

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING)	RESOLUTION NO. 81-229
THE INTERIM TRANSPORTATION)	
PLAN (ITP), THE FUNCTIONAL)	Introduced by the Joint
CLASSIFICATION SYSTEM, AND)	Policy Advisory Committee
THE FEDERAL AID URBAN SYSTEM)	on Transportation
(FAUS))	

WHEREAS, The City of Portland and the Oregon Department of Transportation (ODOT) have formally requested that certain streets in the St. Johns Business District be reclassified and redesignated; and

WHEREAS, These requested changes have been brought about by the US 30 Bypass being relocated to pass around rather than through the St. Johns Business District; and

WHEREAS, This relocation was accomplished by the Portland Development Commission (PDC) and ODOT through use of special signing, signals and traffic diverters; and

WHEREAS, This diversion was made so that mall-type amenities could be constructed to encourage development of pedestrian-oriented retail core; and

WHEREAS, Staff analysis indicates that the proposed changes are consistent with the functions served and with the City of Portland's Arterial Street Classification Policies; now, therefore,

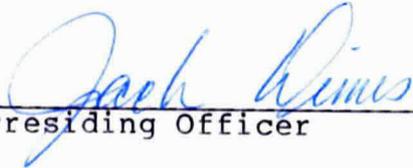
BE IT RESOLVED,

1. That the Metro Council amend the ITP to incorporate Exhibit A.
2. That the Metro Council amend the Functional

Classification System to:

- a. Establish N. Lombard Street between St. Louis and Richmond as a local service street.
 - b. Reclassify Ivanhoe St. between St. Louis and Richmond as a minor arterial.
 - c. Reclassify St. Louis and Richmond St. segments between Lombard and Ivanhoe as minor arterials.
3. That Federal Aid Route numbers be assigned in accordance with Exhibit A.
 4. That Metro staff be directed to coordinate the amendment with the Oregon Department of Transportation.

ADOPTED by the Council of the Metropolitan Service District
this 26th day of March, 1981.



Presiding Officer

AC/BP/jmk
2233B/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: Amending the Interim Transportation Plan (ITP), The Functional Classification System, and the Federal Aid Urban System (FAUS)

8-1-22

I. RECOMMENDATIONS

- A. ACTION REQUESTED: Recommend Council adoption of the attached resolution amending the ITP and making the Functional Classification and Federal Aid Route Number of Highway 123 consistent with its alignment.
- B. POLICY IMPACT: This action will change the Functional Classification and Federal Aid Designation of certain streets in the St. Johns area requested by the City of Portland and Oregon Department of Transportation (ODOT):
- Remove the FAU designation from N. Lombard St. between St. Louis and Richmond and from N. Philadelphia St. between Lombard and Ivanhoe, since they now function as a neighborhood collector.
 - Add as minor arterials, N. Richmond Avenue between Lombard and Ivanhoe; N. Ivanhoe St. between Richmond and Philadelphia. Also add as minor arterials, N. St. Louis and Philadelphia to complete the link between Lombard and Philadelphia as FAU 9956 and the designated truck route.

TPAC and JPACT have reviewed and approved this change.

