

TRANSP
DIRECTOR
(Ockert)

Transp Dir (Ockert)
Sec I (Thackston)

WESTSIDE
(Siegel)

PLAN AND
PROGRAM
(Spanovich) ✓

SYSTEMS
ANALYSIS
(Lawton)

SOUTHERN
CORRIDOR

TIP

REGIONAL
PLAN

LAND
USE

COMPUTER
SUPPORT

SYSTEMS
ANALYSTS

Lin Plg (Siegel)
lg III (Cotugno)
lg Tech (Ferris)
Washington Co Liaison
Portland Liaison
Plg Tech (Fiscus)
Tri-Met Support
ODOT Liaison

Plg. III (Haas) ✓
70% Clackamas Co Liaison
40% Prin Plg (Spanovich)
10% Portland Liaison
Plg II (Gieseking)
50% ODOT Liaison
Plg Tech (Vacant)

Plg III (Pettis)
20% Prin Plg (Spanovich)

Plg III (Bolen)
40% Prin Plg (Spanovich)
30% Washington Co Liaison
30% Portland Liaison
30% Clackamas Co Liaison
Plg Tech (Seeman)

40% Prin Plg (Lawton)
Plg (Vacant)

Computer Prog II (Lloyd)
Plg I (Booth)
10% Prin Plg (Lawton)

50% Prin Plg (Lawton)
Plg III (Walker)
Plg III (Miller)
Computer Prog I (Burnett)
Plg Tech (Hart)
Plg Tech (Scott)
ODOT Liaison
Tri-Met Support
Plg Tech (Brown)
Temporary Coder (Vacant)

PROPOSED ORGANIZATION
MSD TRANSPORTATION DEPARTMENT

AGENDA ITEM

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

TO: MSD Transportation Committee
FROM: Executive Officer
SUBJECT: Reorganization of the MSD Transportation Department

ACTION REQUESTED: Endorsement of the proposed organization concept, creation of two new positions, and authorization for the Executive Officer to implement the reorganization.

BACKGROUND: A thorough review of the priority tasks facing the Transportation Department has recently been undertaken. Part of this examination involved an assessment of how well the current staff organization could respond to these priorities. At the same time, transportation planning revenue sources were reviewed. As a result of these reviews, MSD management is proposing a reorganization of the Transportation Department.

The reorganization (shown on the attached chart) responds to a number of priority planning concerns. First, it establishes a separate division to address Westside transportation issues. This division would evaluate transportation/land use alternatives in the Westside Corridor and develop and refine a planning strategy for this corridor. Staffing for this division would be drawn from the Plan Development Division. Secondly, the reorganization combines the short-term and long-range transportation planning activities of the department into a single Plan and Program Division. This will allow a better integration of planning and programming studies. The three major concerns of this group will be 1) development and refinement of a planning strategy for the Southern Corridor, 2) coordination of short-range planning studies (including monitoring of the Transportation Improvement Program and evaluation of funding priorities), and 3) preparation of the Regional Transportation Plan. To adequately staff these efforts, a new Planning Technician position is needed. The principal responsibility of this position will be support for the Southern Corridor Study. Also involved is an administrative reclassification of two positions in this division. The third division, the Systems Planning Division, would be continued. To compensate for the loss of a Planner III transferred to the Plan and Program Division, a new Planner II position is needed. This position would be involved in preparing and coordinating alternative regional growth projections. Lastly, \$6,000 would be budgeted in this division to support temporary coding staff as needed in the conduct of the Westside and Southern Corridor Studies.

BUDGET IMPLICATIONS: Adequate transportation planning funds exist to implement this organization plan. A subsequent budget adjustment and amendment to the UWP will be proposed which accounts for these funding sources. Matching fund requirements from MSD do not

increase above previously budgeted amounts.

POLICY IMPLICATIONS: The reorganization will bring about staffing arrangements which would better respond to Council priorities.

POLICY OPTIONS: Numerous staffing arrangements are possible. The proposal appears to best respond to Council priorities.

RG:CWO:gl
5043A
0033A

PROJECT DESCRIPTION
 RESPONSIBILITY (AGENCY) ODOT
 LIMITS SE 50th to SE 92nd LENGTH 2.1 mi
 DESCRIPTION Reconstruct Powell Blvd to provide four traffic lanes, left-turn provisions, improved signalization, bus pull-outs, pedestrian facilities, lighting, landscaping and required sound mitigating measures

PROJECT NAME Powell Blvd II
 ID No FAP24
 APPLICANT ODOT

SCHEDULE
 TO ODOT 12/76
 PE OK'D 3/77 EIS OK'D 10/79
 CAT'Y 2 MS BID LET 2/82
 HEARING 6/78 COMPL'T _____

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

APPLICANT'S ESTIMATE OF TOTAL PROJECT COST

PRELIM ENGINEERING	\$	<u>629,000</u>
CONSTRUCTION		<u>7,202,000</u>
RIGHT OF WAY		<u>2,647,000</u>
TRAFFIC CONTROL		_____
ILLUMIN, SIGNS, LANDSCAPING, ETC		_____
STRUCTURES		_____
RAILROAD CROSSINGS		_____
		<u>9/79</u>
TOTAL	\$	<u>10,479,000</u>

FUNDING PLAN BY FISCAL YEAR (\$000) *

	OBLIGATION FY 79	FY 80	FY 81	FY 82	TOTAL
TOTAL	<u>360</u>	<u>269</u>	<u>2647</u>	<u>2414</u>	<u>4789</u>
FEDERAL	<u>306</u>	<u>229</u>	<u>2250</u>	<u>2052</u>	<u>4070</u>
STATE	_____	_____	_____	_____	_____
LOCAL	_____	_____	_____	_____	_____
STATE BOND	<u>54</u>	<u>40</u>	<u>397</u>	<u>362</u>	<u>719</u>
*in 12/31/78 dollars					

LOCATION MAP

SOURCE OF FUNDS (%)

FEDERAL

FAUS (PORTLAND) _____

FAUS (OREGON REGION) _____

FAUS (WASH REGION) _____

UMTA CAPITAL _____ UMTA OPRTG _____

INTERSTATE _____

FED AID PRIMARY _____

INTERSTATE SUBSTITUTION Cat II 85

NON FEDERAL

STATE _____ LOCAL 15

AGENDA ITEM

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

TO: TPAC/JPACT
FROM: Executive Officer
SUBJECT: Amendments to the Region's Interim Transportation Plan to Respond to a Multnomah County Request

BACKGROUND: One of the important elements of the region's Interim Transportation Plan (ITP) is the designation of the function provided by various highways (i.e., traffic service versus land access). These designations specify the degree of regional interest in a facility and can affect such things as jurisdictional responsibility, design characteristics, funding eligibility, and access control measures. Multnomah county has requested that a number of the ITP functional designations in the ITP be changed to reflect proposals included in their comprehensive plan. Staff recommends that changes be made now where 1) conflicts with the designations of neighboring jurisdictions do not exist, and 2) the changes appear to be warranted based on a sketch-level staff analysis. According to these criteria, several changes are recommended.

