Memorial Park Improvements
City of Wilsonville, Oregon

Nomination for
APWA Oregon Chapter Public Works Project of the Year

September 4, 2014
2014 APWA PUBLIC WORKS PROJECT OF THE YEAR
Oregon Chapter

NOMINATION FOR
Memorial Park Improvements
from
City of Wilsonville, Oregon

Table of Contents

Nomination Form
Supporting Documentation

- Project Description ........................................................................................................................... Page 1
- Schedule & Construction Management .................................................................................. Page 2
- Safety Performance ................................................................................................................... Page 3
- Community Need ....................................................................................................................... Page 3
- Sustainable Practices ............................................................................................................... Page 4
- Environmental Considerations ............................................................................................... Page 5
- Community Relations .............................................................................................................. Page 6
- Unusual Accomplishments ....................................................................................................... Page 6
- Additional Considerations ....................................................................................................... Page 7

Appendix A  Project Location Map
Appendix B  Project Photographs
Appendix C  Project Recognition
PUBLIC WORKS PROJECT OF THE YEAR
NOMINATION FORM

SUBMITTAL DEADLINE: September 4, 2014

PROJECT INFORMATION

Memorial Park Improvements

Project Name

March 20, 2014

Project Completion Date*

City of Wilsonville

Public Agency

PROJECT CATEGORY (select one):

☐ Structures

☒ Transportation

☐ Environmental (Water, Wastewater, Stormwater)

☐ Historical Restoration/Preservation

☐ Disaster or Emergency Construction/Repair

PROJECT DIVISION (select one):

☐ Less than $5 million

☒ $5 million to less than $25 million

☐ $25 million to $75 million

☐ More than $75 million

*Must be substantially complete and available for public use within two calendar years prior to nomination.

MANAGING AGENCY

Kerry Rappold

Name

Natural Resources Program Manager

Title

City of Wilsonville

Agency/Organization

29799 SW Town Center Loop E

Address (if post office box, include street address)

Wilsonville

City

Oregon

State

97070

Zip

rappold@ci.wilsonville.or.us

Email

(503) 570-1570

Phone

(503) 682-7025

Fax

PRIMARY CONTRACTOR

Jeff Kersey

Name

Owner

Jeff Kersey Construction, Inc

Agency/Organization

P.O. Box 896

Address (if post office box, include street address)

Canby

City

Oregon

State

97013

Zip

jkerseyconstruction@canby.com

Email

(503) 266-3103

Phone

Fax
### PRIMARY CONSULTANT

<table>
<thead>
<tr>
<th>Name</th>
<th>Title</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adam Crafts, PE</td>
<td>Project Manager</td>
</tr>
<tr>
<td>Wallis Engineering</td>
<td></td>
</tr>
</tbody>
</table>

### Address (if post office box, include street address)

<table>
<thead>
<tr>
<th>City</th>
<th>State</th>
<th>Zip</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vancouver</td>
<td>Washington</td>
<td>98660</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Email</th>
<th>Phone</th>
<th>Fax</th>
</tr>
</thead>
<tbody>
<tr>
<td><a href="mailto:acrafts@walliseng.net">acrafts@walliseng.net</a></td>
<td>(360) 695-7041</td>
<td>(360) 694-1043</td>
</tr>
</tbody>
</table>

### NOMINATED BY (only managing public agency or APWA Chapters eligible to nominate)

<table>
<thead>
<tr>
<th>Name</th>
<th>Title</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kerry Rappold</td>
<td>Natural Resources Program Manager</td>
</tr>
<tr>
<td>City of Wilsonville</td>
<td></td>
</tr>
</tbody>
</table>

### Address (if post office box, include street address)

<table>
<thead>
<tr>
<th>City</th>
<th>State</th>
<th>Zip</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wilsonville</td>
<td>Oregon</td>
<td>97070</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Email</th>
<th>Phone</th>
<th>Fax</th>
</tr>
</thead>
<tbody>
<tr>
<td><a href="mailto:rappold@ci.wilsonville.or.us">rappold@ci.wilsonville.or.us</a></td>
<td>(503) 570-1570</td>
<td>(503) 682-7025</td>
</tr>
</tbody>
</table>

