

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

|                                    |   |                           |
|------------------------------------|---|---------------------------|
| FOR THE PURPOSE OF AMENDING THE    | ) | RESOLUTION NO. 82-368     |
| TRANSPORTATION IMPROVEMENT PROGRAM | ) |                           |
| TO INCLUDE A NEW PROJECT ON N.W.   | ) | Introduced by the Joint   |
| EVERETT STREET - 1ST AVENUE TO     | ) | Policy Advisory Committee |
| FRONT AVENUE                       | ) | on Transportation         |

WHEREAS, The downtown Portland alignment for the Banfield LRT system will remove N.W. 1st Avenue between Glisan and Davis Streets from the downtown one-way grid; and

WHEREAS, City staff have developed an initial approach to accommodate the noted impact of the LRT on the street system; and

WHEREAS, Other alternatives are to be explored by the City; and


WHEREAS, To be eligible for receipt of Interstate Transfer funds the project must be in the TIP; now, therefore,

BE IT RESOLVED,

1. That Metro Council authorizes \$125,000 in Interstate Transfer funds for Preliminary Engineering on the noted project.
2. That the TIP and its Annual Element be amended to reflect the preliminary engineering authorization as set forth in Exhibit "A."
3. That the Metro Council finds the project to be in

accordance with the region's continuing cooperative comprehensive planning process and, thereby, gives affirmative A-95 Review approval.

ADOPTED by the Council of the Metropolitan Service District  
this 23rd day of November, 1982.

  
\_\_\_\_\_  
Presiding Officer

BP/srb  
7085B/327  
10/29/82

# PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM

PORTLAND  
METROPOLITAN AREA

**PROJECT DESCRIPTION**  
**RESPONSIBILITY (AGENCY)** City of Portland  
**LIMITS** NW 1st Avenue to NW Davis Street **LENGTH** 450 feet  
**DESCRIPTION** Realign NW Front Avenue southbound to the east of the Steel Bridge off-ramp to Front Avenue; reconstruct NW Everett Street from 1st Avenue to a connection with Front Avenue; realign south end of Steel Bridge off-ramp to Front Avenue to provide space for two lanes on Front Avenue southbound, reconnect Davis Street with Front Avenue southbound; construct sidewalks, curbs, drainage and illumination. This will provide a functional replacement for the NW 1st Avenue section being used by the Downtown portion of the Banfield LRT.

**PROJECT NAME** Everett-Front  
**ID No** FAU 9300  
**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

**APPLICANT'S ESTIMATE OF TOTAL PROJECT COST**

|                                  |           |                  |
|----------------------------------|-----------|------------------|
| PRELIM ENGINEERING               | \$        | 147,000          |
| CONSTRUCTION                     |           | 926,000          |
| RIGHT OF WAY                     |           | 8,000            |
| TRAFFIC CONTROL                  |           | 65,000           |
| ILLUMIN, SIGNS, LANDSCAPING, ETC |           | 6,000            |
| STRUCTURES                       |           | 300,000          |
| RAILROAD CROSSINGS               |           |                  |
| <b>TOTAL</b>                     | <b>\$</b> | <b>1,452,000</b> |

**FUNDING PLAN BY FISCAL YEAR (\$000)**

|                | FY 82 | FY 83 | FY 84 | FY 85 | FY 86 | TOTAL |
|----------------|-------|-------|-------|-------|-------|-------|
| <b>TOTAL</b>   |       | 147   |       |       |       | 147   |
| <b>FEDERAL</b> |       | 125*  |       |       |       | 125   |
| <b>STATE</b>   |       |       |       |       |       |       |
| <b>LOCAL</b>   |       | 22    |       |       |       | 22    |
|                |       |       |       |       |       |       |
|                |       |       |       |       |       |       |

