

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AUTHORIZING) RESOLUTION NO. 81-214
FEDERAL AID PRIMARY FUNDS FOR)
TUALATIN VALLEY HIGHWAY IN) Introduced by the Joint
HILLSBORO AND AMENDING THE) Policy Advisory Committee on
TRANSPORTATION IMPROVEMENT PROGRAM) Transportation

WHEREAS, The Metro Council previously adopted Resolution No. 80-186 which endorsed the FY81 Transportation Improvement Program (TIP); and

WHEREAS, The Oregon Department of Transportation (ODOT) has requested that a new project be added to the TIP for a State initiated improvement on Tualatin Valley Highway in the city of Hillsboro; and

WHEREAS, ODOT is responsible for Federal Aid Primary (FAP) funds and recommends their use in the amount of \$1,790,800 on this project; and

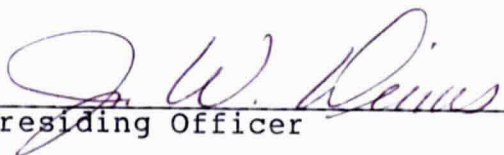
WHEREAS, This improvement is consistent with the Hillsboro Comprehensive Plan; now, therefore,

BE IT RESOLVED,

1. That \$1,790,800 of Federal Aid Primary funds be authorized for the Tualatin Valley Highway improvement, SE 21st Avenue to Oak Street.
2. That the TIP and its Annual Element be amended to reflect this authorization as set forth in Exhibit "A".
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 Metropolitan Service District
this 22nd day of January 1981.



Presiding Officer

BP/et
1380B/188

PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM

PORTLAND-VANCOUVER
METROPOLITAN AREA

PROJECT DESCRIPTION

RESPONSIBILITY (AGENCY) Oregon Department of Transportation
 LIMITS SE 21st Avenue - SE Oak Street LENGTH 1.2 miles
 DESCRIPTION Widen the existing 4-lane facility to include a continuous left turn lane, possibly construct a one-way couplet on 9th and 10th between SE Oak and SE Cedar St. Update existing signals to current designs and construct intertie.

PROJECT NAME SE 21st Avenue-
SE Oak St., Hillsboro
 ID No FAP 32
 APPLICANT ODOT

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)

	FY80	FY81	FY82	FY83	FY84	TOTAL
TOTAL		135		1,000	900	2,035
FEDERAL		119		880	792	1,791
STATE		16		120	108	244
LOCAL						

APPLICANT'S ESTIMATE OF TOTAL PROJECT COST

PRELIM ENGINEERING \$ 135,000
 CONSTRUCTION 700,000
 RIGHT OF WAY 1,000,000
 TRAFFIC CONTROL 200,000
 ILLUMIN, SIGNS,
 LANDSCAPING, ETC _____
 STRUCTURES _____
 RAILROAD CROSSINGS _____

TOTAL \$ 2,035,000

SOURCE OF FUNDS (%)

FEDERAL
 FAUS (PORTLAND) _____
 FAUS (OREGON REGION) _____
 FAUS (WASH REGION) _____
 UMTA CAPITAL _____ UMTA OPRTG _____
 INTERSTATE _____
 FED AID PRIMARY 88
 INTERSTATE _____
 SUBSTITUTION _____