### SUBMIT APPLICATION PACKET TO:

Public Works Project of the Year • Awards Program  
City of Oregon City  
ATTN: John Lewis, P.E.  
625 Center Street  
P.O. Box 3040  
Oregon City, OR 97045  
jmlewis@orcity.org  
503.496.1545

**NOTE:** Supporting documentation is **limited to twenty (20) pages**, exclusive of photographs and nomination form. **This submittal will not be returned.** Include one “hard” copy and one electronic copy of the nomination form and supporting documentation. Submit a separate CD with 10 to 20 photographs of the project.
**Project Description**

The City of Wilsonville’s Memorial Park Improvements project rejuvenated one of the City’s most important outdoor community spaces. The park is over 100 acres and provides close to one half mile of Willamette River access. Memorial Park is a vibrant center of activity for the community and draws regional club sports every year. In addition to being a sport and recreational hub, the park also serves as a main connection along the City’s trail system, which draws hundreds of walkers, runners and bicyclists every day. One major deficiency of this crown jewel of the City’s park system was its parking lot. The parking lot pavement was failing, the layout didn’t have standard stall sizes, and the layout was confusing for drivers and pedestrians. The parking lot also lacked essential stormwater treatment and safe pedestrian access through the parking lot.

The pavement was deteriorating because it lacked an adequate asphalt and base section, compounded by poor subgrade material. Stormwater runoff within the parking lot did not drain properly and was in need of a storm conveyance and treatment system. The runoff generated from the parking lot sheds into a tributary of the Willamette River. The existing parking stalls were inadequately sized and could not fit medium sized or larger vehicles, resulting in most cars parking across two stalls. In addition, the layout of the parking lot required pedestrians to cross unsafely within vehicle travel lanes or across landscaping planters to access the park. These severe inadequacies prompted a much-needed upgrade of a heavily used parking lot at Memorial Park.

This improvement project was intended to attract more park users, repair the pavement, provide safer multimodal access to the park, and add stormwater treatment to protect nearby waterbodies.

Specific project goals were to:

- **Construct a long-lasting, more attractive and useable parking lot** by providing new and sufficient pavement section, increasing the number of parking stalls, bringing stall sizes up to standard, relocating historic monuments, planting new trees and upgrading lighting.
• **Provide multimodal access** for vehicles, bicycles, pedestrians and transit.

• **Provide stormwater treatment** through LIDA (Low Impact Development Approach) swales and rain gardens.

• **Maintain the character of the existing extensive tree canopy** by protecting established trees and minimizing the footprint of the improvements within the dripline.

• **Improve safety for pedestrians and bicyclists** by adding safety medians and raised pedestrian paths connecting directly to the park paths.

**Schedule and Construction Management**

The project’s completion date for all phases of the project was March 30, 2014, and the actual completion date was March 20, 2014. The schedule had to be aggressive due to the importance of maintaining complete access to the park during the spring and summer, the primary seasons of use.

The City took a comprehensive approach in order to reduce negative impacts to the community during construction. Any impact on league sports was eliminated by beginning construction after Labor Day and completing the project before the start of baseball season in the spring. Construction was phased to maintain vehicle and pedestrian access to the park at all times. Alternate temporary parking spaces were striped to maximize available parking in gravelled areas within the park. These alternate parking areas were clearly signed to direct traffic to the appropriate areas during construction. In addition, continuous vehicle access to the only major access road to Memorial Park was maintained through carefully sequenced construction phasing. Access was also maintained to pedestrian walkways to the park and around the work zone through the parking lot.

This approach to construction management required significant collaboration between the City’s Engineering division, the Parks and Recreation Department, and the regional club sports that depended on the park. All three entities maintained close communication and coordinated throughout all phases of the project. In addition, due to close communication and collaboration between the engineering consultant (Wallis Engineering) and the contractor (Jeff Kersey Construction, Inc.), the challenges of the aggressive
construction schedule were managed well, and the project was completed on time, prior to the start of baseball season.

