

RESOLUTION NO. 2008

A RESOLUTION OF THE CITY OF WILSONVILLE APPROVING A WAIVER OF THE 2003 TRANSPORTATION SYSTEMS PLAN IMPLEMENTATION STANDARD FOR THE ADDITION OF A TURN LANE ON BARBER STREET ADJACENT TO 28845 SW BARBER STREET AND APPROVING THE ALIGNMENT FOR THE BARBER STREET IMPROVEMENT PROJECT: PHASE 1 (KINSMAN ROAD TO BOBERG ROAD (PROJECT NO 910-950-45030-00000-4112)).

WHEREAS, the acknowledged 2003 Transportation Systems Plan (TSP), a component of the City of Wilsonville's acknowledged Comprehensive Plan, which has been duly adopted after public hearings, provides for the widening, bicycle lanes and sidewalk improvements of Barber Street, a segment of which extends west from and including the intersection at Kinsman Road, and then extends east of and including the intersection with Boberg Road; and

WHEREAS, the TSP changed Barber Street from a Major Collector in the 1991 TMP (Fig 2.2) to a Minor Collector (Fig 4.8) and Table 4.L designates a Minor Collector with two lanes and a Major Collector with three lanes; and

WHEREAS, the TSP Motor Vehicle Facilities Implementation Plan, section 4.1.1.b.3, states that changing the number of lanes is considered a "major alternative" and that the standards may be waived by City Council, when necessary, and;

WHEREAS, the expected traffic changes, due to the Commuter Rail and Villebois Development, warrants the addition of a third lane (continuous left turn lane), adjacent to the 28845 SW Barber Street, currently owned by the City of Wilsonville; and

WHEREAS, the roadway alignment west of the railroad tracks will widen to three lanes with a 71.5 foot wide Right-of-Way (ROW) and 50 foot wide pavement width (curb to curb) to meet the TSP Major Collector Street Standards (Fig. 4.18); and

WHEREAS, the roadway alignment east of the railroad tracks will remain within the existing 67 foot wide Right-of-Way (ROW) without changing the 36 foot wide pavement width

(curb to curb), to meet the TSP Minor Collector Street Standards (Fig 4.16), with the exception to the roadway taper approaching the commuter rail project; and

WHEREAS, to maximize the public benefit at the least adverse impact to the properties, adjacent to and/or abutting Barber Street, the additional ROW will be acquired from properties owned by Washington County (Tax Lot 3S-1W-14B-00600 and 00900) and the City of Wilsonville (Tax Lot 3S-1W-14C-00700); and

WHEREAS, the Boberg Road-Barber Street intersection requires additional ROW to provide the required street width, bike lanes and sidewalks and will be acquired equally, to the extent possible, from each of the four properties located at the intersection; and

WHEREAS, the portion of Barber east of the rail road tracks is not included in the Westside Urban Renewal District, it is found to be directly benefiting the District as the road taper cannot safely be accommodated without extending to Boberg; and

WHEREAS, the Kinsman Road-Barber Street intersection will also require additional ROW to accommodate the new signal as well as provide the proper roadway width, and therefore, the alignment has been relocated to the north to minimize impact to the adjacent property owners; and

WHEREAS, staff evaluated many alternatives to minimize the removal of trees located within the project area and the proposed alignment provides the best route for protecting the majority of trees, although, it may be necessary to remove up to four 10" Ash trees and one 14" Ornamental Cherry tree, on Hollywood Video's property; and

WHEREAS, the construction of Phase 1 is needed to provide a safe and efficient movement of vehicular (commercial/private), bike, pedestrian and mass transit along the identified portion of Barber Street; and

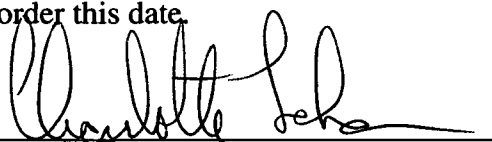
WHEREAS, establishing the alignment will facilitate the next steps in the project, including the ROW acquisition process, access management plan and design; and

WHEREAS, the ROW acquisition is expected to begin in July 2006 and construction is expected to begin in December 2006 and complete in November 2007 to coincide with the Commuter Rail project.

