To: Steve Adams, P.E., City of Wilsonville  
From: Katie Mangle, Alta Planning + Design  
Date: November 4, 2016  
Re: Active Transportation Existing Conditions  
Boones Ferry Road to Brown Road Connector Study

Introduction

This memorandum summarizes the existing and planned bicycle and pedestrian conditions analysis that was performed for the Boones Ferry Road to Brown Road Connector Study in Wilsonville, Oregon. It documents the related background information, existing conditions including off-street and on-street networks, pertinent policies, and planned facilities for the Arrowhead Creek Planning Area, the study area for the Connector. It also presents new opportunities to improve access, comfort, and safety for people walking and biking on and around Wilsonville Road and displays these findings in the accompanying Bicycle and Pedestrian Access Map found on page 6.

Existing Conditions

Off-street Network

Several local and regional trails exist within the study area:

- **Ice Age Tonquin Trail**: This Regional trail connects Wilsonville with Sherwood and other cities to the north. The City has completed 3.4 miles of this Regional trail in Wilsonville. The two longest continuous segments exist within the Graham Oaks Nature Park and Morey’s Landing Open Space, directly west of the Arrowhead Creek Planning Area.

- **Wilsonville Waterfront Trail**: Completed local segments exist in the Wilsonville Water Treatment Plant Park and Boones Ferry Park. This trail connects under I-5 and links with Memorial Park and neighborhoods to the east.

- **Local Access Trails**:
  - Runs north-south from Wilsonville Road to the Morey’s Landing Trail segment.
  - Located parallel to Arrowhead Creek Lane between Industrial Way and the Water Treatment Plant.

On-Street Network

As shown in Table 1 of the Existing and Future Conditions memo prepared for this project by DKS Associates, the existing roadway network includes intermittent on-street facilities for walking and biking. In addition to that inventory, this section provides additional observations on the level of service provided for people walking and bicycling in the vicinity of the study area.
- **Wilsonville Road**: When traveling east, Wilsonville Road is winding and rural in character until Willamette Way West when it straightens at Graham Oaks Nature Park and becomes flanked by residential and commercial land uses. Though sidewalks and bike lanes exist on both sides, it is mostly a five-lane arterial (three-lanes west of Kinsman Road) that ultimately travels through the I-5 freeway interchange to the east. The 5-6 ft sidewalks are sometimes separated from the street by a planter strip; all intersections include curb ramps; crosswalks are provided at all signals. All bike lanes are standard, striped lanes, approximately 5-6 feet wide. In the vicinity of the I-5 interchange, grade separated multi-use pathways were installed under I-5 as part of the interchange expansion project in 2012. The City has applied green paint to the bike lane to signify a lane merge transition. Given the number of lanes, actual speed, and merging situations, conditions for bicycling on Wilsonville Road are only conducive to the most confident of cyclists.

- **Boones Ferry Road**: Boones Ferry Road is a two-lane street that includes turn pockets north of Bailey Street. Between SW Bailey Street and 4th Street, there is a through sidewalk only on the west side of the street. However, the sidewalk network is mostly complete north of 5th Street and in the adjoining neighborhoods. SW Boones Ferry Road has standard bicycle lanes from SW Wilsonville Road to SW Bailey Street on both sides of the street. South of SW Bailey Street, Boones Ferry Road has a standard bike lane for southbound travel and is striped with sharrows for northbound travel, indicating that people riding bicycles should share the lane with the slow-moving vehicles. The bike lane’s southern terminus is at Tauchman Street. Tauchman Street is not a through street for motor vehicles, but provides a connection to the Wilsonville Waterfront Trail for bicyclists and pedestrians. Traffic volumes and speeds on Boones Ferry Road are low, particularly south of 5th Street.

- **Industrial Way and Arrowhead Creek Lane**: Industrial Way is a freight route that connects north-south from Wilsonville Road to the Wilsonville Concrete property, and provides access to Arrowhead Creek Lane, which provides access to the Water Treatment Plant and park. Between Wilsonville Road and Arrowhead Creek Lane, the road does not include bicycle or pedestrian facilities. Due to concerns regarding physical conflicts between the heavy freight traffic on Industrial Way and trail users, non-motorized access is not allowed on Arrowhead Creek Lane between Industrial Way and the bridge over Arrowhead Creek. Between the bridge and the Water Treatment Plant, a trail parallels Arrowhead Creek Lane, but the trail ends abruptly and is signed to discourage trespassing. Per an agreement between the City and Bernert et al, the City agreed to “postpone construction of the bicycle pedestrian alignment” of a trail connection until such time when a new roadway connection (such as the Connector) “would allow for a crossing at a signalized or unsignalized intersection with Industrial Way.”
Planned Network

Complete Street Connections and New Bridges

The Wilsonville Transportation System Plan includes many policies that support complete streets and connectivity for all modes. Within the project study area, below is a list of planned sidewalk and bicycle facilities to be constructed with roadway extensions or widening. Refer to the Bicycle and Pedestrian Access Map on page 6 for greater detail.

- Kinsman Road extension
- Brown Road extension to Boones Ferry Road
- Brown Road Urban Upgrade (north of Wilsonville Road)
- East of Boones Ferry Road, bike lane planned on 5th, connecting via bridge over I-5 to Memorial drive
- 5th Street Urban Upgrade, east of Boones Ferry Road to lead to a future bicycle and pedestrian bridge over I-5 that would connect to Memorial Drive
- The French Prairie Bridge over the Willamette River

Trail Plans

**Waterfront Trail**, a Regional Trail, was originally planned to run east-west from Memorial Park through Boones Ferry Park to the Water Treatment Park (see Wilsonville Bicycle and Pedestrian Master Plan Map 1, Regional Trail 4). During the TSP process, the City modified the alignment of this trail to remove the segment shown on Wilsonville Concrete property. Thus, this trail connection will utilize the Ice Age Tonquin Trail alignment to connect Boones Ferry Park and the Water Treatment Park.