**Safety Performance**

All appropriate safety precautions were employed during construction. Safety meetings were held on a regular basis to inform the workers of the upcoming safety hazards for each phase of construction. Safety provisions and gear were required onsite, and signs were posted as reminders to all who entered the work zone. A clean safety record was maintained throughout the project. There were zero lost-time injuries per 1,000 man hours worked.

Public safety was also a priority during construction. Working areas were fenced off to limit access and protect the public. Temporary pedestrian paths were designated and signed to allow safe access around construction activities.

**Community Need**

Memorial Park is a significant community asset. The parking lot is highly visible and functions as a gateway to the park. The improvements to the park and parking lot were needed to correct deficient facilities and upgrade the aesthetics of this “gateway”. As discussed, the original parking layout was deficient for parking and pedestrian safety. The completed improvements addressed these deficiencies by providing improved vehicle accommodation and a pedestrian-friendly design.
Vehicle Accommodation. The number and size of parking stalls were increased to standard sizes that can accommodate larger vehicles.

Access to Transit. The new parking lot provides a dedicated bus turnout and waiting area for the City’s SMART bus access.

Pedestrian-Friendly Design. The layout of the parking lot was rotated to provide more appropriate direction for pedestrian traffic (north-south facing medians became east-west facing medians). Previously, pedestrians had to walk across planters and vehicle access roads to reach the park. This layout posed serious risks to vulnerable and disabled persons. All lanes are now directed towards the park, creating more intuitive channeling of traffic for both vehicles and pedestrians. Raised, ADA compliant pedestrian walkways across the parking lot along the reoriented medians created a safer route for the public. The upgraded design directs pedestrians to the existing pathways at the park entrance, and provides a safe path that is separated from vehicle travel ways.

Community Plaza. A small area was created near the entrance to the playgrounds and restrooms which in the future will hold informational signage and a community bulletin board.

Sustainable Practices

The most sustainable practice in any project is constructing improvements which will stand the test of time, resulting in the maximum amount of use for the dollar spent. Careful design, coupled with regularly scheduled maintenance, results in the most sustainable public works improvements for any public agency. This project was designed and constructed with an efficient use of resources that will give the public a long-term community asset with many years of use in the future. The sustainable practices used in design and construction included the following:

Cement Treated Base. The use of cement treated base (CTB) significantly reduced the volume of excavation and aggregate required for the new pavement section. This design feature therefore limited the number of trucks needed to complete the work, resulting in less greenhouse gas emissions. Limited truck traffic also reduced impacts to the only access road into the site.

LED Street Lights. The City continued its commitment to sustainability through the use of LED street lights within the parking lot. The LED lights leased from PGE utilized
modern lighting technology and satisfied the project’s budget concerns. A cost analysis revealed that these lights would be the lowest 50-year cost to the City. These lights greatly reduce energy usage while providing safe lighting levels.

**Environmental Considerations**

The greatest environmental concern of the project was the need for stormwater conveyance and treatment. The stormwater facilities for the parking lot required special consideration due to the nearby sensitive area, known as a Significant Resource Overlay Zone (SROZ). A portion of the parking lot is located within a SROZ because of its proximity to an unnamed tributary which feeds into Boeckman Creek, and ultimately to the Willamette River. This project demonstrated the City’s commitment to the environment by applying a significant amount of funding into stormwater treatment and landscaping. LIDA swales and biofiltration swales / rain gardens were constructed in and around the parking lot as stormwater runoff treatment and permanent protection for the SROZ.

Vigilant precautions were also taken during construction to prevent polluting the nearby water body. Erosion control devices were monitored weekly or after every storm event. Because construction took place during the winter, with its accompanying higher rainfalls, particular care was taken to monitor onsite erosion control.

An important feature of the existing parking lot was the many well-established trees. A registered arborist was heavily involved during the design and construction phases of the project to ensure that the healthy trees were not negatively impacted from the parking lot improvements. The arborist assessed the onsite trees and aided in design of the parking lot with this focus in mind. Construction activities located in the tree root zones took place with the arborist present at all times. Planters were constructed around the root zones to permanently protect the tree roots from damage.
Community Relations

Memorial Park is a significant community asset. As such, there were multiple public meetings associated with this project. These meetings included those with the City Council, the Parks and Recreation Advisory Board, and the general public. The City and the engineering consultant worked closely with the Parks and Recreation Advisory Board to inform the community of the project schedule. Informative flyers were sent out with details regarding construction and park access.