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

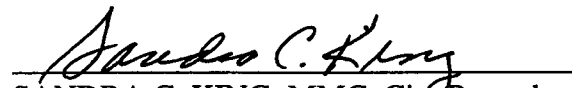
1. Based on the above recitals incorporated herein by reference, it is in the public interest, safety, and welfare that the 2003 Transportation Systems Plan (TSP) Implementation Plan is waived to allow for the addition of a turn lane on Barber Street, adjacent to 28845 SW Barber Street, as permitted in TSP 4.1.1.b.3.
2. The alignment in Exhibit A is approved for the Barber Street Improvement Project: Phase 1 (Kinsman Road to Boberg Road (PROJECT NO 910-950-45030-00000-4112)).
3. The City Manager or her designee is authorized to negotiate with impacted property owners and to acquire on behalf of the City the necessary right of way as identified in Exhibit A.
4. This resolution is effective upon adoption.

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, MMC, City Recorder

SUMMARY of Votes:

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

ENGINEERING DEPARTMENT
STAFF REPORT & RECOMMENDATION

DATE: June 12, 2006

TO: Honorable Mayor and City Councilors

FROM: Michael A. Stone, PE
City Engineer

SUBJECT: Alignment for Barber Street Improvement Project: Phase 1 (Kinsman Road to Boberg Road)

SUMMARY

The Barber Street Improvement Project: Phase 1 (Kinsman Road to Boberg Road) includes widening Barber Street from the Kinsman Road intersection just to the east of the Boberg Road intersection. As part of the design process, staff prepared an alignment, which maximize the public benefit at the least adverse impact to the properties, adjacent to and/or abutting Barber Street.

RECOMMENDATION

Staff respectfully recommends that the City Council approve the TSP Implementation Plan waiver of the Standard to include a left turn lane adjacent to the Commuter Rail property and the proposed alignment for the Barber Street Improvement Project: Phase 1 (Kinsman Road to Boberg Road) attached as Exhibit "A".

DISCUSSION

Staff reviewed the 2003 Transportation Systems Plan (TSP) classification of Barber Street. The TSP changed Barber Street to a Minor Collector (Fig 4.8) from a Major Collector, as stated in the 1991 TMP (Fig 2.2). Table 4.L limits a Minor Collector to two lanes, and a Major Collector to three lanes.

DKS Associates evaluated the Transportation Needs Analysis adjacent to the commuter rail project. Using current data, the expected traffic changes, due to the Commuter Rail and Villebois Development, warrant the addition of a third lane (continuous left turn lane), adjacent to the Commuter Rail.

The TSP Motor Vehicle Facilities Implementation Plan, section 4.1.1.b.3, states that changing the number of lanes is considered a "Major Alternative". However, this section allows for City Council to waive the standards for Major Alternatives, when necessary. The addition of turn

lanes are considered a “minor transportation improvement”, as defined by OAR 660-012-0005, and therefore do not require additional approval.

In addition, in the near future, staff will be recommending TSP updates to the Planning Commission, and this project can be included in the update.

