



PLANNING COMMISSION

WEDNESDAY, JULY 8, 2020

II. WORK SESSIONS

- A. Town Center TSP Update (Le) (40 Minutes)



PLANNING COMMISSION STAFF REPORT

Meeting Date: July 8, 2020		Subject: Transportation System Plan (TSP) Update	
		Staff Member: Khoi Le, PE, Development Engineering Manager; Kimberly Rybold, AICP, Senior Planner	
		Department: Community Development	
Action Required		Advisory Board/Commission Recommendation	
<input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input type="checkbox"/> Resolution <input checked="" 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 checked="" type="checkbox"/> Not Applicable Comments: N/A	
Staff Recommendation: Conduct a work session on the draft TSP Amendments related to the Town Center Plan.			
Recommended Language for Motion: N/A			
Project / Issue Relates To:			
<input checked="" type="checkbox"/> Council Goals/Priorities Town Center	<input checked="" type="checkbox"/> Adopted Master Plan(s) Transportation System Plan, Town Center Plan	<input type="checkbox"/> Not Applicable	

ISSUE BEFORE COMMISSION:

The project team will provide an overview of proposed amendments to the Wilsonville TSP, which will incorporate transportation-related infrastructure investments adopted in the Town Center Plan.

EXECUTIVE SUMMARY:

In 2019, the Wilsonville City Council adopted the Wilsonville Town Center Plan, establishing a vision for a vibrant, walkable community hub that inspires people to come together and socialize, shop, live, and work. The Plan envisions a mixed-use development pattern that will result in a walkable and vibrant Town Center, home to active parks, civic spaces, and amenities that provide year-round, compelling experiences.

The Town Center Plan contains several goals and implementation strategies to guide future development. Goal 4 of the Town Center Plan is Safe Access and Connectivity, which aims to provide transportation infrastructure designed to create a safe, accessible environment for all modes of travel in Town Center, creating enhanced connectivity throughout Town Center and to surrounding areas. In order to achieve this goal and the broader vision for Town Center, the implementation chapter of the plan calls for updating the City's TSP to incorporate the Plan's transportation-related infrastructure improvement projects into the Higher Priority Projects list.

The proposed TSP Amendments (Attachment 1) include the addition of the following infrastructure investment projects from the Town Center Plan to the Higher Priority Projects list:

- IN.1 - I-5 Pedestrian/Bicycle Bridge Gateway
- IN.2 - Park Place Redesign from Town Center Loop to the Northern Edge of Town Center Park
- IN.3 - Park Place Redesign from Town Center Park to Courtside Drive
- IN.4 - Park Place Extension from Courtside Drive to Wilsonville Road
- IN.5 - Courtside Drive Street Improvements from Park Place to Town Center Loop East
- IN.6 - Courtside Drive Extension from Park Place to Town Center Loop West
- IN.7 - Wilsonville Road Intersection Modifications
- IN.8 - Town Center Loop West Modifications
- IN.10 - Park Place Promenade from Town Center Loop West to Courtside Drive
- IN.11 - Cycle Tracks within Town Center
- IN.12 - West Promenade

Cost estimates as noted in the Town Center Plan will be included with these projects, along with associated changes to maps within the TSP. Cross sections developed and adopted as part of the Town Center Plan will also be included in the TSP update.

EXPECTED RESULTS:

Adoption of the Town Center TSP Updates will integrate the transportation-related infrastructure investments from the Town Center Plan into the TSP's Higher Priority Projects list, setting the stage for the City to pursue financing strategies to construct these improvements.

TIMELINE:

Upon the conclusion of additional analysis of the impact of these planned projects on the I-5 interchange ramps, City staff will work with ODOT to determine the extent of any required amendments to the Wilsonville Interchange Area Management Plan (IAMP). Staff will schedule a public hearing before the Planning Commission at the conclusion of this work, likely in fall 2020.

CURRENT YEAR BUDGET IMPACTS:

The adopted budget for FY2019-20 includes \$150,000 for Town Center Implementation Activities in CIP project #3004, with an additional \$185,000 included in the FY2020-21 adopted budget. The TSP updates, including additional analysis needed to determine the extent of updates to the IAMP are estimated to cost \$34,000, Staff estimates that a majority of these funds will be spent in the FY2020-21 budget year.

FINANCIAL REVIEW / COMMENTS:

Reviewed by: Date:

LEGAL REVIEW / COMMENT:

Reviewed by: Date:

COMMUNITY INVOLVEMENT PROCESS:

The Town Center Plan included a robust and inclusive public outreach process where the multimodal transportation investments to be included in the TSP update were identified as transformational elements for becoming a more walkable and accessible district. Further community involvement will occur through work sessions and public hearings before the Planning Commission and City Council.

POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY:

As a result of undertaking the Town Center Plan’s implementation activities, including the TSP Update, the City will begin to realize the community’s vision for a more commercially vibrant, walkable, mixed-use Town Center.

ALTERNATIVES:

The Planning Commission may provide recommendations and modifications to the TSP Amendments.

