would be used to refund (inaudible).
    - Ms. Howard replied the maximum indebtedness would not change, but the yearly allocation would be divided differently without the amendment. The urban renewal plan would not increase in length due to the revenue sharing as the City was close enough to the end of the Plan that it was not an issue, other than the taxing jurisdictions would get money they did not expect to receive.
    - Ms. Retherford added any increment produced within the area over $5 million per year would go to the other taxing districts and the $5 million would come to the urban renewal agency. This was similar to the Year 2000 area in which the City had set its own revenue sharing policy where approximately $1.5 million of the $4 million collected went to the other taxing districts. The revenue sharing mechanism was similar, however, in the West Side Plan, revenue sharing was required by statute, but in the Year 2000 Plan, it was voluntary.
- Understood the indebtedness had to be increased, but some of the money would go back as revenue sharing. He asked if the indebtedness had been increased more than it would have otherwise.
    - Ms. Retherford answered no. She explained the maximum indebtedness was separate from the revenue sharing. Sharing the revenue meant the City might pay off the maximum indebtedness a bit more slowly. For example, if the maximum indebtedness was increased by $9.4 million and the City collected $6 million, $5 million a year would go toward paying off the maximum indebtedness and $1million would go back to the other taxing districts.
        - The maximum indebtedness amount did not need to be set any higher; it was set based upon the City's expenditures. The $9.4 million was needed to pay off the project expenses. The rate at which expenses were paid off depended upon how much increment was collected yearly and that revenue above the increment was subject to the sharing. The $9.4 million was for the expenses and the revenue sharing was on the income side, so they were separate.

Commissioner Springall asked what the $5 million cap applied to, noting Staff indicated the City currently had a $300 million excess over the original base.
    - Ms. Howard replied the $5 million applied to the amount of tax increment revenues generated by the property taxes, which are based on an assessed value amount. Referencing Slide 1, she noted the $300 million generated property taxes of X amount per year, and of those property taxes generated, $5 million could go to the urban renewal agency and anything above that would be returned to the other taxing jurisdictions, including the City of Wilsonville.
        - She confirmed that the $300 million was taxable value, and the $5 million was actual tax revenue.

Ms. Howard continued the PowerPoint presentation, reviewing the West Side Plan Boundary Change (Slide 5) and noting the violet area to be removed to the south was where the Old Town Escape project was located and the violet area to the north was unincorporated property.
- She reviewed the projects from the West Side Plan Project List (Slide 6) that still needed to be completed, noting Other Transportation was the Brown Road Project.
    - Ms. Retherford noted in response to a question posed at the last meeting that the section of Brown Rd involved in that project was north of Wilsonville Rd leading into Villebois and Barber Rd.
    - Ms. Howard noted the difference in the maximum indebtedness amount used to date of $40 million and the total remaining costs of $15 million was less than the requested increase of $9.4 million because the urban renewal agency currently had money in its coffers that was not being used and had been allocated out of the $40 million.
- She presented the schedule for review of the proposed amendment, noting December 9, 2015 would be added to the schedule for the amendment to return to the Planning Commission for a recommendation.

    - Some annexations needed to be completed before the amendment went to the City Council, so the Council hearing date was dependent on the annexations going forward at the first Council meeting in January. The City Council vote was anticipated to take place at the first meeting in February 2016, again, dependent on the annexations being completed as scheduled. The City Council hearing would be noticed in the *Boones Ferry Messenger* and announced on the City's website.
        - She confirmed the schedule was still manageable even though the Planning Commission's public hearing had been postponed because the City Council meeting was not set until the end of January 2016.
- She reviewed the Findings confirming the urban renewal plan's conformance to the Public Facilities and Services, Land Use and Development, and Compact Urban Development sections of the Comprehensive Plan, which were included in the Staff report, noting that these sections pertained to the projects and development the City was trying to incentivize in the urban renewal area.
- She concluded that at the December 9, 2015 meeting, the Planning Commission would take testimony, deliberate, and decide whether to forward the recommended motion.