A unique aspect of the public outreach program for this project was using an online open house forum. The public had easy access to project information online and could post comments. The convenience of this online public forum resulted in substantial useful feedback.

The project was implemented with ease due to the positive feedback and approval of the community and project stakeholders. Park users have also given positive responses since the completion of the improvements.

Unusual Accomplishments

During the construction phase of this project, crews worked within the constraints of adverse weather conditions, a nearby environmentally-sensitive area, extremely poor soil conditions, and the limitations due to existing trees.

Adverse Weather and Soil Conditions. Construction was completed during the winter, so adverse weather was a challenge. Crews had to keep a careful eye on erosion control, especially during storm events. Winter rain storms combined with poor soil conditions and high groundwater produced continuous construction challenges. The existing soft soils, a near-surface groundwater table, and minimal base rock below the existing pavement added to the project’s complexity.

SROZ Considerations. The amount of fill that could be used in construction was limited because of the project’s proximity to the floodplain and the Significant Resource Overlay Zone. Cement-treated base was chosen to strengthen the soil and proved to be a low-cost, innovative solution to the construction challenges.

Tree Protection. The project preserved the majority of the established trees onsite. In addition to protection during construction, this required careful consideration during
design. Even with the 90-degree shift in the parking lot layout, most of the existing trees were able to be saved by incorporating the trees into the landscape median design.

**Additional Considerations**

The Memorial Park Improvements project had several innovative design aspects which warrant further consideration. The project team was particularly creative in balancing their response to financial and environmental challenges:

**Unique Pavement Design.** Because of the environmental constraints and limited budget for this project, an innovative alternative to typical base construction was chosen. Cement-treated base was utilized within the majority of the paved area of the site, which significantly reduced the volume of excavation and backfill required for the new pavement section. Backfill had to be kept at a minimum to maintain the existing floodplain and preserve the Significant Resource Overlay Zone. This design also reduced truck traffic into the site in an effort to maintain the condition of the only access road to the park. Minimizing the truck traffic also reduced the project’s carbon footprint. Overall, the decrease in excavation, fill, and truck traffic due to the use of cement-treated base resulted in a lower environmental impact and great cost-savings for the project.

**Conscientious Curb Design.** Strategically placed curb cuts served as inlets to the stormwater treatment swales to maximize contact time, while protecting existing tree roots from flooding.

**Raised Sidewalks.** Raised sidewalks were used where possible for pedestrian safety. To cope with their interference with stormwater flow, decorative trench grates were installed over sidewalk cuts for drainage, also adding to the aesthetics of the park.

**Kick-start for Further Improvements.** This parking lot improvement project was the first of many rehabilitation projects in the City’s master plan for Memorial Park and the regional trail network. More projects to revitalize this valuable community space are already underway.
Appendix A

PROJECT LOCATION MAP
Project Location Map
Memorial Park Improvements
Appendix B

PROJECT PHOTOGRAPHS
BEFORE & AFTER PHOTOS

Before

After
BEFORE & AFTER PHOTOS

Before

After
BEFORE & AFTER PHOTOS

Before

After
Appendix C

PROJECT RECOGNITION
September 2, 2014

APWA Public Works Project of the Year Awards Program Committee
c/o John Lewis, P.E.
City of Oregon City
P.O. Box 3040
Oregon City, OR 97045

RE: Letter of Support for APWA Award Nomination for the City of Wilsonville’s Memorial Park parking lot improvement project

Dear Members of the APWA Awards Program Committee:

I am writing to support the APWA Public Works Project of the Year Awards nomination of the City of Wilsonville’s Memorial Park parking lot improvement project.

The highly successful design and implementation of this project by staff of consultants Wallis Engineering and GreenWorks in conjunction with City Community Development Department staff members is of great benefit to the community and legions of metro-area park users.