In a number of circumstances, further discussions with MSD, ODOT, and neighboring jurisdictions are needed to resolve apparent inconsistencies. Further technical analysis is also needed to provide better guidance as to the appropriate designations in many instances. While many of the conflicts and issues should be resolved in the upcoming Regional Transportation Plan, it appears that more in-depth analysis will be necessary once the regional plan is prepared.

BUDGET IMPLICATIONS: The MSD budget provides support for a minimal amount of analysis of functional classification issues.

POLICY IMPLICATIONS: Amendment of the Interim Transportation Plan will serve to eliminate a number of inconsistencies between the regional plan and the Multnomah County plan. Further coordination and technical analyses are needed before all inconsistencies can be eliminated. Those inconsistencies should be flagged in reviewing the plans of local jurisdictions but should not be the basis of denying plan acknowledgement because of the incomplete status of regional transportation planning.

ACTION REQUESTED: Recommend that the MSD Council amend the Interim Transportation Plan as shown in Attachment A.

CWO:bk
4512A
0033A

TPAC/JPACT RECOMMENDS THE FOLLOWING
FOR COUNCIL ADOPTION

FOR THE PURPOSE OF)
AMENDING THE INTERIM)
TRANSPORTATION PLAN)

WHEREAS, The CRAG Board of Directors in Resolution
No. _____ adopted an Interim Transportation Plan which
functionally classifies various highway facilities; and

WHEREAS, Multnomah County has requested that MSD amend the
Interim Transportation Plan to reflect functional designations
included in the Multnomah County Comprehensive Plan; and

WHEREAS, staff analysis indicates that a number of the
changes suggested by Multnomah County are technically sound and
consistent with the functional designations of neighboring
jurisdictions; now, therefore,

BE IT RESOLVED:

(1) That the MSD Council amend the regional Interim
Transportation plan as shown in Attachment A.

(2) The MSD staff is directed to coordinate with various
affected jurisdictions and the Oregon Department of Transportation
to identify and attempt to resolve functional classification
inconsistencies between various jurisdictions as part of the
preparation of the Regional Transportation Plan.

CWO:bk

4514A

0046A

Staff Report No. 50

MULTNOMAH COUNTY FUNCTIONAL
CLASSIFICATION INCONSISTENCIES--RECOMMENDED
CHANGES TO ITP DESIGNATIONS

Metropolitan Service District

JULY 31, 1979

PUBLISHED BY

Metropolitan Service District
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Portland, Oregon 97201

C. William Ockert

Director, MSD Transportation
Department

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1. INTRODUCTION

MSD has been requested to make a number of changes to the Interim Transportation Plan (ITP) concerning the functional classification of highway facilities in Multnomah County. Multnomah County has requested these changes so that the ITP can be brought into conformance with the Multnomah County Plan. However, many of the requested changes involve other jurisdictions and agencies such as the City of Portland, ODOT, Gresham and other county cities. Because of the number of local jurisdictions involved and because MSD has the responsibility of ensuring that the classification of highway facilities accurately reflects their functions, staff has recommended only certain changes to the ITP.

During 1975 Columbia Region Association of Governments (CRAG), working with local jurisdictions in the region, developed functional highway classifications for the roads and streets in the Portland urban area. Subsequently, the Federal Aid Urban System was adjusted to correspond to the functional classifications.

The Functional Classification System establishes a hierarchy of road use categories such as collector, minor arterial, principal arterial, etc. This hierarchy conforms to the function or purpose of the various facilities. Periodically, the designations can be updated to accommodate changes in functional use.

The Federal Aid Urban System program is a funding program designed to improve the high volume arterial and collector routes in the urbanized area. Designation of a highway on the Federal Aid Urban System essentially means that improvements in the highway will be eligible for federal aid funding for transportation improvements. Only facilities functionally classified as collectors and minor arterials can be placed on the Federal Aid Urban System by local jurisdictions.

2. FUNCTIONAL CLASSIFICATION DEFINITION EQUIVALENCY

The purpose of this chapter is to attempt to develop a consistency between the functional classifications of roads as defined in the Interim Transportation Plan, Multnomah County Comprehensive Plan, and the City of Portland Arterial Streets Classification Policy. Each of these plans has been examined in terms of several criteria including: functional purpose of the facility, land access, volumes, parking, number of lanes, and recommended speeds. By comparing these criteria, the following equivalency between plans has been developed:

<u>Hier-arch</u>	<u>ITP</u>	<u>Multnomah County</u>	<u>City of Portland</u>
1	Freeways/Expressways	Freeway	Regional Trafficway
2	Principal Arterial	Principal Arterial	Regional Trafficway/ Major City Traffic Street
3	Minor Arterial	Major Arterial Minor Arterial	Major City Traffic Street
4	Collector	Collector	Neighborhood Collector Street

The ITP has four functional classifications to describe the highway system -- Collectors, Minor Arterials, Other Principal Arterials, and Freeways/Expressways. Each of these classifications has its counterpart in the Multnomah County and the City of Portland plans and a brief rationale is presented below.

Freeway/Expressway

A facility providing high levels of regional mobility for intra- and inter-regional trips qualifies as the ITP equivalent of an "expressway" or "freeway." This facility also has extremely limited access to adjacent land uses, commonly has volumes greater than 25,000 vehicles per average weekday, provides only emergency parking, and is a multi-lane facility with recommended speeds close to the maximum 55 mph. The Multnomah County designation of "freeway" and the City of Portland designation of "regional trafficway" appear to be equivalent classifications.

Principal Arterial

The ITP defines "other principal arterials" as roads that provide a moderate level of mobility connecting major regional commercial, residential, and industrial areas and communities. These facilities also move travelers with only one trip end within the metropolitan area. The City of Portland also stipulates that these facilities service auto trips of five miles or more in length. These facilities provide restricted access, may or may not allow parking, usually have between three and six lanes, and commonly have speeds

greater than 35 mph and volumes greater than 10,000 vehicles per average weekday. The Multnomah County Principal Arterial appears to be an equivalent designation. The City of Portland has a combined designation of Regional Trafficway/Major City Traffic Street which appears to meet the aforementioned criteria.