Commissioner Springall suggested that the term second amendment be further defined because not until the end was it explained that a first amendment was done in 2008.

- Ms. Howard agreed and indicated that change could be made in time for the Commission's December 9, 2015 meeting.

Ms. Retherford asked if any action was needed to move the hearing to the December meeting.

Ms. Jacobson reiterated that without a quorum, no business could be conducted at the meeting. The presentation would be entered into the record and introduced by Staff at the next hearing. The Commissioners who were not in attendance would receive all of the information prior to that hearing. Ms. Howard and Ms. Retherford would be at next meeting to respond to questions

Vice Chair Greenfield confirmed that Staff had nothing further to add to the record and explained that without presence of a quorum, the formal hearing would be opened at the next meeting.

Staff suggested saving questions until the next meeting so that all of the Commissioners could hear them. Questions could also be provided to Staff so any responses could be included in the next meeting's agenda packet.

Mr. Neamtzu confirmed the entire Staff report was available on the City's website.

## VII. WORK SESSIONS

A. Transportation Performance Modeling (Adams)

Chris Neamtzu, Planning Director, noted this agenda item was a follow up to a previous work session the Commission had on the Transportation System Plan (TSP), regarding a series of performance measures that could be evaluated over long periods of time, so the City could determine how the transportation system operated over time. Performance modeling turned a master plan into a living document that could be updated on a biannual or triannual basis. Staff identified performance measures that were most appropriate for the community and important to pay attention to over time. This was a new field and the City was at the forefront of this exciting work. While no action was necessary, Staff sought input from the Planning Commission. The study would go forward to an upcoming City Council meeting this coming Monday.

Steve Adams, Development Engineering Manager, explained the performance modeling concept began about four or five years ago with former Community Development Director Michael Bowers, who initiated the idea that the City should better track its intersections and streets to see if the TSP's goals were being met. One issue that prompted this project was that occasionally some intersections had higher capacity than normal; possibly

due to outside traffic coming through Wilsonville that was not measured by the City's current traffic reports. The TSP was adopted in 2013 and this process started about one year ago when the City started working with DKS Associates on the project, and Staff finally had information to present to the Commission.

Dina Platt, DKS Associates, stated that to her knowledge, Wilsonville was the first city in the region to take on performance measurements at this level. She believed the project would set an example for the region and nation, and hoped the plan would be utilized and shared. Wilsonville was on the leading edge in performance metrics and there was a push nationally to move to an outcomes-based, performance driven planning concept, and it was exciting to see it happen in a jurisdiction of this size.

- She explained that the Regional Transportation Plan (RTP) was the catalyst for this project. In the RTP, base year and future year model data was used to forecast performance metrics. The purpose of the subject document was to look at things as they were in the present and then trend back.
- She clarified that while the topic was introduced as transportation system modeling, it was actually not model based, but based on observed data.
- Performance measures were becoming more available and generating more interest because the technology to collect data was unprecedented, providing the ability to actually track data and answer questions that previously were addressed with guesses.

Ms. Platt and Mr. Chaney presented the Wilsonville Transportation Report dated November 12, 2015 via PowerPoint with additional comments from Mr. Adams. Comments and responses to questions from the Commission were as follows:

