

RESOLUTION NO. 361

A RESOLUTION ADOPTING THE FINAL ENGINEER'S REPORT ENTITLED "ANALYSIS OF BOECKMAN ROAD AND I-5 PROPOSED INTERCHANGE, DATED JULY, 1983," AS AN AMENDMENT TO THE CITY'S TRANSPORTATION MASTER PLAN

WHEREAS, the City's Transportation Master Plan included a recommendation to analyze the feasibility of adding an interchange to I-5 at Boeckman Road, and

WHEREAS, the Transportation Advisory Committee (TAC) appointed by the City Council, working with CRS Group Engineers, Inc., has conducted a feasibility analysis of adding said interchange, and has further issued a final report entitled "Analysis of Boeckman Road and I-5 Proposed Interchange", date July, 1983, attached hereto as Exhibit "A", recommending such an interchange be built, and

WHEREAS, said report, findings and recommendations were considered by the Wilsonville Planning Commission at a public hearing conducted on October 10, 1983, at which time the Commission adopted a Resolution approving the recommendations of the TAC and recommending same to the City Council. Said Resolution is attached hereto as Exhibit "B", and

WHEREAS, the Planning Director has prepared a staff report, attached hereto as Exhibit "C", outlining the regional, State and Federal review process for adding an interchange to the Federal Interstate system and recommending action on same, and

WHEREAS, the City Council has duly considered the subject and recommendations of the TAC, Planning Commission and Planning Director, and

WHEREAS, the City Council held a public hearing on the matter, on November 7, 1983, thereby providing additional opportunity for interested parties to be heard on the subject, and

WHEREAS, the City Council finds the proposed interchange to be consistent with and complimentary to the goals and objectives of the Comprehensive Plan, and further finds said proposal to be a feasible and necessary improvement to the City's transportation system,

NOW, THEREFORE, BE IT HEREBY RESOLVED that the City Council of the City of Wilsonville does hereby adopt the findings and recommendations of the Planning Commission, attached hereto as Exhibit "B", together with the recommendations of the Planning Director as set forth in Exhibit "C" herein.

BE IT FURTHER RESOLVED that the Council instructs the staff to forward the proposed interchange to the appropriate regional, State and Federal authorities for their review and to take the appropriate actions to obtain an expeditious approval from said agencies, and further to initiate preliminary analysis of potential funding for construction of said interchange and to prepare recommendations to establish a process to secure and acquire the necessary right-of-way.

EXHIBITS


The following exhibits are hereby entered into the public record by the City Council in consideration of this matter.

1. City of Wilsonville Comprehensive Plan.
 - A. Final Engineer's Report and recommendations of the TAC "Analysis of Boeckman Road and I-5 Proposed Interchange" dated July, 1983.
 - B. Planning Commission Resolution 83PC33 and supporting findings and minutes of the October 10, 1983 Commission hearing.
 - C. Staff report prepared by the Planning Director dated November 1, 1983.

ADOPTED by the City Council of the City of Wilsonville at a regular meeting thereof this 7th day of November, 1983, and filed with the Wilsonville City Recorder this same day.


WILLIAM G. LOWRIE, Mayor

ATTEST:


DEANNA J. THOM, City Recorder

CITY OF WILSONVILLE

MEMO

November 2, 1983.
DATE

CITY COUNCILMEN:

Please note that Exhibit A was delivered to your homes prior to the Planning Commission hearing.

PLANNING COMMISSION
RESOLUTION NO. 83PC33

A RESOLUTION ADOPTING THE FINAL ENGINEER'S REPORT
AND RECOMMENDATIONS OF THE TRANSPORTATION ADVISORY
COMMITTEE ENTITLED "ANALYSIS OF BOECKMAN ROAD AND
I-5 PROPOSED INTERCHANGE, DATED JULY, 1983"

WHEREAS, the City's Comprehensive Plan identifies transportation improvements as a major facility constraint limiting continued and orderly development within the City, and

WHEREAS, the City's Transportation Master Plan included a recommendation to analyze the feasibility of adding an interchange to I-5 at Boeckman Road, and

WHEREAS, the City Council appointed a Transportation Advisory Committee (TAC) to work with CRS Group Engineers, Inc., to prepare a feasibility analysis of the Boeckman Interchange, and

