



PLANNING COMMISSION
WEDNESDAY, NOVEMBER 14, 2012
6:00 P.M.

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

Approved with corrections
December 12, 2012

Minutes

I. CALL TO ORDER - ROLL CALL

Chair Altman called the meeting to order at 6:03 p.m. Those present:

Planning Commission: Ben Altman, Eric Postma, Marta McGuire, Peter Hurley, and Al Levit. Ray Phelps arrived after roll call. Amy Dvorak was absent

City Staff: Chris Neamtzu, Barbara Jacobson, Katie Mangle, Nancy Kraushaar, and Mike Ward

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.

Chair Altman noted Oregon Institute of Technology (OIT) students were observing in the audience.

IV. CITY COUNCIL REPORT

Commissioner Phelps arrived during the City Council Report.

Chris Neamtzu, Planning Director, reported that the October 15 meeting was cancelled, resulting in a larger agenda for the November 5 City Council meeting, which included the following:

- Patty Brescia, Senior Programs Manager updated Council on the ACHIEVE Grant, a National Park and Recreation Grant. The City was as one of four communities in the country to receive the prestigious award. This grant is funding the work of a community group that has been studying things that could imprint healthy behavior such as working with supermarkets to have healthy options instead of junk food for impulsive buys in the check-out aisles, and with community restaurants to promote healthy kids menus that bring healthy options front and center instead of fried foods. The group would like to have a community dialogue about whether the use of tobacco in city parks is appropriate. A survey collecting information at a variety of open houses was done that has provided some statistical information. He offered to schedule a presentation from Ms. Brescia and the citizen group guiding the work to involve the Commission in the dialogue and provide input about some of the initiatives.
- Much of the Council meeting concerned the Fox Center Townhome Project, where 14 townhomes were proposed for an approximate 1.1 acre site on Wilsonville Road across from CREST Center, with Zone Map and Comprehensive Plan Map Amendments to change the site from commercial to residential. There was no testimony from citizens, but a long conversation about the project

with the Council, Staff and Applicant. The project was continued to a subsequent date for the Applicant to provide more information about their dialogue with the neighborhood.

- Council also reviewed the development agreement amendment for the Coffee Lake sewer line as well as Addendum No. 5 to the Villebois Development Agreement, and then held an Urban Renewal Agency meeting following the regular Council meeting.

V. CONSIDERATION OF THE MINUTES

The October 10, 2012 Planning Commission Minutes were unanimously approved as presented.

VI. WORK SESSION

- A. Transportation System Plan Update - Review of the Draft Recommended Financially Constrained Project List

Chris Neamtzu, Planning Director, noted Staff had been working on the TSP Update for more than a year and he was a glad to be able to present the Financially-Constrained Project List to the Commission. Scott Mansur and Brad Coy of DKS & Associates would review the project list and provide the Commission insight into their methodology. He noted that Civil Engineer Mike Ward and Community Development Director Nancy Kraushaar were available for questions. Ms. Kraushaar's ideas and substantial experience with transportation planning would help make the process even better. He invited Katie Mangle to provide an update on the Virtual Open House on the Transportation System Plan (TSP).

Katie Mangle, Manager of Long Range Planning, thanked the Planning Commissioners who did videotaping for the TSP open house videos, which included images of different streets, projects and needs within the community. The plan was to have the virtual open house be live the first two weeks in December. The open house was highlighted in the November *Boones Ferry Messenger* and would be the cover story in December. Press releases and electronic media would be used to get the word out to businesses, employees and residents to get their participation. The same material presented tonight would also be presented to Council and to the community via the open house web site before the TSP Update returned to the Commission to begin the decision making process in the spring.

Mr. Neamtzu stated the TSP Update project was coming into the home stretch. The project list before the Commission was a critical part of the process because the Commission would use the projects listed in the final TSP document to prioritize capital improvements that occur around the City on an annual basis as a part of the City's Five-Year Capital Improvement Program (CIP). Getting the list right, having good dialogue about its projects and making sure the list represented the priorities of the community was important, which was why the virtual open house input would be important to the Commission. Rather than trying to manipulate the list at this point, he recommended that the Commission provide some broad direction on the list, then conduct a public involvement process and make adjustments based on feedback received from the community.

