

RESOLUTION NO. 2100

A RESOLUTION OF THE CITY COUNCIL OF CITY OF WILSONVILLE AUTHORIZING THE COMMUNITY DEVELOPMENT DEPARTMENT TO SUBMIT A GRANT APPLICATION TO THE ODOT TRANSPORTATION ENHANCEMENT PROGRAM FOR THE DEVELOPMENT OF TWO ELEVATED MULTI-USE PATHWAYS ON THE NORTH AND SOUTH SIDES OF WILSONVILLE ROAD UNDER THE I-5 OVERPASS.

WHEREAS, The Oregon Department of Transportation is accepting applications for the Transportation Enhancement Program, and

WHEREAS, the City of Wilsonville desires to participate in this grant program as a means of providing greatly improved bicycle and pedestrian connectivity and safety between the east and west sides of I-5, and

WHEREAS, the City of Wilsonville 2007 Bicycle and Pedestrian Master Plan has identified this project as part of a coordinated program of improving connectivity and safe access between the east and west sides of I-5, and

WHEREAS, the multi-pathways are proposed as an integral and necessary part of the planned and funded project to increase capacity at the Wilsonville Road/I-5/Boones Ferry Road intersections and freeway ramps, and

WHEREAS, the City of Wilsonville and ODOT have a signed Memorandum of Understanding for preliminary design of the entire Wilsonville Road/I-5/Boones Ferry Road Improvement Project, within which these pathways are included, and

WHEREAS, the City of Wilsonville and ODOT expect to complete an Intergovernmental Agreement (IGA) containing the detailed plans for the Improvement Project, including these pathways by May 2008, and

WHEREAS, the location of most public facilities east of I-5, the location of Wood Middle School west of I-5 and of Wilsonville High School east of I-5, together with the fact that at least 1016 households are located west of I-5 and approximately 1138 households are located east of I-5 make improved, safe connectivity essential, and

WHEREAS, there is no reasonable alternative for improved connectivity since . Boeckman Road is located one mile to the north, out of the direction of travel, and a bike/pedestrian overcrossing of I-5 at an estimated cost of \$3.2 million or more, is less cost effective than including these pathways in a planned and funded improvement on Wilsonville Road, and

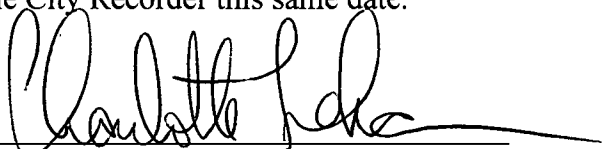
WHEREAS, the estimated total cost of the two raised multi-use pathways is \$2,000,000, of which the City is requesting \$750,000 in Transportation Enhancement funds with a City match of \$1,250,000 in urban renewal funds, and

WHEREAS, the applicant hereby certifies that the matching share for this application is readily available at the time this project is scheduled for construction;

NOW THEREFORE, THE CITY OF WILSONVILLE RESOLVES AS FOLLOWS:

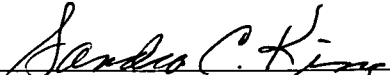
1. Based on the above recitals, the City Council authorizes the Community Development Department to apply for a Department of Transportation Enhancement Grant in the amount of \$750,000 for the design and construction of the two multipurpose pathways as specified above, and
2. This resolution is effective upon adoption.

ADOPTED by the Wilsonville City Council at a regular Council meeting thereof this 7th day of April, 2008, and filed with the Wilsonville City Recorder this same date.