WHEREAS, the TAC, together with CRS Group Engineers, has submitted a report entitled "Analysis of Boeckman Road and I-5 Proposed Interchange, dated July, 1983" attached hereto as Exhibit "2", and

WHEREAS, said report, together with recommendations for approval from the TAC, were considered by the Planning Commission at a public hearing held on October 10, 1983, at which time findings and public testimony were entered into the public record, and

WHEREAS, interested parties have had an opportunity to be heard on the subject, and

WHEREAS, the Commission's findings attached hereto as Exhibit "B" conclude that the proposed interchange is consistent with the goals, objectives and policies of the Comprehensive Plan and necessary to promote orderly economic development within the City.

NOW, THEREFORE, BE IT HEREBY RESOLVED that the Planning Commission of the City of Wilsonville does hereby adopt the Engineer's Report and the recommendations set forth in Exhibit "2", together with the findings and recommendations set forth in Exhibit "3".

ADOPTED by the Planning Commission of the City of Wilsonville at a regular meeting thereof this 10th day of October, 1983, and filed with the City Recorder this same day.

Chairman, Planning Commission

Attest:

FINDINGS

The following findings are hereby adopted by the Planning Commission and entered into the public record in consideration of their review of the Engineer's Report and recommendations of the Transportation Advisory Committee regarding the proposed Boeckman Road - I-5 Interchange.

1. The Report on Transportation for the City of Wilsonville dated March 23, 1981, was prepared by Carl Buttke as part of the background analysis in the development of the City's Comprehensive Plan. This Report identifies significant constraints on continued development within the City relative to necessary transportation improvements with particular reference to I-5 interchange improvements.

Based on the recommendations included in the Report, the City adopted a Transportation Master Plan and subsequently a Capital Improvements Plan to incrementally develop the road system necessary to support continued and orderly development within the City based on the land use pattern of the Comprehensive Plan.

The Transportation Master Plan included a recommendation to analyze the feasibility of adding an interchange to I-5 at Boeckman Road to relieve the major impact of traffic congestion currently experienced and anticipated at the Stafford and Wilsonville interchanges.

2. The City's Comprehensive Plan and Zoning Code include a standard for limiting the issuance of Development Permits when the level of service on streets within the City drops below D level.

Traffic analyses have identified that Stafford and Wilsonville interchanges are currently functioning at or below D level service. As a corrective measure coordinated with ODOT, signalization of the two interchanges has been initiated as part of the Capital Improvements program for fiscal year 83-84.

However, the signalization is identified as only an interim improvement and will provide only short-term relief of the traffic congestion currently experienced and projected for the two existing interchanges.

3. The City's Capital Improvements Plan is designed whereby the City takes a pro-active role in scheduling necessary facility improvements so as to not unduly restrict orderly and necessary economic development within the City. In this regard, beyond the current scheduling of signalization improvements at the two existing interchanges, additional interchange improvements must be analyzed in the context of whether or not an interchange is intended to be constructed at Boeckman Road versus all improvements being made to the two existing interchanges.

Therefore, the analysis of the Boeckman Road interchange was placed as a high priority in the work schedule of the Capital Improvements Plan.

4. The City Council hired CRS Group Engineers, Inc. to prepare a feasibility study of the proposed Boeckman interchange and appointed an 11-member Transportation Advisory Committee (TAC) consisting of local residents and business representatives. The TAC teamed with the engineering firm was charged to conduct an engineering analysis and make recommendations regarding interchange improvements.

The TAC conducted five meetings to analyze traffic volume and alternative interchange configurations with and without the Boeckman interchange. The preliminary findings and conclusions of the Committee were presented at two local neighborhood informational meetings after which a final report and recommendations in support of adding the interchange was completed and forwarded to the Planning Commission for formal public hearings.

Subsequently, the Planning Commission scheduled and held a public hearing on October 10, 1983. Based on the TAC's recommendations and testimony received, the Commission finds the Boeckman interchange as proposed by the TAC is in compliance with and complimentary to the goals and objectives of the Comprehensive Plan, and is further necessary to provide adequate traffic circulation into and out of the City via the Interstate system, and to reduce the extent of improvements necessary at the two existing interchanges.

