BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AUTHORIZING FEDERAL FUNDS FOR CITY OF PORTLAND I-505 WITHDRAWAL PROJECTS	RESOLUTION NO. 80-125 Introduced by the Joint Policy Advisory Committee on Transportation*

WHEREAS, The CRAG Board of Directors through CRAG Resolution BD 781210 has agreed that the I-505 freeway should be withdrawn from the Interstate Highway System; and

WHEREAS, Contingent on the official withdrawal of I-505 by U. S. Department of Transportation (USDOT), the CRAG Board of Directors through CRAG Resolution BD 781213 established a City Reserve to fund regional highway and transit projects in the City of Portland; and

WHEREAS, USDOT in December, 1979, approved the withdrawal of I-505 from the Interstate Highway System; and

WHEREAS, The City of Portland has developed a program of transportation projects and studies to be funded with that reserve; and

WHEREAS, The City of Portland has submitted for funding authorization eight of those projects involving $11,279,800 from federal funds; and

WHEREAS, The Metro Systems Planning Program has been established to develop and evaluate transportation improvement alternatives, including the development of project objectives and

* The Joint Policy Advisory Committee on Transportation will consider this Resolution at their meeting on January 16, 1980.

general specifications for regional projects; and

WHEREAS, The Metro Systems Planning Program efforts indicate that the projects and studies will be appropriate solutions to identified transportation objectives (see attached Systems Planning Report); now, therefore,

BE IT RESOLVED,

1. That $11,279,800 (federal) be authorized from the City of Portland Reserve account for engineering, right-of-way acquisition, construction, and related activities for the eight proposed projects.

2. That the Transportation Improvement Program (TIP) and its Annual Element be amended to reflect this authorization as set out in Exhibit A.

3. That the Metro Council finds the eight projects in accordance with the region's continuing, cooperative, comprehensive planning process and hereby gives affirmative A-95 approval.

ADOPTED by the Council of the Metropolitan Service District this 24th day of January, 1980.

Marjorie Murdin Kafoury
Presiding Officer

JG/gl
6642/92

80-125

STAFF REPORT No. 61

Date: DECEMBER 28, 1979

Title: METRO SYSTEMS PLANNING REPORT-SELECTED PROJECTS TO BE FUNDED BY THE CITY RESERVE

Transportation Department
Metropolitan Service District

PUBLISHED BY

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4. ACHIEVEMENT OF THE OBJECTIVES

The goal of improving neighborhood liveability can be supported by proper improvement and management of the transportation system. The City of Portland's Arterial Streets Classification Policy (adopted June 30, 1977), enacted to guide investments in transportation improvements within the City, includes the stated desire of the City Council "to provide for safe and efficient movement of people and goods while preserving and enhancing the quality of City neighborhoods."

The diversion of truck traffic and through traffic from neighborhood streets is one of the most important ways of improving neighborhood liveability. Improvement of traffic circulation and traffic safety in the neighborhood, reduction of traffic-generated noise levels, and improved pedestrian safety are examples of the positive impacts associated with this division of traffic. The Terminal 4 Rd, Greeley/I-5, Columbia-Lombard connection, and Columbia Blvd./North Portland Rd. Intersection Redesign Projects all aid in the removal of auto and truck traffic from North and Northeast Portland residential streets. The Terminal 4 Rd. Project will provide a new access road for existing St. Johns riverfront industrial development, in order to divert trucks from residential areas, the business district and Cathedral Park. Greeley/I-5 provides a convenient connection between I-5 (to and from the south) and the Swan Island Industrial Park. The new I-5 access would be used by at least half of Swan Island traffic, diverting it from the current Going St., which passes directly through the Overlook neighborhood. The Columbia/North Portland Rd. Project would allow trucks using Columbia Blvd. to access North Portland Rd. and I-5 northbound, thereby diverting these trucks from Fessenden, Smith, and other St. Johns residential streets.

Neighborhood liveability is also enhanced by improving internal circulation and external access. The Powell Project facilitates safer, more efficient traffic movement to and from Southeast Portland neighborhoods, and the 82nd Ave. project does the same for neighborhoods along the east city limits.

An improved pedestrian environment and better access to transit also make neighborhoods more liveable by making it possible for residents to reduce dependence on the private automobile. The Barbur/Terwilliger Intersection Redesign, 82nd Ave. Corridor Improvement, and Hollywood District Transportation Improvement Projects each contain elements designed to make pedestrian activity more safe and convenient.

A second City goal to be supported by the City Reserve Program of Projects is economic development through improved access. An objective of the City's Economic Development Policy is to "support capital and Transportation Systems Management improvements, as consistent with the Arterial Streets Policy, to enhance access for and the circulation of goods and workers to and within designated industrial districts." Economic development can be supported by improving

1. BACKGROUND

In December, 1978 the CRAG Board requested the Governor to concur and forward to the U.S. Department of Transportation (USDOT) the withdrawal of the I-505 Freeway. Approximately $165 million of federal funds is involved in the I-505 withdrawal. In response to a request by the City of Portland, a reserve fund of I-505 withdrawal funds was established to support regional highway and transit projects in the City of Portland. The City of Portland has formulated a program of projects which are proposed to use this Reserve. The basis for this program is described in this report along with a description of the objectives of the proposed projects. This report also describes the transportation system impacts of eight projects which the City of Portland is requesting funding authorizations for at this time.

2. PROGRAM OBJECTIVES

The program of projects developed by the City of Portland involves a set of improvements to the transportation system aimed at 1) improving neighborhood liveability, 2) facilitating economic development, 3) promoting energy conservation (especially through the support of transit), and 4) maintaining the existing transportation system. Individual projects within the program respond to identified needs and problems of localized and regional scale. Problems and projects responding to the problems have been identified by a variety of citizen groups and agencies. Most of the projects result from previous studies and analyses.

3. PROGRAM OF PROJECTS

Seventeen projects have been identified for using City Reserve. These are as follows:

* Marine Drive
* Lombard-Killingsworth
* Columbia Way/Columbia Blvd./North Portland Rd.
* Columbia-Lombard Connection
Terminal 4 Rd.
Columbia Blvd.
** Powell Phase II
Terwilliger/Barbur
82nd Avenue
** Greeley/I-5
* Hollywood District
** Holgate Bridge
Willamette Greenway
* Street Light Conversion
Traffic and Pedestrian Signal and Sign Improvements
* Burnside/Tichner
* Powell Butte/Mt. Scott Transportation Study

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* Projects requested for initial funding authorization from the City Reserve.
** Projects previously authorized for funding from other sources.

traffic circulation in industrial areas and business districts. The Hollywood improvements and Holgate Bridge replacement project are examples of projects which facilitate improved traffic circulation in the Hollywood Business District and Brooklyn Industrial Area, respectively.

Improvement of auto, truck, and transit access to industrial areas also supports economic development. The Marine Dr. Terminal 4 Rd. Lombard-Killingsworth Connection, and Greeley/I-5 Projects all facilitate better access to industry located on Swan Island, in Rivergate, or along Columbia Blvd. This improved access is crucial for Swan Island and Rivergate, where the traffic generated by industrial expansion and employment growth must be accommodated if the growth is not to be constrained.

The goal of reducing energy consumption is addressed in the City's Energy Conservation Policy (adopted August 15, 1979). Policy #5 - Transportation, states that "the consumption of nonrenewable fuels for transportation shall be reduced through actions which increase the efficiency of the transportation system operating within the City. These actions will encourage individuals to choose the method of travel which is the most fuel-efficient for the purpose of the trip; promote the energy-efficient movement of goods; and provide incentives for the use of fuel-efficient vehicles." Two of the objectives of this policy, "to improve the operations and service delivery capability of the transit system" and "to speed and smooth the flow of traffic by carrying out appropriate projects," are supported by the program of projects.

The Columbia-Lombard Connection, Lombard-Killingsworth, 82nd Ave., Hollywood District, and Powell Blvd. Projects facilitate efficient traffic flow on a localized or corridor basis, while the Traffic Signal Improvement Program does so on a citywide basis. Transit operations and service delivery capability are improved by projects promoting more efficient transit operations, and safer, more convenient transit transfers and pedestrian access to transit. Barbur/Terwilliger, 82nd Ave., and Hollywood District are examples of such projects included in the program.

In addition to improvements to the transportation system, it is important to maintain the existing system so that it can continue to support the quality of neighborhoods, economic growth and activity, and energy conservation efforts. Elements of the Barbur/Terwilliger and Holgate Bridge Projects address this need to maintain existing facilities; in this case, the Terwilliger Bridge over I-5 and the Holgate Bridge over the Brooklyn rail yards, respectively.

5. DESCRIPTION OF PROJECTS FOR WHICH FUNDING AUTHORIZATION HAS BEEN REQUESTED

5.1 I-505 to Rivergate Access

Four projects have been identified which will improve accessibility between I-205, I-5, and the Rivergate Industrial Area. They are

Marine Dr.; Lombard-Killingsworth; Columbia Way/Columbia Blvd./North Portland Rd.; and Columbia-Lombard Connection.

The overall objectives of these projects are to provide adequate traffic capacity, pavement section and safety features for present and future traffic accessing regionally-significant activities in the Columbia River Corridor. The projects are also designed to reduce the impact of truck traffic on North Portland neighborhoods and to improve the connectivity and efficiency of the transportation system.

The package of projects developed for this program meet the objectives through a series of widening, reconstruction, traffic management, signalization, lighting, and safety improvement activities along major east-west routes in North Portland.

I-205 and I-5 are major freeway components in the regional transportation system. The Rivergate Industrial Park in North Portland is a major regional employment concentration. In addition, a number of other important activity areas are located along the Columbia River. The proposed projects will provide improved travel flows along this corridor providing service between I-205, I-5, and Rivergate. In addition, safety along the route will be improved, truck traffic will be diverted from neighborhood streets, a reduction in air quality problems is expected, and operating cost savings to the City and Multnomah County will be realized.

5.1.1 North Portland Road -- Marine Drive Project

- Objectives of the Project

  Project objectives are to:

  1. increase traffic capacity between I-5 and the Rivergate Industrial Park,

  2. improve pavement sections along Marine Dr.,

  3. divert truck traffic from residential neighborhoods, and

  4. improve safety along the route.

- How the Project Meets the Objectives

  The project meets the objectives with the reconstruction of Marine Dr. to a full four-lane section with curbs and sidewalks, thereby increasing capacity and safety. The Burlington Northern Railroad overcrossing at Marine Dr. would be widened to provide adequate clearance for four travel lanes. Increased capacity on Marine Dr. will also improve travel flows (reducing vehicle emissions), and divert a portion of the existing Rivergate traffic which uses Columiba Blvd. and Lombard St. to North Portland Hwy. This diversion will improve neighborhood liveability and divert truck traffic from local streets.