- PM peak traffic hours were typically 4:00 pm to 6:00 pm. The peak hour shifts depending on location and day, but it was usually still within that window and traffic counts were usually taken during that timeframe. The AM peak traffic hours were 7:00 am to 9:00 am, which was when most drivers seemed to have complaints.
- The displayed pie chart (Slide 5) was based on 2010 U.S. census data, but most of the modeling data was derived from the 2012 American Community Survey, which covered the time span from 2009 to 2012. An updated American Community Survey was expected within the next two years.
    - While some data was a bit lagging, measurements on the ground were more important than demographic data for this report, but using the data to get a snapshot of the city and how things were changing could be useful.
- The I-5/Wilsonville Rd intersection roadwork began in 2011and was completed in October or November of 2012. The 13 traffic accidents that resulted in a fatality or serious injury in 2008 was an anomaly. Without the 2008 data, the average number of traffic accidents in a year resulting in a fatality or serious injury would be two.
    - There was no seasonality to the 2008 data. There were one to two crashes per month throughout the entire ten year period, which resembled the same distribution seen in the other years combined.
    - The fatalities and injuries in 2008 were not a result of one spectacular incident that involved a bus, for example. The geographic distribution of the accidents in 2008 was also similar to other years. Most of the accidents occurred along Wilsonville Rd, but that was true of traffic accidents in general.
- There were two non-pedestrian fatalities in this timeframe. One non-pedestrian fatality was a driver of a fuel truck that crashed south of Wilsonville Rd and rolled over into the new Fred Meyer site in 2008. The other non-pedestrian fatality occurred in 2005 when a driver speeding on I-5 lost control and hit a tree.
- The displayed map showed one pedestrian fatality on I-5; however, another pedestrian fatality occurred on I-5 before the data was geocoded, so it did not appear on the map. Both pedestrians were on I-5 illegally.
    - The displayed fatality happened north of the interchange on I-5. The pedestrian was not crossing to Charbonneau, which would have been a legal crossing.
- Where bicycle trails exist, bicycles were generally allowed on I-5 from one trail entrance to another. Pedestrians were not allowed in these areas.
- The Walking Accessibility Maps (Slide 8) were created to represent how someone would actually have to travel to reach their destination. The Walkability Score used to be an as-the-bird-flies analysis, which was a

simpler approach because it did not require information about the network and how the streets connected. The Walkability Score was now changing its approach to reflect travel along actual pathways.
    - The Walking Accessibility Maps was similar to the Walkability Score concept to show what the environment looked like for people who wanted to walk somewhere.
    - I-5 going through the center of town was certainly a large barrier that had to be accounted for when computing multimodal connectivity.
- The 72 public amenities noted in the table on Page 14 of 35 of the report included libraries, schools, government buildings, fire stations, community centers, and parks and open spaces, which were identified on Page 15. These public amenities were pulled from the Metro Database of Parks and Open Spaces and about half of the destinations shown in Wilsonville were in the parks and open space category.
- An explanation was requested of the text along the right side on Page 15 of 35 stating, "Distances along segments with non-dedicated facilities were doubled to represent the less attractive conditions."
    - Mr. Chaney explained that the analysis attempted to consider how the lack of dedicated facilities, such as sidewalks and marked crosswalks for pedestrians or bike lanes for cyclists, was treated from the perspective of the user. Part of the question was whether the model let people travel where no facility existed, such as crossing at unmarked crosswalks, walking or biking on the shoulder rather than on a sidewalk or bike lane. Currently, no conclusive set of literature existed to quantify how much it mattered to a bicyclist or pedestrian to have to walk in the street, mix with traffic, or other things of that nature.
        - If the numerical distance on a bike lane between Points A and B was one mile, it would be considered one mile from the cyclist's perspective. However, if there was no bike lane, it would be considered two miles from the user perspective. Doubling the distance was basically a penalty for not being as conducive to accessibility for walking or biking.
- One key aspect when looking at multimodal connectivity, accessibility, and walkability was how easily people could access transit from different parts of the city, which was something SMART was always considering.
    - In order to get a useful determination of transit and multimodal connectivity, ideally the connection to the transit would be considered as well as the way people travel on the transit and the transit options available upon arriving at a stop. Due to technical limitations with the GIS tool platform, the transit analysis was not reflecting a meaningful metric, but the consultants had some ideas on how to improve this in the future.
        - As the project advanced in the coming years, the City would want to spend time working to understand the accessibility to transit stops and subsequent transit options, which were critically important parts of the transportation system.
        - The time factor was a challenge in understanding the transit component. A person might be able to arrive at a destination faster by walking than by using SMART. Integrating the walk to the stop, the choice of transit lines, and the schedule was a complicated analysis problem, which was why most large system plans only showed large circles around transit stops.
        - Integrating all the multimodal transit data was quite complicated. The rollout of the connectivity tool for biking and pedestrians was a good start and allowed the consultants to work through the methodology, but more refinement was still needed. Improvements would be made to the performance modeling system going forward.
    - SMART did not yet collect data that could be integrated into the modeling system, but SMART was moving forward with adding GPS on all buses, which would provide automated vehicle location systems. Automated passenger counters would also be added. This data would allow one to look at the ridership and understand the boardings and alightings at the different transit stops. These improvements would help improve understanding of travel time reliability for the transit system, as well as ridership patterns and time of day ridership.
    - The additional time required for public transportation users must be factored in as a dimension of transit service, but it was a challenge to do so, especially with so many other factors involved.
    - Ideally, transit information would be presented on an animated map that would allow one to see how transit accessibility changes throughout the day, depending on when one departed a location.