Minor Arterial

The ITP defines a "minor arterial" as a road that provides connections between principal arterials; this facility also connects smaller urban places of regional significance to each other and metropolitan areas. These facilities provide restricted access to local land uses in addition to service for through trips. They commonly have less than 14,000 average weekday volumes, usually provide some parking, and usually are two to four-lane roads with speed limits greater than or equal to 30 mph.

This definition is consistent with the combined Multnomah County definitions of Major Arterial and Minor Arterial. The Multnomah County classification for Major Arterial is somewhat vague and appears to exhibit characteristics of both the ITP's Principal Arterial and Minor Arterial. However, according to Multnomah County's Plan a Major Arterial serves only intra-county trips and shall thus be considered equivalent to the ITP Minor Arterial. The City of Portland's equivalent designation is "Major City Traffic Street" (although specific recommended speeds, number of lanes, and daily traffic volumes are not mentioned).

Collectors

The ITP defines "collectors" as roads that provide access to arterials, connect neighborhoods, and serve portions of the rural hinterland. These facilities serve abutting land uses, have volumes less than 10,000 vehicles per average weekday, provide curb parking, have two lanes, and have recommended speeds of 20 to 30 mph. The City of Portland and Multnomah County both corroborate this classification.

ITP VERSUS MULTNOMAH COUNTY PLAN

FUNCTIONAL CLASSIFICATION
INCONSISTENCIES--
RECOMMENDED CHANGES

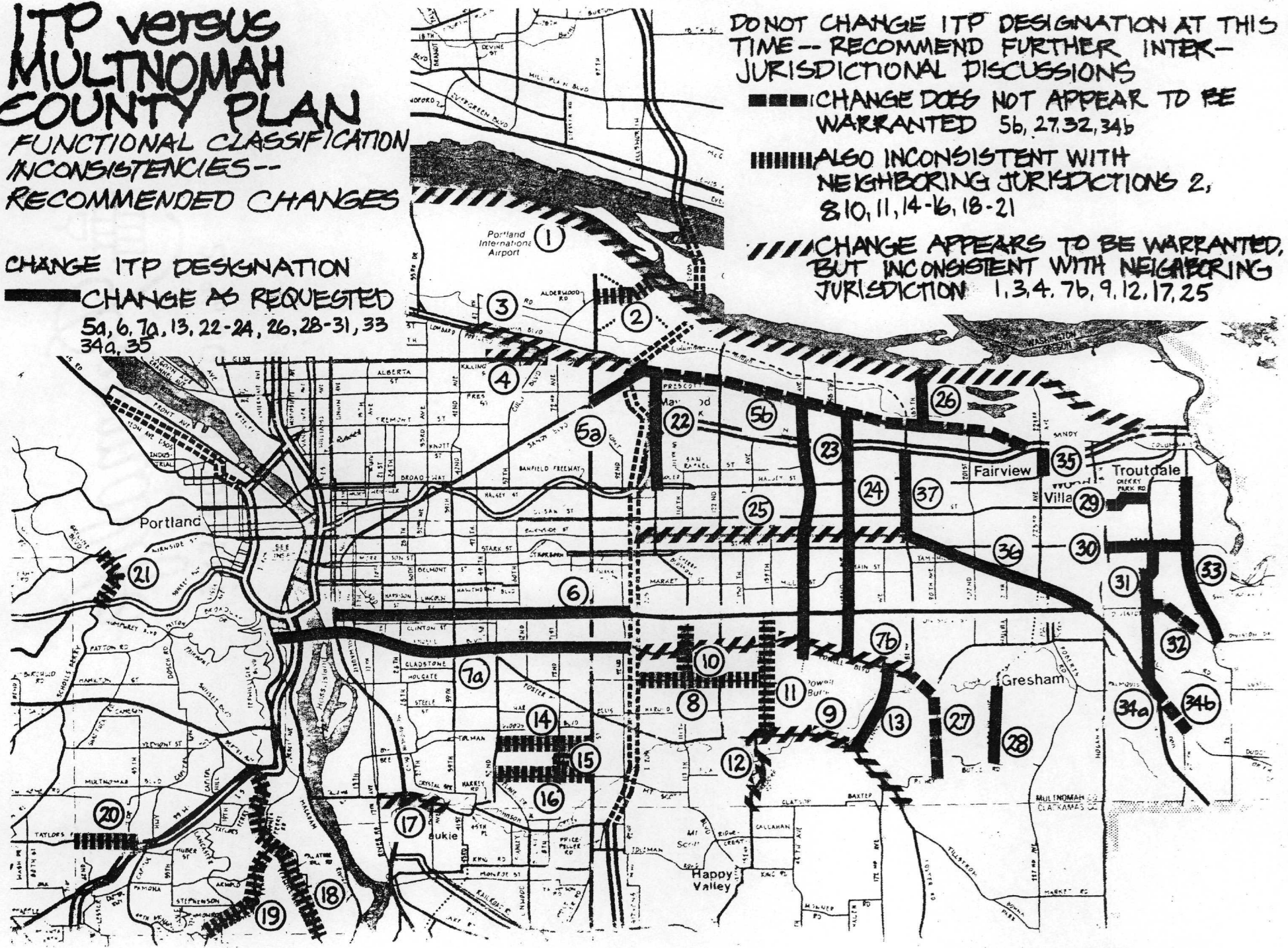
CHANGE ITP DESIGNATION
 ■■■■ CHANGE AS REQUESTED
 5a, 6, 7a, 13, 22-24, 26, 28-31, 33
 34a, 35

DO NOT CHANGE ITP DESIGNATION AT THIS
 TIME -- RECOMMEND FURTHER INTER-
 JURISDICTIONAL DISCUSSIONS

■■■■ CHANGE DOES NOT APPEAR TO BE
 WARRANTED 5b, 27, 32, 34b

|||||| ALSO INCONSISTENT WITH
 NEIGHBORING JURISDICTIONS 2,
 8, 10, 11, 14-16, 18-21

////// CHANGE APPEARS TO BE WARRANTED,
 BUT INCONSISTENT WITH NEIGHBORING
 JURISDICTION 1, 3, 4, 7b, 9, 12, 17, 25



3. IDENTIFICATION OF FUNCTIONAL CLASSIFICATION INCONSISTENCIES

This chapter identifies 37 functional classification inconsistencies between the ITP and the Multnomah County Plan (MCP). Emphasized are roads which involve a number of local jurisdictions or implementing agencies. Discrepancies are primarily identified between MSD, Multnomah County, ODOT, and the City of Portland.