Scott Mansur, Project Manager, DKS & Associates, presented his memorandum and the recommended Financially-Constrained project list via a Prezi presentation, which included the Planned Solutions Package and a brief overview of the TSP Update process. Key comments from Mr. Mansur and DKS Transportation Engineer Brad Coy included:

- There were two transportation solution packages. The Financially-Constrained Package included the projects that could be funded by the money estimated to be available for transportation projects. The Planned Solutions Package included all the desired TSP projects that were not included in the

Financially-Constrained project list due to funding issues, prohibitive costs, jurisdictional limits, or the availability of connectivity alternatives.

- Mr. Mansur reviewed the Financially-Constrained Project List, describing each project in detail, noting safety deficiencies, and identifying where the projects were named in other City and regional planning documents. He also reviewed the Planned Project list, describing the projects and explaining why these projects were not as critical as those on the Financially Constrained list.
 - Project priorities in the draft Planned Solutions Package were flexible and could be changed based on public feedback.
 - Only high-priority pedestrian and bicycle projects were indicated on the Planned Solutions figures. The 2006 Pedestrian and Bicycle Master Plan had too many projects to include but all were assumed to be included in the Planned Solutions project list. The memo included an appendix of those projects and a line item in one of the tables stated that all the medium- and low-priority projects are part of the Planned Solutions list.
- Additional information was available in the appendices. Projects in Table A were grouped by type, (i.e. roadway extensions) and included the project component, description, RTFP Solution category, when and why the project is needed, and the 2011 cost estimate. Table B delineated the cost estimates of each project according to the portion related to vehicles, bikes, pedestrians, etc, as it is helpful to see the City's investment in each of the different modes. Expected funding sources and contributions were also identified for each project.

Mr. Mansur and Mr. Coy addressed comments and questions from the Commission as follows:

- Using "financially-constrained" was a technical term, but did seem counterintuitive since money was available for these projects. "Financially-affordable" or "likely to be built" was suggested as better terminology when presenting the project list to the public. Mr. Mansur agreed to work with Ms. Mangle on the wordsmithing.
- System Development Charges (SDCs) differed from developer contributions, which were the actual improvements built by the developer, such as frontage improvements.
- A correction was made to Figure 3B, showing the city's northeast quadrant; Bike Walk Project 3 (BW-03) should be identified as Bike Walk 4 (BW-04) to align with Table A in the memo and the master table in Appendix A, which were correct.
 - Subsequently, Figure 3C, showing the city's southwest quadrant was corrected, changing Bike Walk Project 4 (BW-04) to Bike Walk 3 (BW-03).
- Green circles on the maps indicated a planned roundabout, like the one on Figure 3C at the Kinsman Rd/Boeckman Rd intersection that is included as part of Roadway Extension Project 8 (RE-08). The existing roundabout was at the future 110th Ave connection for Villebois Dr. The new roundabout would be located where the pedestrian crossing exists today, on the east side of the bridge.
- References to Trail RT-05 on Figures 3B and 3C (listed as Wiedeman Road Trail in Figure 3C) should be identified as Trail RT-03 as they are segments of the Ice Age Tonquin Trail which is correctly identified on Figure 3A.
 - The Tonquin Trail (RT-03) project notes indicated the City funding a portion of the trail north of Boeckman Rd through the city limits. The county or regional partner would fund to the north of the city; and through Villebois, the trail section would be built as part of Villebois development.

Commissioner discussion continued with responses and comments from Staff and consultants as noted:

- Projects on the Financially-Constrained list were alphabetical; the project numbering did not indicate any form of prioritization.
- Concern was expressed about projects like Safe Routes to School improvements that require an immediate need but were identified as a future project on the lists.