Key highlights of components that make this project standout include:

- **Better Vehicle Accommodation:** The new parking lot is now able to accommodate both standard size and larger vehicles, such as vans and buses, thereby providing greater utility.

- **Improved Safety:** Pedestrian access across the lot and to trail connections is substantially improved and separated from motor-vehicle traffic, greatly enhancing safety.

- **Minimal Disruption:** As a Portland metro-area “regional park” with considerable use, especially for organized sporting teams, off-season construction allowed minimal impacts to park users.

- **Environmental Protection:** In addition to improved stormwater management and water quality, healthy mature trees were protected during construction and incorporated into the new parking lot design.

- **Innovative Construction Techniques:** A cement-treated base was used to minimize excavation and rock costs, as well as to protect the entrance road from heavy truck traffic. Together, this resulted in a lower project cost along with less long-term maintenance and greater longevity of the final product.

- **Extensive Public Outreach:** An online open-house reached a larger audience for both providing notice of the work and soliciting input while allowing park users to provide feedback at their convenience.

Thank you for your time and consideration of our City’s award nomination.

Sincerely,

Tim Knapp, Mayor
City of Wilsonville

“Serving the community with pride”
August 29, 2014

RE: Nomination Letter Nancy Kraushaar, Community Development Director

To Whom It May Concern:

On behalf of the entire Wilsonville Parks and Recreation Parks Maintenance Staff I would like to take the opportunity to discuss a few of the key improvements and issues addressed in the redesign of the Memorial Park parking lot.

Certainly the aesthetics are one of the major and most impressive points of improvement. The entrance and appearance to the park has become far more palatable through the use of native shrubs and trees located throughout the parking islands. The environmental benefits of the plant material and bio swales will pay dividends for decades to come.

In addition to aesthetics and environmental benefits, infrastructure has been dramatically improved. In the past, the water table would rise throughout the winter and subsequently would cause damage and consistent wet areas in the old parking lot. The improved crosswalks, curbing, and sidewalks have also had a beneficial impact on pedestrian usage and safety, especially for the kids enjoying the park.

True, pedestrian safety and accessibility has been greatly improved, however traffic flow and parking have also shown large signs of marked improvement. The larger, more numerous, and more functional parking stalls have made it safer to park as well as navigate the aisles between stalls. The dedicated maintenance vehicle parking has also made it more efficient and safer for our staff to attend to immediate and routine maintenance tasks. Along with this, ADA parking, large truck, and motorcycle parking has also been improved upon and is undoubtedly appreciated by these end users. The addition of the Stop sign has also increased safety and provides an opportunity to appreciate the newfound overall structure of the park.

All of the above have proven to be tremendous improvements to park end user satisfaction while also helping to contribute to an improved appreciation for Memorial Park. The project team's foresight and attention to detail have been key contributing factors to these successes. On behalf of the entire City of Wilsonville Parks Maintenance Staff, we fully support this project's nomination for the APWA Project of the Year award and I would personally be happy to answer any questions you may have.

Respectfully,

[Signature]

Tod Blankenship
Wilsonville Parks Supervisor
Memorial Park contract awarded

Wilsonville Spokesman
Wednesday, 25 September 2013 01:00 | Written by Josh Kulla

by: SPOKESMAN PHOTO: JOSH KULLA - Wilsonville’s Memorial Park will soon be undergoing renovation to replace damaged paving like that shown in this photo.

A long-term fix for some of the parking issues plaguing Memorial Park is now in the works and should be complete in time for the Christmas holidays.

The Wilsonville City Council recently awarded a construction contract to Canby contractor Jeff Kersey Construction to carry out a package of improvements to the park’s lower parking lot. The construction contract is worth $768,565 under a resolution adopted unanimously by the council. The project itself will consist of reconstructing and realigning the parking lot to create a safer, more efficient use of space.

Other costs will include $101,000 in additional consulting fees and a $14,000 public works charge, for a total project cost of $883,565. This is higher than initial estimates of roughly $750,000.

“The costs did come in a little bit high,” said Eric Mende, Wilsonville’s capital projects engineering manager.

Subsequent negotiations with Kersey Construction following bidding resulted in cost reductions and a final construction cost more in line with original projections.