Reference should be made between each inconsistency and Figure 1.

1. Marine Drive: The ITP classifies this road as a Minor Arterial. Multnomah County proposes it be classified as a Scenic Route (no such classification exists in the ITP, although it appears to be comparable to a Collector. The City of Portland has classified Marine Drive as a Collector.

Marine Drive is a two-lane auxiliary route indirectly connecting Portland and Troutdale, although its principal function is serving recreational trips to/from locations on the Columbia River. I-80N and Columbia Blvd/Sandy Blvd parallel this facility and carry most of the east-west trips. Therefore, Marine Drive is primarily a trip-distributor to neighboring land uses. It appears this route is most appropriately classified as a Collector. Such a change in classification could be consistent with both the City of Portland and Multnomah County. This classification should not be changed because it would conflict with the Federal Aid Secondary designation at this time. Further discussion between MSD, FHWA, the City of Portland, and Multnomah County is necessary.

2. Lombard Street (Marine Drive to 82nd Avenue): The ITP classifies this road as a Collector. Multnomah County has classified it as a Minor Arterial. The City of Portland classifies the road as a Local Street.

Presently, this facility carries relatively few trips between an Arterial and Collector (Marine Drive). Development in this area is scarce. Once the extension between I-205 and the Portland International Airport is constructed, traffic volumes will decrease with the diversion of longer trips. This road presently serves as a Collector and it is recommended that its ITP classification remain unchanged. Further discussion between MSD, the City of Portland and Multnomah County is needed to better assess the function of this facility.

3. Lombard Street-Portland Hwy (49th Avenue to I-205): The ITP classifies this section as a Principal Arterial. Multnomah County suggests it be classified as a Minor Arterial. The City of Portland classifies this portion of Lombard as a Major City Traffic Street (equivalent to a Minor Arterial in the ITP). West of 33rd, the city has designated it as a collector with Columbia becoming a Minor Arterial.

Lombard Street is a state highway and serves as a major thoroughfare between North Portland neighborhoods and densely populated East Portland. It serves many regional trips as well as locally oriented

trips. This facility connects the Sandy Hwy to North Portland, and carries relatively high traffic volumes. It appears that Lombard Street in this section serves as a Minor Arterial. Further discussion between MSD, the City of Portland, ODOT, and Multnomah County is needed to ensure adequate coordination with the state highway system before changing the ITP.

4. Killingsworth Street (49th to Lombard): The ITP classification for this road is Principal Arterial. Multnomah County suggests it be down-classified to a Minor Arterial. The City of Portland has designated this portion of Killingsworth as a Collector.

Killingsworth Street provides access to Lombard Street, an arterial highway, and I-5. It also serves as a trip distributor to a sizeable surrounding area. This facility serves primarily nonregional trips and has moderate traffic volumes that would not be expected to increase as dramatically as many of the facilities in much faster growth areas. For these reasons, Killingsworth Street appears to function as a Minor Arterial. Further discussion with the City of Portland is needed before the ITP is changed.

5. Sandy Boulevard: The ITP classifies this entire road as a Principal Arterial.

(82nd to Portland Hwy): Multnomah County has classified this as a Collector. The City of Portland classifies the abutting section as a Collector.

(Portland Hwy to 148th): Multnomah County has classified this section equivalent to a Minor Arterial.

(148th to I-80N): Multnomah County has classified this section as a Collector.

Sandy Blvd is a state highway connecting Portland with numerous communities and activities north of I-80N. This street provides a moderate level of mobility-connecting regional commercial, residential, and industrial activity centers. It does not tie into I-205 on the west. It does tie into I-80N on the east. Land uses are virtually saturated west of 148th Avenue and growth is occurring at a phenomenal rate east of this point. This section between 82nd and Portland Hwy should be designated as a Collector (this would be consistent with both Multnomah County and the City of Portland. East of Portland Hwy to I-80N, Sandy functions as a Minor Arterial (as long as it ties into I-80N). Further discussion between Multnomah county, MSD, and ODOT is needed before changing the designation east of Portland Hwy.

6. Division Street:

(Union/Grand to I-205): The ITP has classified this road as a Principal Arterial east of 82nd Avenue and a Minor Arterial between Union/Grand and 82nd Avenue. Multnomah County and the City of Portland classify the entire section as a Collector.

West of I-205, actions have been taken in the I-205 design to divert regional traffic from this highway. It therefore should be designated as a collector and the ITP will be changed appropriately.

7. Powell Blvd:

(Barbur Blvd to I-205): The ITP has classified this road as a Principal Arterial. Multnomah County classifies it as a Minor Arterial. The City of Portland classifies it as a Major City Traffic Street (ITP equivalent of a Minor Arterial).

Powell Blvd is a State highway and carries large volumes of traffic between Southwest Portland and I-205. A large proportion of traffic would be regional trips. Because of the nature of this road (connecting a major residential-commercial area in Southwest Portland and other regional activity centers), this designation in the ITP should be a Minor Arterial. This would be consistent with both the city and county classifications.

(I-205 to 182nd Avenue): The ITP has classified this road as a Minor Arterial. Multnomah County suggests a designation as a Collector.

Powell Blvd presently connects Portland and Gresham, thus carrying large traffic volumes between regional activity centers. With the construction of I-205, much of this regional traffic would be diverted to Division. Because of this, it is likely that the function of Powell Blvd in this section will be downgraded. ODOT has raised concerns about this downgrading. Further discussion between MSD, Multnomah County and ODOT is needed.

8. Holgate Blvd (I-205 to 136th): The ITP has classified this road as a Collector. Multnomah County classifies it as a Minor Arterial. The City of Portland designates it as a Collector.

Holgate Street connects residential areas to north-south arterials (82nd and 122nd). Holgate serves many travelers making trips with only one end within this area. This road serves as a trip distributor to this sizable southeast Portland residential area, and therefore appears to function as a Collector. Further discussion with the City of Portland is needed before a change is made.