However, to address concerns raised during the hearing, the Commission makes the following recommendations to the City Council:

- A. The Boeckman interchange as proposed by the TAC should be adopted as an amendment to the Transportation Master Plan to identify the anticipated alignment for affected property owners and for consideration of any land development permits that may occur within the area affected by said alignment.
- B. Staff should be directed to expedite the regional, State and Federal process emphasizing the importance of the interchange to orderly economic development. During such review, the City should be prepared to use all means possible to obtain the necessary approvals for the interchange and further to obtain said approval as rapidly as possible.

In this regard, it is the Commission's expressed concern that an answer to the interchange issue be resolved in the immediate future in order that appropriate action can be taken to the City's

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Capital Improvements Plan to provide the necessary improvements in a timely and reasonable manner.

- C. The final design plans for the Boeckman interchange should provide for a placement of the west-side ramps (southbound off) as far east as possible to minimize the curvature of the realigned section of Boones Ferry Road.

In this regard, it is the Planning Commission's desire to minimize the curvature of Boones Ferry Road for traffic safety purposes and further to reduce the taking of additional right-of-way to the greatest extent possible. Further, the cullet road from Boones Ferry to Barber Street aligned at Boberg should be aligned to minimize safety problems at the intersection with Boones Ferry Road and a loss of potential building area due to unusable site configurations or restricted access.

- D. The City should continue to take a pro-active role in solving transportation constraints that hinder continued and orderly economic development.
- E. The Council should direct staff to immediately initiate studies of alternative funding mechanisms for construction of the proposed interchange and should further take immediate action to adopt a mechanism or process to identify and protect the necessary right-of-way for the interchange and further to acquire said right-of-way as soon as possible even in advance of Federal approval.

EXHIBITS

The following Exhibits are hereby entered into the public record by the Planning Commission as confirmation of its consideration of the application as submitted.

1. City of Wilsonville Comprehensive Plan.
2. Final Report "Analysis of Boeckman Road and I-5 Proposed Interchange, City of Wilsonville, July, 1983".
3. Findings and Minutes of Planning Commission hearing on October 10, 1983.

CITY OF



Wilsonville

P.O. Box 220 / Wilsonville, Oregon 97070
503 / 682-1011

MEMORANDUM

TO: CITY COUNCIL
FROM: BEN ALTMAN
DATE: NOVEMBER 2, 1983
RE: PROPOSED BOECKMAN INTERCHANGE

CRS Group Engineers, Inc. working with the Transportation Advisory Committee (TAC), appointed by Council, has completed a feasibility analysis for the Boeckman Interchange proposal. The analysis concludes with a recommendation that the Boeckman Interchange should be constructed, together with a list of additional improvements necessary to the two existing interchanges, as well as local arterial street improvements.

The Planning Commission has reviewed and approved the Report submitted by the TAC, together with additional recommendations set forth in Resolution 83PC33. The Commission recommends specific and expeditious action be taken regarding the interchange proposal in order to secure necessary approvals and to protect and/or obtain the necessary right-of-way. The Commission's recommendation further includes an amendment to the Transportation Master Plan and subsequently the Capital Improvements Plan relative to the proposed list of improvements. These amendments would include:

1. An amendment to the Street Master Plan to reflect the proposed interchange configuration.
2. A minor modification of the lane configuration and pavement width for Elligsen Road, Boones Ferry Road and Wilsonville Road.
3. Potential realignment of portions of Parkway Avenue and Boones Ferry Road to accommodate auxiliary lanes on the Freeway relative to the interchange.

EXHIBIT C

4. Installation of noise barrier walls adjacent to the Thunderbird Mobile Home Club.

It should be noted by the Council that the recommendations listed in the Engineer's Report include the closure of the northern access to the Thunderbird Mobile Club on Parkway Avenue. This issue should be specifically deleted from the list of recommendations relative to amendments to the Master Plan in that the issue has been isolated from the Boeckman Interchange Study and referred to the Traffic Safety Commission for analysis.

The Commission's actions further recommends that the Council direct staff to take immediate action to expedite the review process through the Federal Highway Administration in order to obtain the final decision on interchange improvements as soon as possible. I concur with this recommendation and provide the following outline of the anticipated review process.