Other savings, Mende said, were achieved by having the city’s public works department provide signs and pavement markings, substituting concrete curb stops for standard curbs in some locations, substituting a thickened asphalt section for concrete in a planned bus turnout and reducing the container size for some of the ground cover plantings.

“It was pretty apparent the difference was in four items,” Mende said. “So we renegotiated those costs down.”

Current parking lanes at Memorial Park run in a north-south direction; in the future this will be reversed and new lanes with diagonal stalls will be situated east to west. Additional parking lanes will be built in space adjacent to a ball field and immediately south of the current parking lot.
The project will also improve surface drainage to help avoid the sunken, cracked areas that have compromised the current parking lot. Work will also be done to improve lighting, provide a durable pavement structure, and upgrade stormwater treatment.

Finally, bicycle and pedestrian connections to the rest of the city are slated for upgrade alongside the improved parking and vehicle circulation.

Construction is scheduled to start this month and wrap up by the end of November.

“Staff believes the layout is good and staff believes it has a lot of positives,” Mende said. “We will have new lighting, improved drainage and in general be providing a safer and more efficient parking lot at Memorial Park.”

Despite the planned work, city officials will again re-examine the parking situation in a future parks master plan update. The park already becomes quite congested during periods of heavy use, and the planned work, while an improvement, likely won’t be enough to overcome a fundamental shortage of space.

“I’m sure the master plan will address alternatives to parking in the park too,” said Parks and Recreation Director Stan Sherer. “This isn’t enough.”
Improvements Coming to Memorial Park Parking Lot

Construction to Begin in September

Memorial Park’s main parking lot is set to get a major overhaul this fall. Changes planned for the lot are designed to make it easier to drive in, maneuver and park, and safer to walk through. Construction is scheduled to begin in September and is expected to conclude by December. During this time, no parking will be allowed in the main lot, but all other park facilities will remain open (see Where to Park below for alternate parking).

Parking Lot Has Multiple Problems

The old parking lot is showing severe signs of wear. Curb is missing and pavement is cracked. The lot also lacks stormwater treatment facilities. Runoff goes directly into a tributary of Boeckman Creek on the north side of the parking lot and ultimately to the Willamette River.

The lot currently lacks sufficient nighttime illumination and marked pedestrian crossings. Today’s large-sized passenger vehicles fit awkwardly in the small parking spaces and often stick out into the circulation lanes. The lanes are unevenly sized, making inefficient use of space that is in high demand during the summer recreation season and creating difficult and somewhat unsafe vehicle and pedestrian circulation.

The City’s construction contractor will reconfigure the parking lot and expand it slightly to the south. The new layout will include a circulation lane around the perimeter of the lot and rows of parking that are oriented from east to west. Medians between the rows will provide space for sidewalks, new and existing trees, and vegetated rain gardens that will filter contaminants from the lot’s stormwater runoff.

The City and consultant Wallis Engineering developed the parking-lot improvement plan earlier this year with input from the community. Preliminary designs were presented through an online open house on the City’s website, at a Parks and Recreation Advisory Committee meeting, City Council work sessions, and at a Development Review Board meeting. Residents voiced strong support for the addition of sidewalks and landscaping, and provided feedback that helped to refine design details. The parking stall dimensions, for example, were adjusted to a generous 9-foot by 18-foot size based on community members’ initial comments. The City also decided not to relocate the sanitary sewer pump-station onto the parking lot after neighbors expressed concerns about its potential proximity to homes.

The net benefit of the parking-lot improvements will be to provide park users with a safer, more pleasant area for both drivers and pedestrians to travel, coupled with easier parking and better stormwater run-off control. For tax payers, the pavement of the reconstructed lot should last considerably longer and reduce maintenance costs.

What to Expect During Construction

The City’s contractor will need to temporarily close the parking lot to make the improvements. In order to maintain vehicle access to the River Shelter, one of the contractor’s first tasks will be to complete the roadway on the western edge of the parking lot that leads to this popular picnic area. Vehicle access to the River Shelter will be maintained until mid-October.