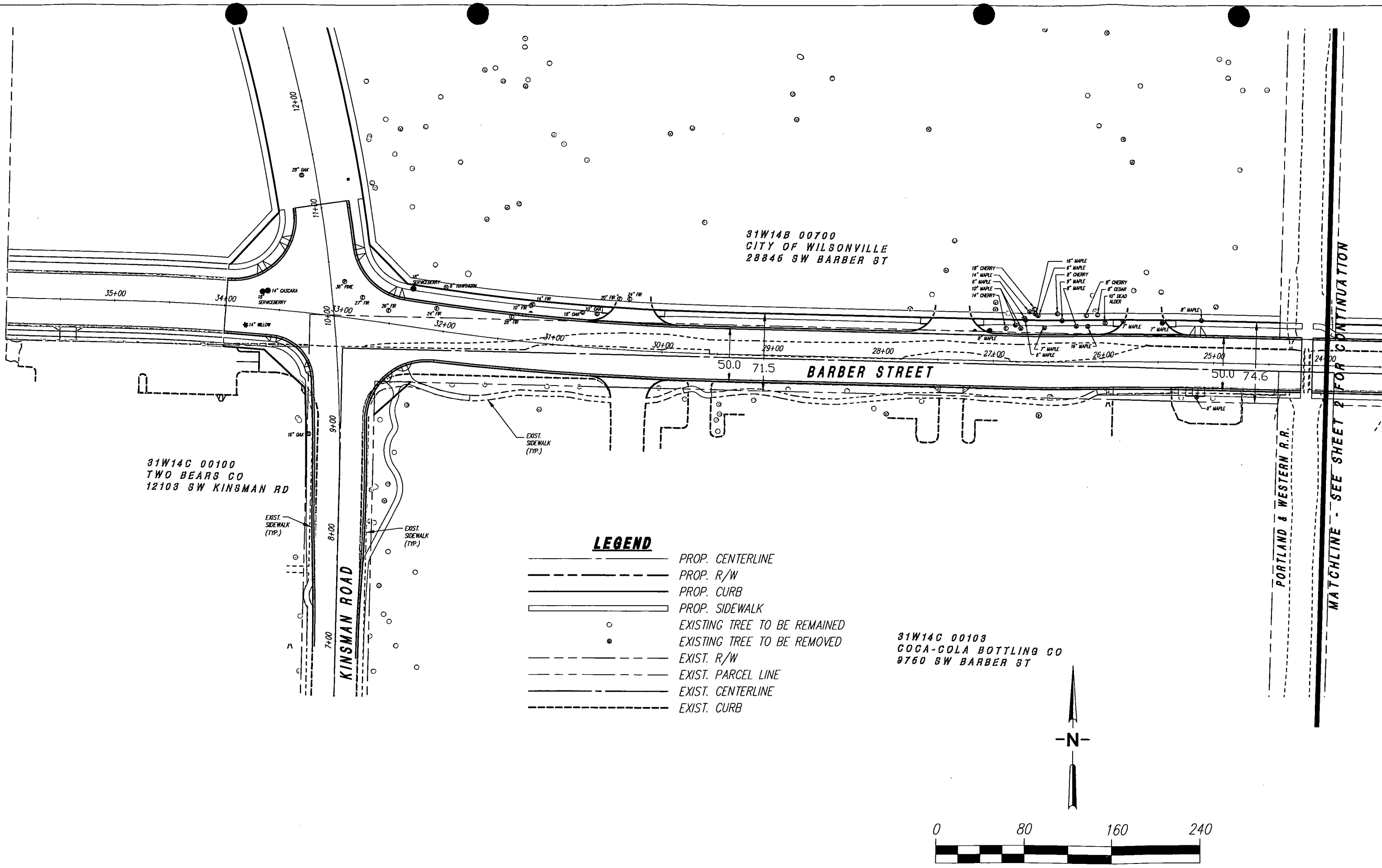
The proposed alignment will require Right-of-Way (ROW) acquisition. However, the majority of the ROW will be acquired from properties owned by Washington County (Tax lot 3S-1W-14B-00600 and 00900) and City of Wilsonville (Tax lot 3S-1W-14C-00700). The exception is at the two intersections.

The Boberg Road-Barber Street intersection requires additional ROW to provide the required street width, bike lanes and sidewalks. The ROW will be acquired equally, to the extent possible, from each of the four properties located at the intersection corners.

The Kinsman Road-Barber Street intersection will also require additional ROW to accommodate the new signal as well as provide the proper roadway width. Therefore, the alignment has been relocated to the north to minimize impact to the adjacent property owners.

Staff evaluated many alternatives to minimize the removal of trees located within the project area. The attached alignment provides the best route for protecting the majority of trees. It may be necessary to remove up to four 10” Ash trees and one 14” Ornamental Cherry tree, as shown, on Hollywood Video’s (WYF) property. Tri-met is working with the City concerning the Commuter Rail site improvements, which may identify additional trees to be removed.

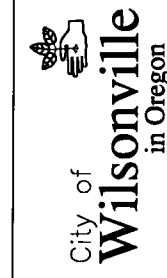
It is important to establish an alignment, so the project can continue on schedule. Once an alignment is determined, then staff can pursue discussions with property owners concerning access management and ROW acquisition.



NO.	REVISION	DATE	SCALE: AS SHOWN
1.			
2.			
3.			