1. Staff would submit formal and simultaneous requests to ODOT for their review and approval to add the interchange to the Interstate system and to Metro to add the proposed interchange as an amendment to the Regional Transportation Plan (RIP).
2. Petition the Federal Highway Administration for an Access Permit to add the interchange to the Federal system thereby allowing initiation of an environmental impact statement (EIS). NOTE: The Federal Review for an Access Permit includes a review by Federal Highway Administration at the division, region and Washington, D.C. level. Once the Access Permit is obtained, the preparation of an EIS can be initiated. It is at this point that final construction plans would be prepared which is similar to the process we encountered with the Boeckman Bridge project using Federal funds.
3. Prior to obtaining the Federal Access Permit, we should initiate preliminary analysis of alternative funding mechanisms with a more detailed analysis and final decision coordinated with the preparation of EIS.
4. In the interim, in conjunction with the staff's current work in preparing amendments to the Comprehensive Plan, we should

investigate appropriate methods to secure and, if possible, acquire the necessary right-of-way for the interchange.

Through the Capital Improvements Plan and extensive negotiations with ODOT, we have obtained 92% funding for signalization of the Stafford and Wilsonville interchanges. However, as previously stressed, these improvements are only interim in terms of relieving congestion at the two existing interchanges. Therefore, given the potential benefits of the Boeckman interchange versus the potential constraints on continued development without the interchange and in further consideration of the time constraints imposed by Federal review process, I wholeheartedly agree with the Planning Commission's recommendations to place a high priority on promoting development of the Boeckman interchange. We should take every reasonable action to insure the approval of the interchange and I would further recommend that we set a goal to initiate construction of the interchange within the next three years. In considering all the variables and factors affecting development within the City, at this point in time I cannot think of a more significant factor affecting or promoting orderly economic development within the City than interchange improvements and specifically, the Boeckman interchange. In this perspective, with Council direction, it would be my intent to expedite the project by every reasonable means available.

bja:jeh

CITY OF



P.O. Box 220, Wilsonville, Oregon 97070
503/682-1011

MINUTES OF

BOECKMAN ROAD INTERCHANGE PUBLIC HEARING

October 10, 1983

Members present: Rich Drew, Marian Wiedemann, Helen Burns, Stan Maves, Lew Hendershott and Arland Andersen

Member absent: Mike Williams

Staff present: Ben Altman

Chairman Drew called the meeting to order at 7:06 p.m. and introduced Steve Winstead, the City's new Associate Planner. He noted the purpose of the meeting was to hold a hearing to receive testimony on a proposal recommended by an Advisory Committee to construct a Freeway interchange at Boeckman Road. He noted that previous analysis indicated that transportation improvements were the major limitation for continued development. The proposed interchange is a step towards relieving the constraints on development. He asked Ben to review the report.

Ben Altman reviewed the planning history noting the transportation analysis was prepared during the development of the Comprehensive Plan and identified capacity problems with the two existing interchanges, both present and future. At that time it was recommended that a Boeckman interchange be analyzed.

As part of the City's CIP, interim improvements including signalization at the two existing interchanges, have been planned and are scheduled for construction in the spring of 1984. These are only interim and other improvements must be planned. In this regard, analyzing the feasibility of a Boeckman interchange versus other improvements was the first step.

The City hired CRS Engineers to prepare the feasibility study and appointed a 11-member Advisory Committee of local residents and business representatives to review the analysis with the traffic engineers.

The report before the Commission tonight is the result of the TAC's review and concludes that an interchange is feasible and

should be built. Their conclusions and recommendations were developed through an extensive analysis of traffic patterns and volumes projected to the year 2000 and how these patterns were affected with and without a new interchange.

In the beginning the TAC reviewed technical information regarding traffic engineering (orientation) and set goals and review criteria for evaluating alternatives listed on pages two and three of Summary Document. Once the goals and criteria were set the analysis began.

Updated traffic counts were projected and assigned to the planned street system. This step showed that without a new interchange the two existing interchanges would have to be seven lanes wide to carry the projected year 2000 traffic. If an interchange were added, traffic volumes would be evenly spread over the three interchanges and improvements to the existing ones would be reduced to five lanes. Therefore, it made sense to add an interchange. The new interchange further would meet Federal standards for ramp separation and Freeway impact.

The next step was then to look at alternative ramp configurations. Several alternatives were analyzed. Each alternative was tested against the goals and review criteria as well as Federal review standards. Consequently, a specific configuration was selected and is shown on the cover of the report and Executive Summary. This proposed design integrated all the design criteria better than the others.