CITY MANAGER COMMENT:

ATTACHMENT:

1. Draft Wilsonville TSP Amendments Memo (dated June 30, 2020)



MEMORANDUM

DATE: June 30, 2020

TO: Khoi Le, P.E. | City of Wilsonville

FROM: Scott Mansur, P.E., PTOE | DKS Associates
Jenna Bogert, E.I.T. | DKS Associates

SUBJECT: Wilsonville Transportation System Plan (TSP) Amendment Summary P18197-007

INTRODUCTION

The Town Center Plan was formally adopted by the City of Wilsonville on May 6th, 2019. An excerpt from the Town Center Plan listing the transportation infrastructure projects is attached to this memorandum for reference. This memorandum discusses necessary amendments to the City of Wilsonville's Transportation System Plan (TSP) based on transportation requirements and projects identified in the Town Center Plan. The TSP changes include the addition of the following projects to the Higher Priority project list:

- Infrastructure Project #1 - Show I-5 Pedestrian/Bicycle Bridge Gateway Improvements project which will include landscaping and wayfinding signage and provides an established gateway to the Town Center.
- Infrastructure Project #2 - Show the addition of buffered bike lanes and wider sidewalks on Park Place from Town Center Loop to the north edge of Town Center Park.
- Infrastructure Project #3 - Show the Park Place Redesign from Town Center Park to Courtside Drive. This project includes construction this segment of roadway as a festival street. The cross section includes two travel lanes, on-street parking, and a protected two-way cycle track.
- Infrastructure Project #4 - Show the Park Place Extension (Courtside Drive to Wilsonville Road).
- Infrastructure Project #5 - Show the Courtside Drive street improvements (Park Place to Town Center Loop E). The improvements include a two-way cycle track and the addition of on-street parking on the south side.

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- Infrastructure Project #6 - Show the roadway extension of Courtside Drive (Park Place East to Town Center Loop West).
- Infrastructure Project #7 – Wilsonville Road Intersection Modifications
 - Show the elimination of eastbound and westbound left turns on Wilsonville Road at the Town Center Loop West intersection. Additionally, a landscaped median and crosswalk will be added to the west leg to improve pedestrian and bicycle safety. This traffic signal will require modification.
 - Show the new signalized intersection on Wilsonville Road where the extension of Park Place would create a new four-leg intersection at Wilsonville Road, which includes eastbound and westbound left turns and the removal of existing median landscaping.
 - Show the replacement of the existing traffic signal at Rebekah Street with an enhanced pedestrian crossing (pedestrian activated flashing beacon) with medians. Minor street access at this intersection will be restricted to right-in/right-out only movements.
 - Show the addition of dual eastbound left turns with dual northbound receiving lanes at the Wilsonville Road/Town Center Loop East intersection. This traffic signal will require modification.
- Infrastructure Project #8 - Show the Town Center Loop West modifications, which include reducing the travel lanes from 5 lanes to 3 lanes and restriping the outside lanes as buffered bike lanes.
- Infrastructure Project #10 - Show the conversion of Park Place (Town Center Loop West to Courtside Drive) to a promenade for bicycle and pedestrian activity.
- Infrastructure Project #11 – Show the location of multiple proposed cycle tracks within the Town Center.
- Infrastructure Project #12 – Show the proposed West Promenade located just north of the existing Fry’s Electronics store.

PROPOSED AMENDMENTS FOR TSP COMPLIANCE

The discussion of recommended revisions is generally organized by reference to the applicable chapter(s) of the TSP. In all chapters, revisions to existing TSP language are presented with deletions shown in ~~strikethrough~~ and additions shown as underlined. The revised TSP figures and text are attached to this memorandum. The revisions identified in this memorandum will also be addressed in a final amended TSP document once the revisions are approved by the Planning Commission and City Council.

ATTACHMENT 1

EXECUTIVE SUMMARY

The following changes are recommended to the Executive Summary of the City of Wilsonville's TSP.

HIGHER PRIORITY PROJECTS FIGURE (PAGE IV)

See the recommended changes to this figure in Figure 5-2: Higher Priority Projects.

HIGHER PRIORITY PROJECTS TABLE (PAGE V)

Add or Remove the following projects to this table:

- RE – 15: Park Place Extension
- RE - 16: Courtside Drive Extension
- UU – 11: Park Place Redesign
- UU – 12: Park Place at Town Center Park Redesign
- UU – 13: Courtside Drive Upgrades
- ~~SI – 04: Wilsonville Rd/Town Center Loop West Intersection Improvements~~
- SI – 09: Wilsonville Road/Town Center Loop West Turn Lane Removal
- SI – 10: Wilsonville Road/Park Place New Traffic Signal
- SI – 11: Wilsonville Road/Town Center Loop East Dual Left Turn Lanes
- BW - 09a: I-5 Bike/Pedestrian Bridge
- BW – 09b: I-5 Bike/Pedestrian Bridge Gateway Treatments
- BW - 16: Town Center Loop West Bicycle Lanes
- BW – 17: Wilsonville Road/Rebekah Street Enhanced Pedestrian Crossing
- BW – 18: Park Place Promenade
- BW – 19a: Cycle Track: I-5 Ped/Bike Bridge to Town Center Park
- BW – 19b: Cycle Track: Town Center Loop E
- BW – 20: West Promenade

CHAPTER 3: THE STANDARDS

The following changes are recommended to Chapter 3 of the City of Wilsonville's TSP.

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FIGURE 3-4: FREIGHT ROUTES (PAGE 3-9)

Summary of changes:

- Show Wilsonville Road (from Town Center Loop West to Town Center Loop East) as a future truck route.
- Show Town Center Loop East (from Wilsonville Road to Parkway Avenue) as a future truck route.