- Impact on the Regional Transportation System

  The proposed project impacts two major regional freeway facilities (I-5 and I-205) and a significant state highway facility (Marine Dr.). Impacts on the regional transportation system include:

  1. improvement of travel flows between I-5 and the Rivergate Industrial Park, and

  2. diversion of truck and commuter traffic from North Portland neighborhood streets.

  The proposed project on I-5 was designed to accommodate the levels of traffic projected for full Rivergate employment. This route is consistent with that design and is needed to accommodate the projected volumes.

5.1.2 Lombard/Killingsworth (NE Portland Hwy.) Project

- Objectives of the Projects

Objectives are to increase traffic capacity and improve safety of Portland Hwy. in the area where it changes from Killingsworth to Columbia Blvd.

- How the Project Meets the Objectives

Lombard and Killingsworth are proposed to be widened to a continuous full four-lane section. In addition, a left-turn bay at the Lombard/Killingsworth intersection is proposed to be added. These activities will increase capacity through this section. A traffic signal replacement, sidewalk construction, and improvements to the lighting system are also included in the project, providing increased safety levels along the route.

- Impact on the Regional Transportation System

The Lombard/Killingsworth/Columbia Route is the major northern east-west travel route in the City of Portland. It also serves as a major connecting link for two components of the regional freeway systems (I-205 and I-5N) and a major regional employment concentration (Rivergate). The project will impact travel between these routes as follows:

1. Improve the traffic flow between I-205, I-5 and Rivergate;

2. reduce vehicular accidents at the Lombard/Killingsworth intersection;

3. improve prdestrian safety;

4. reduce air quality problems; and

5. reduce electrical and maintenance costs.

The project will facilitate the movement of truck traffic on NE Portland Highway and could divert commercial vehicles from other arterials. Otherwise the overall system will not be significantly impacted.

5.1.3 Lombard to Columbia Connection Project

- Objectives of the Project

  The objectives are:

  1. To provide adequate traffic capacity pavement section and safety features for present and future traffic demands through Northeast Portland between I-5 and I-205.

  2. To reduce the impact of truck traffic on residential neighborhoods and to improve system efficiency.

- How the Project Meets the Objectives

  The project would involve the installation of signals and channelization on Lombard and Columbia to create a full connection via NE 60th Ave. It would also involve the widening of the existing two-lane undercrossings of railroad track on 60th to four lanes and strengthen pavements, provide left-turn refuges where needed, construct sidewalks and improve the lighting system.

- Impacts on the Regional Transportation System

  The project would provide increased connectivity along a major east-west route between two regional freeway components: I-5 and I-205. In addition, local improvements in traffic flow, safety and air quality are expected, as well as the diversion of traffic from the residential neighborhoods along Lombard St. Truck traffic should be diverted from local streets west of the project area.

5.1.4 Columbia Way/Columbia Blvd./North Portland Rd. Interchange Ramps Project

- Objectives of the Project

  The objectives are to provide all full connection between Columbia Blvd. (the northerly entrance to the Rivergate Industrial Park and Marine Drive), to reduce truck traffic on North Columbia (North Portland Rd. extension), and to reduce impact of traffic on residential neighborhoods.

- How Does the Project Meets the Objectives

  The project would involve the installation of left-turn refuges and signals with left-turn indications at the North Portland Rd. ramp connection to North Columbia Blvd. This will permit southbound North Portland Rd. traffic to turn eastbound on North Columbia Blvd. and eastbound North Columbia Blvd. traffic to head north. Northbound to westbound turns are already provided as are southbound to westbound trips. This project does not permit movements to the south.

- Impacts on the Regional Transportation System

  The project improves connectivity at the intersection of a significant North Portland intersection of major access routes to a regional employment concentration (Rivergate).

  Significant project impacts are primarily local in nature, although some diversions of traffic from local streets will occur as a result of the improved connectivity.

5.2 Hollywood Transportation Project

- Objectives of the Project

The objectives of the Hollywood Transportation Project are:

1. To improve operating conditions for through trips on Sandy Blvd.;

2. To improve local access to businesses;

3. To improve traffic circulation patterns in the district;

4. To reduce traffic on local residential streets;

5. To improve pedestrian access across Sandy Blvd.;

6. To improve safety in the area; and

7. To improve transit operating conditions and facilities.

- How the Project Meets the Objectives

Four alternatives were analyzed by the City to determine which meet the objectives.

The preferred alternative would meet the objectives through project improvements in four major catagories: traffic signals, traffic circulation, pedestrian facilities, and transit service.

A computer operated signal system in the Hollywood District is proposed to improve traffic flow on Sandy Blvd. New signals at 39th and Sandy, and at 43rd and Sandy, would improve local access to Sandy Blvd. and area businesses.

Through traffic would continue to be routed via Sandy Blvd. Left turns would be removed to improve traffic flow in the commercial district. Alternative routes would be provided for left-turning vehicles.

Routes to and from the Banfield Freeway would be simplified. First, westbound freeway traffic exiting at Hollywood would use Halsey to 39th. The 39th and Halsey bridge, rebuilt as part of the Banfield Transitway Project, would accommodate left turns at 39th Ave., eliminating the dangerous left turn at 39th and Sandy (the worst accident location in the district). Second, northbound 39th Ave. traffic entering the district from Laurelhurst would be provided a now-banned left turn at Sandy Blvd. This gives northbound 39th Ave. traffic which heads west on Sandy or the Banfield Freeway a designated route (this would avoid shortcuts on residential streets in Laurelhurst).

Traffic now turning left from Sandy blvd. would be provided

with alternative routes. First, eastbound business traffic entering the district would be routed east on Broadway (now one-way westbound). This would enable safe left turns at 40th, 42nd, and 43rd and Broadway for traffic wanting to go to businesses north of Sandy Blvd. An easy-to-read signing system would direct traffic unfamiliar with these new routes.

Two new pedestrian crossings would be added: at 39th and Sandy, and at 43rd and Sandy. The latter will improve the worst pedestrian accident location in the district.

Sidewalk extensions at signalized intersections are proposed to reduce the curb to curb walking distance for pedestrians, to maximize green time for Sandy Blvd. traffic, and to improve pedestrian visibility.

The closure of Hancock to traffic (except buses) between 42nd and 43rd, will provide a small area for pedestrian use located in the heart of the district. The steet closure also helps solve the problem of the hazardous six-legged intersections at 43rd and Sandy Blvd.

A transit station at Hollywood is proposed as part of the Banfield Transitway. Located at either 42nd Ave. or 38th Ave., the station will improve transit access to the district and tie the local bus routes to the light rail system.

- Impact of the Project on the Regional Transportation System

The proposed project impacts a major sub-regional route (Sandy Blvd.) and a regional transitway (Banfield LRT). Specifically, these impacts include:

Sandy Blvd. Impacts

- relieving operational deficiencies on Sandy Blvd. would be relieved;
- improving safety on the facility.

Areawide Impacts

- improving transit operating conditions in the area and providing a transit link between the local bus service and the Banfield LRT;
- decreasing through trips on local residential streets;

5.3 Burnside/Tichner Project

- Objectives of the Project: To improve safety at the intersection of W. Burnside and Tichner.

- How the Project Meets the Objectives: By widening the intersection and creating a left turn bay, the project will eliminate the safety hazard caused by cars waiting to turn left from W. Burnside St. onto Tichner and improve the radius of the Tichner to Burnside right turn.

- Impacts of the Project on the Regional Transportation System: Safety hazards on W. Burnside St. (Major City Traffic Street) would be eliminated. The improvement is a local project which has litte impact on the overall transportation system.

5.4 Arterial Street Light Conversions

- Objectives of the Project: To improve safety on the facilities, improve lighting effectiveness, and to reduce energy consumption.

- How the Project Meets the Objective: The objective would be met by replacing existing mercury vapor luminairies on arterial streets in non-residential areas and installing high pressure sodium vapor with cut-off luminairies.

- Impacts of the Project on the Regional Transportation System: The project will improve lighting conditions along approximately 100 miles of arterial roadways within the city of Portland and will save roughly 5 million kilowatt hours annually. Safety will be improved as a result.

5.5 Powell Butte/Mt. Scott Transportation Study

- Objectives of the Study: To develop a program of improvements to upgrade the traffic circulation in the study area and to improve the ability of the roadway system, particularly Foster Rd. (a Major City Traffic Street), to accommodate increasing amounts of vehicular traffic resulting from the development of the Powell Butte/Mt. Scott area.

- How the Study Meets the Objectives: Through the identification of problem areas and the development of specific improvement projects to reduce congestion.

- Impact of the Study on the Regional Transportation System: The study will develop a program of improvement projects that will require Metro funding approval. The improvement program, when implemented, will increase capacity and improve safety on the facilities in the area.

JG:bk
6489/44

PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM

PORTLAND—VANCOUVER METROPOLITAN AREA

PROJECT DESCRIPTION

RESPONSIBILITY (AGENCY) City of Portland

LIMITS NE 60th Avenue to I-205 of NE Portland HWY LENGTH 1.8 miles

DESCRIPTION Improve NE Portland Hwy to 4 lanes with left turn medians, drainage, curbs and illumination

PROJECT NAME NE Portland Hwy 60th to I-205

ID No

APPLICANT City of Portland

SCHEDULE

TO ODOT 6-79

PE OK'D _____ EIS OK'D _____

CAT'Y _____ BID LET _____

HEARING _____ COMPL'T _____

RELATIONSHIP TO ADOPTED TRANSPORTATION PLAN

LONG RANGE ELEMENT _____ TSM ELEMENT X

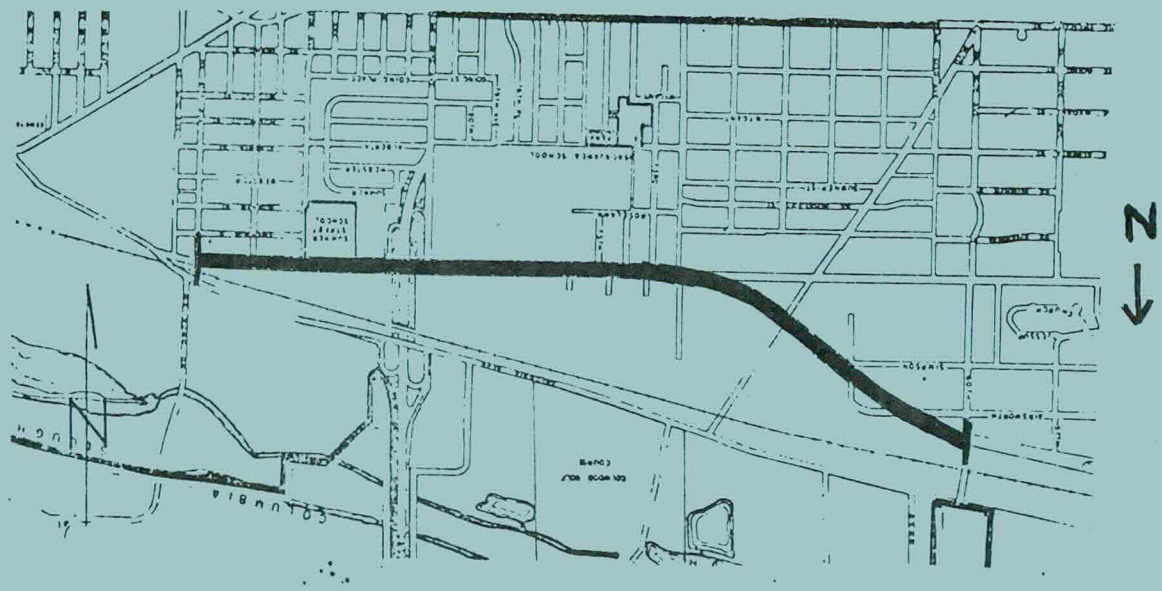
FUNDING PLAN BY FISCAL YEAR ($000)