C. BUDGET IMPACT: None.

II. ANALYSIS:

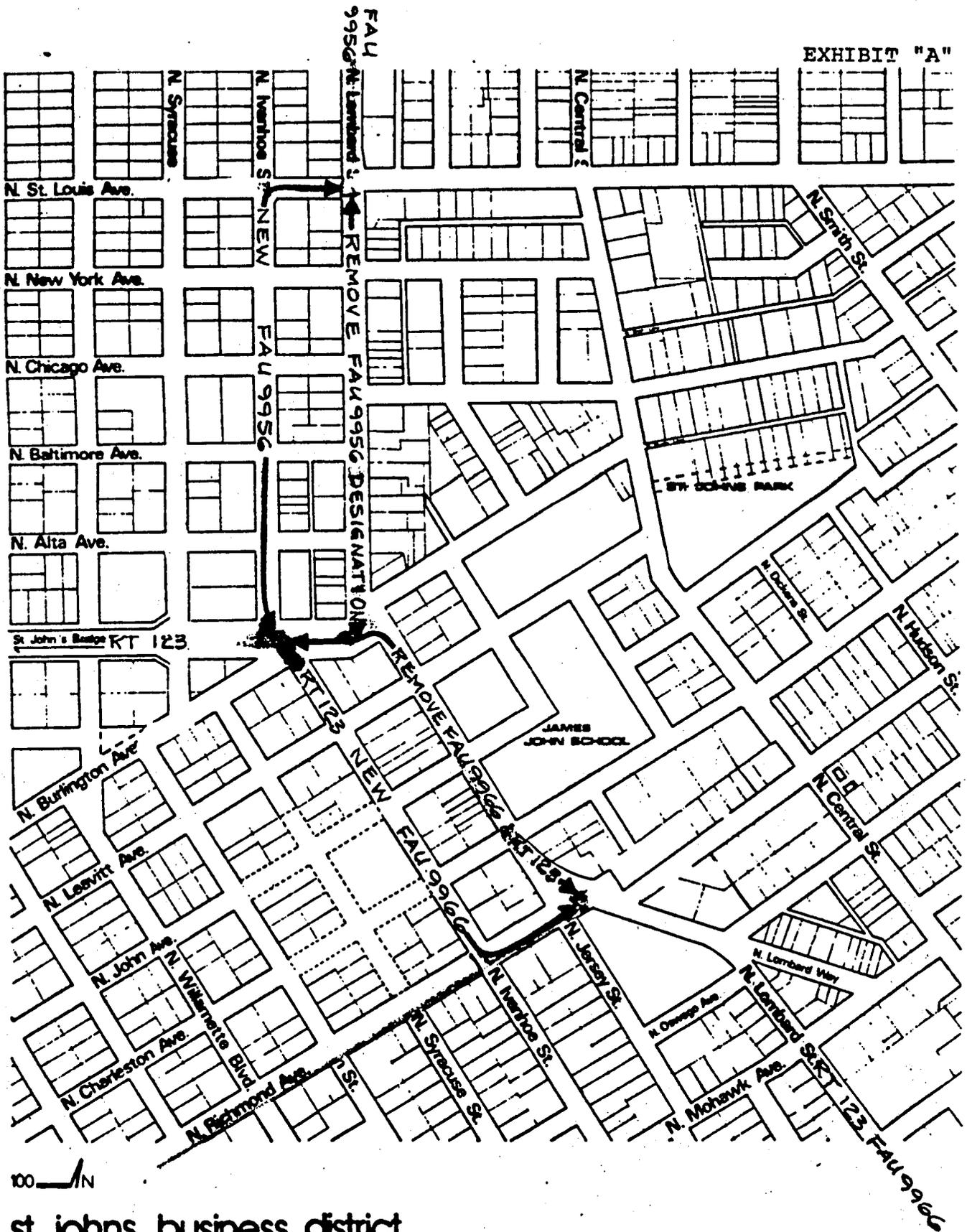
- A. BACKGROUND: The US 30 Bypass has been relocated to pass around rather than through the St. Johns Business District. This relocation was accomplished by the Portland Development Commission (PDC) and the Oregon State Highway Division through the use of special signing, signals and traffic diverters. This diversion was made so that mall-type amenities could be constructed to encourage development of a pedestrian-oriented retail core.

As a result of this relocation, changes to the Functional Classification and Federal Aid Designation

should be made as shown in Exhibit A.

- B. ALTERNATIVES CONSIDERED: Retain the existing classifications and designations. This would defeat the purpose of rerouting the Bypass, be inconsistent with actual traffic flow pattern, and make those streets under heavy traffic use ineligible for federal funding.
- C. CONCLUSION: Staff recommends adoption of the attached resolution based on the functions now being performed by the facilities and on the City of Portland's Arterial Street Classification Policy.

KT/jmk
2233B/214



100' N

st. johns business district