

RESOLUTION NO. 11-21

A RESOLUTION COMMITTING LOCAL POLITICAL AND FINANCIAL (LOCAL MATCH) SUPPORT FOR THE DOWNTOWN OREGON CITY CONNECTIVE CORRIDOR, MAIN STREET: 10TH TO 15TH STREETS (PHASE 2), OREGON CITY, OREGON, AND ENDORSING THE APPLICATION FOR OREGON DEPARTMENT OF TRANSPORTATION (ODOT) FLEXIBLE FUNDS

WHEREAS, the Oregon Transportation Commission (OTC) has directed ODOT to solicit funding applications for Transit, Bicycle and Pedestrian, and Transportation Demand Management (TDM) Projects for the OTC to consider for funding; and

WHEREAS, transportation improvements to Main Street in downtown Oregon City exemplify a sustainable non-highway transportation project that invests in a Main Street program and 2040 Regional Center that will serve multi modal connectivity, the environment, mobility and access, livability, energy use and the overall operation of the transportation system; and

WHEREAS, Oregon City has developed project details for pedestrian and bicycle improvements for downtown Main Street between 5th and 15th Streets, including enhanced pedestrian crossings, street lighting, landscaping; ADA compliance, bicycle parking and sharrows to clarify bicycle/auto interaction, sidewalk replacement and infill, and alleyway access modifications; and

WHEREAS, the Oregon City Transportation System Plan Capital Improvement Plan and the Metro 2035 Regional Transportation Plan include the Main Street sidewalk improvements between 5th and 15th Streets project; and

WHEREAS, Oregon City has many distinctions, including being:

- Designated a regional center in the Metro 2040 Growth Concept;
- A performing "Main Street" within the Oregon Main Street program and a certified "Main Street" within the National Main Street program; and
- Named a Preserve America Community by First Lady Michelle Obama - a prestigious designation that has been applied to only five other cities in Oregon.

WHEREAS, the Main Street Connective Corridor project will enhance accessibility, safety, and comfort for pedestrians and bicycles; and

WHEREAS, the improvements will dually serve as traffic calming elements and safety improvements through an improved pedestrian and bicycle friendly environment in downtown Oregon City and raising motorist awareness of pedestrians and bicycles; and

WHEREAS, the overall project (Phases 1 and 2) will improve safe, pedestrian and bike-friendly connectivity to the TriMet Oregon City Transit Center, the 13th Street public parking lot (parking management), the Courthouse, the newly constructed Willamette Terrace and McLoughlin Boulevard improvements, the Willamette River Trail, the Municipal Elevator, the Amtrak station, and the many downtown businesses; and

WHEREAS, the project will improve downtown aesthetics and pedestrian comfort through updated street lighting and landscaping; and

WHEREAS, this is a key project of lasting value to the local, region, and statewide community and economy; and

WHEREAS, this is a high priority project for the community, and its connectivity to multiple destinations will benefit the whole community; and

WHEREAS, this project is an important link and addition to a major and growing comprehensive local and regional bicycling and walking network; and

WHEREAS, this project will enhance the livability of Oregon City and contribute to economic stability and community development; and

WHEREAS, the project has been divided into two phases: Phase 1, Main Street from 5th to 10th Streets and Phase 2, 10th to 15th Streets; and

WHEREAS, the estimated project cost for Phases 1 and 2 is approximately \$3.6 million with Phase 1 having been funded through an ODOT Grant of \$1,073,013, Flex Funds Grant of \$900,000, ODOT Pedestrian and Bicycle Program grant of \$266,000, and local matching contributions of \$139,430; and

WHEREAS, work is currently underway on Phase 1 of the Main Street Connective Corridor comprising Main Street from 5th to 10th Streets; and

WHEREAS, in order to achieve full connectivity for the Main Street Connective Corridor, completion of Phase 2 linking the TriMet Transfer Station, Clackamas County Service Buildings, and the 13th Street Public Parking Lot to efforts begun in Phase 1 is essential; and

WHEREAS, remaining project costs are unfunded; and

WHEREAS, the project must leverage multiple funding requests to achieve full project funding; and

WHEREAS, the City Commission must commit to a 10.27 percent local share of funding received from the OTC directed ODOT Flexible Funds solicitation which could be as much as 10.27% of the maximum award project size of \$2.1 million which equals \$215,670; and

WHEREAS, the local match likely would be paid by utility, street, transportation SDC, and in-kind funds.

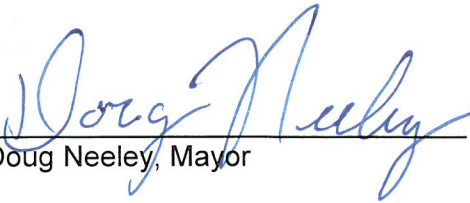
NOW, THEREFORE, OREGON CITY RESOLVES AS FOLLOWS:

Section 1. The City Commission endorses the Flexible Funding application for improvements to the Downtown Oregon City Connective Corridor, Main Street from 10th to 15th Streets (Phase 2) as described herein; and

Section 2. The City Commission commits political and financial (local match) support for the bicycle and pedestrian improvements on Main Street finding them to be exemplary of a sustainable non-highway transportation project that invests in a Main Street program and 2040


Regional Center that will serve modal connectivity, the environment, mobility and access, livability, energy use and the overall operation of the transportation systems.

Approved and adopted at a regular meeting of the City Commission held on the 5th day of October, 2011.




Doug Neeley, Mayor

Attested to this 5th day of October 2011:



Nancy Ide, City Recorder

Approved as to legal sufficiency:



City Attorney