- For example, discussion at City Council included the difficulty children experienced at the roundabout near SR-03 (Figure 3C) by Lowrie Primary School. It seemed something needed to be done, but no improvements were likely until homes and related improvements were built in the area. A school crossing guard was added following testimony at Council, but sidewalks and other things were needed.
- Mr. Mansur noted the City has installed temporary pathways in the past; meeting with residents via open houses and considered school boundaries. The City's Safe Routes to School Plan identifies where kids are to cross and where to place paths. These projects should all fall into place by staying consistent with that plan as development occurs. The timing of the projects is challenging. Given the work done by the City, there is good connectivity to the Lowrie School and the circulation was working well.
- Senior citizens also have difficulty navigating roundabouts.
- The Manual Uniform of Traffic Control Devices ensures that all roundabouts, signals, etc. are constructed in a similar manner to maintain design consistency between communities. A FHWA task force has been working to address the issue, but the Americans Disability Act (ADA) community cannot decide what they want. One suggestion was to signalize crossings at roundabouts, which defeated their purpose. Discussion continues about how to make roundabouts easier for bicycles and pedestrians to navigate. Roundabouts are intentionally designed to slow speeds to 15 mph to 20 mph. Different standards exist for rural roundabouts with very little pedestrian activity as opposed to places like Villebois which has many pedestrians and bicycles.
- Mr. Neamtzu credited Civil Engineer Mike Ward for creating a quarter-scale model of a roundabout that was used to train school children at Lowrie Primary. Kids walked on the model which was laid on the gym floor to be familiar with the crossing locations and where traffic flows. Circles have also been painted on the sidewalks to indicate the Safe Route to School in the area. The Safe Routes planning efforts at Lowrie were recognized in the State newsletter.
 - Working with Matrix homes, the City asphalted pathway segments to make Safe Route connections between undeveloped parts of project. Home sales were going well for Matrix, so homes should begin coming west as they fill the east side of the project.
- Commissioner McGuire noted she uses the pathways to take her daughter to school and believes the City has done an outstanding job. The paths were safe and seamless. Driving kids to school was also efficient; the uses were separate, including buses and cars, reducing worry about kids mingling with cars.
 - Following testimony at City Council, plantings in the roundabout were cut back, improving visibility, and the crossing guards have made a real difference in navigating the roundabout. The painted circles were helpful and great for the kids, especially those without a parental chaperone.
- Ms. Mangle noted the Financially-Constrained list was a capital project list. Policies managing the system also help address concerns. While she could not speak to the specifics of funding, problem solving is done with the resources available by the City Engineering Division, such as modifying traffic system timing. The budgets were built to accommodate a reasonable amount of that work, which was outside the budgetary framework of the TSP's Financially-Constrained list.
- A sensitivity analysis would likely be done as Basalt Creek progressed to understand how it would affect some of the TSP projects. A preliminary evaluation determined that having the east/west connector, shown as a dotted line on Figure 4A, from Grahams Ferry Rd to Boones Ferry Rd would remove the requirements for the Day Rd (Figure 3A) and Grahams Ferry Rd (Figure 4A) projects. After talking with Staff and other agencies, DKS decided to leave the Day Rd project and its funding

in place. Once Basalt Creek was finalized, the funding would remain available if needed in other portions of the city or the money could be put back into the pot.

- The Kinsman Rd Extension (RE-07) from Ridder Rd to Day Rd would be part of the sensitivity analysis, but would still be needed for future access as development occurs in Coffee Lake Creek. A lot of future development was identified in that area.
 - Because the Basalt Creek would be done later, that work could result in amending the TSP Update plans at the north end of town.
 - The Kinsman Rd Extension is shown in the Basalt Creek transportation study as a critical link. The extension would change the lane configuration on Day Rd from three-lanes to five-lanes moving east toward the interchange.
- SI-04 (Figure 3D), the dual right-turn lane proposed on Town Center Lp, would widen the existing turn lane. There is no right-of-way there, which was why the project was not completed as part of the Wilsonville I-5 interchange project. SI-04 was intended to occur as that parcel redevelopes.
- The Bike/Pedestrian Bridge (BW-08) at the Barber Rd Extension over I-5 to Town Center should be built with some significant, visual architectural impact for those driving down I-5.
- The logic of spending money on both BW-08 and RW-01, the substantial improvement just south of there on Boeckman Rd, was questioned.
 - The City currently had good arterials but families or kids might not feel comfortable riding on Boeckman Rd, an arterial with the high speeds. BW-08 would be an alternative route for bicyclists or pedestrians, not motor vehicles.
 - The alignment of BW-08 was briefly discussed, given the vicinity of the Jory Trail apartments and I-5. The pathway would almost be on the right-of-way of the freeway or parallel Town Center Lp. There is no place to land on the east side, however, the bridge could be arched over to the area south of Les Schwab. The consultants agreed to continue to work with staff on this project.
- A report would be available in December regarding the Brown Road/5th St option, which was currently an unresolved issue.
- With Boeckman Rd identified as a roundabout route, 110th Ave would be removed once Villebois Dr was connected. (Red “x” on Figure 3C)
- Staff would research adding covered bike parking shelters at Boeckman Creek Primary (SR-01) to make it congruent with SR-02; however this was not identified as a need. A shelter might exist for part of the bike racks and the seldom used north/south walkway shelter could be relocated.
- Extending Boones Ferry Rd from Ridder to Commerce Circle would be beneficial.
- No changes were proposed on Boones Ferry Rd between Barber and Commerce Circle in the next 20 years and no sidewalks or bike lanes exist in that area.
- Having someone from ODOT Rail come to a Commission meeting and confirm for the record what ODOT would or would not do with regard to Brown Rd/Boones Ferry/Bailey/5th Ave was suggested. City Councilors are interested in that crossing and the City has heard different things over the years. Historically institutional knowledge would benefit everybody if it were verified with facts from ODOT Rail.
 - Mr. Neamtzu replied Staff had similar questions, including what the process is for temporary and moving accesses.
 - Mr. Mansur stated he had a two-hour conversation with an ODOT safety engineer about the different options for the Brown Rd Extension and he might be willing to come answer questions.
 - ODOT Rail would show up if they were told the City was putting in a crossing.
- On Page 8 of 51 in the Staff report, under Solutions Identification, would “transportation capacity” be better than “roadway capacity” in the last sentence of the first paragraph?
 - DKS had to go to Metro several times for clarifications regarding the Regional Transportation Functional Plan (RTP) and was told that anytime a roadway capacity improvement is considered,