**SW BARBER STREET EAST ALIGNMENT
(PHASE 1)**

COMMUNITY DEVELOPMENT DEPT.
ENGINEERING DIVISION
8445 SW ELLIGSEN RD (SITE)
30000 SW TOWN CENTER LOOP E (MAIL)
WILSONVILLE, OR, 97070
PH.(503)682-4960 FAX(503) 682-7025



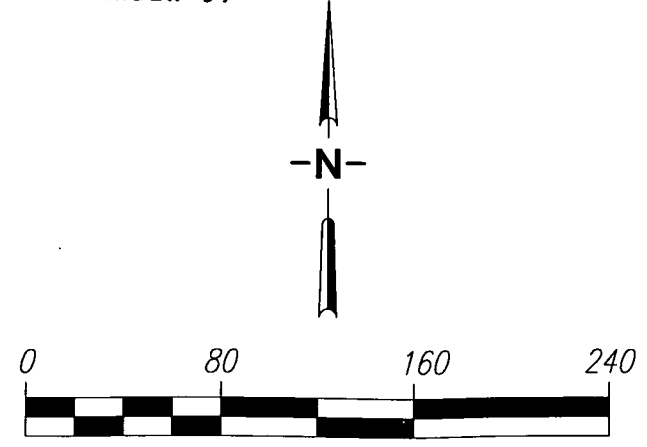
SHEET

1 of 2

CITY OF WILSONVILLE

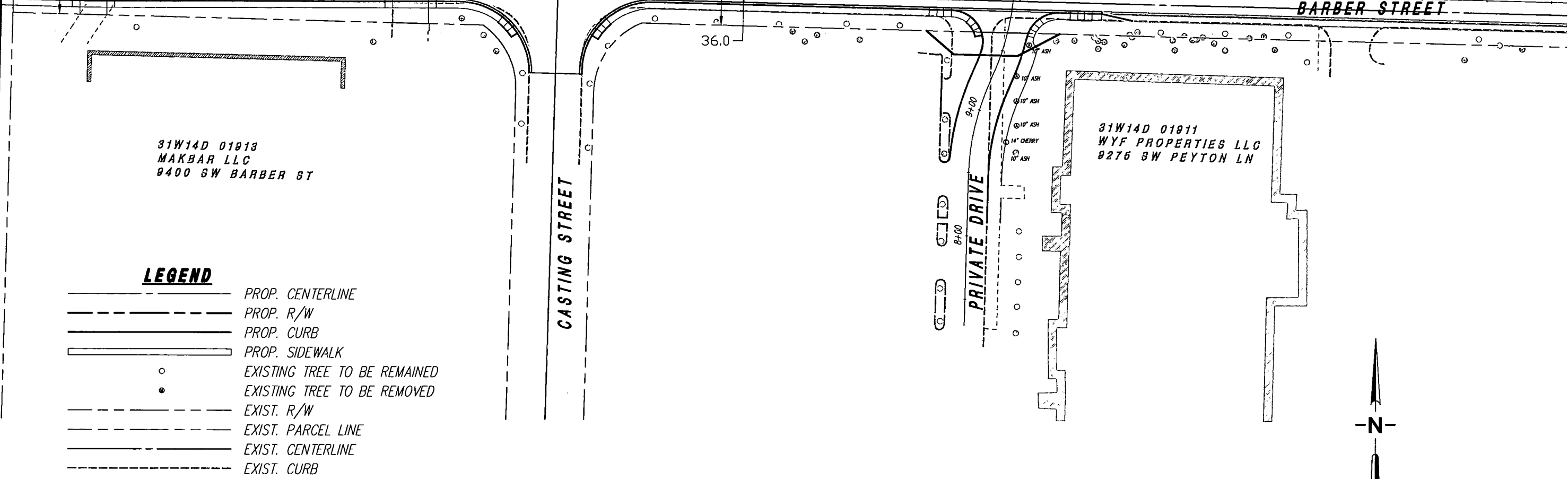
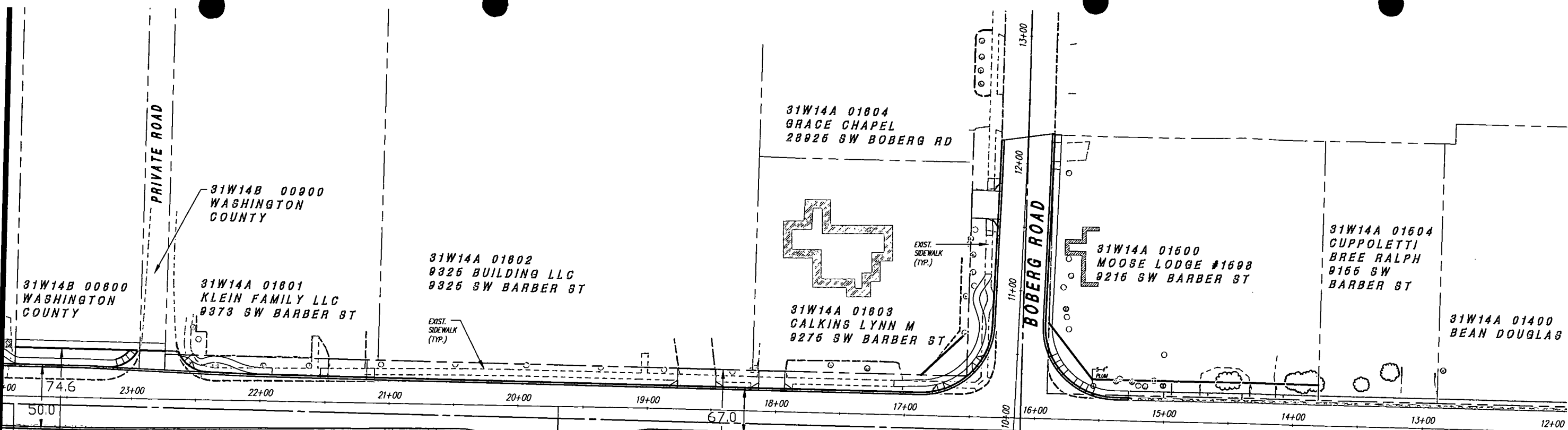
LEGEND