9. Foster Road (136th to Richey Road): The ITP has classified this road as a Minor Arterial. Multnomah County suggests it be down-classified to a Collector. The City of Portland classifies this road as a Major City Traffic Street to SE 122nd (equivalent to a Minor Arterial) and as a Collector east of SE 122nd. Clackamas County designates it as a Principal Arterial.

This section of Foster is a high-speed country road, traversing a predominately rural area, providing access to a rural area. Much of this route is outside the Urban Growth Boundary (east of 182nd). For these reasons, this section of Foster Road presently functions as a Collector. Further discussion with the City of Portland and Clackamas County are needed before the ITP designation should be changed.

10. 112th Avenue (SE Division Street to Holgate Street): The ITP has classified this road as a Collector. Multnomah County has suggested a change to a Minor Arterial. The City of Portland has designated it as a Collector.

This facility primarily connects local communities. For these reasons, the present ITP classification should remain a Collector. Further discussion between MSD, the City of Portland, and Multnomah County is needed.

11. 136th Avenue (Division Street to Foster Road): The ITP classifies this road as a Collector. Multnomah county classifies it as a Minor Arterial. The City of Portland classifies it as a Collector.

136th Avenue serves as a connector between residential communities and two East Portland arterials (Division and Foster). It therefore appears to function as a Collector. Further discussion with the City of Portland should take place before considering a change to the ITP.

12. 134th Avenue (Foster Road to the Clackamas County line): The ITP designates this road as a Minor Arterial. Both Multnomah County and the City of Portland designate it as a Collector. Clackamas County designates it as a Minor Arterial.

This road primarily connects a rural residential community to the arterial highway system and therefore appears to function as a Collector. Because of the effect of this designation on Clackamas County, changes in the ITP classification should not be made until further discussions are held with the affected jurisdictions.

13. Jenne Road (Foster Road to Powell Blvd): The ITP has classified this road as a Minor Arterial. Multnomah County and the City of Portland suggest it be down-classified to a Collector.

Most adjoining land uses to Jenne Road are agricultural, and for this reason this road intersects very few streets. Jenne Road carries predominately local traffic, with relatively low traffic volumes. In summary, Jenne Road appears to function as a Collector and thus should be appropriately reclassified in the ITP. This would achieve consistency with both Multnomah County and the City of Portland.

14. Duke Street (52nd to 82nd Avenue): The ITP has classified this road a Collector. Multnomah county suggests a Minor Arterial. The City of Portland has classified this road as a Collector.

Duke Street connects a saturated single-family residential area with two major Southeast Portland arterials (52nd and 82nd). This road carries relatively large volumes of traffic and serves as a trip distributor to the surrounding Southeast Portland area. Therefore, Duke appears to function as a Collector. Further discussion with the City of Portland is needed before considering a change to the ITP.

15. 72nd Avenue (Flavel to Duke Street): The ITP has classified this road as a Collector. Multnomah County suggests a Minor Arterial. The City of Portland suggests a Local Street.

72nd Avenue mainly connects local communities in this saturated Southeast Portland residential neighborhood to the arterial system. Due to lack of connectivity, trip lengths are quite limited. For the above reasons, 72nd Avenue is most appropriately classified as a Collector. Further discussion with the City of Portland and Clackamas County is needed before considering a change to the ITP.

16. Flavel Street (52nd to 82nd Avenue): The ITP has classified this road as a Collector. Multnomah County suggests a Minor Arterial. The City of Portland suggests a Local Street.

Flavel Street connects a saturated single-family residential area to the arterial street system. This road carries relatively large volumes of traffic and serves as a trip distributor to the surrounding Southeast Portland area. Therefore, Flavel appears to function as a Collector. Further discussion with the City of Portland is needed before considering a change to the ITP.

17. Johnson Creek Blvd (21st Ave to Multnomah County Line): The ITP has classified this road as a Minor Arterial. Both Multnomah County and the City of Portland suggest a Collector. The Clackamas County Plan designates it as a Minor Arterial.

This limited access, curvy two-lane road provides access between residential communities and arterial highways. It connects smaller urban places to each other and also connects these smaller urban places to West Portland. These characteristics appear to support Johnson Creek be designated as a Collector. Further discussion with Clackamas County is needed before changes are made to the ITP.

18. Terwilliger Blvd (Taylors Ferry Road to Multnomah County Line): The ITP has classified this road as a Minor Arterial. Multnomah County suggests a Collector. The City of Portland designates it as a Collector. Clackamas County designates it as a Major Arterial (equivalent to the ITP's Principal Arterial). Lake Oswego designates it as a Minor Arterial.

Terwilliger Blvd provides an alternative route for those travelers making trips between West Portland and Lake Oswego. This facility (traversing an extremely hilly low density area) acts as a connecting link between Macadam Avenue and Boones Ferry Road. Terwilliger also carries a large volume of trips from within adjacent neighborhoods. Therefore, the present classification of Minor Arterial appears to be consistent with this road's function and thus should remain unchanged. Further discussion between MSD, Clackamas County, Lake Oswego, Multnomah County and the City of Portland is needed.

19. Boones Ferry Road (Terwilliger Blvd to Multnomah County Line): The ITP has classified this road as a Minor Arterial, Multnomah County suggests a Collector. The City of Portland has designated it

as a Collector. Clackamas County staff has suggested it be designated as a Principal Arterial. Lake Oswego designates it as a Minor Arterial.

Boones Ferry Road links outer-southwest satellites including Tualatin and Lake Oswego to Portland. Although many of the Tualatin-based/Portland-bound trips are carried on I-5, Boones Ferry captures a large number of these trips as well as many that originate closer in. This route provides access to I-5 both at its northern and southern termini. For these reasons, the present ITP classification of Minor Arterial appears to be appropriate. Further discussion between MSD, Clackamas County, Lake Oswego, Multnomah County, and the City of Portland is needed.

20. Taylors Ferry Road (65th to Capitol Hwy): The ITP has classified this road as a Minor Arterial. Both Multnomah County and the City of Portland suggest a Collector. Washington County designated it as a Minor Arterial.

Taylors Ferry Road links 99W/I-5 to regional activities in the Oleson Road area including Washington Square. Trips made on this facility are generally longer than strictly local-oriented trips. This road cuts through an area that is experiencing some of the fastest growth in the region. Land uses adjacent to the route are primarily single family. There are no east-west arterials in this vicinity. For these reasons, Taylors Ferry Road appears to function as a Minor Arterial. Further discussion between MSD, Multnomah County, Washington County and the City of Portland is needed.