	FY 79	FY 80	FY 81	FY 82	FY 83	TOTAL
TOTAL		175		1425		1,600
FEDERAL		149		1211		1,360
STATE						
LOCAL		26		214		240

APPLICANT'S ESTIMATE OF TOTAL PROJECT COST

PRELIM ENGINEERING	$ 175,000
CONSTRUCTION	1,300,000
RIGHT OF WAY	
TRAFFIC CONTROL	125,000
ILLUMIN, SIGNS, LANDSCAPING, ETC	
STRUCTURES	
RAILROAD CROSSINGS	
TOTAL	$ 1,600,000

LOCATION MAP



SOURCE OF FUNDS (%)

FEDERAL

FAUS (PORTLAND)	
FAUS (OREGON REGION)	
FAUS (WASH REGION)	
UMTA CAPITAL _____ UMTA OPRTG	
INTERSTATE	
FED AID PRIMARY	
INTERSTATE SUBSTITUTION I-505 23.104 e(4)	85

NON FEDERAL

STATE _____ LOCAL 15

100

PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM

PORTLAND-VANCOUVER METROPOLITAN AREA

PROJECT DESCRIPTION

RESPONSIBILITY (AGENCY) City of Portland

LIMITS Marine Drive - I-5 to Rivergate LENGTH 1.3 miles

DESCRIPTION Widen to 4 lanes. Entrance Construct curbs, illumination, drainage, reconstruct Burlington Northern RR over crossing of Marine Drive

PROJECT NAME N. Portland Rd. - Marine Drive

ID No

APPLICANT City of Portland

SCHEDULE

TO ODOT 6-79

PE OK'D ____ EIS OK'D ____

CAT'Y ____ BID LET ____

HEARING ____ COMPL'T ____

RELATIONSHIP TO ADOPTED TRANSPORTATION PLAN

LONG RANGE ELEMENT ____ TSM ELEMENT X

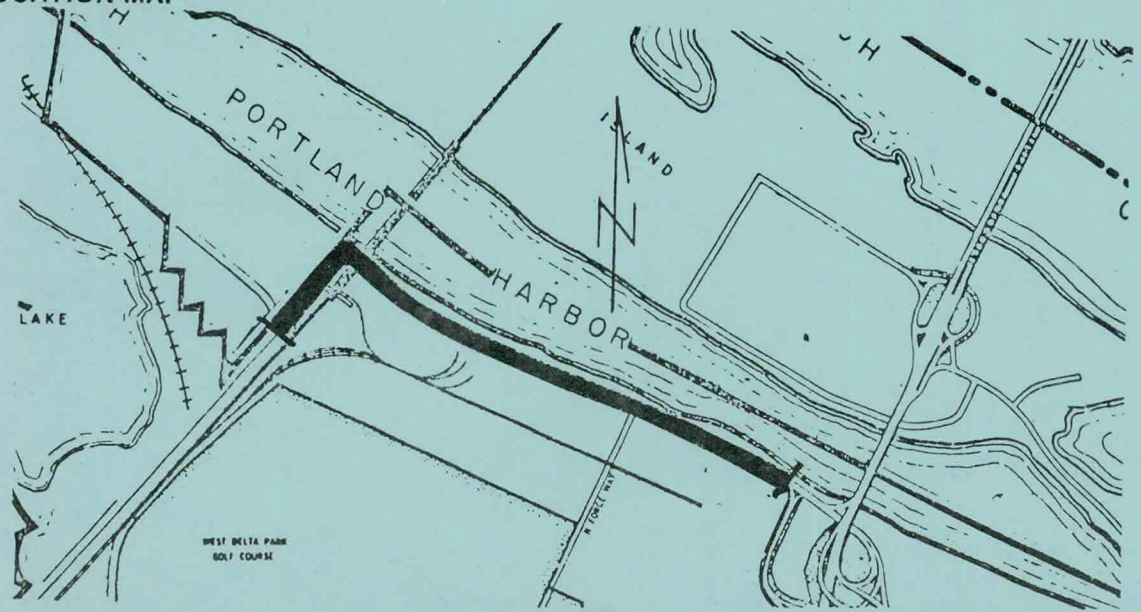
FUNDING PLAN BY FISCAL YEAR ($000)

	FY 79	FY 80	FY 81	FY 82	FY 83	TOTAL
TOTAL		500	50	3,350		3,900
FEDERAL		425	42	2,848		3,315
STATE						
LOCAL		75	8	502		585
Portland						

APPLICANT'S ESTIMATE OF TOTAL PROJECT COST

PRELIM ENGINEERING	$ 500,000
CONSTRUCTION	2,050,000
RIGHT OF WAY	50,000
TRAFFIC CONTROL	
ILLUMIN, SIGNS, LANDSCAPING, ETC	100,000
STRUCTURES	1,200,000
RAILROAD CROSSINGS	
TOTAL	$ 3,900,000

LOCATION MAP



SOURCE OF FUNDS (%)

FEDERAL

FAUS (PORTLAND)	
FAUS (OREGON REGION)	
FAUS (WASH REGION)	
UMTA CAPITAL ____ UMTA OPRTG	
INTERSTATE	
FED AID PRIMARY	
INTERSTATE SUBSTITUTION (I-505) e(4)	85

NON FEDERAL

STATE ____ LOCAL 15

100

PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM

PORTLAND—VANCOUVER METROPOLITAN AREA

PROJECT DESCRIPTION

RESPONSIBILITY (AGENCY) City of Portland

LIMITS Columbia Blvd/Columbia Way/N Portland Rd inter LENGTH

DESCRIPTION Install left turn refuges section and traffic signal at N Portland Rd. Ramp to Columbia Blvd.

PROJECT NAME Columbia Blvd/ N. Portland Rd. intersection

ID No

APPLICANT City of Portland

SCHEDULE

TO ODOT 6-79

PE OK'D _____ EIS OK'D _____

CAT'Y _____ BID LET _____

HEARING _____ COMPL'T _____

RELATIONSHIP TO ADOPTED TRANSPORTATION PLAN

LONG RANGE ELEMENT _____ TSM ELEMENT X

FUNDING PLAN BY FISCAL YEAR ($000)

	FY 79	FY 80	FY 81	FY 82	FY 83	TOTAL
TOTAL			65	20	415	500
FEDERAL			55	17	353	425
STATE						
LOCAL			10	3	62	75

APPLICANT'S ESTIMATE OF TOTAL PROJECT COST

PRELIM ENGINEERING	$ 65,000
CONSTRUCTION	340,000
RIGHT OF WAY	20,000
TRAFFIC CONTROL	50,000
ILLUMIN, SIGNS, LANDSCAPING, ETC	5,000
STRUCTURES	20,000
RAILROAD CROSSINGS	
TOTAL	$ 500,000

LOCATION MAP

SOURCE OF FUNDS (%)

FEDERAL

FAUS (PORTLAND)	
FAUS (OREGON REGION)	
FAUS (WASH REGION)	
UMTA CAPITAL _____ UMTA OPRTG	
INTERSTATE	
FED AID PRIMARY	
INTERSTATE SUBSTITUTION	
	85

NON FEDERAL

STATE _____ LOCAL 15

100

PROJECT INFORMATION FORM · TRANSPORTATION IMPROVEMENT PROGRAM

PORTLAND - VANCOUVER METROPOLITAN AREA

PROJECT DESCRIPTION

RESPONSIBILITY (AGENCY) City of Portland
LIMITS NE Lombard-Columbia Blvd. Connection LENGTH 0.1 miles
DESCRIPTION Signalize and construct connection between NE Lombard and Columbia Blvd.; install signals construct or reconstruct railroad crossing structure at 60th Ave.; investigate alternatives.

RELATIONSHIP TO ADOPTED TRANSPORTATION PLAN
LONG RANGE ELEMENT ____ TSM ELEMENT X

FUNDING PLAN BY FISCAL YEAR ($000)

	FY 80	FY 81	FY 82	FY 83	FY 84	TOTAL
TOTAL	300		2800			3100
FEDERAL	255		2380			2635
STATE						
LOCAL	45		420			465

LOCATION MAP

PROJECT NAME NE Lombard Columbia Connection at 60th Ave.
ID No
APPLICANT City of Portland

SCHEDULE

TO ODOT 1-80
PE OK'D ____ EIS OK'D ____
CAT'Y ____ BID LET ____
HEARING ____ COMPL'T ____

APPLICANT'S ESTIMATE OF TOTAL PROJECT COST

PRELIM ENGINEERING	$ 300
CONSTRUCTION	350
RIGHT OF WAY	50
TRAFFIC CONTROL	100
ILLUMIN, SIGNS, LANDSCAPING, ETC	50
STRUCTURES	
RAILROAD CROSSINGS	2250
TOTAL	$ 3100

SOURCE OF FUNDS (%)

FEDERAL

FAUS (PORTLAND) ____
FAUS (OREGON REGION) ____
FAUS (WASH REGION) ____
UMTA CAPITAL ____ *UMTA OPRTG* ____
INTERSTATE ____
FED AID PRIMARY ____
INTERSTATE SUBSTITUTION ____
I-505 85%

NON FEDERAL

STATE ____ *LOCAL* 15%
100%

PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM

PORTLAND-VANCOUVER METROPOLITAN AREA

PROJECT DESCRIPTION

RESPONSIBILITY (AGENCY) City of Portland
LIMITS N.E. Sandy Blvd. (37th to 47th) LENGTH
DESCRIPTION The Hollywood Transportation Plan includes a simultaneous signal system on Sandy Blvd.; improved access to business district; improved circulation and access to freeway; reduced through traffic on residential streets; new pedestrian crossings, sidewalk extensions, and small plaza linked to Banfield Transit Station via widened sidewalks; and bus shelters and bus lanes.

