

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AUTHORIZING)	RESOLUTION NO. 80-205
INTERSTATE TRANSFER FUNDS FOR)	
THE 82ND AVENUE IMPROVEMENT)	Introduced by the Joint
PROJECT)	Policy Advisory Committee
)	on Transportation

WHEREAS, The Metro Council previously adopted Resolution No. 80-186 which endorsed the FY 81 Transportation Improvement Program (TIP); and

WHEREAS, The City of Portland has requested that a new project be added to the TIP; and

WHEREAS, This project will cover a series of improvements on 82nd Avenue as set forth in the 82nd Avenue Recommended Action Plan recently adopted by the City Council; and

WHEREAS, This project will utilize I-505 Interstate Transfer funds in the amount of \$1,440,750 (federal); and

WHEREAS, These funds are currently available in the City Reserve Account; and

WHEREAS, The Metro Systems Planning Analysis indicates that the project will lead to solutions to identified transportation objectives set forth in Exhibit "A"; now, therefore,

BE IT RESOLVED,

1. That \$1,440,750 of I-505 Interstate Transfer funds be authorized from the City of Portland's Reserve Account to conduct the 82nd Avenue Improvement Project.

2. That the TIP and its Annual Element be amended to reflect this authorization as set forth in Exhibit "B."

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

ADOPTED by the Council of the Metropolitan Service District this 18th day of December, 1980.



Presiding Officer

BP:ss
1145B/188

EXHIBIT "A"

Systems Report for 82nd Avenue Improvement Project
between NE Russell Street and SE Crystal Springs Blvd.

Objective

To improve traffic circulation and to improve public safety by eliminating hazardous conditions on 82nd Avenue.

Approach

The 82nd Avenue Study determined that the objectives could be met by installing improved dry wells in the two sections which currently flood on a regular basis, by acquiring right of way and installing sidewalks where relatively high pedestrian traffic demand exists, landscaping, and providing left turn lanes and signal indications at 82nd and Division (the highest accident intersection in the City in 1978 and 1979).

Anticipated Results

The proposed improvements in conjunction with the opening of I-205 and the subsequent anticipated reduction in traffic on 82nd Avenue should substantially reduce congestion, accidents and pedestrian conflicts on 82nd Avenue.

PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM

PORTLAND - VANCOUVER
METROPOLITAN AREA

PROJECT DESCRIPTION
 RESPONSIBILITY (AGENCY) City of Portland
 LIMITS NE Russell Street to Crystal Springs Blvd. LENGTH 5.5 miles
 DESCRIPTION Improve 82nd Avenue by acquiring right-of-way, constructing sidewalks, and curbs where needed (landscaping), improving storm drainage facilities, and a left turn phase at the existing signal at 82nd and
 Division: _____

PROJECT NAME 82nd Avenue
Improvements; Russell to Crystal Springs Blvd
 ID No FAU 9713
 APPLICANT City of Portland

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 X

FUNDING PLAN BY FISCAL YEAR (\$000)

	FY 80	FY 81	FY 82	FY 83	FY 84	TOTAL
TOTAL		<u>95</u>	<u>500</u>	<u>1100</u>		<u>1695</u>
FEDERAL		<u>81</u>	<u>425</u>	<u>935</u>		<u>1441</u>
STATE		<u>14</u>	<u>75</u>	<u>165</u>		<u>254</u>
LOCAL						

APPLICANT'S ESTIMATE OF TOTAL PROJECT COST

PRELIM ENGINEERING	\$ <u>95,000</u>
CONSTRUCTION	<u>1,040,000</u>
RIGHT OF WAY	<u>500,000</u>
TRAFFIC CONTROL	<u>35,000</u>
ILLUMIN, SIGNS, LANDSCAPING, ETC	<u>25,000</u>
STRUCTURES	
RAILROAD CROSSINGS	
TOTAL	\$ <u>1,695,000</u>