- PROP. CENTERLINE
- PROP. R/W
- PROP. CURB
- PROP. SIDEWALK
- EXISTING TREE TO BE REMAINED
- EXISTING TREE TO BE REMOVED
- EXIST. R/W
- EXIST. PARCEL LINE
- EXIST. CENTERLINE
- EXIST. CURB



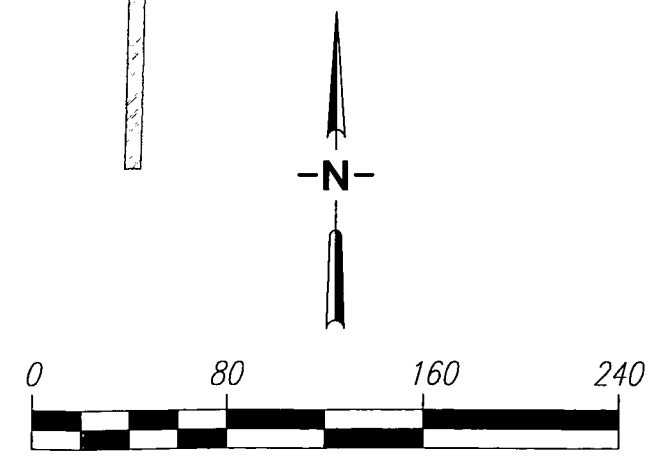
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MATCHLINE - SEE SHEET 1 FOR CONTINUATION



LEGEND

- PROP. CENTERLINE
- PROP. R/W
- PROP. CURB
- PROP. SIDEWALK
- EXISTING TREE TO BE REMAINED
- EXISTING TREE TO BE REMOVED
- EXIST. R/W
- EXIST. PARCEL LINE
- EXIST. CENTERLINE
- EXIST. CURB



Scale: 1" = 80'

NO. REVISION	DATE	SCALE	AS SHOWN
1.			
2.			
3.			

SW BARBER STREET EAST ALIGNMENT (PHASE 1)
CITY OF WILSONVILLE

COMMUNITY DEVELOPMENT DEPT.
ENGINEERING DIVISION
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SHEET

2 OF 2