

RESOLUTION NO. 2007

A RESOLUTION OF THE CITY OF WILSONVILLE AUTHORIZING STAFF TO APPLY FOR ODOT TRANSPORTATION ENHANCEMENT (TE) PROGRAM FUNDING TO BUILD A SHARED USE BICYCLE AND PEDESTRIAN PATH UNDER INTERSTATE-5.

WHEREAS, the Transportation Enhancement (TE) program provides federal highway funds for projects that strengthen the cultural, aesthetic or environmental value of our transportation system; and

WHEREAS, eligible projects include the provision of bicycle and pedestrian facilities, as well as landscaping and other scenic beautification; and

WHEREAS, the Wilsonville City Council desires to provide a safe and efficient bicycle and pedestrian environment throughout the community and particularly in the vicinity of the Wilsonville Road and Interstate-5 (I-5) interchange; and

WHEREAS, due to the location of I-5 in the center of the city, bicyclists and pedestrians who wish to cross from one side of the community to the other find it difficult and often intimidating, deterring the use of desirable non-motorized modes of transportation; and

WHEREAS, due to the volume of vehicular traffic, and the planned width of Wilsonville Road, there is a strong desire to enhance bicycle and pedestrian safety, while improving aesthetics; and

WHEREAS, the proposed streetscape enhancements will improve the overall appearance and function of bicycle and pedestrian facilities in the vicinity of the I-5/Wilsonville Road interchange encouraging more users of non-motorized forms of transportation; and

WHEREAS, ODOT requires adoption of a Resolution by City Council endorsing the proposed project as part of the application submittal requirements; and

WHEREAS, Staff has completed the Notice of Intent application and has received approval to proceed to full application; and

WHEREAS, the proposed TE amount is \$750,000.00 with a proposed 25% local match; and

WHEREAS, as part of the proposed enhancement package, the City would be required to perform routine maintenance of the enhancements requiring an IGA between ODOT and the City;

NOW, THEREFORE, THE CITY OF WILSONVILLE RESOLVES AS FOLLOWS:

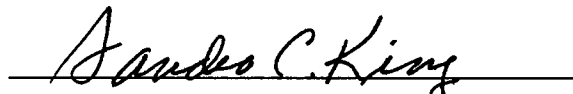
1. Approval of this Resolution authorizes the Staff to apply for ODOT Transportation Enhancement program funds for the construction of a raised multi-modal path under I-5 on both sides of Wilsonville Road.

ADOPTED by the Wilsonville City Council at a regular meeting thereof this 19th day of June 2006, and filed with the Wilsonville City Recorder this date.



CHARLOTTE LEHAN, Mayor

ATTEST:



Sandra C. King, City Recorder, MMC

SUMMARY OF VOTES:

Mayor Lehan	Yes
Councilor Kirk	Yes
Councilor Holt	Yes
Councilor Knapp	Excused
Councilor Ripple	Yes

June 14, 2006

To: Wilsonville City Council Members

**From: Danielle Cowan,
Public Affairs Director**

Subject: ODOT Transportation Enhancement (TE) Funding

Summary:

As part of upcoming Wilsonville Road interchange improvements, we would like to also improve the bicycle, pedestrian and streetscape as captured in earlier concept drawings. In order for the City of Wilsonville to apply for ODOT Transportation Enhancement funds which would provide \$750,000 toward such improvements if approved by ODOT, the City Council needs to authorize staff to submit an application for a specific project. The attached Resolution satisfies one of the required steps for preparation of a TE application.

Recommendation:

We respectfully recommend that the City Council approve the attached Resolution authorizing city staff to apply for Transportation Enhancement funds for bicycle and pedestrian improvements to the I-5/Wilsonville Road interchange.

Background:

The City of Wilsonville is requesting \$750,000 in Transportation Enhancement (TE) funds to improve the safety of the I-5/Wilsonville Road underpass for pedestrians and bicyclists, while enhancing community livability by providing greater connectivity and a more appealing streetscape. We are proposing to provide the balance of this \$1 million project through local fund sources (urban renewal) and will also pursue partnership opportunities as they arise.

Wilsonville Road is the City's primary link between the east and west sides of I-5 and a vital connection for the livability of residents. Everything important to community life is located on Wilsonville Road including schools - elementary, middle and high school; residential neighborhoods; senior and low-income housing; commercial areas; city hall; library; community and senior center; parks; offices and businesses. Crossing under I-5 is uninviting, and there are community concerns about aesthetics and safety, particularly in the vicinity of the on and off ramps to the Interstate.

This project is critical to freight movement on south I-5 and for the major freight haulers and industrial businesses in south Wilsonville. It is also essential to the development of

another 170 acres of vacant, buildable industrial and commercial land, and for residential development necessary to decrease our 2-1 jobs/housing ratio. I-5/Wilsonville Road Interchange Enhancements are included in the Short Range Project list in the City's adopted TSP. The City's TSP also includes a continuous bike/pedestrian route on Wilsonville Road between Boeckman Road on the east and Willamette Way West on the west. This project is an enhancement to those proposed projects.

Blending bicycle and pedestrian comfort and safety from east to west with the efficient movement of cars and trucks on and off of the Interstate is a challenge that we hope the TE funds can help address.

Type and Extent of Proposed Work:

As Wilsonville Road is widened under the freeway, the safety of pedestrians and bicyclists is a serious concern. The volumes of traffic are high, and the environment can be very inhospitable. With this challenge in mind, our intent is to use TE funds to make this I-5 under-crossing safe, inviting, and attractive, creating an enhanced gateway to Wilsonville.

Project components include building a shared use pathway on both sides of the street between the I-5 off and on ramps, as well as the retention of on-street bike lanes for the commuting, high speed bicyclist. ODOT supports this split in bicycle facilities. The shared use pathway would have textural surface treatment, enhanced decorative lighting, landscaping, signage and railings creating an attractive and safe bicycle and pedestrian experience separated by elevation and design from vehicular traffic. A conceptual drawing is attached.