LOCATION MAP
 SEE ATTACHED MAPS

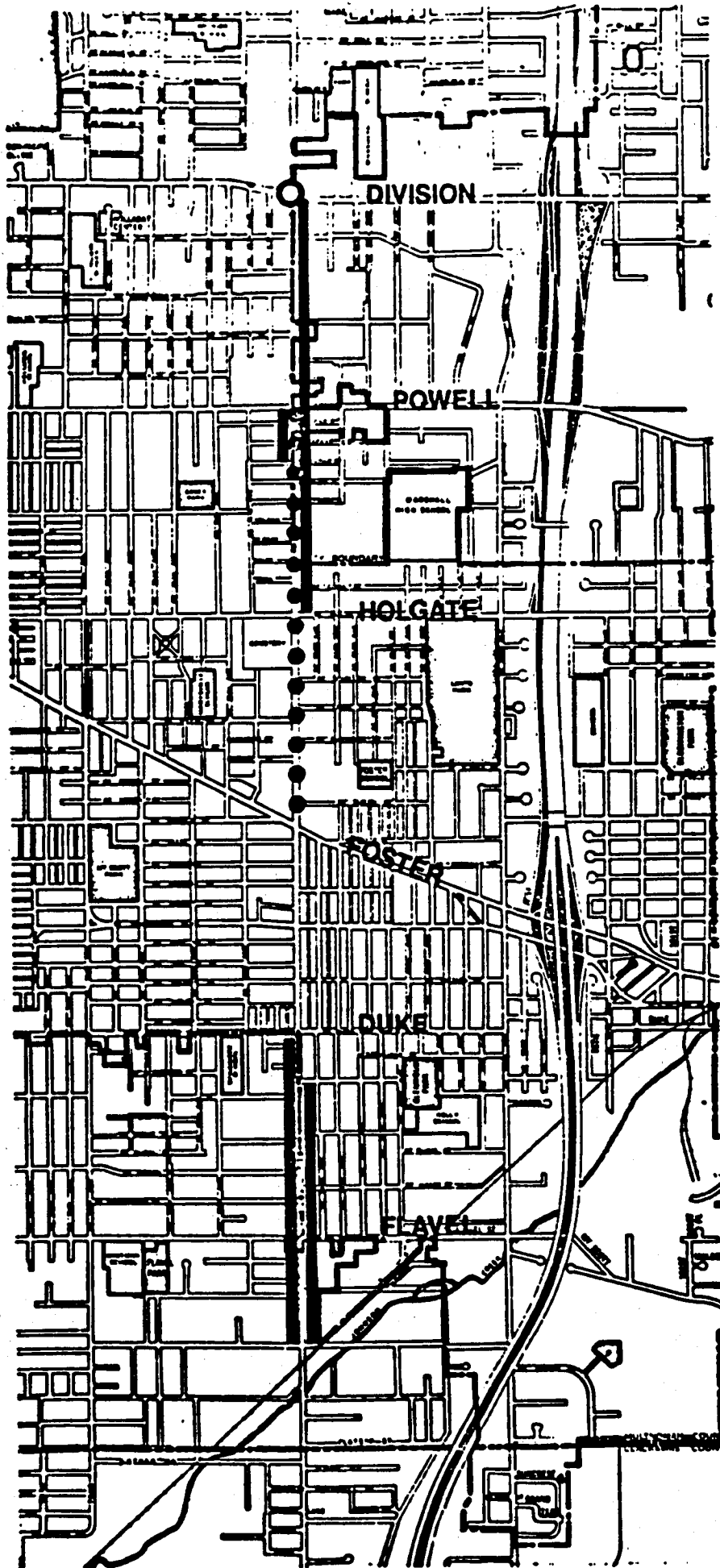
SOURCE OF FUNDS (%)