The net benefit of the parking-lot improvements will be to provide park users with a safer, more pleasant area for both drivers and pedestrians to travel, coupled with easier parking and better stormwater run-off control. For tax payers, the pavement of the reconstructed lot should last considerably longer and reduce maintenance costs.

The City’s contractor will need to complete the park improvements within the time allotted. Construction to begin in September runs through mid-December.

Where to Park During Construction

No parking will be available in Memorial Park’s main parking lot during construction of the improvements, from early September through December. Visitors may park in the Murase Plaza, “upper” area Memorial Park parking lot and take the path to facilities in the lower portion of Memorial Park. Parking will also be available in the gravel lots near the off-leash dog run, Forest Shelter, and River Shelter. The City will temporarily stripe parking stalls in these gravel lots to maximize their capacity. Since parking will be limited, please consider carpooling and, when feasible, biking or walking to the park.

For more information, contact Kerry Rappold, Natural Resources Program Manager, at 503-570-1570 or rappold@ci.wilsonville.or.us.
City Launches New Websites

The City recently undertook a nine-month-long project to redesign the three main city websites (City, Library and SMART Transit) and add two new sites: Parks & Recreation and Economic Development. Led by Beth Wolf, the City’s Webmaster, and a team of department representatives the website project seeks to improve functionality for users and provide a fresh look and feel for the sites. Additionally, the sites were moved from computer servers in City Hall to a remote data center that offers 24/7 support, enhanced content management tools, and advanced disaster recovery. The move to a vendor-hosted product lets staff focus more on content and less on back-end programming and technical support and provides ongoing site improvements while reducing the City’s long term web costs.

The most exciting of the new functionality is a feature called “mobile web,” which allows the sites to automatically adjust both size and layout for optimal viewing on smaller devices, such as tablets or smartphones. The new sites will also have texting capability for urgent notifications such as SMART’s rider alerts. Navigation has also improved, with the use of new “mega” menus to bring information forward and reduce clicks, the selection of homepage items based on an analysis of visitor statistics, and the addition of spotlight areas within the rotating pictures display for hot topic items.

For this project, City staff combed through nearly 1,000 pages of web content, over 3,000 online documents, and nearly 1,500 calendar items, updating, editing and adding information as they went. They also paid special attention to consistency both for content and design across sites.

“We wanted to keep a consistent general layout between sites while still allowing each site to express its own character,” said Wolf. For instance, the new Parks and Recreation site uses high contrasts and bold colors to make the design lively and fun, whereas the Economic Development site is more muted, with a professional and slightly industrial feel.”

Every site shares consistent features, such as the search box in the upper right header, the contact box in the lower right, and general navigation just below the header, so that moving from one city site to another is an easy, familiar experience.

All five sites went live in April, phasing in over the course of several weeks. Each site includes a link to a short survey giving site users the opportunity to offer comments and suggestions on the new designs. Staff encourages visitors to view the sites, explore the array of content provided and share their feedback! For more information about any of the new websites contact Beth Wolf, the City’s Webmaster 503-570-1513; wolf@ci.wilsonville.or.us.

Website has Launched

Wilsonville Parks and Recreation has a brand new website that provides and share their feedback! For more information about any of the new websites contact Beth Wolf, the City’s Webmaster 503-570-1513; wolf@ci.wilsonville.or.us.

New Parks and Recreation Website has Launched

Wilsonville Parks and Recreation has a brand new website that provides and share their feedback! For more information about any of the new websites contact Beth Wolf, the City’s Webmaster 503-570-1513; wolf@ci.wilsonville.or.us.

Wellness for Your Brain

One of the best ways to keep your brain as fit as your body is to attend our quarterly lunchtime lecture series. This spring, acupuncturist and herbal medicine practitioner, Doug Wingate, will present a four week series. This spring, acupuncturist and herbal medicine practitioner, Doug Wingate, will present a four week series.

When I’m in Charge

Saturday, May 3
10:00 am - noon Tauchman House
Cost: $60

Dog & Cat First Aid

Saturday, May 17
9:00 am - 12:30 pm Tauchman House
Cost: $75

Babysitters Training

Saturday, May 31
9:00 am - 4:00 pm Tauchman House
Cost: $90

Red Cross Trainings Offered

Three Red Cross classes are being offered during the month of May. “When I’m in Charge”, open to 8-11 year olds, will help prepare your children for situations that may occur when they are home without your direct supervision. The class includes role playing safe responses to phone calls and visitors. Internet and gun safety topics are also included.