such as adding lanes for motor vehicles, other options, such as other transit improvements or bicycle/pedestrian connections, must be considered to eliminate the need for the roadway capacity project. Once it has been determined that no other projects would work, a roadway capacity project could be supported, so “roadway” must be used.

- A correction was noted on Table 3: Financially-Constrained Project List (page 13 of 51): the last few lines of RW-02 discuss the Boeckman Rd/Boberg Rd and Boeckman Rd/Parkway Ave intersections, neither of which is near Day Rd.
- Text would be added to clarify BW-07 of Table 3 (page 15 of 51) regarding Town Center Lp improvements to address the sidewalk on the section just north of NW Rugs that just stops.
- Language in RT-06 in Table 3 (page 16 of 51) would be changed to state, “...to provide a non-motorized users a safe and comfortable alternative to the I-5 freeway deck” to avoid using the word comfortable.
- The continuation of Kinsman Rd from Ridder Rd to Day Rd (RE-07) would be the third discontinuous segment of Kinsman Rd in the city, which can be disconcerting for drivers. While GPS might direct drivers, installing interim signage could indicate that Kinsman Rd was not a through street to help reduce confusion.
 - Renaming that section was suggested. While the intent was to ultimately connect the Kinsman segments, completing that work would be difficult and connecting the segments might not happen.
- A completely new structure was proposed for the Boeckman Rd over I-5. The grade from Boberg Rd could be revisited as part of the engineering work when constructing a bridge; however a 17.5-ft minimum height must be maintained over I-5 for over height vehicles.
 - Having a separated bike lane, so bicyclists would not have to stop would also address the issue.
- A comment at one of the open houses was that no sidewalk exists on Elligsen Rd between Canyon Creek Rd and Parkway Center Dr. This seems to be a big gap for pedestrians, especially with all the apartments and shopping in the area, and it was not listed as one of the projects. The project would be difficult due to the retaining wall needs.
 - The improvement was in the Bike and Pedestrian Master Plan, so it could be a medium to lower priority project. The entire segment from Argyle Square to Stafford Rd was grouped as one project.
 - Staff and the consultants agreed to look into splitting the work into two projects since there was no need to connect clear to Stafford Rd. The Elligsen Road section between Parkway and Canyon Creek North was most important.
- The Miley Rd intersections were being looked at through the Clackamas County Transportation Systems upgrade.
- No sidewalk exists in the Fox Chase neighborhood along Willamette Way W. There is a pretty steep grade coming from the Rivergreen area and that project is combined with other projects. Kids going to school or Graham Oaks Nature Park have to walk on the roadway and the Willamette Way W/Wilsonville Rd intersection is fairly dangerous. Although shrubbery on the east side has been cut down, one cannot walk there. The project should be a higher priority, especially on the block closest to Wilsonville Road to get people away from the road at the intersection.
- A bicycle/pedestrian pathway does exist near Wilsonville Concrete. The Brown Road Extension Project would add more pathway as an east/west connection through the area.
 - The pathway could interfere with the trucks at Wilsonville Concrete because it would cross Industrial Way; however the plan was to have stopped approaches, so bikes and pedestrians would not have to cross moving traffic. Brown Rd would have the right-of-way, so trucks/traffic would have to stop on Industrial Way where the path crosses.