21. Skyline Blvd (Burnside to Sunset Hwy): The ITP has classified this road as a Collector. Multnomah County suggests a Minor Arterial. The City of Portland designates it as a Collector.

Skyline Blvd connects Burnside Street (Minor Arterial) to Sunset Hwy (Freeway), between which it intersects no roads except local streets. The route traverses primarily single-family residential land uses along its extremely windy route. Traffic volumes are relatively low in this section. The majority of trips using this facility are collected from local streets and destined for other nearby rural locations. This road functions as a collector street and should thus remain classified in the ITP. Further discussion with MSD and the City of Portland is warranted.

22. 102nd Avenue (Halsey Street to Sandy Blvd): The ITP classifies this road as a Collector and a Local Street. Multnomah County suggests a Minor Arterial.

102nd Avenue serves as a connecting link between Principal Arterials radiating eastward from central Portland. This route runs parallel to 82nd Avenue (principal arterial) and 122nd Avenue (proposed principal arterial). 102nd Avenue would make a logical choice for a north-south arterial, since it is spaced one mile from each of these two parallel arterials. However, this section of I-205 is expected to be completed by 1980. It connects into 112th Avenue, thus providing connectivity for longer trips of regional significance. For

this reason, 102nd would appear to be appropriately classified as a Minor Arterial, thus changing the present ITP designation.

23. 148th Avenue (Powell Butte to Sandy Blvd): The ITP has classified this road as a Collector. Multnomah County suggests a Minor Arterial.

148th offers a continuous north-south route between Powell Butte and Sandy Blvd. This street intersects a minimum of six east-west arterials along its route through this East County residential area. This route carries relatively large volumes of traffic, including local trips as well as many trips longer in nature. This route also serves as a trip distributor to this high density residential area. For this reason, 148th would more appropriately be classified as a Minor Arterial in the ITP.

24. 162nd Avenue (Powell Blvd to Sandy Blvd): The ITP has classified this road as a Collector. Multnomah County suggests a Minor Arterial.

162nd offers a continuous north-south route between Powell Blvd and Sandy Blvd. This street intersects a minimum of six east-west arterials along its route through this East County residential area. This route carries relatively large volumes of traffic, including local trips as well as many trips longer in nature. This route also serves as a trip distributor to this high density residential area. For this reason, the classification for 162nd should be upgraded in the ITP to Minor Arterial.

25. Burnside Street (I-205 to 181st Avenue): The ITP classifies this road as a Minor Arterial. Multnomah County suggests it be classified as a Collector. The City of Portland has designated it as a Local Street.

Burnside Street is one of a number of streets connecting Gresham and Portland. It will not connect to I-205. Several other parallel roads (Glisan, Halsey, and Stark) are designated as arterial roads. While Burnside in this section serves some through trips between Portland and Gresham, its primary function is to connect neighborhoods to the arterial highway system. It therefore can be appropriately classified as a Collector. Further discussion with MSD and the City of Portland is needed.

26. 185th Avenue (Marine Drive to Sandy Blvd): The ITP has classified this road as a Minor Arterial. Multnomah County suggests a Collector.

185th is a short connecting link between two northeast Portland arterials and traverses predominately agricultural land uses that are virtually unbuildable due to flood plain. This road does not serve as a trip distributor to a sizable tripmaking population, and most travelers use it strictly as a connecting link between these arterials. For these reasons, 185th appears to function as a Collector and thus should be appropriately reclassified in the ITP.

27. 190th Avenue (Butler Road to 182nd): The ITP has classified this road as a Collector. Multnomah County suggests a Minor Arterial.

190th Avenue provides access to Powell Blvd (a Minor Arterial at this point), connects neighborhoods, and serves portions of the rural hinterland. These characteristics are consistent with the ITP functional classification for a Collector. Land uses along this route are presently mainly agricultural with a few housing development, although this is projected to be one of the fastest growing areas in the region. The road connects residential communities into the arterial highway system. For these reasons, 190th appears to function as a Collector and thus its ITP designation should remain unchanged.

28. Towle Road (Butler to Heiny Road): The ITP has classified this road as a Minor Arterial. Multnomah County recommends this road as a Collector. The City of Gresham designates it as a Collector.

Presently, Towle Road (which extends from Butler Road north to Powell Blvd) carries primarily local traffic from within this Gresham hinterland. The extension of 223rd Avenue primarily connects a fast-growing residential area into Gresham and therefore will act as a Collector. While the section proposed by Multnomah County should be a Collector (as requested by the county), the entire section south of Powell provides this type of function.

29. Cherry Park Road (242nd Avenue to 257th Avenue): The ITP has classified this road as a Collector. Multnomah County suggests a Minor Arterial.

Cherry Park Road runs east-west between 242nd Avenue and Troutdale Road through a single-family residential community. Presently, population densities are very high. However, growth is occurring at a fast pace. In the long run, another east-west arterial will be needed to handle the additional traffic load, and this road could serve that purpose. Furthermore, Cherry Park Road acts as an extension to Glisan Street and thus would carry regional trips. It appears that this road will operate as a Minor Arterial in the future and, therefore, its ITP classification should be upgraded.

30. Stark Street (242nd Avenue to Troutdale Road): The ITP has classified this road as a Collector. Multnomah County suggests a Minor Arterial.

Stark Street's traffic volumes presently decline drastically east of 242nd. There is a significant share of trips continuing east from Portland to this relatively new suburban development. However, once more growth occurs in this vicinity surrounding Mt. Hood Community College, generation of traffic will mean another arterial street is needed in this vicinity. Therefore, it appears that the ITP classification of Collector should be upgraded to Minor Arterial.

31. 257th Avenue/Kane Road

Once fully constructed, 257th/Kane Road will be a continuous north-south route linking the Mt. Hood Freeway to I-80N. Traffic volumes are presently relatively low. Development is occurring at a fast rate. In the long run, the combination of the construction of a continuous facility and the high growth of the area will mean this road will serve as a Minor Arterial highway.

(Orient Drive to Division Street): ITP has classified this road as a Local Street. Multnomah County and the city of Gresham suggest a Minor Arterial.

This road has undergone widening and traverses one of the fastest growing communities in the region. Presently traffic volumes are minimal. However, the extensions between Hensley Road and Cherry Park Road and between Cherry Park Road and Columbia Street have not been constructed. Once these facilities are added to make this road a continuous north-south arterial, the road will serve traffic more of a regional functional. At that time, this road would provide a direct route between Troutdale and outer Gresham. While this facility presently functions as a Collector, it is recommended that its ITP classification be upgraded to anticipate its future function.