\*Preliminary Engineering

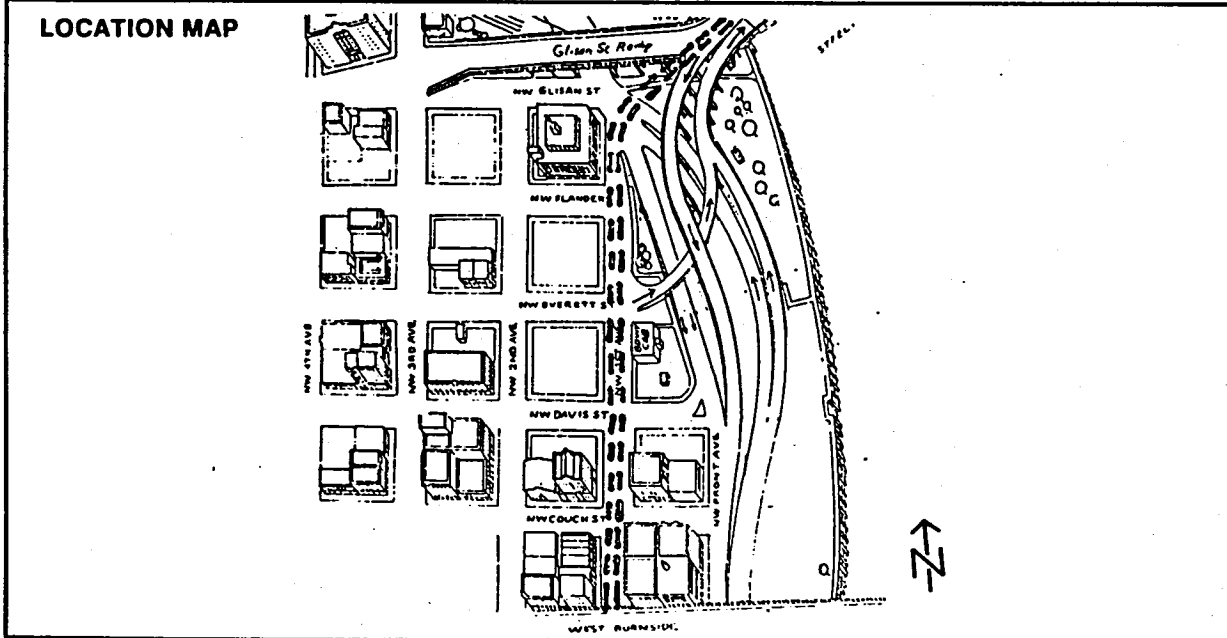
**SOURCE OF FUNDS (%)**

**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% |



STAFF REPORT

Agenda Item No. 5.3

Meeting Date 11/23/82

CONSIDERATION OF RESOLUTION NO. 82-368 FOR  
THE PURPOSE OF AMENDING THE TRANSPORTATION  
IMPROVEMENT PROGRAM (TIP) TO INCLUDE A NEW PROJECT  
ON N.W. EVERETT STREET--1ST AVENUE TO FRONT AVENUE.

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Date: October 28, 1982

Presented by: Andy Cotugno

FACTUAL BACKGROUND AND ANALYSIS

This action will include a new preliminary engineering (PE) project in the FY 1983 TIP, thereby making the project eligible for receipt of Interstate Transfer funds.

The downtown Portland alignment for the Banfield LRT system will remove N.W. 1st Avenue between Glisan and Davis Streets from the downtown one-way grid circulation system. Several large employment centers in the area will add to the traffic load. These impacts will result in a major increase in congestion on remaining streets and a substantial increase in out-of-direction travel.

City of Portland staff have developed an initial approach to connect 1st Avenue with Front Avenue via N.W. Everett Street; relocate southbound Front Avenue to the east; and reconnect N.W. Davis Street with relocated Front Avenue southbound. Northbound and Southbound turns from Everett to Front would be permitted.

PE will be conducted by the City of Portland to evaluate other alternatives to complement the light rail project and to synchronize the noted improvements with light rail implementation.

Initial cost estimates for the project appear in Exhibit "A" with PE slated for FY 1983. Firm construction cost estimates will be developed at a later date as a result of PE. At that time, approval for construction funding will be requested.

TPAC and JPACT have reviewed this project and recommend approval of the Resolution.

EXECUTIVE OFFICER'S RECOMMENDATION

Adopt the Resolution authorizing PE monies for FY 1983 for the noted project.

COMMITTEE CONSIDERATION AND RECOMMENDATION

On November 8, 1982, the Regional Development Committee unanimously recommended approval of this Resolution.

BP/srb  
7085B/327  
11/10/82