- The data in the report predated the opening of the Barber St Bridge in September, which has made a huge difference in both vehicle and bicycle accessibility and the ability to get from east to west. The Barber St Bridge provided alternative access in and out of the Villebois neighborhood, avoiding Wilsonville Road. Future updates would show the difference the bridge has made for accessibility.
- The web application tool (Slide 10), which allowed users to zoom in and see accessibility on a tax lot basis. The application could be helpful in a number of predictive and analytical ways.
    - One benefit the tool provided was the ability to see where connectivity was lacking and whether a new project might be needed. The tool could also show the effectiveness of existing features such as bike lanes.
    - The application would also function as an economic development tool by showing future residents and business owners the tax lot they were considering, so they could learn about the transit activity to and from that tax lot. The interactive software acted as a decision support system.
- Two different performance modeling tools exist. One was the web application, which was for querying the results that had been created. There was also the GIS software that would be used as a decision support system, but could not really be used online with a point and click interface.
- The performance model was run for cars on the vehicle network with 15 minutes of vehicle travel. However, because Wilsonville was looked at as an isolated network, the model showed one could get everywhere. The output was meaningless because model did not take into account intersection delays and operational aspects, which were better handled in existing vehicle delay tools that were developed specifically for that purpose.
- Transportation data indicating improved level of service (LOS) and functionality was great information to share with citizens to show where investments and improvements were working.
- The information could be used predictively alongside models for forecasting ahead and determining which project would best meet the City's transportation needs. Gaps and constraints in the system could be identified by studying the trend over time. The City might be able to stay ahead of traffic problems by identifying build up in traffic volumes and LOS.
    - The City already had access to a more complex model that helped predict which project might be best. The Salem DKS Associates office had an elaborate model of Wilsonville's transportation system and the City relied on Scott Mansur in that office to do traffic studies and predictive modeling for Wilsonville. The DKS Associates model allowed changes to be added, like a signalized intersection or a street, and then the computer anticipated how traffic might adjust.
- Comparing the data from DKS Associates predictive modeling and the current data showed that the results agreed with what had been predicted. The intersection improvements or street extensions that had been done succeeded in pulling traffic off the street or making the LOS less in that intersection. The data collected from the various traffic studies did show a general match to what was anticipated in the computer modeling.
    - The Intersection Delay tool (Slide 11) was developed to complement what the City was doing in terms of traffic modeling. The traffic studies showed the observed data before, which provided a baseline, and the data after, which was a little different from the modeling. That data could then be compared to the model and could also help inform the modeling to make it more accurate over time.
    - Baseline data was always taken before any major improvement begins. The study remained open for six to nine months, and then a follow-up study was done, which showed whether the modeling was correct.
        - The baseline study for the Barber St Bridge was done in September. A follow-up study would be conducted in March or April to study the car count, truck traffic, speed, volume, and other data points to determine if the improvement has been successful.
        - Such studies are conducted on a routine basis throughout the city to determine if the City was getting good value for the project and to see how the project was actually performing versus how it was modeled to perform.
- Coupling the traffic data and decrease in LOS with the increase in population and jobs in the community would be helpful. Over the timeframe of the report, Wilsonville had probably added 25 percent to 30 percent to its population, yet the traffic and LOS were still decreasing, which showed improvements had made a huge difference.