- When the business park went in, there was discussion about a preliminary layout for a roundabout for the entire Industrial Way/Brown Rd intersection, which was not shown on the list.
 - Numerous alternatives were discussed in the work the City did regarding different Brown Road Extensions (RE-04); some were regular intersections and were roundabouts. Once the alignment is determined, the business park, how the south extension of Kinsman Rd would connect, and the best traffic control option could be considered.
 - The interim issue was Industrial Way, but intersections, sidewalks, etc. would be added when the roads were built.
 - The access for OrePac, where Kinsman Rd stops, appears too sharp but could change.
 - The advantages and disadvantages of the different alternatives for access to OrePac would be discussed when Staff returned to the Commission to discuss the alternatives at 5th Ave and Bailey St.
- Discussing the prioritization of projects made sense after hearing feedback from the public, but how this TSP project list was presented and communicated to the public was critical.
 - There should be better communication about the need to prioritize projects and look for other funding sources because the City cannot afford all the projects. The public should understand how funding works because it would be considered when prioritizing. Prioritization is important because if funding was not available, decisions must be made about which projects would fall off the list. Otherwise, people participating in the open house would just ask how it will all be paid for and only pick five projects they believe to be most important.
 - Equity was another consideration when presenting the list. Motor vehicle users might be biased toward car projects, and bicyclists might believe bike projects are most important. Explaining how funding works could help minimize thoughts about discrimination between projects, such as bicycle versus vehicle project. Some justification should be given for all the projects.
 - The Financially-Constrained List must be presented so people understand that the total package addresses the livability of the community. The presentation must provide the link between livability and affordability; otherwise people would not do half the list.
 - Washington County had a major success with its major street improvement package, having gone out to public and identified specific projects that affect every neighborhood that was part of the funding. Everyone knew what section of road they were getting in their neighborhood.
 - Communication with the public should have more focus on the fact that the Capital Improvement Program (CIP) is another big management tool for prioritization. The CIP is reviewed annually to determine what funding was available and updated every five years. Breaking down the \$104 million into projected annual availability of money, or a five-year breakdown, to make the time more understandable was suggested.
 - Interestingly, very few pure motor vehicle projects were in the project list. Much depends on how the TSP project list is presented. For example, the public might feel that the Brown Road or Barber Road Extensions would bring a lot more cars to the road, but these were key bicycle/pedestrian connections that would be huge for the community. When building roads, the City is able to provide for all modes. When selling the projects during the CIP process, many great projects were not just motor vehicle driven.
 - Language in Table 4: Financially-Constrained Solutions Package Funding Sources through 2030, on Page 17 of 51 of the Staff report, could be relabeled to present the “funding available”, rather than “financially-constrained” when presenting the list to the public.
 - The Urban Renewal District funds need to be identified as coming from existing urban renewal districts; otherwise someone might think an urban renewal district is being created. The fact that these are existing urban renewal districts must be made clear.