PROJECT NAME Hollywood Transportation Plan
ID No
APPLICANT City of Portland

RELATIONSHIP TO ADOPTED TRANSPORTATION PLAN
LONG RANGE ELEMENT _____ TSM ELEMENT _____

SCHEDULE

TO ODOT —●—
PE OK'D _____ EIS OK'D N/A
CAT'Y _____ BID LET _____
HEARING June 79 COMPL'T _____
(Adopted by City Council)

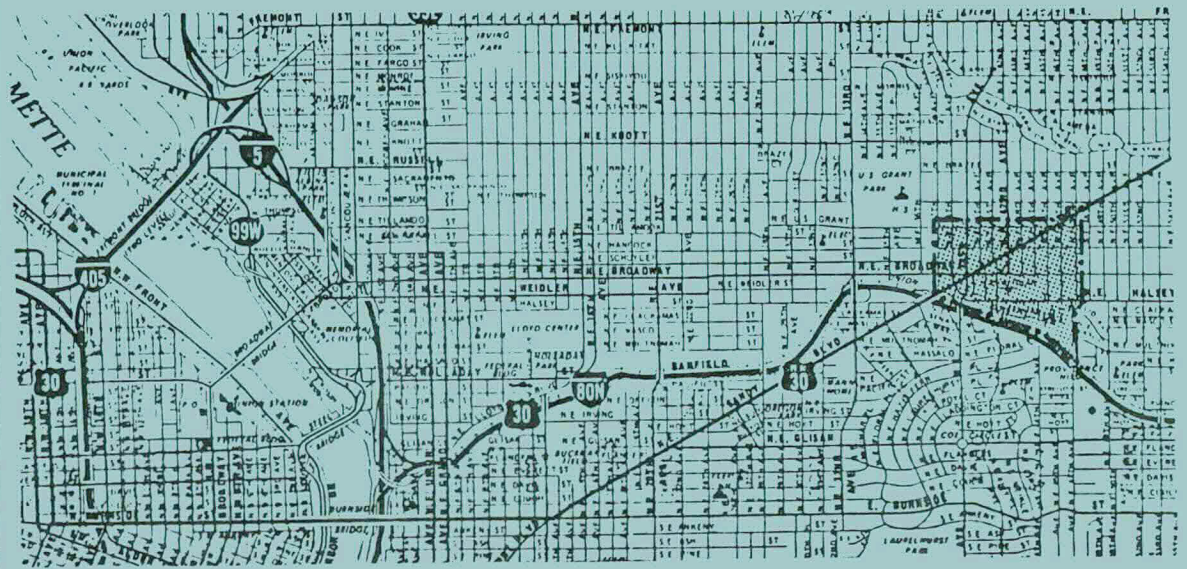
FUNDING PLAN BY FISCAL YEAR ($000)

	FY 80	FY 81	FY 82	FY 83	FY 84	TOTAL
TOTAL	199		2101			2300
FEDERAL	169		1786			1955
STATE	18					18
LOCAL	12		315			327

APPLICANT'S ESTIMATE OF TOTAL PROJECT COST

PRELIM ENGINEERING	$ 199,000
CONSTRUCTION	790,000
RIGHT OF WAY	
TRAFFIC CONTROL	707,000
ILLUMIN, SIGNS, LANDSCAPING, ETC	604,000
STRUCTURES	
RAILROAD CROSSINGS	
TOTAL	$ 2,300,000

LOCATION MAP



SOURCE OF FUNDS (%)

FEDERAL

FAUS (PORTLAND)	
FAUS (OREGON REGION)	
FAUS (WASH REGION)	
UMTA CAPITAL _____ *UMTA OPRTG*	
X *INTERSTATE*	
FED AID PRIMARY	
INTERSTATE SUBSTITUTION (I-505 Withdrawal)*	85

NON FEDERAL

STATE 0 *LOCAL* 15

*PE funded as follows: 85% Fed. 9% state. 6% local

PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM

PORTLAND—VANCOUVER METROPOLITAN AREA

PROJECT DESCRIPTION

RESPONSIBILITY (AGENCY) City of Portland

LIMITS Burnside/Tichner Intersection LENGTH N/A

DESCRIPTION Change Tichner roadway alignment to West Burnside at right angle, install left-turn refuge on Burnside

PROJECT NAME Burnside/Tichner

ID No

APPLICANT City of Portland

SCHEDULE

TO ODOT	6-79		
PE OK'D		EIS OK'D	
CAT'Y	3NM	BID LET	
HEARING	N/A	COMPL'T	

RELATIONSHIP TO ADOPTED TRANSPORTATION PLAN

LONG RANGE ELEMENT _____ TSM ELEMENT X

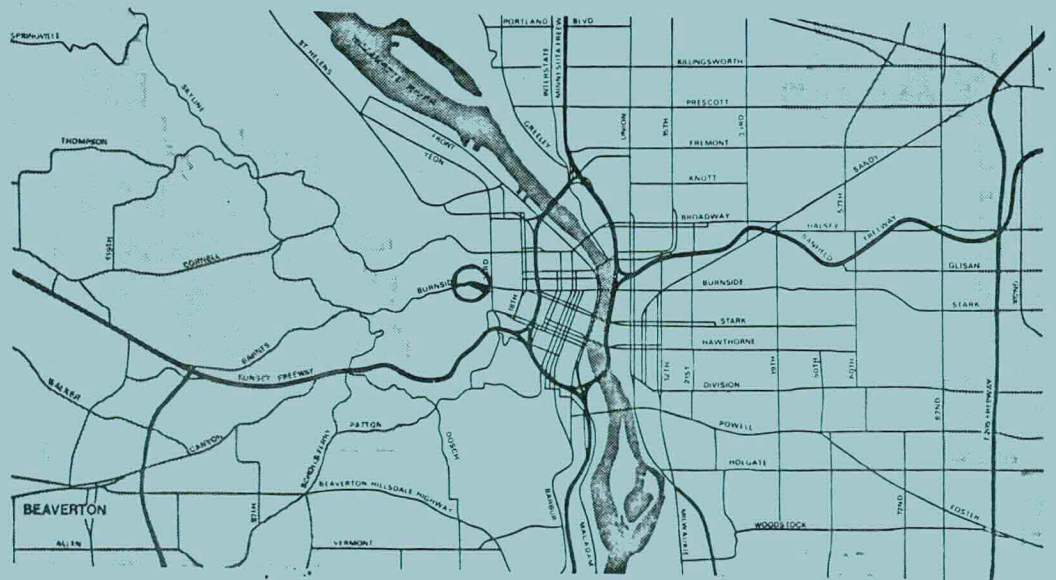
FUNDING PLAN BY FISCAL YEAR ($000)

	FY 79	FY 80	FY 81	FY 82	FY 83	TOTAL
TOTAL		152				152
FEDERAL		129				129
STATE						
LOCAL		23				23

APPLICANT'S ESTIMATE OF TOTAL PROJECT COST

PRELIM ENGINEERING	$ 27,000
CONSTRUCTION	115,000
RIGHT OF WAY	10,000
TRAFFIC CONTROL	
ILLUMIN, SIGNS, LANDSCAPING, ETC	
STRUCTURES	
RAILROAD CROSSINGS	
TOTAL	$ 152,000

LOCATION MAP



SOURCE OF FUNDS (%)

FEDERAL

FAUS (PORTLAND)	
FAUS (OREGON REGION)	
FAUS (WASH REGION)	
UMTA CAPITAL	UMTA OPRTG
INTERSTATE	
FED AID PRIMARY	
INTERSTATE SUBSTITUTION	85

NON FEDERAL

STATE	LOCAL 15
	100

PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM

PORTLAND—VANCOUVER METROPOLITAN AREA

PROJECT DESCRIPTION

RESPONSIBILITY (AGENCY) City of Portland

LIMITS City Wide LENGTH 116 miles

DESCRIPTION Conversion of existing mercury vapor street lighting system of commercial arterial streets to high pressure sodium vapor.

PROJECT NAME Commercial Arterial Street Light Conversion

ID No

APPLICANT City of Portland

SCHEDULE

TO ODOT 5-79

PE OK'D 11-79 EIS OK'D

CAT'Y 3NM BID LET

HEARING NA COMPL'T

RELATIONSHIP TO ADOPTED TRANSPORTATION PLAN

LONG RANGE ELEMENT ____ TSM ELEMENT X

FUNDING PLAN BY FISCAL YEAR ($000)

	FY 79	FY 80	FY 81	FY 82	FY 83	TOTAL
TOTAL		50	2,431			2,481
FEDERAL			1,431			1,431
STATE						
LOCAL			253			253
Local Lighting		50	747			797

APPLICANT'S ESTIMATE OF TOTAL PROJECT COST

PRELIM ENGINEERING	$ 304,331
CONSTRUCTION	
RIGHT OF WAY	
TRAFFIC CONTROL	
ILLUMIN, SIGNS, LANDSCAPING, ETC	1,429,437
STRUCTURES	
RAILROAD CROSSINGS	
Undepreciated book	746,766
TOTAL	$ 2,480,534

LOCATION MAP

CITY-WIDE

SOURCE OF FUNDS (%)

FEDERAL

FAUS (PORTLAND)	
FAUS (OREGON REGION)	
FAUS (WASH REGION)	
UMTA CAPITAL ____ *UMTA OPRTG*	
INTERSTATE	
FED AID PRIMARY	
INTERSTATE SUBSTITUTION 23.103 e(4)	85

NON FEDERAL

STATE *LOCAL* 15

City will pay $796,766 in non-participating costs 100

PROJECT INFORMATION FORM · TRANSPORTATION IMPROVEMENT PROGRAM PORTLAND-VANCOUVER METROPOLITAN AREA

PROJECT DESCRIPTION

RESPONSIBILITY (AGENCY) City of Portland

LIMITS Powel. Butte/Mt. Scott Study Area LENGTH N/A

DESCRIPTION Identification of specific improvement projects in the Powell Butte/Mt. Scott Study area to improve overall circulation and relieve congestion on Foster Road.