FIGURE 3-5: BICYCLE ROUTES (PAGE 3-11)

Summary of changes:

- Relocate the I-5 Pedestrian/Bicycle Bridge north of Town Center Loop to the south so it aligns with the proposed location in the Town Center Plan.
- Add blue highlight to Town Center Loop West from Wilsonville Road to Parkway Avenue to indicate a future bike lane (BW-16).
- Add a dashed blue line to indicate future bike lanes on the Courtside Drive extension (RE-16).
- Add a red dashed line to indicate future cycle tracks along the segments listed in projects BW-19a, BW-19b, UU-12 and UU - 13.
- Add a red dashed line to the legend that represents future cycle tracks.
- Remove blue highlight, add solid blue line to Town Center Loop East from Parkway Avenue to Wilsonville Road.
- Remove blue highlight, add solid blue line to Boeckman Road from Parkway Avenue to Canyon Creek Road.
- Remove blue highlight, add solid blue line to Canyon Creek Road between Town Center Loop and Boeckman Road.

PAGE 3-12: FACILITY TYPES TEXTBOX

Town Center Area

FIGURE 3-11: SHARED USE PATHS AND TRAIL CROSS SECTIONS

Add in one new cross section from the Town Center Plan:

- Promenade

PAGE 3-13: TOWN CENTER AREA CROSS SECTIONS (INSERT NEW PAGES AFTER PAGE 3-19)

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The Town Center Plan includes some unique cross section standards for some of the new roadway extensions and upgrades to existing roadways. These cross sections include wider sidewalks and bicycle facilities to accommodate safer and increased multimodal access and connectivity within the Town Center. For any development in the Town Center Area, please reference the Town Center Plan (2019) for additional cross sections.

- Park Place Extension Cross Section¹ (RE – 15)
- Courtside Drive Extension Cross Section (RE - 16)
- Park Place Redesign Cross Section (UU - 11)
- Park Place Redesign at Town Center Park Cross Section (UU – 12)
- Courtside Drive Upgrade Cross Section (UU - 13)

1. Install a 12-foot wide left turn pocket at major intersections (e.g. Wilsonville Road)

CHAPTER 5: THE PROJECTS

The following changes are recommended to Chapter 5 of the City of Wilsonville’s TSP.

FIGURE 5-2: HIGHER PRIORITY PROJECTS (PAGE 5-5)

Added the following projects to the figure:

- Add the Park Place Extension project (RE – 15) as a main street roadway extension between Courtside Drive and Wilsonville Road.
Add main street roadway extension to the legend as a purple line.
- Add the Courtside Drive Extension project (RE-16) as a main street roadway extension between Park Place and Town Center Loop East.
- Add the Park Place Redesign project (UU – 11) as a main street urban upgrade between Town Center Loop to just north of the Town Center Park.
Add main street urban upgrade to the legend as a purple highlight.
- Add the Park Place at Town Center Park Redesign project (UU – 12) as a main street urban upgrade between just north of Town Center Park to Courtside Drive.
- Add the Courtside Drive Upgrades project (UU – 13) as a Collector street urban upgrade from Park Place to Town Center Loop East.
- Add the Wilsonville Road/Town Center Loop West Turn Lane Removal project (SI - 09) to the figure.
- Add the Wilsonville Road/Park Place New Traffic Signal project (SI – 10) to the figure.

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- Add the Wilsonville Road/Town Center Loop East Dual Turn Lanes (SI-11) to the figure.
- Renumber the I-5 Pedestrian/Bicycle Bridge project, BW-09, to BW-09a.
- Add the I-5 Pedestrian/Bicycle Bridge Gateway Improvements project (BW-09b) to the pedestrian bridge near Town Center Loop West.
- Add the Town Center Loop West Bicycle Lanes project (BW-16) from Parkway Avenue to Wilsonville Road to the figure.
- Add the Wilsonville Road/Rebekah Street Enhanced Pedestrian Crossing (BW-17) project to the figure.
- Add the Park Place Promenade project (BW-18) as a bikeway/walkway on Park Place between Courtside Drive and Town Center Loop West.
- Add the Cycle Track: From the I-5 Ped/Bike Bridge to Town Center Park project (BW-19a) as a bikeway to the figure.
- Add the Cycle Track: Town Center Loop E project (BW-19a) as a bikeway to the figure from Courtside Drive to Wilsonville Road.
- Add the West Promenade (BW-20) along the proposed cycle track that connects the I-5 Pedestrian/Bicycle Bridge to Park Place.
- Remove the Wilsonville Rd/Town Center Loop West Intersection Improvements (SI - 04) project from the map.

TABLE 5-5: HIGHER PRIORITY PROJECTS (SOUTHEAST QUADRANT) (PAGE 5-12 AND INSERT NEW PAGE AFTER 5-12)

Add the following text to the table:

PROJECT	DESCRIPTION	COST
<u>RE - 15: Park Place Extension</u>	<u>Construct an extension of Park Place from Courtside Drive to Wilsonville Road as a new main street with two travel lanes, parking, and sidewalks on both sides. This extension will create a new signalized intersection at Wilsonville Road (see SI-10).</u>	<u>\$6,300,000</u>
<u>RE - 16: Courtside Drive Extension</u>	<u>Construct an extension of Courtside Drive from Park Place to Town Center Loop West as a new main street with two travel lanes, buffered bike lanes, and sidewalks.</u>	<u>\$6,600,000</u>