(Division Street to Stark Street): The ITP has classified this road as a Collector. Multnomah County suggests a Minor Arterial.

This road has undergone widening and traverses one of the fastest growing communities in the region. Presently, traffic is almost exclusively destined to Mt. Hood Community College. This section connects two arterials and presently appears to function as a Collector. However, due to the rapid growth in this area, demand is expected to increase thereby necessitating reclassification of this section. Therefore, it is recommended that this roadway be reclassified to Minor Arterial in the ITP.

32. Division Street (257th to NE Williams Avenue): The ITP has classified this road as a Collector. Multnomah County suggests a Minor Arterial.

This road traverses an area that is experiencing rapid development. This section serves mainly local travelers making trips which both start and end within this neighborhood. This road functions as a Collector and should be thus designated.

33. Troutdale Road (Cherry Park Road to Division Street): The ITP has classified this road as a Minor Arterial. Multnomah County suggests a Collector.

Troutdale Road connects Troutdale and the rural hinterland east of Gresham. Troutdale Road is the easternmost north-south road within MSD's Urban Growth Boundary. This facility carries primarily local traffic generated by this rapidly growing East County area. It is recommended that the classification of Troutdale Road be changed to a Collector.

34. Orient Drive

(U.S. 26 to 257th Avenue): The ITP designates this road as a Collector. Multnomah County suggests a Minor Arterial.

This section of Orient Drive would provide an arterial connection between U.S. 26 and 257th Avenue. It therefore should be redesignated.

257th Avenue to Hillyard Road): The ITP has classified this road as a Collector. Multnomah County recommends a Minor Arterial.

Orient Drive connects the rural community of Orient to the arterial system. The predominance of agricultural land uses severely limits the traffic volumes on this road. A majority of travelers on this section are making relatively short locally oriented trips. For this reason, it is recommended that the ITP classification of Collector remain unchanged.

35. Fairview Avenue (Halsey Street to I-80N): The ITP has classified this road as a Minor Arterial. Multnomah County recommends this road as a Collector.

Fairview is a northern extension of 223rd Avenue. This road primarily carries local trips. For these reasons, the ITP classification of Minor Arterial should be changed to a Collector.

36. Burnside Street (Division Street to 181st Avenue): The ITP has classified this road as a Minor Arterial. Multnomah County and the city of Gresham have this road classified as a Principal Arterial.

Multnomah County has designated the Burnside -- 181st -- I-80N route as a principal carrier of regional east-west trips between Gresham and Portland. Thus, this link of Burnside Street should be redesignated to a Principal Arterial to support this policy.

37. 181st Avenue (Burnside Street to I-80N): The ITP has classified this road as a Minor Arterial. Multnomah County recommends this road as a Principal Arterial.

Multnomah County has designated Burnside and 181st Avenue to link trips using I-80N between Portland and Gresham. The designation of 181st should be upgraded to Principal Arterial in support of this policy.

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4. SUMMARY OF RECOMMENDATIONS

This chapter summarizes MSD staff recommendations on each of the functional inconsistencies described in the previous chapter. Staff recommendations are preliminary and further discussion is necessary with the City of Portland, ODOT, Multnomah County and various other jurisdictions before final recommendations are presented to the MSD Council.

Draft recommendations are as follows:

HIGHWAY FACILITY

MULTNOMAH COUNTY
REQUEST

MSD STAFF RECOMMENDATION

- | | | |
|--|--|---|
| 1. Marine Dr | Change from Minor Arterial to a Collector | Do not change ITP designation at this time, because it would conflict with the Federal Aid Secondary designation. Further discussions between MSD, FHWA, the City of Portland and Multnomah County are necessary. |
| 2. Lombard St | Change from Collector to a Minor Arterial | Do not change the ITP at this time. A change does not appear to be warranted and would be inconsistent with the City of Portland policy. Further discussion between MSD, Multnomah County, and the City of Portland are needed. |
| 3. Lombard St-Portland Hwy | Change from Principal Arterial to Minor Arterial | Do not change the ITP at this time. Further discussion between MSD, the City of Portland, ODOT, and Multnomah County is needed. |
| 4. Killingsworth St | Change from Principal Arterial to Minor Arterial | While such a change appears to be warranted, do not change until further discussions with the City of Portland are held (they have designated this road as a collector). |
| 5. Sandy Blvd
82nd Ave to
Portland Hwy | Change from Principal Arterial to Collector | Change ITP designation as requested. This would achieve consistency with the City of Portland policy. |

HIGHWAY FACILITY

MULTNOMAH COUNTY
REQUEST

MSD STAFF RECOMMENDATION

Portland Hwy to I-80N	Change section west of 148th Ave from Principal Arterial to a Minor Arterial and east of 148th Ave from Principal Arterial to a Collector	Change ITP designation for full section to a Minor Arterial. It will function as such as long as it's directly tied into I-80N. Further discussion between Multnomah County, MSD and ODOT is needed before changing the designation east of Portland Hwy.
6. Division St Union/Grand to I-205	Change from Principal Arterial to a Collector	Change ITP designation as requested. This would achieve consistency with the City of Portland policy.
7. Powell Blvd Barbur Blvd to I-205	Change from Principal Arterial to Minor Arterial	Change ITP designation as requested. This would achieve consistency with the City of Portland policy.
I-205 to 182nd Ave	Change from Minor Arterial to Collector	ODOT has raised concerns about this change. Do not consider until fur- ther discussions between ODOT, Multnomah County and MSD are held.
8. Holgate Blvd	Change from Collector to Minor Arterial	Do not change at this time. A change does not appear to be warranted and would be inconsis- tent with the City of Portland policy. Fur- ther discussions between MSD, the City of Port- land, and Multnomah County are needed.
9. Foster Rd	Change from Minor Arterial to Collector	Do not change at this time. While such a change appears to be warranted, further dis- cussions with Clackamas County are needed.

HIGHWAY FACILITY

MULTNOMAH COUNTY
REQUEST

MSD STAFF RECOMMENDATION

10. 112th Ave

Change from Collector
to Minor Arterial

Do not change at this time. A change does not appear to be warranted and would be inconsistent with City of Portland policy. Further discussions between MSD, Multnomah County, and the City of Portland are needed.

11. 136th Ave

Change from Collector
to Minor Arterial

Do not change at this time. A change does not appear to be inconsistent with the City of Portland policy. Further discussions between MSD, Multnomah County, and the City of Portland are needed.

