

RESOLUTION NO. 3169

A RESOLUTION OF THE CITY OF WILSONVILLE APPROVING THE I-5 BOONE BRIDGE REPLACEMENT PROJECT CLIMATE-FRIENDLY AND EQUITABLE COMMUNITIES (CFEC) ENHANCED INVESTMENT SCENARIO REVIEW REPORT AND REQUESTING ADVANCEMENT OF THE AUTHORIZATION REPORT SUPPORTING AN I-5 SOUTHBOUND AUXILIARY LANE.

WHEREAS, The City of Wilsonville has a long history of working with the Oregon Department of Transportation (ODOT) to advance projects that improve traffic flow and safety while reducing traffic congestion and accidents along Interstate Five (I-5), which slices through the middle of Wilsonville and crosses the Willamette River; and

WHEREAS, The City of Wilsonville sponsored in conjunction with ODOT during 2019 the first engineering study, called the I-5 Wilsonville Facility Plan, of problems related to the I-5 Boone Bridge “bottleneck” that found:

- The one-mile section of I-5 between Wilsonville Road and State Highway 551 interchanges that crosses the Willamette River over the Boone Bridge is a major regional choke point.
- Daily heavy, peak-hour congestion is becoming longer in duration as traffic volumes on I-5 continue to increase along with population growth.
- Three closely-space highway interchanges within one mile on both ends of the Boone Bridge induce traffic weaving that contributes to safety, mobility and reliability concerns.
- Highway design flaws—building three interchanges within a one-mile span on a highway that is no longer permitted—are exacerbated by existing high traffic volumes.
- Congestion on the Boone Bridge results in spillback, with traffic often backing-up for six miles towards the I-205 interchange.
- Nearly one-third (31%) of all southbound I-5 traffic departs the freeway at Exits 282A and B, and 60% of the traffic that enters I-5 from Wilsonville Road departs the freeway at next two exits.
- The Boone Bridge—the only Willamette River crossing for a 28-mile stretch—is seismically vulnerable in the event of a catastrophic earthquake; and

WHEREAS, the I-5 Wilsonville Facility Plan found that potential solutions to eliminate or reduce the impacts of the Boone Bridge bottleneck on traffic congestion included:

- Adding a ramp-to-ramp southbound auxiliary lane from the Wilsonville Road I-5 on-ramp across the I-5 Boone Bridge south to Charbonneau/Miley Road Exit 282BA and continuing to Aurora/Canby/Hubbard Hwy 551 Exit 282A, with a second I-5 turn-lane added onto Exit 282A.

- ODOT analyzed three alternative auxiliary ramp-to-ramp lane options; each option improved mobility. The longer the auxiliary lane, the greater the benefits. The proposed second exit lane resolves weaving conflicts by allowing I-5 mainline vehicles to take this exit without merging into the ramp-to-ramp lane first, thereby improving safety and traffic flow.
- Of solutions studied, the proposed plan for a one-mile-long auxiliary lane offers the greatest operational benefits to I-5 with speeds staying above 50 mph and resolves weaving conflicts by providing an additional on/off highway merge lane for safer travel.
- Seismic strengthening of the Boone Bridge allows ODOT to ensure this crucial I-5 bridge remains functional after a catastrophic earthquake.

WHEREAS, the City of Wilsonville lobbied from 2019 through 2021 the Oregon Transportation Commission and the Oregon Legislative Assembly to fund a more detailed engineering analysis of the I-5 Boone Bridge, resulting in House Bill 5050 of 2019 providing \$300,00 in study money for ODOT, and House Bill 3055 of 2021 adding the I-5 Boone Bridge to the set of Portland metro-area “mega highway” projects originally named in House Bill 2017 of 2017; and

WHEREAS, in 2021 ODOT released the I-5 Boone Bridge and Seismic Improvement Project Report, which found that it was more cost effective to replace the bridge than to retrofit and widen the existing bridge and a southbound auxiliary lane connecting south Wilsonville and OR 551, including a two-lane exit to OR 551, is critical to facilitating operational and safety benefits; and

WHEREAS, the City of Wilsonville and Clackamas County have worked with ODOT and other agencies from 2022 to 2024 to advance in parallel both required federal Planning and Environmental (PEL) process and state Climate-Friendly and Equitable Communities (CFEC) process for the I-5 Boone Bridge Replacement Project; and

WHEREAS, the City of Wilsonville has worked with ODOT engage in a vigorous public-outreach effort, including printing a series of articles in the all-city newsletter *The Boones Ferry Messenger*, and hosting both in-person and online focus groups and public open-house events that included an extended online component at City Hall on Nov. 16, 2023, with 120 attendees and on Sept. 16, 2024, with 70 attendees in order to provide information updates and gather feedback on proposals; and

WHEREAS, during 2024 ODOT coordinated a multi-agency panel including local governments and state agencies to advance the Climate-Friendly Equitable Communities (CFEC) process as required by ORS 660-012-0830 *et seq*; and

WHEREAS, the Enhanced Investment Scenario Review Report, also known as the Alternatives Review Report, released in October 2024 found that of five alternatives considered, only two—both of which add a southbound auxiliary lane and a bike/ped facility as required by law—would provide the required traffic congestion and safety improvements needed for the replacement of the I-5 Boone Bridge; and

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

Section 1: The City approves the Enhanced Investment Scenario Review Report for the I-5 Boone Bridge Replacement Project, attached hereto as Exhibit Aw, as presented by ODOT; and

Section 2: The City requests ODOT to advance the Authorization Report for the I-5 Boone Bridge Replacement Project to specifically include the proposed I-5 Boone Bridge ramp-to-ramp southbound auxiliary lane from the Wilsonville Road I-5 on-ramp across the I-5 Boone Bridge south to Charbonneau/Miley Road Exit 282BA and continuing to Aurora/Canby/Hubbard Hwy 551 Exit 282A, with a second I-5 turn-lane added onto Exit 282A; and

ADOPTED by the Wilsonville City Council at a regular meeting thereof this 21st day of October, 2024, and filed with the Wilsonville City Recorder this date.

JULIE FITZGERALD, MAYOR

ATTEST:

Kimberly Veliz, City Recorder

SUMMARY OF VOTES:

Mayor Fitzgerald

Council President Akervall

Councilor Linville

Councilor Berry

Councilor Dunwell

EXHIBIT:

- A. ODOT I-5 Boone Bridge Replacement Project Draft Enhanced Investment Scenario Review Report, October 2024