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UU – 11: Park Place Redesign	<u>Upgrade Park Place between Town Center Loop and northern edge of Town Center Park to meet the cross-section standard shown in Figure 3-13, which includes two-travel lanes with buffered bike lanes and sidewalks.</u>	<u>\$4,400,000</u>
UU – 12: Park Place at Town Center Park Redesign	<u>Upgrade Park Place between the northern edge of Town Center Park to Courtside Drive to meet the cross-section standard shown in Figure 3-13, which includes the installation of a two-lane, curbless street with on street parking, a buffered two-way cycle track, and sidewalks.</u>	<u>\$3,700,000</u>
UU – 13: Courtside Drive Upgrades	<u>Upgrade Courtside Drive between Town Center Loop East and Park Place to meet the cross-section standard shown in Figure 3-13, which includes the addition of a buffered two-way cycle track and parking on the south side of Courtside Drive.</u>	<u>\$7,900,00</u>
SI – 04: Wilsonville Rd/Town Center Loop West Intersection Improvements	Widen the north leg of the intersection and install a second southbound right turn lane (dual lanes)	\$500,000
SI – 09: Wilsonville Road/Town Center Loop West Turn Lane Removal	<u>Modify the existing signal to eliminate eastbound and westbound left turns, add a landscaped median to the west leg, and add a crosswalk to the west side of the intersection with a median refuge island.</u>	<u>\$750,000</u>
SI – 10: Wilsonville Road/Park Place New Traffic Signal	<u>Modify the intersection to add left turn lanes on Wilsonville Road and install a traffic signal that allows all turning movements. To be installed in conjunction with RE-15.</u>	<u>\$1,500,000</u>
SI – 11: Wilsonville Road/Town Center Loop East Dual Left Turn Lanes	<u>Modify the existing traffic signal to include dual eastbound left turn lanes and modify the north leg to have dual receiving lanes. Remove eastbound and southbound dedicated right turn lanes to accommodate added lanes.</u>	<u>\$1,500,000</u>
BW -09a: I-5 Pedestrian/Bicycle Bridge	No change	No change

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<u>BW - 09b: I-5 Pedestrian/Bicycle Bridge Gateway Treatments</u>	<u>Install architectural elements, seating, landscaping, and wayfinding/directional signage at the gateway of the I-5 Pedestrian/Bicycle Bridge.</u>	<u>\$1,500,000</u>
<u>BW - 16: Town Center Loop Bike Lanes</u>	<u>Reduce the number of travel lanes on Town Center Loop West between Parkway Avenue and Wilsonville Road to three lanes and restripe the outside lanes for bicycle lanes.</u>	<u>\$207,000</u>
<u>BW - 17: Wilsonville Road/Rebekah Street Enhanced Pedestrian Crossing</u>	<u>Modify the intersection by removing the existing traffic signal, extending the landscaped median, and restricting minor street turning movements to right-in, right-out only. Install activated flashers for pedestrian and bicycle crossings of Wilsonville Road.</u>	<u>\$500,000</u>
<u>BW - 18: Park Place Promenade</u>	<u>Convert the existing segment of Park Place between Courthouse Drive and Town Center Loop West from a motor vehicle route to pedestrian/bicycle facilities only. Construct a promenade that includes a cycle track and wide walkway for pedestrians.</u>	<u>\$2,400,000</u>
<u>BW - 19a: Cycle Track: I-5 Ped/Bike Bridge to Town Center Park</u>	<u>Install a two-way cycle track connecting the I-5 Pedestrian/Bicycle bridgehead to Park Place near Town Center Park.</u>	<u>\$75,000</u>
<u>BW - 19b: Cycle Track: Town Center Loop E</u>	<u>Install a two-way cycle track on the east side of Town Center Loop East from Courthouse Drive to Wilsonville Road. This project would not likely be implemented until after SI-11 has been completed.</u>	<u>\$51,000</u>
<u>BW - 20: West Promenade</u>	<u>Install a promenade along the proposed cycle track that connects the I-5 Pedestrian/Bicycle Bridge to Park Place.</u>	<u>\$1,800,000</u>

FIGURE 5-6: HIGHER PRIORITY PROJECTS (SOUTHEAST QUADRANT) (PAGE 5-13)

Summary of changes:

Same changes as Figure 5-2: Higher Priority Projects (page 5-5)

APPENDICES

**APPENDIX A: TRANSPORTATION INFRASTRUCTURE PROJECTS EXCERPT FROM
TOWN CENTER PLAN (MAY 6TH, 2019)**

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Implementing the Town Center Plan

update the Parks and Recreation Master Plan to incorporate parks and trails recommendations. The City's capital improvement plan should be amended to incorporate the Plan's infrastructure investment projects. This update is assumed to occur when those plans are updated, if not sooner, following adoption of the Plan.

Estimated Costs (Items RA.1-RA.3):