- When the scope of work was developed with DKS Associates, 12 to 15 key intersections were identified, but 8 intersections were chosen for the initial study. As the city grows, intersections would be added to the study in the future to monitor their performance.
- The percentages shown on Slides 12 through 15 of the report were annual growth in traffic.
    - Slides 13 and 14 helped illustrate the shift in traffic to the west of town. The City of Wilsonville wanted balance, so steps were needed to revitalize Town Center and the east side. The City received a grant to do a master plan to redevelop Town Center.
        - This data helped from an economic development standpoint because it showed where attention was needed and corroborated other pieces of information.
    - The area around Elligsen Rd and 95th Ave also showed significant increases in traffic volumes as development occurred in that area.
        - Although Intersection 1 showed a 4 percent per year growth, much of that traffic was not from Wilsonville, but from Tualatin and a little bit from Villebois. People were coming down Tonquin Rd to Grahams Ferry Rd and using that back road, which was part of the reason why Day Rd failed so early, because only 2 percent per year growth had been anticipated at Intersection 1.
    - Grahams Ferry Rd was the Villebois escape until the Barber St Bridge opened. A lot of people who want to head to north Wilsonville or Portland still used Grahams Ferry Rd.
- Canyon Creek Rd extension was drawn on the map, but Intersection 5 did not yet reflect its effect because Canyon Creek Rd opened only a year ago. (Slide 14)
    - Intersection 5 was being studied closely because the Transportation Systems Plan (TSP) called for a signalized intersection there once triggered, likely as Frog Pond and the surrounding area developed.
        - The last traffic count on Canyon Creek Rd was approximately 2,500 vehicles daily, and the number was expected to grow as people become more familiar with the extension. Canyon Creek Rd was anticipated to carry 4,000 vehicles daily, and it has taken time to build up.
- Installation of Bluetooth sensors that could read phones and track probe data could be used for traffic analysis, but individuals could opt out of using the program. The traffic signal system could also be used to track traffic information because the signals already collect some traffic data. While this data was not currently kept, the region has been focused on capturing and saving this data. More work was needed to make the data usable and trackable over time.
    - Bluetooth travel reliability systems did have layers of privacy protection built in. Bluetooth protocol changes the name of individual phones every day, so records are not identifiable over time. Most retail systems add another layer of privacy protocol to prevent identification of the original user's name.
    - The technology was already being used in the region on a temporary basis during travel time studies in corridors. There were a few permanent installations of this technology being piloted in the region as well.
    - The City did invest in upgrading all of the signal cabinets to the new Intelligent Transportation System (ITS) cabinets a couple of years ago. As the County and State get further ahead on integrated smart transportation and tracking, the City had the ability to work with it and collect data.
- A map with potential sites for the Bluetooth sensors was included in the final report on Page 21 of the report, but more could be added. Sensor placement was still in a conceptual phase.
    - The west end of town would be a good place to have a sensor to capture traffic coming onto Wilsonville Rd from the Dundee-Newberg Bypass.
- Clutter St was not included on the Cross-Section Compliance Map (Page 27 of 35) because it was outside of the current city limit, which was the boundary used for the map. As that area was brought into the city, it would be tracked.
- The data on transportation mode share was compiled from the 2014 National Citizen Survey done in Wilsonville; however any question regarding the use of alternative travel modes was not asked in the 2012 survey.
    - Since the answers to the survey depend on the questions asked, it would be helpful to include the questions as an appendix.