“Dog & Cat First Aid”, open to any age, will help participants be prepared for emergencies that involve a dog or cat and how to protect themselves or the animal from further harm.

“Babysitters Training”, open to 11-15 year olds will prepare participants for the challenges and responsibilities that come with babysitting. Accident prevention, emergency situations, positive supervision and first aid will all be covered.

Upcoming Classes and Programs

After-School Horse-Riding Lessons

Ages: 8-17
Mondays, May 5 - June 2
3:30 - 4:30 pm
Wilsonville Equestrian Center
$170

Oil Painting

Ages 12 - adult
$48 per class
Tuesday, May 6, 5:30 pm - 9:00 pm
Community Center

Oil Painting

Ages 12 - adult
$48 per class
Tuesday, May 6, 5:30 pm - 9:00 pm
Community Center

WERK Day

Saturday, May 10, 8:00 am - 1:00 pm
The Community Center
Please Pre-Register Online
Come help Wilsonville’s parks stay awesome!

Wilsonville Wheeler’s Bike Club

The Wilsonville Wheeler’s bike club is gearing up for another season of group rides. The group gathers on Thursdays at various locations in Wilsonville and surrounding areas for scenic rides, and stops at local establishments for refreshments and fun. Bike riders who wish to be included on the mailing list should email Pat Rebberg at: levitichberg@frontier.com.

If you live nearby and enjoy bike riding with others, consider joining the group. For information or to sign up for the email list, contact Pat at: rehberglevit@frontier.com or 503-582-9104.
Check out the new and improved Memorial Park lot

Wilsonville Spokesman
Wednesday, 16 April 2014 01:00 | Written by The Spokesman


by: SPOKESMAN PHOTO: JOSH KULLA - Driver circulation is now different at Wilsonville's Memorial Park, part of an $883,000 project completed last month by the city and Jeff Kersey Construction of Canby.

Parking at Memorial Park will be a pleasure now that the city has completed a $1 million overhaul of the popular venue's aging parking lot. Upgrades include new asphalt, curbs and striping, as well as an overall redesign aimed at improving traffic flow.

“The improvements not only benefit visitors to the park, but also the environment by reducing the amount of pollutants that ultimately run-off into the creek and the river,” Kerry Rappold, natural resources manager for the city, said in a release.

The old parking configuration at Memorial Par ran in a north-south direction; now, new lanes with diagonal stalls are situated east to west and additional parking lanes have been placed adjacent to a ball field.

The project also improved surface drainage in order to help avoid the sunken, cracked areas that compromised the old parking lot. Improved lighting, upgraded stormwater treatment and bicycle and pedestrian connections to the rest of the city are some of the other improvements included in the project.

Environmental improvements include the installation of bioswales — drainage courses that remove silt and pollutants from runoff — and landscaping that helps filter pollutants from runoff.

The project was undertaken by Jeff Kersey Construction, Inc. and paid for with Park System Development Charges and with money from the city's general fund.

Below is a series of photos of the park taken by Josh Kulla.
by: SPOKESMAN PHOTO: JOSH KULLA - Bioswales and other stormwater drainage improvements feature heavily in a recently completed overhaul of the parking area at Wilsonville's Memorial Park. The project was finished last month.

by: SPOKESMAN PHOTO: JOSH KULLA - Improved parking circulation is a big part of the recent overhaul of Memorial Parks parking area. The $883,000 project was carried out by Jeff Kersey Construction of Canby.
by: SPOKESMAN PHOTO: JOSH KULLA - Bioswales such as this are a big part of the improved stormwater drainage in the lower parking lot at Memorial Park. The old lot suffered extensive damage from stormwater runoff undercutting the pavement.

by: SPOKESMAN PHOTO: JOSH KULLA - Additional parking has been added to the Memorial Park parking area south of existing parking and adjacent to a ball field.