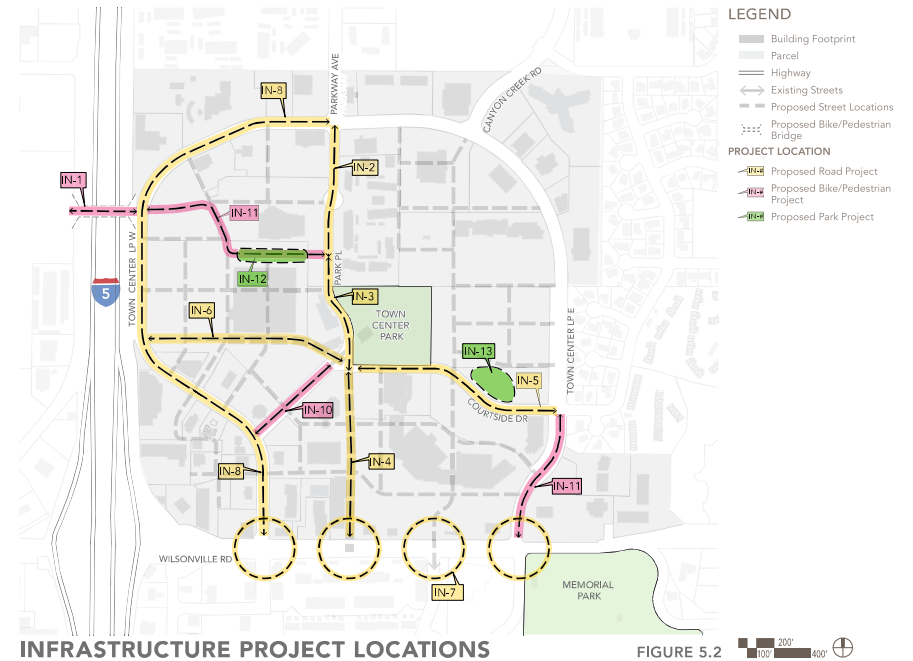
Item RA.1-RA.3 will be completed as part of the Town Center Plan adoption process. Costs associated with RA.4 will require temporary allocations of staff time at a fraction of FTE. Costs associated with implementing RA.5 are expected to be approximately \$15,000 to update the Transportation System Plan. Other plan updates will require temporary allocations of staff time at a fraction of FTE and completed during regular plan amendment processes.

INFRASTRUCTURE INVESTMENTS

Public infrastructure, including roads, sewer, water, stormwater, fiber/conduit infrastructure, and parks, provide the foundation for a complete community. Infrastructure provides essential services and in Town Center provides the transformational

elements for becoming a more walkable and accessible district. While some infrastructure projects will likely be completed as part of private development, there are several projects that could be partially or wholly publicly funded to catalyze development. "Framework projects" are projects that establish a foundational element of the Plan. Framework projects are projects that were identified by the project Task Force, Planning Commission and City Council as being the most important projects to complete (pending funding) to implement the Plan's vision. These are high priority projects that will receive public funding to cover a portion of the costs. Local businesses and landowners will be integral parts of the design and construction process to identify ways to minimize impacts when construction does occur in the future.

"Estimated costs" are total project costs and provided for the infrastructure investments that are likely to have a public funding component. Streetscape projects do not include sewer, water, or stormwater costs, which are broken out separately (see IN.14), but assumed to be built concurrently. Depending on the timing of adjacent development, the City or a private developer may construct the improvements. Table 5.1 on page 99 identifies the proposed phasing for each major infrastructure project, and the Plan recommends the creation of an Infrastructure Finance Study to



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Implementing the Town Center Plan

outline more specific timing and a funding strategy for these infrastructure investments (see ED9 on page 91). Phasing for major projects considers the interdependence of specific elements of each project. For example, modifications to Wilsonville Road would not occur until the Park Place extension is constructed. The Park Place extension project would require implementing the signal changes/ timing at the other Wilsonville Road intersections, triggering the Wilsonville Road modifications.

Infrastructure projects, unless otherwise stated, assume full construction or reconstruction of a particular segment. Some projects would only modify existing facilities, which may reduce total project costs. Some street projects would also include sewer, water and stormwater infrastructure, which are provided as separate cost estimates (see IN.14) to reflect the relocation of these facilities to the public right-of-way. All road construction projects assume that the facility will include stormwater management and green street amenities, such as stormwater swales and landscaping treatments (as described in Chapter 4) to reduce environmental impacts of construction and use of the facility. Infrastructure projects should also include fiber/conduit facilities to the extent possible. Locations of infrastructure projects are identified on Figure 5.2.

IN.1 I-5 Bike/Pedestrian Bridge Gateway (Framework Project)

The City is in the process of designing a bike/pedestrian bridge over I-5 that will connect the northwest corner of Town Center to the existing transit center and development on the west side of I-5. While the exact location of the bridgehead is still to be determined, the eastside bridgehead in Town Center will provide an opportunity to establish a highly visible gateway to Town Center. A well-designed bridge and bridge landing can include architectural elements that reflect Town Center as well as seating, landscaping and wayfinding/directional signage, providing direct connections for people to destinations in Town Center, such as Town Center Park using a two-way cycle track, and to the local and regional bicycle and pedestrian network.

Estimated Cost: \$10.8 million (bridge), \$1.5 million (bridge landing/gateway)

IN.2 Park Place Redesign (Town Center Loop to Northern Edge of Town Center Park)

This section of existing roadway, currently known as Parkway, is one of the original connections from Town Center Loop

adjacent to the theater and apartments. The recommended future design for this section of Park Place includes two travel lanes, buffered bike lanes, and wide sidewalks (see Appendix D for the recommended cross section). Buffered one-way bike lanes are recommended in this section of roadway to provide connections to existing bicycle lanes north of Town Center Loop.

Estimated Cost: \$4.4 million

IN.3 Park Place Redesign (Town Center Park to Courtside Drive, Framework Project)

This section of Park Place becomes an extension of Town Center Park. Constructed as a curbside street (see Figure 5.3 for the recommended cross section) that can be closed during events in Town Center Park, a farmers market, or other civic use. This section of roadway is a critical transition between the northern and southern portions of the main street and a core component of the Town Center vision. This section of Park Place includes

PROPOSED STREET SECTION CONCEPT FIGURE 5.3



two travel lanes, on street parking, and a protected two-way cycle track, providing an important multimodal connection between the I-5 bike/pedestrian bridge, Promenade, and the two-way cycle track proposed on the north side of Courtside Drive to Memorial Park (see IN.5 for a project description).