NON FEDERAL
 STATE 12 LOCAL _____

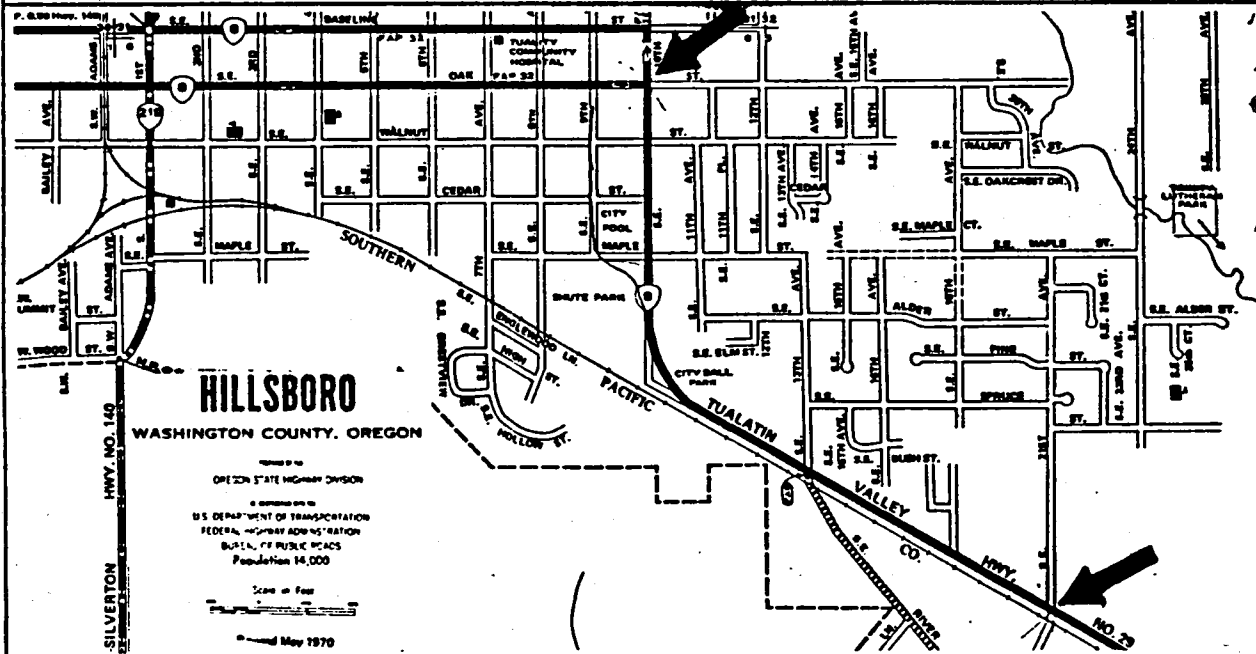


EXHIBIT 'A'

Res 81-
214

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 Federal Aid Primary Funds for Tualatin Valley Highway in Hillsboro and Amending the Transportation Improvement Program

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Recommend Council adoption of the attached Resolution authorizing \$1,790,880 in Federal Aid Primary (FAP) funds for Tualatin Valley Highway - 21st Avenue to Oak Street.
- B. POLICY IMPACT: This action will respond to the high traffic volumes and access movements to adjacent commercial strip development. It will enable the selection of an alternative to alleviate these adverse traffic conditions. It will carry out corrective measures for this area outlined in the Hillsboro Comprehensive Plan. Funding allocation is consistent with the Five Year Operational Plan. TPAC and JPACT have reviewed and approved this project.
- C. BUDGET IMPACT: The Oregon Department of Transportation (ODOT) is responsible for allocation of FAP funds and recommends their use on this project.

II. ANALYSIS:

- A. BACKGROUND: A roadway improvement is planned for that section of Tualatin Valley Highway between S.E. 21st Avenue and Oak Street in the city of Hillsboro. The current 1979 traffic volumes on this section of highway range between 25,000 and 27,000 vehicles per day. A transportation report prepared in December of 1979 by Carl Buttke for the city of Hillsboro shows forecast traffic volumes on this section range between 34,000 and 40,000 vehicles per day. This forecast was developed from the city of Hillsboro's Comprehensive Land Use Plan.

The December 1979 report identified this section of highway as being capacity deficient and recommended that the roadway be widened to provide a continuous left-turn median. The report also recommended that an alternative to the widening would be the implementation of a 9th-10th couplet system between Cedar Street and Baseline Road. Both alternatives may be considered during the course of the study on this project. The project includes an update of the existing signal equipment to provide compatible controller units and an intertie system between 21st Avenue and Oak Street.

The controversial nature of the alternatives, combined with potential land use and economic impacts, warrants the preparation of a draft and final Environmental Impact Statement.

- B. ALTERNATIVES CONSIDERED: Two alternatives are proposed to alleviate the problems: 1) Widen Tualatin Valley Highway between 21st Avenue and Oak Streets to provide a continuous left-turn lane; or 2) Implement a 9th/10th Avenue couplet system between Cedar Street and Baseline Street with a continuous left-turn lane on 10th (Tualatin Valley Highway) between Cedar and 21st Avenue (See Exhibit A). The couplet would convert 10th Avenue to a one-way, northbound, three-lane facility between Cedar and Baseline. Ninth Avenue would become one-way southbound from Main to Cedar where it would connect to 10th to form a five-lane roadway farther south.

Both alternatives would require the relocation of two public tennis courts, therefore, having an adverse impact on recreational land use if a satisfactory replacement site cannot be found nearby. Both alternatives would improve traffic flow and safety; however, from an operational standpoint, Alternative 2 is superior because of reduced conflict at intersections and the elimination of cross-traffic, left-turn movements. Project design will consider operation of a regional transit trunk route into Hillsboro.

- C. CONCLUSION: Metro staff recommends approval of the attached Resolution based on the need for corrective action and the future opportunity to perform a review of the Draft Environmental Impact Statement to ensure that the original project objectives are met.

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