PROJECT NAME Powel' Butte/Mt. Scott Transportation Study

ID No FAUS #'s 9776, 9753, 9741,

APPLICANT City of Portland

FAUS cont. 9789, 9745, 9781, 9785 9748, 9752, 9753

SCHEDULE

TO ODOT ____

PE OK'D ____ EIS OK'D ____

CAT'Y ____ BID LET ____

HEARING ____ COMPL'T ____

RELATIONSHIP TO ADOPTED TRANSPORTATION PLAN

LONG RANGE ELEMENT ____ TSM ELEMENT ____

FUNDING PLAN BY FISCAL YEAR ($000)

	FY 80	FY 81	FY 82	FY 83	FY 84	TOTAL
TOTAL	35					35
FEDERAL	29.8					29.8
STATE						
LOCAL	5.2					5.2

APPLICANT'S ESTIMATE OF TOTAL PROJECT COST

PRELIM ENGINEERING $	
CONSTRUCTION	
RIGHT OF WAY	
TRAFFIC CONTROL	
ILLUMIN, SIGNS, LANDSCAPING, ETC	
STRUCTURES	
RAILROAD CROSSINGS	
Project Development	35,000
TOTAL $	35,000

LOCATION MAP

See Attached Map

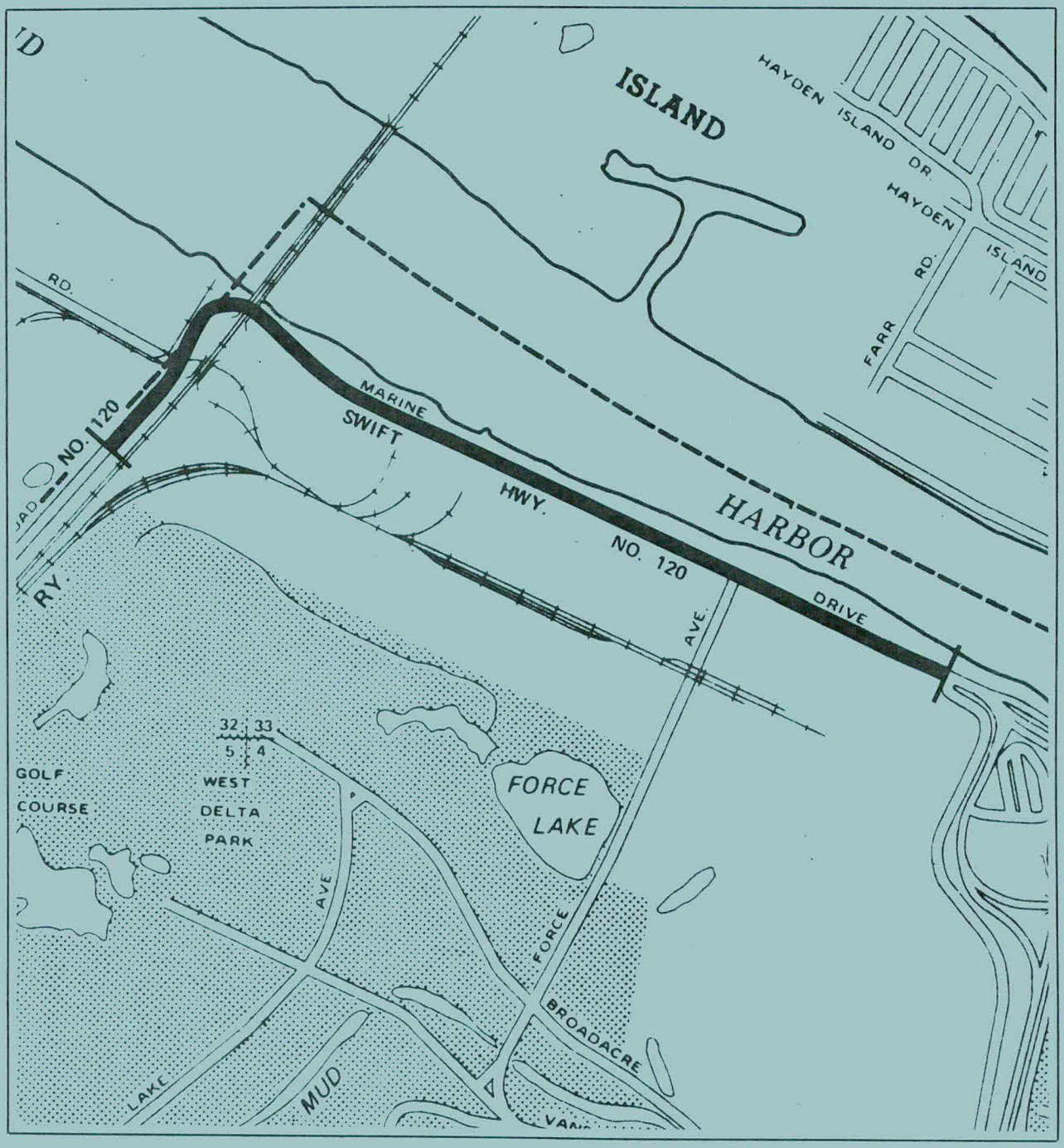
SOURCE OF FUNDS (%)

FEDERAL

FAUS (PORTLAND)	
FAUS (OREGON REGION)	
FAUS (WASH REGION)	
UMTA CAPITAL ____ *UMTA OPRTG*	
INTERSTATE	
FED AID PRIMARY	
INTERSTATE SUBSTITUTION I-505 e(4)	85

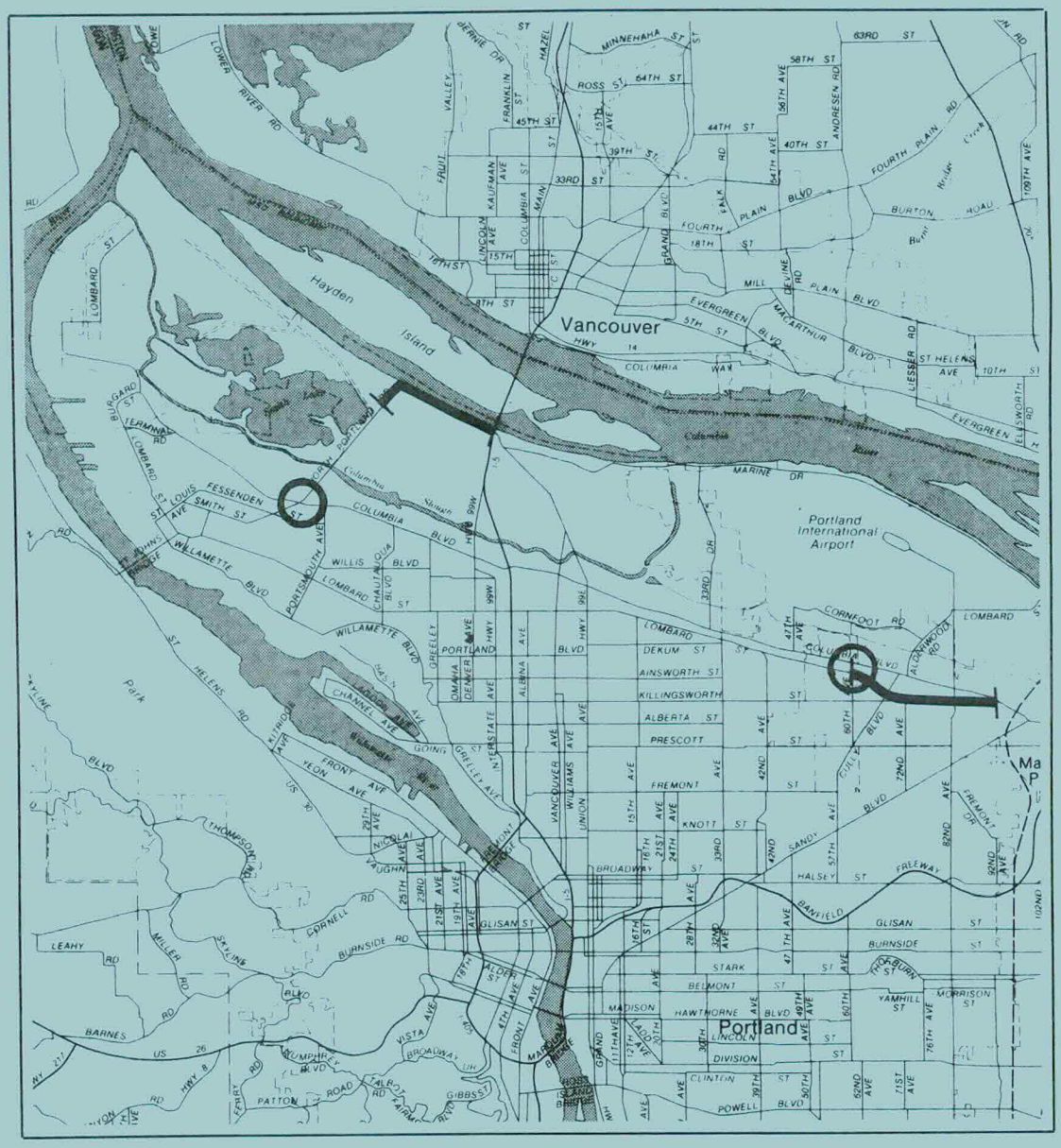
NON FEDERAL

STATE	*LOCAL* 15



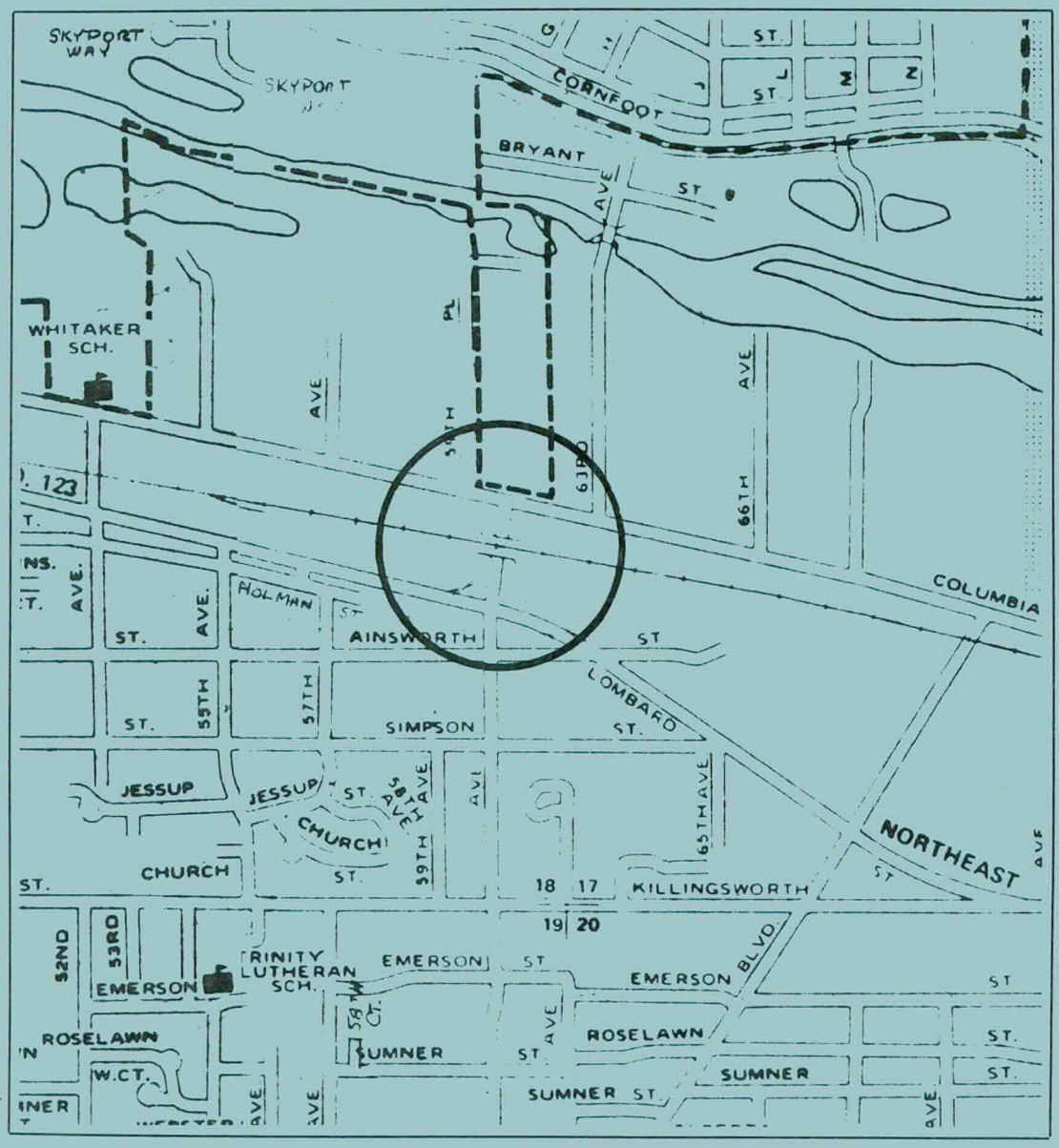
Appendix B1
N. Portland Rd. - Marine Drive