Estimated Cost: \$3.7 million

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PROPOSED STREET SECTION CONCEPT **FIGURE 5.4**



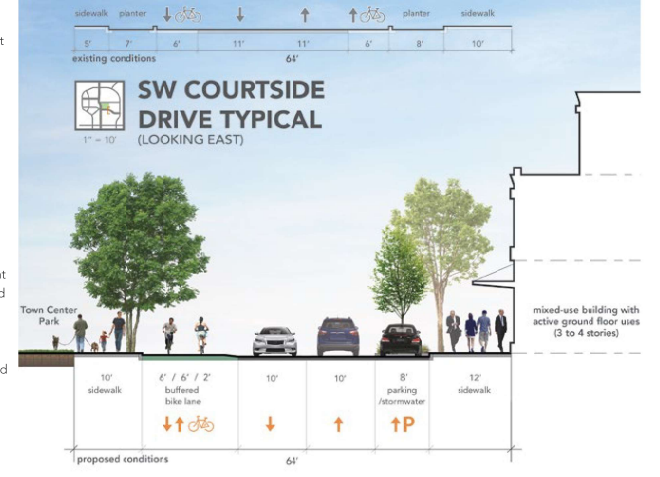
IN.4 Park Place Extension (Courtside Drive to Wilsonville Road, Framework Project)

Creating a modern main street in Town Center is a signature element of the Plan. Extending Park Place provides opportunities to create a walking retail

Implementing the Town Center Plan

corridor, gathering spaces, and placemaking programs for Town Center. It will offer more opportunities and better visibility for small, independent businesses, keeping local dollars in Wilsonville. This extension of Park Place (see Figure 5.4 for the recommended cross section) is a future roadway located within an existing parking lot. The extension would create a new signalized intersection at Wilsonville Road. The recommended design for this new segment of Park Place includes two travel lanes, on-street parking, and wide sidewalks to create a strong pedestrian-oriented landscape. The street would be marked as a shared facility, where bicycles and automobiles share the same travel lane. Shared lanes, as opposed to dedicated bicycle lanes, are recommended for this section because of the expected slow vehicle speeds, proposed dedicated bicycle lanes on adjacent roads, and the limited amount of right-of-way available to construct the new connection. With the proposed design, no business displacements are anticipated with the construction of this segment, but during

PROPOSED STREET SECTION CONCEPT **FIGURE 5.5**



IN.6 Courtside Drive Extension (Park Place East to Town Center Loop W, Framework Project)

This project would extend Courtside Drive to the west to Town Center Loop W, providing increased connectivity to the western portion of Town Center, an area envisioned to be redeveloped with a more diverse mix of uses.

construction, it will be important to coordinate with existing businesses to minimize impacts to their operations.

Estimated Cost: \$6.3 million

IN.5 Courtside Drive Improvements (Park Place to Town Center Loop E)

Courtside Drive is the primary east/west connection between Town Center Loop E and Park Place and serves as an important connection between established neighborhoods and central Town Center. This project recommends maintaining the key functions of this roadway and incorporating a two-way cycle track that connects from Town Center Park to Town Center Loop E, which will provide a further connection to Memorial Park (Figure 5.5). Improvements to this section of roadway are primarily for the cycle track and for on street parking on the south side of Courtside Drive.

Estimated Cost: \$79 million

Estimated Cost for Cycle track only: \$78,000

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WILSONVILLE ROAD INTERSECTION IMPROVEMENTS FIGURE 5.6



The recommended roadway design includes two travel lanes, on street parking, bicycle lanes and wide sidewalks (see Appendix D, Local Street, Option 2) to create a strong pedestrian-oriented landscape.

Estimated Cost: \$6.6 million

IN.7 Wilsonville Road Intersection Modifications

Wilsonville Road is the most important arterial connection to Town Center and also provides access to one of two I-5 interchanges in Wilsonville. Wilsonville Road experiences congestion at peak hours due to existing capacity issues on I-5 at Boone Bridge, affecting the Wilsonville Road/

Town Center Loop W intersection where traffic can back up on both roadways. Recommended improvements along Wilsonville Road are designed to improve traffic distribution through Town Center and better accommodate anticipated traffic growth (Figure 5.6). The Wilsonville Road improvements allow for and implementation of the desired multimodal form as recommended in this plan (see intersection plan views in Appendix B). Specific changes to Wilsonville Road include:

- **Wilsonville Road/Town Center Loop W**
Modify the existing traffic signal to eliminate eastbound and westbound left turns, add a landscaped median to

the west leg, and improve pedestrian and bicycle safety by adding a crosswalk to the west side of the intersection and a median refuge to cross Wilsonville Road. Providing protected pedestrian refuges and signalization for bicycle and pedestrian crossings is essential for improving safety and increasing walking in the area.

- **Wilsonville Road/Park Place**
Construct a new intersection that connects the extension of Parkway Avenue to Wilsonville Road. At this intersection, install a traffic signal that allows all turning movements and moves eastbound left turn traffic further from the I-5 interchange.
- **Wilsonville Road/Rebekah Street**
Remove the existing traffic signal and restrict the minor street turning movements to be right-in, right-out only by continuing the landscaped median or using space for a pedestrian and bicycle median. Include bicycle and pedestrian activated flashers for crossings.
- **Wilsonville Road/Town Center Loop E**
Modify the existing traffic signal to include dual eastbound lefts and modify the north leg to have dual northbound

receiving lanes. Remove eastbound and southbound dedicated right-turn lanes to accommodate added lanes.