12. 134th Ave/
Deardorf Rd

Change from Minor
Arterial to Collector

Do not change at this time. While such a change appears to be warranted, further discussions with Clackamas County are needed.

13. Jenne Rd

Change from Minor
Arterial to Collector

Change ITP designation as requested. This would achieve consistency with City of Portland policy.

14. Duke St

Change from Collector
to Minor Arterial

Do not change at this time. A change does not appear to be inconsistent with the City of Portland policy. Further discussions between MSD, Multnomah County, and the City of Portland are needed.

HIGHWAY FACILITY

MULTNOMAH COUNTY
REQUEST

MSD STAFF RECOMMENDATION

15. 72nd Ave

Change from Collector
to Minor Arterial

Do not change at this time. A change does not appear to be inconsistent with the City of Portland policy. Further discussions between MSD, Multnomah County, and the City of Portland are needed.

16. Flavel St

Change from Collector
to Minor Arterial

Do not change at this time. A change does not appear to be warranted and would be inconsistent with the City of Portland policy. Further discussions between MSD, Multnomah County, and the City of Portland are needed.

17. Johnson Creek
Blvd

Change from Minor
Arterial to Collector

Do not change the ITP at this time. While such a change appears to be warranted, further discussions with Clackamas County are needed.

18. Terwilliger
Blvd

Change from Minor
Arterial to Collector

Do not change the ITP at this time. A change does not appear to be warranted and would be inconsistent with City of Portland policy and Clackamas County staff proposals. Further discussions between MSD, Multnomah County, the City of Portland, Lake Oswego, and Clackamas County are needed.

HIGHWAY FACILITY

MULTNOMAH COUNTY
REQUEST

MSD STAFF RECOMMENDATION

19. Boones Ferry Rd	Change from Minor Arterial to Collector	Do not change the ITP at this time. A change does not appear to be warranted and would be inconsistent with City of Portland policy and Clackamas County staff proposals. Further discussions between MSD, Multnomah County, the City of Portland, Lake Oswego, and Clackamas County are needed.
20. Taylors Ferry Rd	Change from Minor Arterial to Collector	Do not change the ITP at this time. A change does not appear to be warranted. Further discussions between MSD, Multnomah County, the City of Portland, and Washington County are needed.
21. Skyline Blvd	Change from Collector to Minor Arterial	Do not change the ITP at this time. A change does not appear to be warranted and would be inconsistent with City of Portland policy. Further discussions between Multnomah County, the City of Portland, and MSD are needed.
22. 102nd Ave	Change from Collector and Local Street to a Minor Arterial	Change the ITP designation as requested.
23. 148th Ave	Change from Collector to a Minor Arterial	Change the ITP designation as requested.
24. 162nd Ave	Change from Collector to a Minor Arterial	Change the ITP designation as requested.
25. Burnside St	Change from Minor Arterial to Collector	Do not change the ITP designation at this time. Further discussion between MSD and the City of Portland is needed.

<u>HIGHWAY FACILITY</u>	<u>MULTNOMAH COUNTY REQUEST</u>	<u>MSD STAFF RECOMMENDATION</u>
26. 185th Ave	Change from Minor Arterial to Collector	Change the ITP designation as requested.
27. 190th Ave	Change from Collector to a Minor Arterial	Change the ITP designation as requested.
28. Towle Road	Change from Minor Arterial to Collector south of Heiny Road	Change the ITP to a Collector between Powell Blvd and Butler Rd
29. Cherry Park Rd	Change from Collector to a Minor Arterial	Change the ITP designation as requested.
30. Stark St	Change from Collector to a Minor Arterial	Change the ITP designation as requested.
31. 257th Ave/Kane Rd Orient Dr to Division St	Change from Local Street to Minor Arterial	Change the ITP designation as requested.
Division to Stark St	Change from Collector to Minor Arterial	Change the ITP designation as requested.
32. Division St 257th to Williams Ave	Change from Collector to Minor Arterial	Do not change the ITP because such a change does not appear warranted
33. Troutdale Rd	Change from Minor Arterial to Collector	Change the ITP designation as requested.
34. Orient Dr 257th to Hillyard Rd	Change from Collector to Minor Arterial	Do not change the ITP because such a change does not appear warranted
US 26th to 257th	Change from Collector to Minor Arterial	Change the ITP as requested
35. Fairview Ave	Change from Minor Arterial to Collector	Change the ITP as requested.
36. Burnside Street Division to 181st Avenue	Change from Minor Arterial to Principal Arterial	Change the ITP as requested.
37. 181st Avenue Burnside to I-80N	Change from Minor Arterial to Principal Arterial	Change the ITP as requested.

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Bill Ockert

MEETING REPORT

DATE OF MEETING: August 30, 1970

GROUP/SUBJECT: TRANSPORTATION COMMISSION

Appointments of 11 members to SPAC

PERSONS ATTENDING: Coun. Williamson, Johnson, Smith

Staff: Bill Ockert, Gordon, etc.

MEDIA: None

SUMMARY:

The meeting opened with distribution of applications for membership by Gretchen Wolfe. She explained that the applications and notice of recruitment had been distributed to various individuals and community groups, public interest groups, special interest groups, mayors and county commissioners.

The applications were reviewed individually and the staff requested that Bill Ockert submit the list to SPAC for their review and comment.

The Committee discussed criteria for appointment and decided that the following elements should be taken into consideration in selecting citizen members of SPAC:

- Geographical distribution
- Representation by minorities and women
- Income level
- Experience/background in transportation issues
- Balance of occupations

The Committee discussed methods of recruiting diversity and low income persons; Coun. Williamson suggested that Gretchen make contact Richard Forrester of legal aid for low income people in the area. The Committee also considered various ways to avoid all possible conflicts of interest of SPAC citizens, and determined that a possible conflict of interest should not absolutely rule out an appointee, but should be a consideration in the selection process. The Committee also requested that the By-Laws include a requirement that members excuse themselves from deliberations on any issue which represents a potential conflict of interest.

The Committee agreed to meet again on September 12 at Mannings Restaurant, and requested that Bill Ockert arrange for a meeting with Steve Lockwood, Chairman of the AQMA, to discuss air quality/transportation related issues.

The meeting was tentatively set for September 20 at 5:30 p.m.

There being no further business, the meeting adjourned.

REPORT WRITTEN BY: Gretchen Wolfe

COPIES TO: Bill Ockert
Couns. Williamson, Schedeen, Stulz, Miller

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