- Funding for projects that come from SDCs should also be clarified. For example, funding for the Villebois Trail came from SDCs from the Villebois development; people should not assume the funding was coming from taxpayers.
- Messaging and communicating is important, not just displaying a bunch of maps and information.
- Another struggle with communicating with the public was determining the level of detail to include that would still provide valuable information without overwhelming people. A lot of information was available in the tables and material, including where funding comes from and how much developers would be responsible for.
 - At this time, interactive mapping capabilities were not available for Staff to do in-house, but a few key projects or big ticket items could have hyperlinks.
 - Similarly, examples could be provided about to walk the public through how the tables are structured.
- When revisiting prioritization, Staff believed projects on Table 6: Additional Projects Not Included in Financially-Constrained Package, that should be on Table 3, the Financially Constrained Project List, would be reviewed.
 - People are fortunate to live in a community that can afford the upgrades in Table 3 and the projects on Table 6 were not out of the question if other funding could be solicited.
 - Reviewing the 47 projects on Table 3 could be overwhelming, so perhaps the public should focus on Table 6 to see what projects should be on Table 3, the Financially Constrained list.
 - The quadrant maps would be good to use so people could focus on where they live and work and be able to understand what is happening locally in their neighborhood.
- According to Metro's Functional Plan's Title 6, Metro is required to have a plan to reach out to populations that do not speak English. Local governments receiving any federal or state funding through Metro will be required to have limited language proficiency programs for populations that make up 1,000 or five percent, whichever is less, of their population. While uncertain this would affect Wilsonville, the mandate would trickle down to the local government level eventually. This mandate came from the Federal Transportation Authority (FTA).
 - Projects involving federal funds have several requirements when going through the public communication process. For example, an interpreter is required at public open houses if a specified portion of the population speaks Spanish, hearing devices must be available for seniors and the open house must be located in an ADA accessible facility to help ensure none of those populations were missing.
 - Advertising that a Spanish interpreter is available was important, and then the challenge is to encourage that population to attend and must also be considered. Both DKS and the City have staff who are able to provide interpretive services.

Chair Altman confirmed that his comments dated October 11, 2012 on Page 48 of 51 in the Staff report regarding the parking management plan would be addressed at another time. He had submitted them because he had questions, but parking was not being addressed at this time.

VII. OTHER BUSINESS

A. 2010 Planning Commission Work Program

Ms. Mangle noted the December 12 meeting agenda would include continued discussion on the TSP implementation measures, an update on the work she was doing on density calculations and discuss the Old Town Neighborhood Plan. When meeting with City Council about the work program, concerns were raised about how density was calculated a bit differently in Comprehensive Plan versus the

Zoning Code. She would brief Council next week about her work and then present the material to the Commission on December 12, explaining the scope of the project and work to be done in 2013.

B. Commissioners' Comments

Commissioner McGuire asked when Council would do goal-setting and asked if the Council vacancy would be filled. Community Development Director Nancy Kraushaar believed the goal setting would be in January. Planning Director Chris Neamtzu explained that the Council vacancy would be filled at the next meeting by the top vote getter in the election, who would be sworn in and seated at that meeting.

Commissioner Hurley stated he understood why the impromptu, mid-block crosswalk on Town Center Lp E, between the Public Works building and shopping center, was there but it was a dangerous place for a pedestrian crossing. It was in the middle of the block, in the middle of a grade change, and in the middle of a curve 150 ft from a controlled, lit, and expensive intersection. There was nothing in the street except for the two yellow bollards in the middle of the center turn lane. He had no issue with the lit crosswalk at Courtyard Dr.

- Commissioner Levit stated that from experience and commentary, the crossing works, the area was much more dangerous before the pylon signs were erected.
- Commissioner Hurley explained that the crosswalk should not be there; there was no street there and a controlled intersection was less than 200 ft away. The grade and curve at the crosswalk was dangerous.
- Ms. Kraushaar agreed to look at the geometry of the crossing, adding that people use the crosswalk a lot, including her. Perhaps better signage could be added or markings on the pavement to make the crossing safer.
- Commissioner Hurley reiterated the pedestrian crossing should not be located at a private driveway, there was no a street or intersection. Should the crossing signs be removed, signs would not have to be erected to discourage people from crossing because technically, it was not an intersection.

Commissioner Phelps noted that the intersection at Elligsen Rd and 95th Ave right off the I-5 interchange was a remarkable piece of work that helped traffic flow and made the area much safer. The traffic lights were synchronized to coordinate with the I-5 off ramp.

- Commissioner Levit commented the interchange was good from a driver's perspective, **but not for bicyclists and pedestrians** which he had discussed with Civil Engineer Mike Ward.

Mr. Neamtzu noted that Amy Dvorak's last Planning Commission meeting would be in December.

VIII. INFORMATIONAL ITEMS

A. Wilsonville Bicycle and Pedestrian Count 2012 Results

IX. ADJOURNMENT

Chair Altman adjourned the regular meeting of the Wilsonville Planning Commission at 8:10 p.m.

Respectfully submitted,

By Paula Pinyerd of ABC Transcription Services, Inc. for
Linda Straessle, Planning Administrative Assistant