Estimated Cost: \$1.8 million

IN.8 Town Center Loop W Modifications

Town Center Loop W is a wide street with five lanes in many locations and without bicycle lanes or complete sidewalks. The focus of this project is to make Town Center Loop W more pedestrian and bicycle friendly, help redistribute through traffic, and reduce congestion at the Wilsonville Road/Town Center Loop W intersection.

As development occurs adjacent to Town Center Loop W, the roadway could transition to a local road (see Appendix D for potential cross sections) that provides access to businesses as well as multimodal access from the bike/pedestrian bridge and western portions of Town Center. In the event a parallel road is constructed and can accommodate the traffic, Town Center Loop W could also be vacated and the right-of-way used for development. If it remains in place, Town Center Loop W would be reduced from five to three lanes (two travel lanes with left turn pockets) in conjunction with intersection

PROPOSED STREET SECTION CONCEPT

FIGURE 5.7

Implementing the Town Center Plan



improvements for Town Center Loop E to accommodate the anticipated shift in traffic patterns. Surplus right-of-way will be used for on-site stormwater treatment, addressing an ongoing stormwater issue in the vicinity of I-5. This is assumed to occur with adjacent development that would pay for the street improvements. In the interim,

improvements could include reducing the number of lanes through temporary placement of traffic controls using concrete planters or bollards to reduce road width, and restriping for bicycle lanes in the outside travel lane.

Estimated Cost: \$207,000 (Interim). Full buildout is expected to be in conjunction with private development.

IN.9 Local Road Network

Creating a more walkable and accessible Town Center will also require constructing new local roads. These connections would be constructed as part of a development in which the private developer assumes the cost of these local roads. Figure 5.7 identifies the proposed local road network in Town Center, which uses the existing road network as the foundation of the multimodal system. The location of these local connections is approximate and based on the desired block lengths of 400 feet. Precise locations will be determined during site planning and review. These extensions would require new right-of-way and would generally include two travel lanes, parallel parking on both sides of the street, sidewalks, and street trees, although

some connections may use a "woonerf" style design, or pedestrian-only connections (Appendix D). Some streets would also include fiber conduit, new sewer and water infrastructure while all streets would have stormwater pipes (see Figures 4.1, 4.2, and 4.3 for general location of facilities) that are assumed to be constructed by private development.

Estimated Cost: Not applicable. Local roads and associated communications, sewer, water and stormwater infrastructure identified as part of the Plan are assumed to be constructed by private development.

IN.10 Park Place Promenade Redesign

The Park Place Promenade redesigns Park Place between Town Center Loop W and Courtside Drive to eliminate it as a vehicular route and create a linear park feature that provides bicycle and pedestrian access and a location for future temporary events such as festivals or a farmers market. The final design of this area will be determined as part of the design of future adjacent development expected to front the promenade. Essential components should include provisions for temporary events, public gathering spaces with shade and/or weather covering, bicycle

and pedestrian connectivity and transit vehicle access. Design would be similar to the woonerf-style local street cross section (Appendix D) that is designed to be closeable to through traffic. Depending on the final design, vehicle charging, car share and bus stops could also be incorporated into the design.

Estimated Cost: \$2.4 million

IN.11 Cycle Tracks

There are several sections of two-way cycle tracks identified in the Plan. These provide essential connectivity elements both within Town Center and to the surrounding bicycle and trail network. There are four primary cycle tracks proposed in Town Center that together create a continuous cycle track between the I-5 bike/pedestrian bridge and Memorial Park. The type of bicycle facility to be located within the Park Place Promenade will be determined as part of the Park Place Promenade design process (see Project IN.10). Prior to development of the project, or as portions are constructed, the City could place placards, signage or other information to describe the entire project and how it will function when completed.

- **Segment 1: Bike/Pedestrian Bridge to Town Center Park.** This segment would

be constructed from the future bike/pedestrian bridge to approximately the north side of Town Center Park. While the final bridgehead location is still to be determined, the proposed connection would be located generally at the northern end of the Fry's parking lot and connecting to Park Place along/as part of the Promenade (see Project IN.12), where it would cross Park Place and then run on the east side of the roadway adjacent to Town Center Park. This segment would likely require purchasing right-of-way, or could be combined with future redevelopment of the Fry's site.

- Segment 2: Town Center Park to Courtside Drive.** This segment would be constructed as part of the Park Place Redesign (Project IN.3) because it will require reconfiguring the corner of Town Center Park and potentially the western parking area for Town Center Park to accommodate the future main street extension south to Wilsonville Road. A quick win project could be to restripe the existing roadway as a two-way buffered bike lane, similar to what was completed during the Town Center Main Street Pop-up event at the 2018 Wilsonville Community Block Party (see page 25)



CYCLE TRACK VERSUS BUFFERED BICYCLE LANES

A **CYCLE TRACK** is an exclusive bike facility that is separated from motor vehicle traffic, parking lanes and sidewalks through the use of bollards, medians, or raised curbs. Cycle tracks can be designed in a variety of ways, but all are intended to be primarily used for bicycles, and are separated from motor vehicle travel lanes, parking lanes, and sidewalks. In situations where on-street parking is allowed, cycle tracks are located to the curb-side of the parking (in contrast to bike lanes).