A two-phase project is underway on the Wilsonville Waterfront Trail. Phase I will bring the grade of the existing segment in and around the I-5 undercrossing up to ADA standards. Phase II, planned for construction in 2018, will construct a new trail segment linking the I-5 undercrossing to Boones Ferry Park along a route south of SE Tauchman Street.

**Ice Age Tonquin Trail**, a Regional Trail, is planned to ultimately connect Wilsonville with Sherwood and other cities to the north. This trail will connect from the existing Morey’s Landing segment to the west of the study area, to the on-street segment on Boones Ferry Road. In the Ice Age Tonquin Trail Master Plan, the segment in the study area (see p. 33, Table 2) is described in the following segments:

- 1H: Trail to either follow an independent corridor or follow parallel to a potential future roadway such as Brown Road extension.
- 1G: Trail design to occur in tandem with potential future roadway design in the area. Trail will parallel 5th or Bailey.
- 1F: Upgrade railroad crossing.
- 1E (along Boones Ferry Road): Coordinate trail development with Boones Ferry Road improvements; consider re-striping roadway to position bike lane on east (northbound) side to accommodate uphill cyclists and shared lane markings in southbound direction.
Boones Ferry Road

The design of Boones Ferry Road is determined by the TSP and City Public Works Standards. As a minor Collector north of 5th Street, the road is presumed to ultimately include bike facilities and sidewalks on both sides of the street.

In 2011, the City completed the Old Town Neighborhood Plan, in cooperation with the Old Town neighborhood. The Plan was recognized, not adopted, by City Council though aspects of it have been incorporated into ongoing work of the City. The Plan calls for Boones Ferry Road north of 5th Street to be a Main Street and “viable commercial area”. The streetscape plan and recommendations for Boones Ferry Road describe sidewalks and bike lanes on both sides of Boones Ferry Road between Bailey and 4th Street.

For the residential part of Boones Ferry Road south of 4th, and elsewhere in the neighborhood, the recommendation is to ‘maintain the casual, curb-less street” (see Recommendation Matrix, Old Town Neighborhood Plan Appendix C, page 24).

Relevant Policies

In addition to the City’s many policies encouraging connectivity for all modes of travel and creation of complete streets, the following specific policies relate to the evaluation of the Connector alternatives.

Walking and Biking Access Spacing

Improving connectivity between neighborhoods and other destinations is a major policy objective of the City’s TSP. In addition to the access spacing standards addressed in the Existing and Future Conditions memo prepared for this project by DKS, the City has also established access spacing standards for walking and biking facilities. Per the TSP (p. 3-6), “Bicyclists and pedestrians benefit the most from closely spaced facilities because they are the most affected by distance. By providing walking and biking facilities spaced less than 300 feet apart, Wilsonville will support walking and biking use within and between its neighborhoods. In addition, these connections can improve access to transit.” This standard is implemented through the Development Code as well.

Sidewalks on Boones Ferry Road

The Development Code includes an Old Town Overlay Zone to ensure the special character of the neighborhood is reinforced. This section of the code includes the following policy, which describes a continuous Main Street design along Boones Ferry Road:

4.138(04)C. Sidewalk width may vary from block to block, depending upon the nature of adjacent land uses and the setbacks of existing buildings. Provided, however, that a continuity of streetscape design is maintained along Boones Ferry Road, generally following the pattern that has been started with the 1996 approval for Old Town Village on the west side of Boones Ferry Road from Fourth Street to Fifth Street.
Opportunities

To further bolster the planned projects and connections outlined above, the Connector project presents some new opportunities to improve access, comfort, and safety for people walking and biking through the Arrowhead Creek study area. Below are two project recommendations for consideration. Refer to the Bicycle and Pedestrian Access Map, Planned Bike Lane lines, on page 6 for greater detail.

- Create a bicycle and pedestrian-only connection to Wilsonville Road along the Industrial Way segment, north of Kinsman Road.
- Development of the Arrowhead Creek Planning Area raises the opportunity to create a bicycle and pedestrian-only connection at the 2nd Street railroad under-crossing, to connect Boones Ferry Road and the planned French Prairie Bridge to the Connector via Otto Lane. This is not assumed to be constructed as part of the Connector project, but should be considered during the design of the alignment.
- Determine a final alignment for the Ice Age Tonquin Trail that uses the new signalized intersection at Kinsman Road to ensure safe bicycle and pedestrian crossing of the roadways, and separating people walking and bicycling from freight vehicles.
EXISTING AND PLANNED BICYCLE AND PEDESTRIAN ACCESS

City of Wilsonville: Boones Ferry Road to Brown Road Connector Study

Legend
- Existing Regional Trail
- Existing Local Trail
- Existing Private Trail
- Planned Trail
- Railroad
- Existing Bike Lane
- Planned Bike Lane/Shoulder
- Existing Full Sidewalk
- Existing Partial Sidewalk
- Planned Sidewalk
- Planned Bridge
- Nonmotorized Access Prohibited
- Park/Open Space
- School
- Rivers/Streams

Notes:
1) Alignment of the Boones Ferry Road to Brown Road Connector may connect to 5th St or Bailey Street.
2) South of Bailey Street, Boones Ferry Road includes bike lanes on the west side, and sharrows on the east side. The long-term plan is to include bike lanes and sidewalks on both sides, north of 4th Street.

Data provided by RLIS and the City of Wilsonville. Map produced November 2016.