Metropolitan Service District

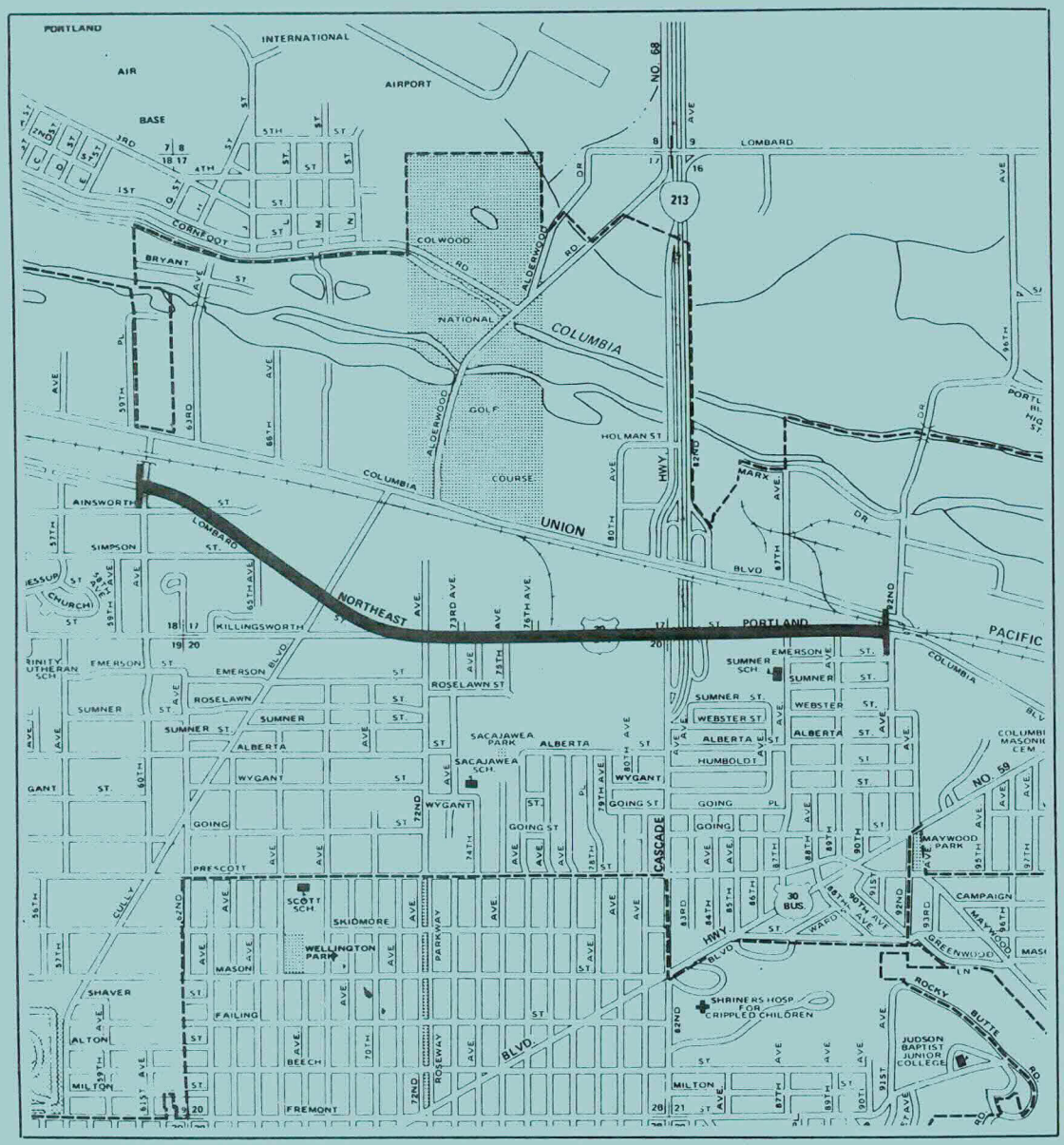


Appendix B
I-205 to Rivergate Truck Route Projects

Metropolitan Service District

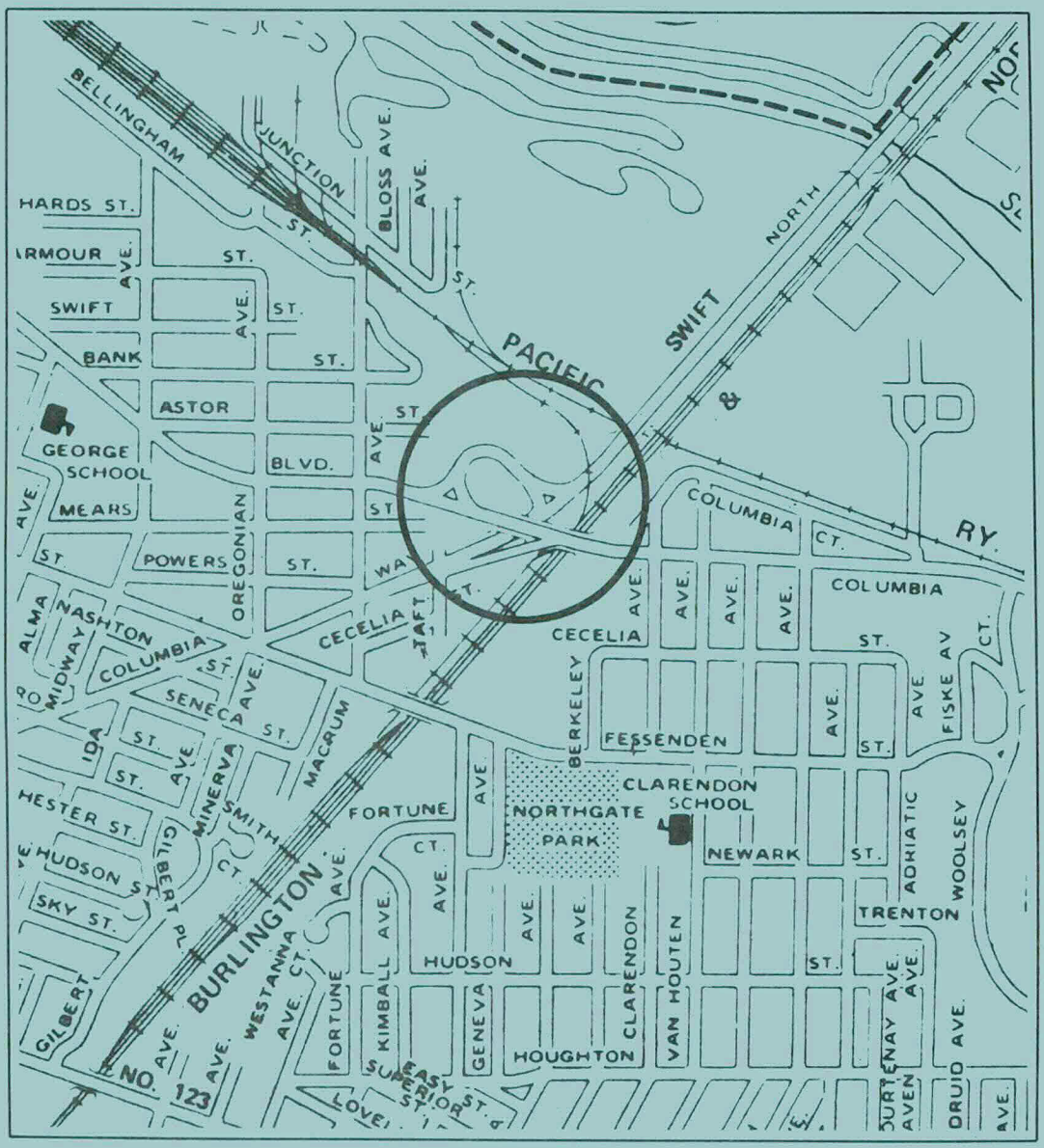


Appendix B3
Lombard-Columbia Connection



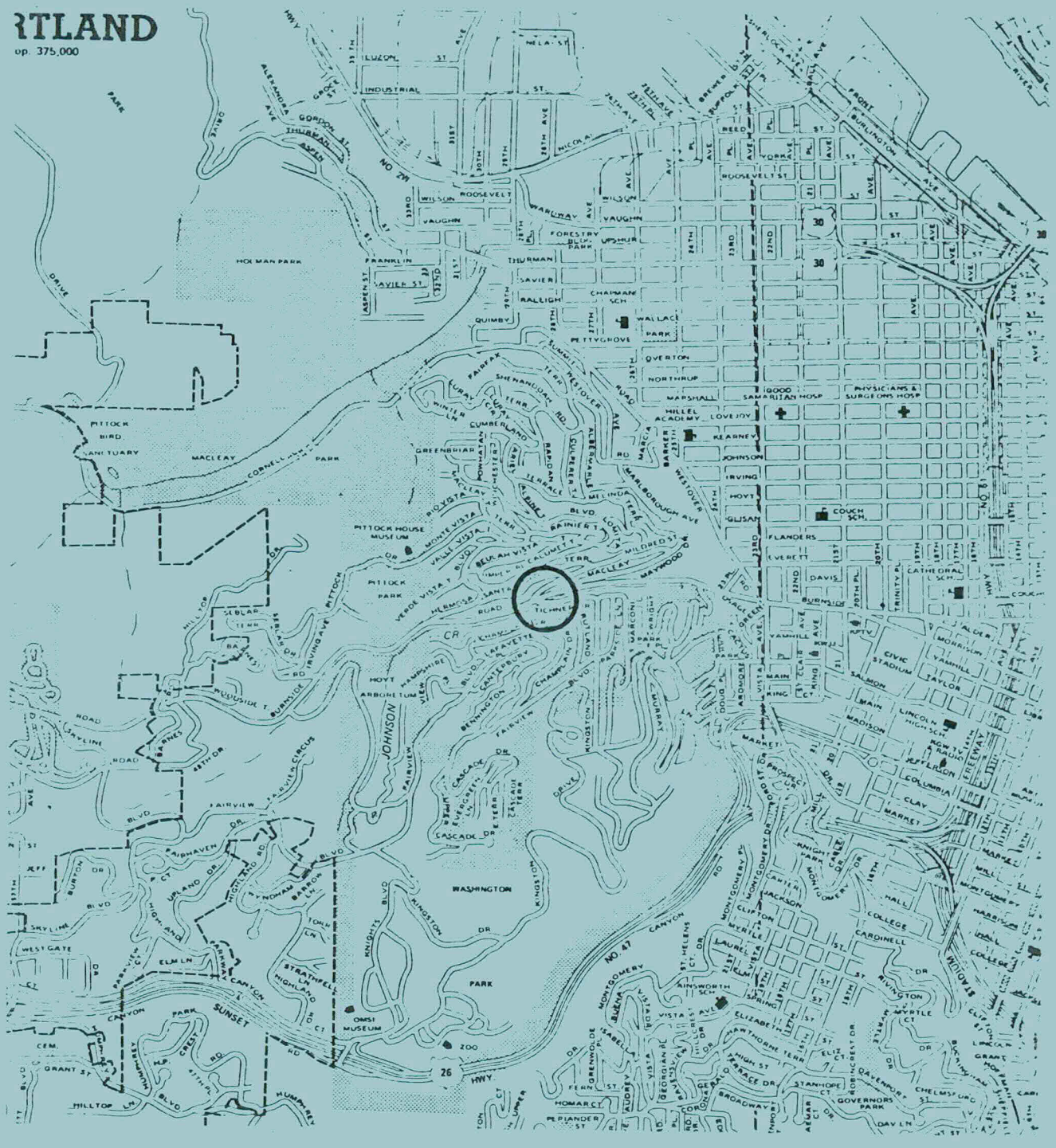
Appendix B2
NE Portland Hwy: 60th to I-205

