BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AUTHORIZING INTERSTATE FUNDING FOR PRELIMINARY ENGINEERING AND FOR CONSTRUCTION OF PHASE I OF THE I-5 NORTH FREEWAY IMPROVEMENT AND MANAGEMENT PROGRAM AND AMENDING THE ANNUAL ELEMENT OF THE TRANSPORTATION IMPROVEMENT PROGRAM	RESOLUTION NO. 79-62 Requested by Rick Gustafson

WHEREAS, MSD has performed an analysis which indicates that travel conditions on the I-5 Freeway are a major regional concern; and

WHEREAS, MSD analysis indicates that recommended improvement on the I-5 North Freeway should involve traffic management techniques; and

WHEREAS, The Oregon Department of Transporation (ODOT) has prepared the I-5 North Freeway Improvement and Management Program which identified traffic management objectives for the I-5 North Freeway; and

WHEREAS, ODOT has initiated two projects to meet the improvement objectives; and

WHEREAS, ODOT has requested that preliminary engineering (PE) and construction funds be immediately programmed to fund Phase I: I-5 North Freeway (Hayden Island to North Broadway) Improvement and Management Project; and

WHEREAS, ODOT and MSD staff analyses indicate that implementation of the I-5 North Freeway Improvement and Management Project will meet the specified improvement objectives; and

WHEREAS, Through Resolution BD 780805 the CRAG Board of Directors adopted the Transportation Improvement Program (TIP) and its Fiscal Year 1979 Annual Element; now, therefore,

BE IT RESOLVED:

1. That the MSD Council authorize $46,000 in Federal Aid Interstate funds to initiate preliminary engineering on the I-5 North (Hayden Island-North Broadway) Improvement and Management Project.

2. That the MSD Council authorize $414,000 in Federal Aid Interstate funds for construction of the I-5 North (Hayden Island-North Broadway) Improvement and Management Project.

3. That the MSD Council amend the FY 1979 Annual Element accordingly, and carry over the funds into the FY 1980 Annual Element if the project cannot be programmed prior to FY 1980.

4. That the MSD Council recommend to ODOT that the Phase I project include the following conditions:

   a. Provision of adequate police enforcement.

   b. Provision of effective public information program.

   c. An understanding that if the project proves ineffective it will be abandoned.

5. That the MSD Council find the Phase I project to be in accordance with the region's continuing, cooperative, comprehensive planning process and hereby gives affirmative A-95 approval.

6. That the MSD Council amend the TSME to include the Freeway Improvement and Management Project only.

ADOPTED by the Council of the Metropolitan Service District this 26th day of July, 1979.

N. P. Burton
Presiding Officer

SS/gl
4227A/0033A

Appendix

SYSTEMS REPORT
I-5 PHASE I PROJECT

The objectives of this Phase I project are to:

1. control peak-hour access onto I-5 to provide more efficient operation;
2. redistribute traffic in the corridor to maximize freeway capacity;
3. promote safety on the facility; and
4. encourage the diversion of peak-hour trips from the single occupant automobile into more efficient transportation modes.

Preliminary analysis by ODOT and MSD staff indicates that implementation of the project will meet these objectives. Access control through ramp metering will allow a more uniform access onto the freeway, relieving the traffic operation problems caused by the platooned entry of vehicles onto the freeway. Ramp metering would permit peak hour traffic to operate at 40 mph which would increase the carrying capacity of the facility and shorten the duration of the peak period.

Trips that currently use the parallel arterials to avoid I-5 congestion will be encouraged to get on the freeway sooner. Local (shorter) trips currently using the freeway will be discouraged from using the facility, adding to the traffic on parallel arterials. ODOT's analysis indicates that the net effect will be a reduction of traffic on the parallel city streets during the peak hour. The improved operation of I-5 will also reduce rear-end accidents, which, because of the stop and go conditions currently experienced, are the predominant type of accident on the facility. The travel time savings projected for the HOV bypass lanes will provide an incentive for the diversion of trips from single occupant automobiles into carpools, vanpools or transit.