FEDERAL

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

NON FEDERAL

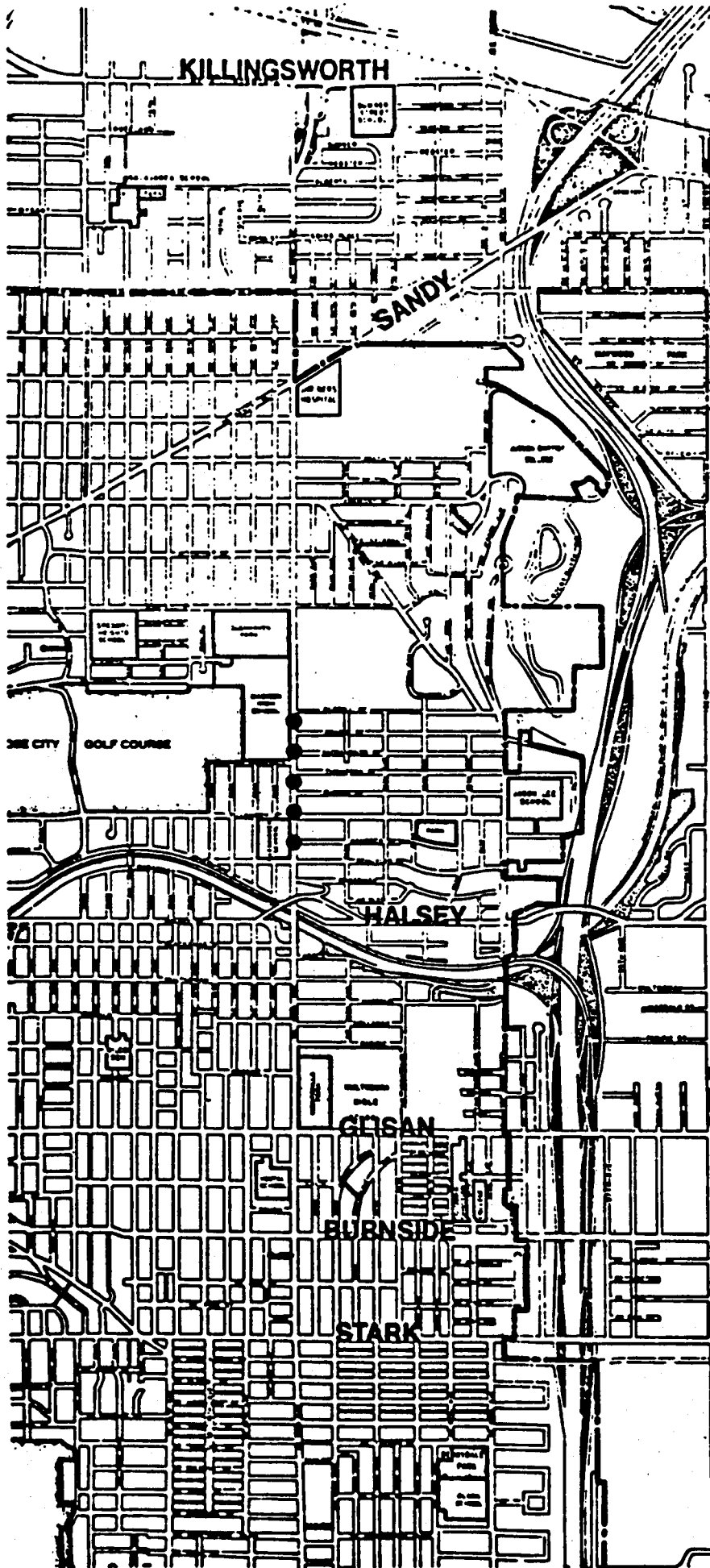
STATE _____ LOCAL 15
100



82ND AVENUE

Improvements

- Sidewalks
- Storm Drainage
- Cross Street Left Turn Signal



A G E N D A M A N A G E M E N T S U M M A R Y

TO: Metro Council
 FROM: Executive Officer
 SUBJECT: Authorizing Interstate Transfer Funds for the 82nd Avenue Improvement Project

Res 80-205

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Adopt the attached Resolution which authorizes \$1,440,750 in I-505 Interstate Transfer funds to improve 82nd Avenue between NE Russell Street and SE Crystal Springs Blvd.
- B. POLICY IMPACT: This action will amend the Transportation Improvement Program (TIP) and enable the City of Portland to initiate preliminary engineering. Allocation of federal transportation funding is consistent with the Five Year Operational Plan. TPAC and JPACT have reviewed and approved this project.
- C. BUDGET IMPACT: The City of Portland has an adequate balance in its Reserve Account to fund this project. The approved Metro budget includes funds to monitor federal funding commitments.

II. ANALYSIS:

- A. BACKGROUND: The City of Portland, together with the Citizens' Advisory Committee and Technical Advisory Committee for the 82nd Avenue Corridor Study, have identified a series of improvements for this Corridor. The 82nd Avenue Recommended Action Plan resulting from the study was adopted by the City Council in August, 1980.

The improvements consist of installing: 1) a dry well drainage disposal system along 82nd Avenue between NE Russell and Hancock and between the SE Powell Blvd. and SE Foster Road sections which currently flood during heavy rain storms; 2) construction of 10-foot combination curb and sidewalks with street trees between SE Division and Holgate on the eastside, between Powell and Rhone on the westside, between SE Glenwood and Crystal Springs Blvd. on the eastside and between SE Duke and Crystal Springs Blvd. on the westside (the new combination curb and sidewalk will be constructed 30 feet from the center line); 3) installation of a left turn indication on the signal at the 82nd and SE Division Street intersection.

- B. ALTERNATIVES CONSIDERED: Many design alternatives were considered in the study including a "Do Nothing." The proposed design and improvements were selected based on

offering maximum benefits in the form of:

- . Existing setback requirements, in effect for over 20 years, have resulted in most buildings, walls, fences and signs being located so they will not be damaged by this widening.
- . Improved pedestrian access to businesses and services on 82nd Avenue.
- . Safety will be improved due to elimination of flooded roadway sections, physical separation of traffic and pedestrians, and provisions for left turns at Division (the most dangerous intersection in the City in terms of accidents in 1978 and 1979).
- . Drainage currently goes to dry wells. Drainage project will consist of improving dry well system to absorb water more rapidly than it does now.

C. CONCLUSION: Metro staff recommends approval of the attached Resolution.

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