Metropolitan Service District



Appendix B4
Columbia Way/Columbia Blvd / N. Portland Rd. Intersection

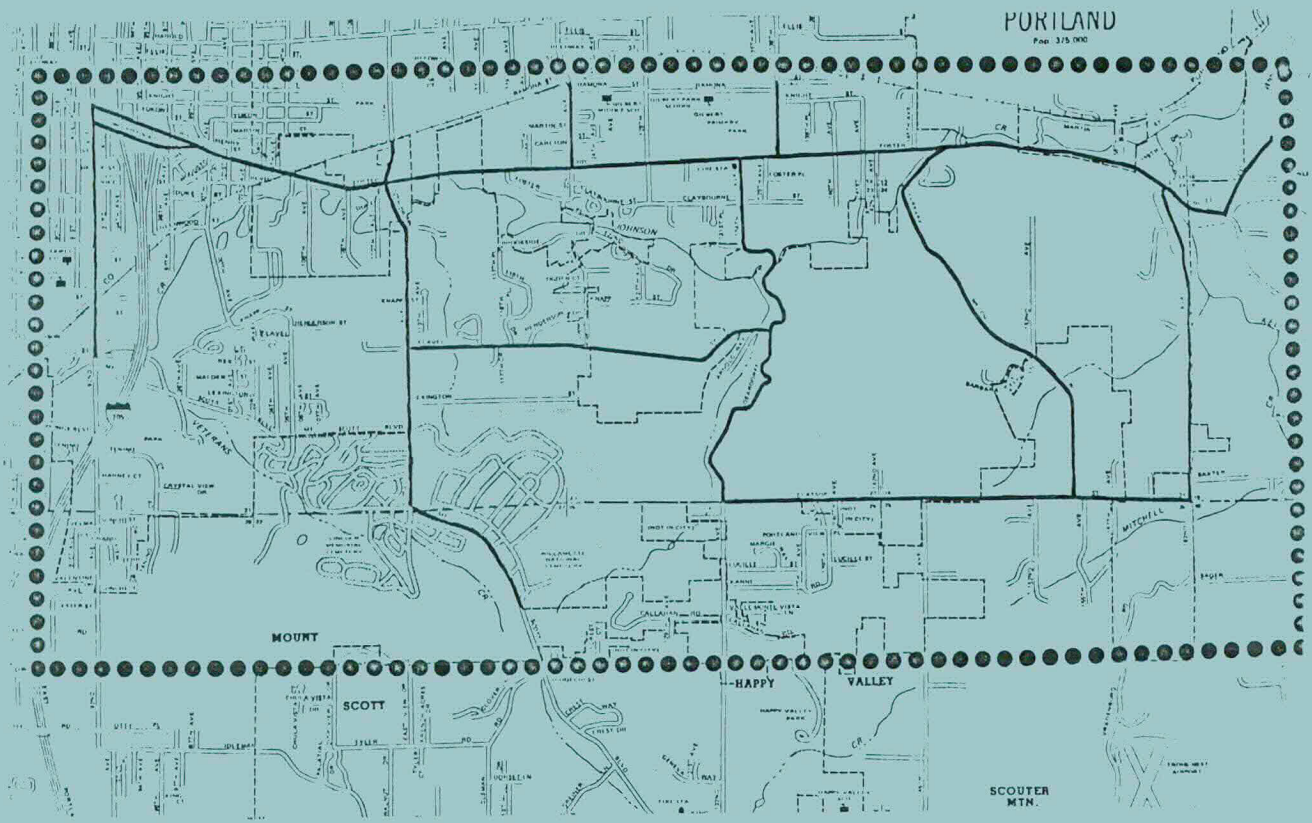
Metropolitan Service District



Appendix B

Location of W. Burnside/ Tichner Project

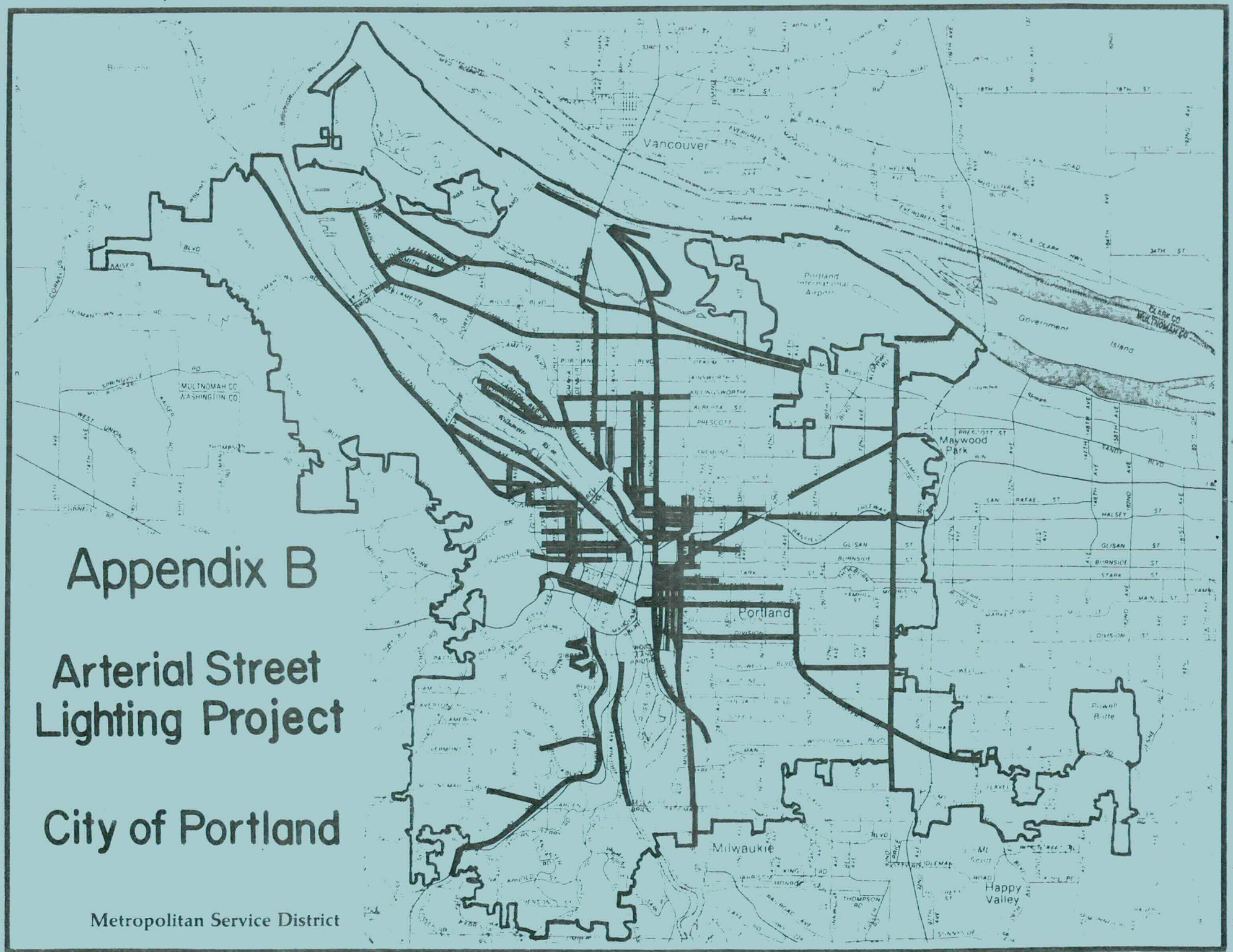
Metropolitan Service District



Appendix B

Location of Powell Butte/Mt. Scott Study Area

Metropolitan Service District

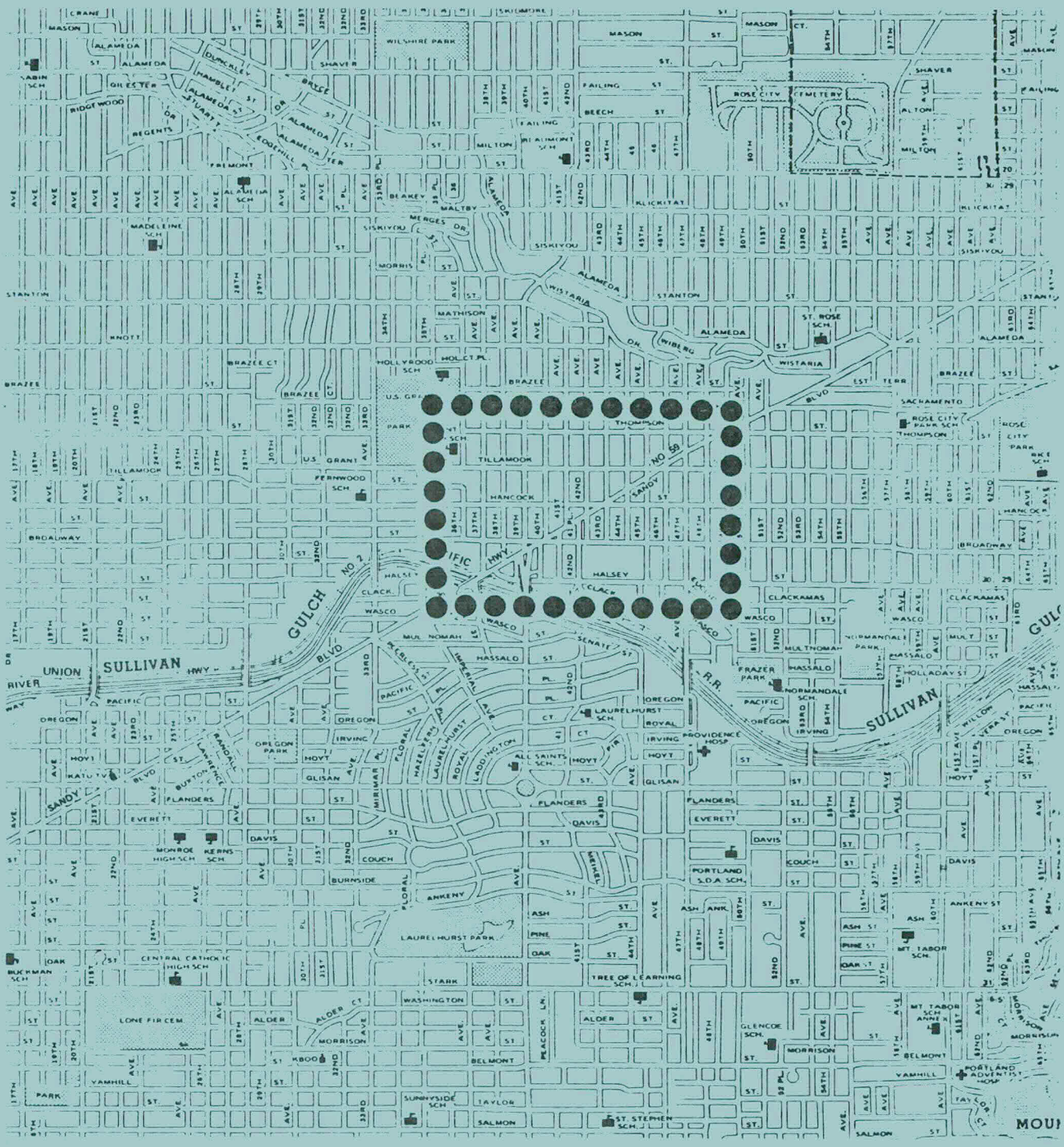


Appendix B