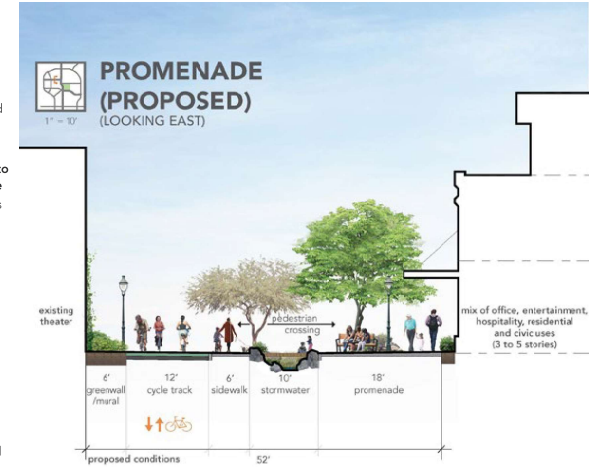
BUFFERED BIKE LANES are conventional bicycle lanes paired with a designated buffer space (usually painted) separating the bicycle lane from the adjacent motor vehicle travel lane and/or parking lane. Buffered bike lanes can be used anywhere a traditional bike lane is proposed and provides more space for bikes without making the bike lane appear so wide that it might be mistaken for a travel or parking lane.

during the planning process for the Plan. The two-way buffered bike lane would then be replaced with a permanent two-way cycle track.

- Segment 3: Town Center Park to Town Center Loop E (Courtside Drive Segment).** This segment is implemented primarily through restriping the existing roadway on the north side of Courtside Drive between Park Place and Town Center Loop E and could be implemented at the same time as the quick win described for Segment 2. Access to the Town Center Park parking area along Courtside Drive may need to be modified to accommodate this project. No additional right-of-way is assumed to be required because the existing right-of-way is available to accommodate the proposed improvements.
- Segment 4: Town Center Loop E to Wilsonville Road.** This segment would be located on the east side of Town Center Loop E. This section of cycle track would connect the central

PROPOSED STREET SECTION CONCEPT

FIGURE 5.8



portion of Town Center to Memorial Park south of Wilsonville Road. This project would not likely be implemented until the modifications to the Wilsonville Road/Town Center Loop E intersection are completed as there are already buffered bicycle lanes on Town Center

Implementing the Town Center Plan

Loop E The cycle track improvements would increase safety by crossing to the east side on Town Center Loop E at Courtside Avenue, not at Wilsonville Road, to remove the potential conflicts with the additional left turn movements from Wilsonville Road to Town Center Loop E. The two-way cycle track and vehicular lanes, as proposed, will fit within existing right-of-way.

Estimated Cost: Segment 1: \$75,000; Segment 2: N/A, expected to be completed as part of the Park Place redesign (project costs are included within that project); Segment 3: \$78,000; Segment 4: \$51,000.

IN.12 Promenade (Framework Project)

The Promenade is a linear park located north of the existing Fry's building. This project provides an important multimodal connection between the I-5 bike/pedestrian bridge landing and the two-way cycle track on Park Place (Figure 5.8). The bike/pedestrian landing is expected to connect to the Promenade, either directly or through another connection, depending on the final bridge location. This project would likely be constructed if redevelopment on all or a portion of the Fry's and/or Regal

Theater parcel occurred. The Promenade provides plaza and open space for area residents and employees and helps create a very active area near the I-5 bike/pedestrian bridge landing that draws users from the bridge into Town Center. The promenade also envisions an integrated stormwater feature, wide sidewalks and seating areas in addition to a portion of Segment 1 of the proposed cycle track (see Project IN.11).

Estimated Cost: \$1.8 million
The Promenade is assumed to be constructed, in whole or in part, by private development. The City may pursue funding for this project in advance of adjacent development as part of the bike/pedestrian bridge landing or following the bridge project to ensure the cycle track and emerald chain connections are constructed in a timely fashion.

IN.13 Town Center Skatepark

The Plan incorporates the proposed skatepark to be located east of Town Center Park, described in Project 1.7.a of the 2018 Wilsonville Parks and Recreation Comprehensive Master Plan. This location is along the cycle-track and within the chain of green spaces between Town Center Park and Memorial Park.

Estimated Cost: \$800,000 per the City's most recent cost estimate included in the 2018 Parks and Recreation Comprehensive Master Plan.

IN.14 Water, Sewer and Stormwater System Upgrades

As new development occurs, additional infrastructure facilities will be required. As new roads are constructed, water, sewer, and stormwater system upgrades will be constructed as part of the road project to minimize costs (see Figures 4.1, 4.2 and 4.3 for complete system locations). For systems within local roads, those facilities would be paid for and constructed by private development. Depending on the timing of adjacent development, the City or a private developer may construct the improvements. Adjacent development would be responsible for connecting to the system.

Estimated Cost: Water: \$11.2 million, sewer: \$10 million, stormwater: \$26.2 million (NOTE: these costs do not include any infrastructure within local roads, which would be constructed by private development).

PARKING STRATEGIES

There are many ways to encourage pedestrian-oriented development within Town Center while still providing parking options for those accessing Town Center by car. Parking is a part of Town Center and should be placed in convenient, accessible locations but screened from view by either buildings or landscaping. Pedestrians should not have to walk through parking lots to access adjacent businesses or residences.

The parking analysis (see Appendix E) completed for the Plan showed that parking usage varies considerably by location, time of day, weekdays and weekends in Town Center. Future development will require parking, likely a combination of surface and structured facilities. As Town Center develops over time, a variety of parking management techniques and incentives could be implemented to achieve the goals for parking in the Town Center.

PA.1 Develop a Town Center Parking Management Plan

The purpose of the parking management plan is to ensure that off-street parking is not the driving factor in how land is used within Town Center. Prior to developing a parking management plan, the City should conduct a parking inventory and