CHARLOTTE LEHAN, MAYOR

ATTEST:



Sandra C. King, MMC, City Recorder

SUMMARY OF VOTES

Mayor Lehan	Yes
Councilor Kirk	Yes
Councilor Knapp	Yes
Councilor Ripple	Yes
Councilor Núñez	Yes

PLANNING DIVISION - STAFF REPORT AND RECOMMENDATION

Date: March 28, 2008
To: Honorable Mayor and City Councilors
From: Sandi Young, Planning Director
Subject: Application for Transportation Enhancement Funds

Summary: The Wilsonville Road/I-5 Improvement Project includes two raised shared-use pathways located on the north and south sides of Wilsonville Road under the I-5 Overpass. (See diagram attached) The design was suggested by Fred Meyer in response to Council concerns about connectivity between the east and west sides of I-5 as traffic on Wilsonville Road increases. (See graphic depiction attached) The estimated total cost for the raised pathways is \$2,000,000. The City is preparing an application for \$750,000 in TE funds, with the remaining \$1,250,000 from Urban Renewal funds. Applications are due at ODOT by May 2, 2008.

Recommendation: Staff recommends approval of Resolution No. 2100 authorizing submittal of an application to ODOT for TE funds in the amount of \$750,000 for the design and construction of two shared use pathways on Wilsonville Road under the I-5 Overpass.

Background Information: The Oregon Department of Transportation administers Transportation Enhancement (TE) funds which are federal funds allocated to states for projects that enhance the traveling experience. Eligible activities and project requirements are attached. ODOT is now soliciting Transportation Enhancement (TE) project proposals for program years 2011, 2012 and 2013, with design funds available in October 2009. The due date for applications is May 2, 2008. Grant awards are made in December 2008 after the OTC has reviewed the ODOT staff recommendations and approved the winning proposals for the FY 2010 – 2013 STIP.

The Eastside Urban Renewal District budget includes \$1, 250,000 for the two raised shared-use pathways on Wilsonville Road beneath the I-5 Overpass. The City is applying for the remaining \$750,000 in TE funds. The intent is to construct the pathways as an integral part of the construction of the Wilsonville Road/I-5 Improvement Project in 2010-2013.

The TE application has been drafted in conformance with both the 1995 Oregon Bicycle and Pedestrian Plan and the July 2007 draft Oregon Bicycle and Pedestrian Plan. Under these plans, the pathways are classified as either multi-use (1995) or shared-use (2007) paths. High use shared paths are recommended to be 12' in width with a minimum 42" railing height, a bike handle "rub-bar" at 3' and minimum vertical clearance of 8' with 10' strongly recommended. Railing heights are increased as the elevation of the shared use pathway above the roadway increases. Pathway surface grades are limited to 5% or less in compliance with ADA requirements. This includes the transition area between the sidewalk/crosswalk and the pathways.

Shared-use pathways are discouraged adjacent to highways with many access points since, with a single pathway, half of the bicycle flow will be against the normal flow of adjacent vehicular traffic. Therefore, since these pathways are proposed immediately adjacent to a roadway, it is essential to construct paths on both sides of Wilsonville Road to prevent wrong-way travel by bicyclists on connecting streets. The draft 2007 Bicycle and Pedestrian Plan states that, "Wrong-way travel by bicyclists is a major cause of bicyclist-automobile crashes and should be avoided".

The 2007 Plan also states that the greatest conflicts occur where paths cross freeway ramps. Good sight distance and illumination are essential so that path users and vehicle drivers can see each other in advance of entering the conflict area. When traffic volumes are too high for path users to find acceptable gaps, signalization should be considered. The final design for the pathways will need to incorporate good sight distance and illumination, as well as signal timing which provides gaps for pathway users.

The pathways are designed to be attractive to both the user, and to the adjacent vehicles. The space between the retaining wall for the pathways and the travel lanes will be landscaped, and the retaining walls will be faced with decorative materials. The railings will be both functional and decorative. The pathway surfaces will be patterned, and the area above the pathways will have interpretative art panels and/or landscaping. Pathway lighting will be pedestrian scale decorative lighting designed to light the pathways and prevent glare for drivers, in addition to the regulation highway lighting in the understructure of the overpass.

In addition to this resolution, endorsements are required from Metro and the ODOT Region 1 Manager. Endorsements are also expected from the West Linn/Wilsonville School District and the local bicycling community.