Ben asked if there were any questions. Rich asked about the subsequent review process and how it might be funded.

Ben noted the review would be: the Planning Commission making a recommendation to City Council; Council's final action; a formal request to Federal Highway administration, and the State (ODOT). This would take six to eight weeks. If approved by the Federal Highway administration, we would then take a serious look at funding options. To date we have not discussed funding as we don't know yet whether we can build or not.

There were no further questions.

Rich Drew opened the public hearing asking for proponents or opponents.

Larry Macarty, Metalcraft, noted a concern over access impacts for the Metalcraft property since the ramps would intersect Parkway in front of their property. He asked if signals would be installed.

Ben noted that signals would definitely be provided at some time, but the study did not determine when. This would be determined at the time of construction.

Mayor Lowrie noted a concern about timing of any construction on a new interchange. Any new construction should follow the signalization to reduce traffic interruptions due to construction.

A concerned citizen asked about timing. Ben estimated three to five years given the Federal review process, etc.

Rich Drew closed the public hearing and asked for Commission comments.

Arland commended TAC for their work and felt it was an excellent report and strongly supported the recommendation.

Rich Drew also noted it was an excellent report. He felt the Commission should encourage a pro-active role in solving transportation constraints.

Helen Burns noted support for the proposal, but was concerned that funding would fall on the community.

Lew Hendershott felt the curve in the Boones Ferry realignment was extreme. He suggested that if possible the ramps and the realignment be moved as far to the east as possible to flatten the curve.

Rich Drew moved to direct staff to prepare a Planning Commission Resolution for approval of the TAC recommendation and design concept, supported by findings related to the Comprehensive Plan and testimony received; further that the City take immediate action to obtain Federal approval and to adopt a mechanism or process to establish and acquire the necessary right-of-way as soon as possible.

Marian Wiedemann seconded the motion which passed 6-0.

CITY OF WILSONVILLE

MEMO

November 7, 1983

DATE

TO: Mayor and City Council

FROM: Daniel O. Potter, City Administrator

SUBJECT: Ratification for Purpose of Referring Senate Joint Resolution 30
(1983 First Special Session) to the Electors

The Legislative Assembly, by the enactment of Senate Joint Resolution 30, has imposed a condition that a majority of the cities, a majority of the counties, and a majority of the school districts, including community colleges, together representing a majority of the population of the State of Oregon, must ratify Senate Joint Resolution 30 for the purpose of causing an election to be held on a constitutionally imposed 4% sales tax. As a part of our proceeding, a public hearing must be held.

The proceeds of the sales tax, after dedicating administrative costs and collection costs, would be constitutionally dedicated to the reduction of annual ad valorem property taxes imposed by any government or agency empowered by law to levy such a tax.

We are not being asked to debate the issue of the sales tax. We are being asked to ratify Senate Joint Resolution 30 for the purpose of causing an election to be held on the 4% sales tax to be constitutionally limited in amount, and constitutionally limited as to use of funds derived from such a sales tax.

The ratification for purposes of having a state-wide election on the subject is the only issue on which you can take action. Discussion on the merits of the sales tax, or other issues, are not germane to the question that will be before you.

The action of the City Council, coupled with the action of other cities, counties, and school districts, and the populations they represent, will finally determine whether the people of the state will have an opportunity to vote on the issue.

CONCLUSION

Alternate 1: If Council does not take action by a majority vote on the subject of the ratification of Senate Joint Resolution 30, our vote and our population will not be counted on the question as to whether the constitutionally regulated 4% sales tax should be referred to the electors for vote.

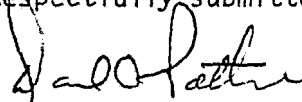
Mayor and City Council
November 7, 1983
Page 2

Alternate 2: If Council wishes to take action by majority vote on the subject of ratification of Senate Joint Resolution 30 (1983 First Special Session) to cause constitutionally regulated 4% sales tax to be placed on the ballot for the electors of the State of Oregon to vote on the issue, then our vote and our population will be counted towards such referral.

If Council elects to take action to ratify the process, the attached Resolution needs to be introduced and passed.

Additionally, we will need a majority of the Council to sign a form prepared by the Secretary of State.

Respectfully submitted,



Daniel O. Potter

DOP/fr