    - Mr. Adams understood getting information regarding transportation modes was one of the City Managers goals. He was unsure who wrote the questions for the survey and offered to provide that information at a later time.
    - As a national survey, the consultants believed many of the questions were uniform across all the locations and not customized, in order to compare responses between similar cities. The results regarding the approximately 40 city comparison were not included in this report.
    - City Council had discussed customizing and writing unique questions for the surveys, but it was uncertain how many questions were customized and how many were standardized.
- Oregon Department of Transportation (ODOT) controls signals on Wilsonville Rd and Boones Ferry Rd. On Wilsonville Rd, ODOT controls the signals between the west leg of Town Center Loop West and the east leg of Boones Ferry Rd. On Boones Ferry Rd, ODOT controls from the south leg of Day Rd and Boones Ferry Rd over to the west leg of Parkway Ave and Argyle Ave.
    - The City tries to coordinate its signals with ODOT's and if an issue arose, Clackamas County would talk to ODOT to add or subtract time to improve traffic flow.
    - The new signal cabinets enable the City to change the signal timing throughout the day. The signals on Wilsonville Rd were geared to get people to the freeway in the morning and to get traffic to go west in the afternoon. This coordinated timing was already being done at the City's signals. The City could tweak the signals as issues or growth occurred. The signal control cabinets were also able to self-adjust to a certain percentage to accommodate the amount of traffic trying to pass through.
    - Currently, these smart signals were also capable of recording their performance. The data sources that come directly from the traffic signals could be used to create performance measures and get a 24/7 assessment of traffic at intersections in the near future.
- The public's perception of services should be considered cautiously. Public Satisfaction of Facilities (Slide 23) showed 85 percent of respondents saying bus transit was good, but 65 percent never use public transportation (Slide 22). People might see busses on the road and perceive the system as good, but they did not know how good the system really was because they did not use it. The same could be true with walking and bike trails.
- In the Recommended Actions (Page 34 of 35), in the Safe section, it would be good if police officers enforced the running of red lights, which was a major difficulty for pedestrians and likely the cause of several accidents. It might also negatively affect the timing of the traffic signals.
- Bicycle level of traffic stress was one of a variety of frameworks used to evaluate how comfortable a road segment was to ride on and was easier to implement than the multimodal level of service, which had a high amount of data requirements. Bicycle level of traffic stress looked at how much vehicle traffic was next to the bike lane, how much separation existed, and how intersection junctions and turn movements were treated. This measure told individuals not only of if a bike lane existed, but also how comfortable it was to ride on.
- The bicycle level of traffic stress was an objective standard with four levels of different traffic stress. ODOT had its own slightly different version, which was being implemented across the State in a very uniform fashion.
- Some residents have commented that while they want to bike, they preferred off-road amenities. They did not feel that bike lanes were safe, especially with children. This was not accounted for in road profiles and could be a major shift for new development in the city.
    - Staff was looking at ways to improve cycling in the city, such as adding more bike buffers. There has also been discussion of the new cycle track that was slightly raised off the road and had a different feel than being on a sidewalk or the road. Though not implemented in Wilsonville, Frog Pond could provide a good opportunity to do a cycle track.
- One impediment to cycling was the amount of freight traffic. Riding on the west side of Wilsonville Rd was stressful because although there was a bike lane, there were one or two levels of traffic and a large number of trucks. The situation was improved past Kinsman Rd where there was less freight traffic.
    - Cycling in areas with freight traffic could benefit from buffered bike lanes or cycle tracks to make them distinct from the main roadway.

