

RESOLUTION NO. 2167

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WILSONVILLE ADOPTING GOALS AND OBJECTIVES RELATIVE TO THE INTERCHANGE AREA MANAGEMENT PLAN (IAMP) ASSOCIATED WITH THE RECONSTRUCTION OF THE WILSONVILLE ROAD/I5 INTERCHANGE (PROJECT #4142).

WHEREAS, The City and the Oregon Department of Transportation (ODOT) entered into an Intergovernmental Agreement (IGA) agreeing to upgrade the Wilsonville Road/I5 Interchange (Project) which will contain and complete improvements outlined in the IGA; and

WHEREAS, the IGA requires the City and ODOT prepare an Interchange Area Master Plan (IAMP) (Plan) addressing issues such as the existing/future surface street system transportation network, improvements proposed with the Project, local connections to the Project, access management, future land uses and regulations within the Project area; and

WHEREAS, upon completion of the Plan, it will be forwarded to the Oregon Transportation Commission (OTC) for adoption; and

WHEREAS, the Plan must be adopted by the OTC prior to the first advertisement for bids for the Project; and

WHEREAS, the goals and objectives for the IAMP should reflect the intentions and interests of ODOT, the City of Wilsonville, Clackamas County and other key stakeholders for the interchange and transportation operations in the area; and

WHEREAS, the goals and objectives should be guided by, but not re-statements of the OHP (Oregon Highway Plan), Wilsonville's TSP (Transportation Systems Plan) and OAR (Oregon Administrative Rules) language; and

WHEREAS, the objectives need to be concrete statements that relate what the Plan is trying to accomplish and should be achievable and measurable; and

WHEREAS, the objectives serve as the basis for data collection and research and as alternative evaluation criteria to guide alternatives analysis and selection of the preferred alternative, and to guide management decisions.

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

1. The Goals and Objectives outlined below are adopted for the Interchange Area Master Plan.

GOAL 1: Protect the function and operation of the interchange and the state highway as follows:

- I-5 is classified as an Interstate Highway. It is part of the National Highway System and is a designated freight route between Portland and points north and south along the I5 Corridor. The operational objective for Interstate Highways is to provide safe and efficient high-speed travel in urban and rural areas for private, commercial and freight traffic.

Objective 1a: The preferred interchange project alternative will meet FHWA Interchange requirements and will accommodate design-year (2030) traffic demands as a threshold.

Objective 1b: The project alternatives developed for consideration as part of the IAMP planning process are consistent with the OHP requirement that the maximum volume-to-capacity (V/C) ratio for the ramp terminals of interchange ramps be either 0.85 or 0.90 (as defined in the OHP). For "build" scenarios, the 2003 Highway Design Manual standard of 0.85 is desired or a design exception, approved by the ODOT State Traffic Engineer, would be needed.

Objective 1c: The preferred alternative will meet or move in the direction of ODOT access management spacing standards for access along interchange crossroads.

GOAL 2: Provide for an adequate surface street system for access and circulation within the interchange area that minimizes local traffic through the interchange and on the interchange cross roads.

Objective 2a: The preferred alternative will include necessary supporting improvements to the surface street system in the vicinity of the interchange. Improvements to the surface street system will be adopted into the local comprehensive plan, including identified funding sources, as part of the City of Wilsonville's actions to implement the IAMP.

Objective 2b: The project alternatives will propose surface street system improvements that either meet the ODOT established access management standards or improve on the current conditions.

Objective 2c: The project alternatives will propose surface street improvements that will operate in conformance with applicable standards over the 20-year planning horizon.

GOAL 3: Provide safe and efficient multi-modal travel between the connecting roadways (and the surface street network, if applicable).

Objective 3a: While recognizing existing capacity constraints, the project alternatives will improve safety by adding capacity to reduce congestion and/or correcting geometric conditions that do not meet current applicable ODOT and/or City standards.

Objective 3b: The project alternatives will improve bicycle and pedestrian safety by providing upgraded bikeways and walkways that meet current applicable ODOT and/or City standards and include facility infill and extensions where needed to provide a continuous network.

GOAL 4: Ensure future changes to the planned land use system are consistent with protecting the long-term function of the interchange and the surface street system and the integration of future transportation projects and land use changes.

Objective 4a: The project alternatives will be developed in partnership with affected property owners in the interchange area, the City, Clackamas County, and the Oregon Department of Transportation (ODOT), as well as other stakeholders, including interchange users and local business owners.

Objective 4b: The City and County Comprehensive Plans and/or Transportation System Plans will be found consistent, or amendments will be proposed to ensure consistency, with the preferred project interchange alternative.

Objective 4c: The City and County will adopt land use policies that ensure future land use actions in the IAMP Management Area, including requests for comprehensive plan amendments and/or zoning amendments, and promote land development that is compatible with the planned interchange capacity for the IAMP planning horizon.

GOAL 5: Recognize the importance of the interchange function to support local and regional economic development goals and plans.

Objective 5a: The project alternatives are expected to reduce delay for vehicles, including commercial and freight vehicles, accessing the freeway and to increase safety.

Objective 5b: The project alternatives will facilitate access to, through, and from businesses in Wilsonville.

GOAL 6: Ensure that the needs of regional through trips and the timeliness of freight movements are considered when developing and implementing the IAMP, in particular when planning for improvements that directly impact freight routes.

Objective 6a: The project alternatives will facilitate freight access to and from the many industrial freight destinations in the interchange study area.

2. This resolution is effective upon adoption.

ADOPTED by the Wilsonville City Council at a regular meeting thereof this 16th day of March 2009, and filed with the Wilsonville City Recorder this date.



ALAN KIRK, City Council President

ATTEST:


Sandra C. King, City Recorder, MMC

SUMMARY OF VOTES:

Mayor Knapp	<u>Excused</u>
Councilor Kirk	<u>Yes</u>
Councilor Ripple	<u>Excused</u>
Councilor Nunez	<u>Yes</u>
Councilor Hurst	<u>Yes</u>

ENGINEERING DEPARTMENT
STAFF REPORT & RECOMMENDATION

DATE: March 16, 2009

TO: Honorable Mayor and City Councilors

FROM: Michael A. Stone, City Engineer

SUBJECT: Wilsonville Road/I5 Interchange Area Master Plan (IAMP) "Goals and Objectives" (Project #4142)

SUMMARY

The Oregon Department of Transportation (ODOT) and the City have recently entered into an Intergovernmental Agreement (IGA) to construct improvements to the Wilsonville Road/I5 Interchange. The IGA stated that the Oregon Department of Transportation (ODOT) and Wilsonville are required to enter into an Interchange Area Master Plan (IAMP) for the Interchange which must be completed and adopted prior to bidding the proposed improvements.

RECOMMENDATION

Staff respectfully recommends that the City Council adopt the attached Resolution No.2167, adopting the "Goals and Policies" for the IAMP associated with the I5 Interchange project.

DISCUSSION

The "Goals and Objectives" outlined within the IAMP are in very simple terms, 'understandings', between the City, Clackamas County and the State of Oregon through ODOT and are associated with issues such as land use planning, access spacing, surface street system support for the Interchange for a (20) year planning horizon:

1. Protection of the functioning of the Interchange.
2. Provides for an adequate surface street system within the Interchange area to minimize direct local traffic through the Interchange area.
3. Provides for safe and efficient multi-modal travel coordination (bicycles, pedestrians, vehicles and trucks) between the surface street system and the Interchange.
4. Ensures that future changes to the planned land use system are consistent with the protection of the long-term function of the Interchange and the surface street system.
5. Recognizes the importance of the Interchange to support local and regional economic goals through effective freight movement.