Arterial Street Lighting Project

City of Portland

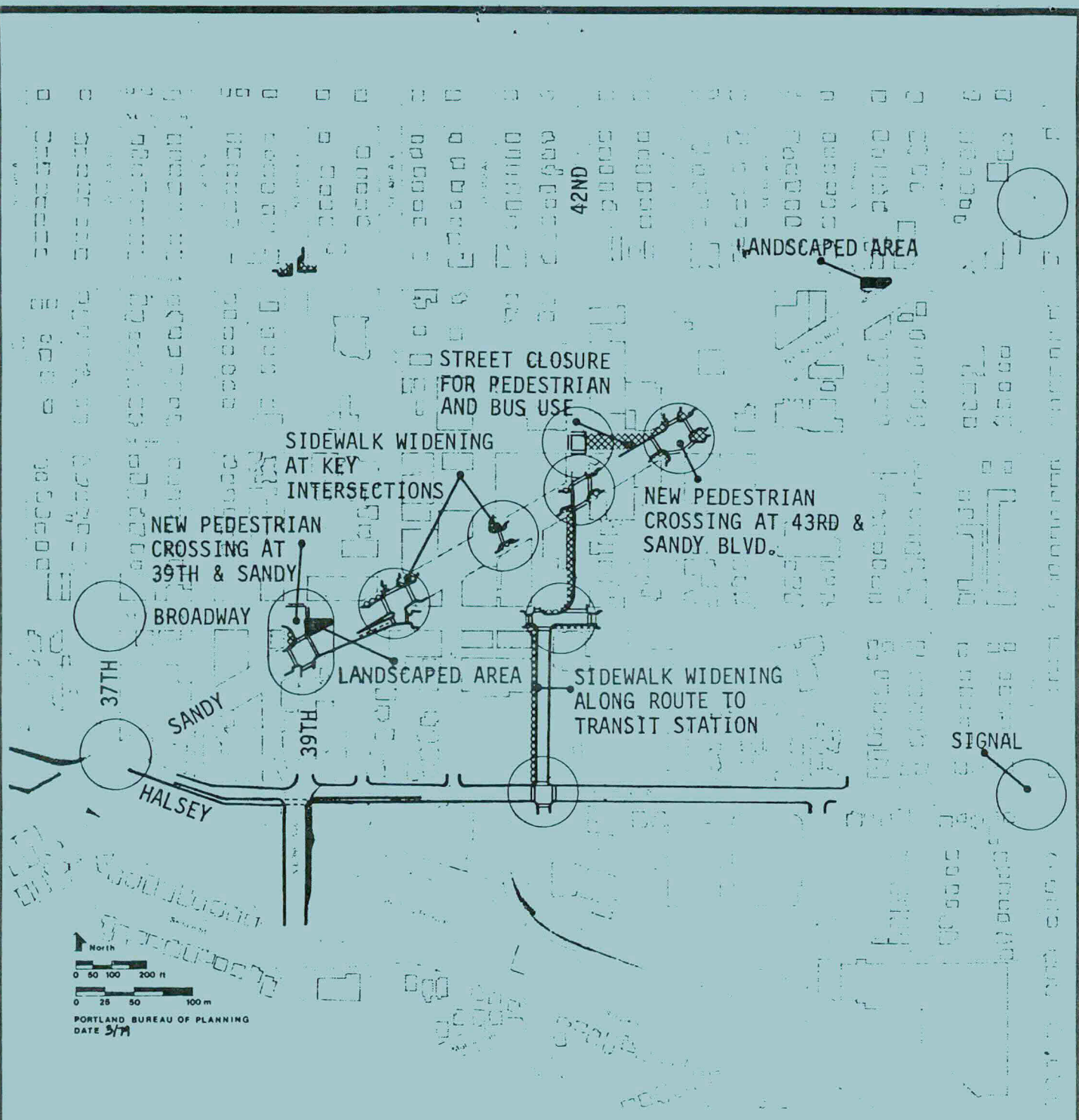
Metropolitan Service District



Appendix B-1

Location of Hollywood Transportation Project

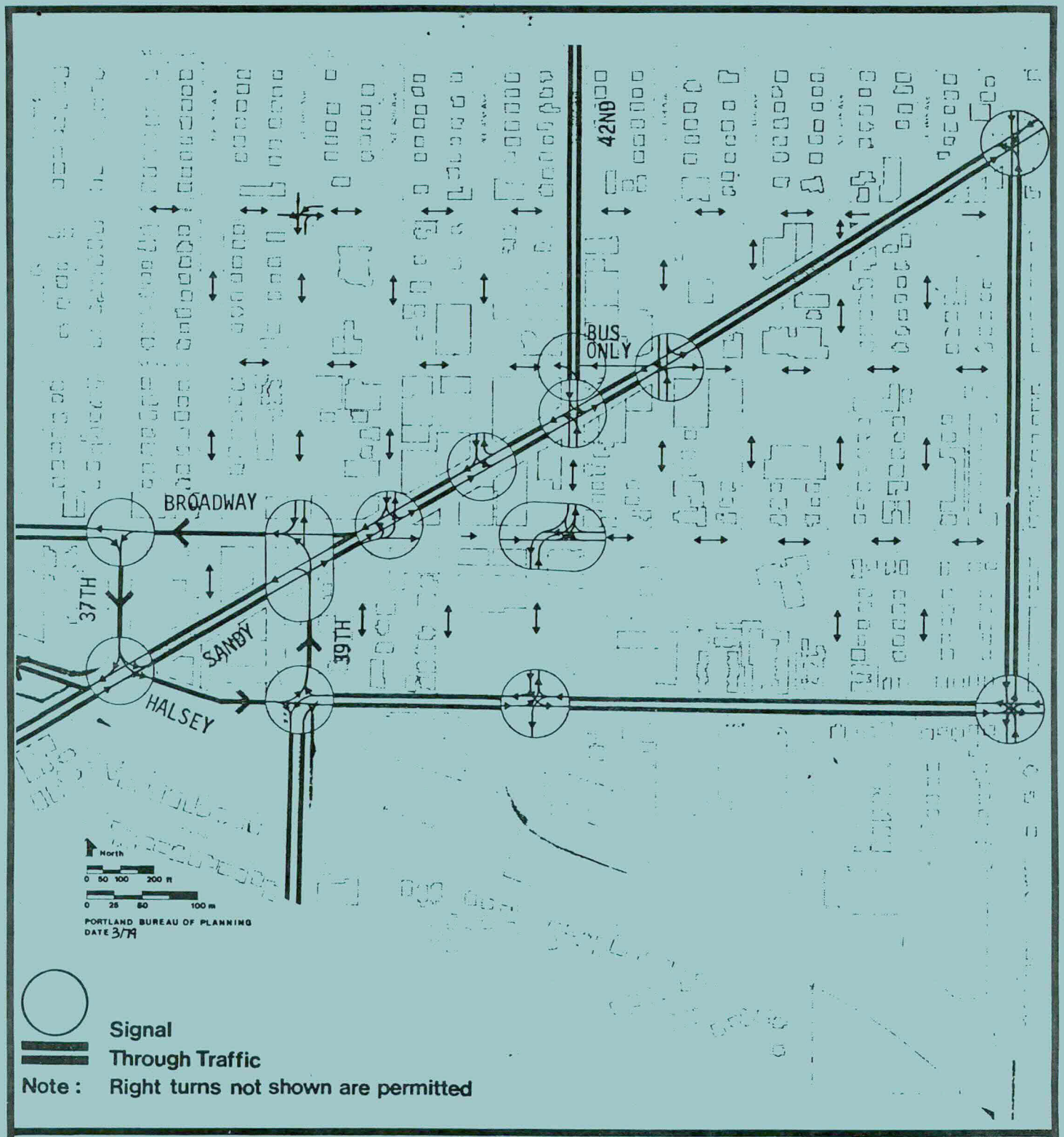
Metropolitan Service District



Appendix B-2

Pedestrian Facilities Plan: Hollywood Transportation Project

Metropolitan Service District



Appendix B-3

Traffic Circulation Plan: Hollywood Transportation Project

Metropolitan Service District