    - There has been discussion about adding bike buffers to Wilsonville Rd because truck traffic was an impediment to cycling. No decision had been made at this time, but the next time Wilsonville Rd was restriped, perhaps the City could look into restriping the road with a bike buffer.
- The new Old Town Escape Project would begin soon and one big concern was bike and pedestrian connectivity from the Rivergreen and Morey's Landing neighborhoods to Old Town. Something could be built on the undeveloped land that would enable cyclists, including cyclists with children, to get off of Wilsonville Rd or provide an alternate way to get from Kinsman Rd to Boones Ferry Rd, which would ultimately be extended to Brown Rd.
    - The alternate route was largely in place already given the trail to the water plant, but Industrial Way was situated in the middle of it and there was no way to cross the creek.
    - There has been some negotiation with the owners of Wilsonville Concrete because they did not like cyclists and pedestrians on the road, but the City viewed Industrial Way as an ideal location for a southern corridor of bike or walking paths through Wilsonville. The path was currently being upgraded and improved below the I-5 Boones Ferry Bridge.
- The Connective and Accessible Section of the Recommended Actions stated, "Evaluate the potential for staff to use multimodal connectivity measures to inform development review, business outreach, and other local connectivity and accessibility projects." which spoke to the need for a bike and pedestrian coordinator at the City. These tasks were currently being done by summer interns at SMART, which did not get the City very far.
    - Mr. Adams said he would raise the concern to Stephan Lashbrook and Nancy Kraushaar.
- The Transportation Mode Share measure on Page 35 discussed tracking bikes, but carbon fiber and aluminum bikes did not trigger embedded magnetometers, so cyclists on these bicycles would not trip the in ground traffic sensors. Fortunately, the City had a lot of visual monitors for the intersections which made a difference.
    - Magnetometers were the most affordable option, but there were also radar and thermal monitors that could be used for detection.
    - The City of Portland was collecting data with bike signals and the data archive at Portland State University called Portland Oregon Regional Transportation Archive Listing (PORTAL) displays the collected data.
    - Traffic sensors were put in at Graham Oaks, but most had been vandalized. Two magnetometers were on the main trail.
- Technology for traffic counting changed quickly, so DKS Associates was cautious about discussion too much about the technology. Areas where data collection could be automated were considered and then the challenges regarding the best technology were worked through at the time of implementation.
    - It was important to capture aspects such as seasonality, day of the week, and time of the day when looking to build an effective data collection system.
- The PORTAL data archive was the brainchild of a Portland State University professor back in the mid-2000s. It was funded by a National Science Foundation grant. Initially, only freeway data on speed and lane occupancy was collected from ODOT's ramp meters and sensors in the pavement.
    - An archive was created to store this data, and as the archive matured, investment has occurred at the regional level. Metro was using the Regional Flexible Funds to help support investment in the data collection efforts.
    - PORTAL had advanced from collecting freeway data to arterial collection. Tri-Met data had been added. When SMART was able to get their GPS and automatic passenger counter data, that data would also be stored in the archive. Portland State was dedicated to maintaining the data because they use it for research and the region helped pay for basic enhancements.
    - Work was now being done on bike incident data, as well as weigh-in motion data for the freight system.
    - Portland State PORTAL data archive could be accessed online and had user friendly interface with a set query system so various questions could be asked to retrieve more specific data. Although this information was available to the public, the query system was designed for transportation professionals.

- DKS Associates was on an advisory committee to support the investment in the PORTAL system going forward.

Vice Chair Greenfield commented that the City could brag about the Transportation Performance Modeling at the national New Partners for Smart Growth Conference next spring.

**VIII. OTHER BUSINESS**

A. 2015 Planning Commission Work Program

Chris Neamtzu, Planning Director, announced Linda Straessle would be retiring at the end of this month after 20 years with the City. Future correspondence with the Planning Commission would be by another individual who was unknown at this time.

Commissioner Levit inquired about the French Prairie Bridge, noting the three alternatives on the east side of I-5 were rejected.

- Mr. Neamtzu replied he would have Zach Wiegel follow up with the latest information on the French Prairie Bridge. Staff had been working on the scope of work and editing the document with various City Staff and the consultant team.

Vice Chair Greenfield requested that an update on the French Prairie Bridge project be added to a future agenda.

**IX. ADJOURNMENT**

Vice Chair Greenfield adjourned the regular meeting of the Wilsonville Planning Commission at 8:23 p.m.

Respectfully submitted,

By Paula Pinyerd of ABC Transcription Services, Inc. for
Tami Bergeron, Administrative Assistant - Planning