

BEFORE THE COUNCIL
OF THE METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ADOPTING) RESOLUTION NO. 85-594
A McLOUGHLIN BOULEVARD IMPROVEMENT)
PROGRAM AND ALLOCATING INTERSTATE) Introduced by the Joint
TRANSFER FUNDS ACCORDINGLY) Policy Advisory Committee on
) Transportation

WHEREAS, Metro Resolution No. 79-111 approved a McLoughlin Boulevard highway improvement and allocated Interstate Transfer funding; and

WHEREAS, Metro Resolution No. 80-185 approved an overall improvement strategy and allocated Interstate Transfer funding for supportive elements; and

WHEREAS, ODOT, Metro and the local jurisdictions have completed preliminary engineering and environmental studies for McLoughlin Boulevard including associated issues regarding McLoughlin/Tacoma alternatives, Johnson Creek Boulevard traffic and LRT feasibility; and

WHEREAS, Metro Resolution No. 83-382 "reserves" funding previously allocated to the highway improvement Phases II, III and IV pending completion of the evaluation of LRT feasibility; now, therefore,

BE IT RESOLVED,

That the Metro Council adopts the McLoughlin Boulevard Improvement Program as described in Attachment "A."

ADOPTED by the Council of the Metropolitan Service District
this _____ day of _____, 1985.

Richard Waker,
Deputy Presiding Officer

ATTACHMENT A

McLoughlin Corridor Improvement Program

I. McLoughlin Boulevard Highway Project

- A. All jurisdictions endorse the construction of the full McLoughlin Boulevard highway improvement to be implemented as follows (see Map A):

Phase I - Tacoma overpass (Alternative _____, see Map B) and signal intertie including realignment of River Road to Harrison (the jughandle) -- proceed as soon as possible.

Phase II - Tacoma to Highway 224 -- proceed as soon as possible.

Phase IIIA - Connection from the Union/Grand viaduct to the proposed I-5 Marquam ramps -- proceed concurrent with Interstate funded Marquam ramp project.

Phase III B and IV - Ross Island Bridge to Tacoma -- proceed when warranted (approximately 1995).

- B. All jurisdictions recognize that construction of Phase II will not be authorized to proceed until a detailed work program has been approved and budgeted to address outstanding east/west traffic problems, including those on Johnson Creek Boulevard. Metro will initiate the study in cooperation with affected jurisdictions upon completion of the Southwest Corridor Study (anticipated to begin in early FY 1987). Final engineering and right-of-way acquisition for Phase II, however, will proceed as soon as possible.

- C. All jurisdictions endorse the allocation of Interstate Transfer funds from the McLoughlin Corridor Reserve as follows:

Preliminary Engineering	\$ 1,032,565
Phase I - Right-of-Way and Construction	9,700,000
Phase II - Right-of-Way and Construction	7,400,000
Phase IIIA - Right-of-Way and Construction	1,700,000
Contingency 5 percent	967,435

\$20,800,000

II. McLoughlin Corridor Transit Improvement

- A. All jurisdictions endorse implementing bus service and capital improvements as part of a comprehensive transportation improvement strategy for the corridor including:

- Improved McLoughlin trunk service;
 - Improved bus service between Milwaukie and the Clackamas Town Center via King/Harrison;
 - Consideration of improvements to King/Harrison to facilitate transit operation with Section 3 funds allocated to the corridor; and
 - While recognizing that the current Milwaukie transit station and park-and-ride lot are satisfactory for current operations, consideration will be given for establishment of a permanent transfer station and park-and-ride lot in Milwaukie with Section 3 funds allocated to the corridor.
- B. All jurisdictions endorse inclusion of LRT in the Regional Transportation Plan from downtown Portland to Milwaukie; alignments to be identified will be along McLoughlin Boulevard and the Portland Traction right-of-way (see Map C).
- C. All jurisdictions endorse reserving \$1 million of Interstate Transfer funds to allow future consideration of proceeding with an LRT Alternative Analysis/Environmental Impact Statement for the corridor. A decision on whether to proceed will be based upon an assessment of whether to proceed on any additional corridors in the region and a comparison of this corridor to others.
- D. All jurisdictions endorse protecting identified LRT routes through inclusion of right-of-way needs in planned highway projects.

III. Johnson Creek Boulevard

- A. All jurisdictions endorse a policy intent to discourage through traffic on Johnson Creek Boulevard between McLoughlin Boulevard and S.E. 45th Avenue.
- B. All jurisdictions endorse identification of east-west traffic problems in this area as an outstanding issue in the Regional Transportation Plan and agree to participating with Metro on an intergovernmental effort to resolve these issues. The study will recommend methods to address traffic circulation needs and bus routing in the area between Holgate, Highway 224, Macadam and I-205 and will specifically address methods to reduce traffic on Johnson Creek Boulevard including consideration of a Johnson Creek Bypass and will evaluate the adequacy of traffic capacity crossing the Willamette River including consideration of a new Willamette River Bridge south of the Sellwood Bridge. Projects that accomplish these objectives will be eligible for consideration for reserve funds allocated to the corridor.

- C. All jurisdictions endorse allocation of Interstate Transfer funding toward this study from the corridor reserve.

IV. Interstate Transfer Funding Allocation

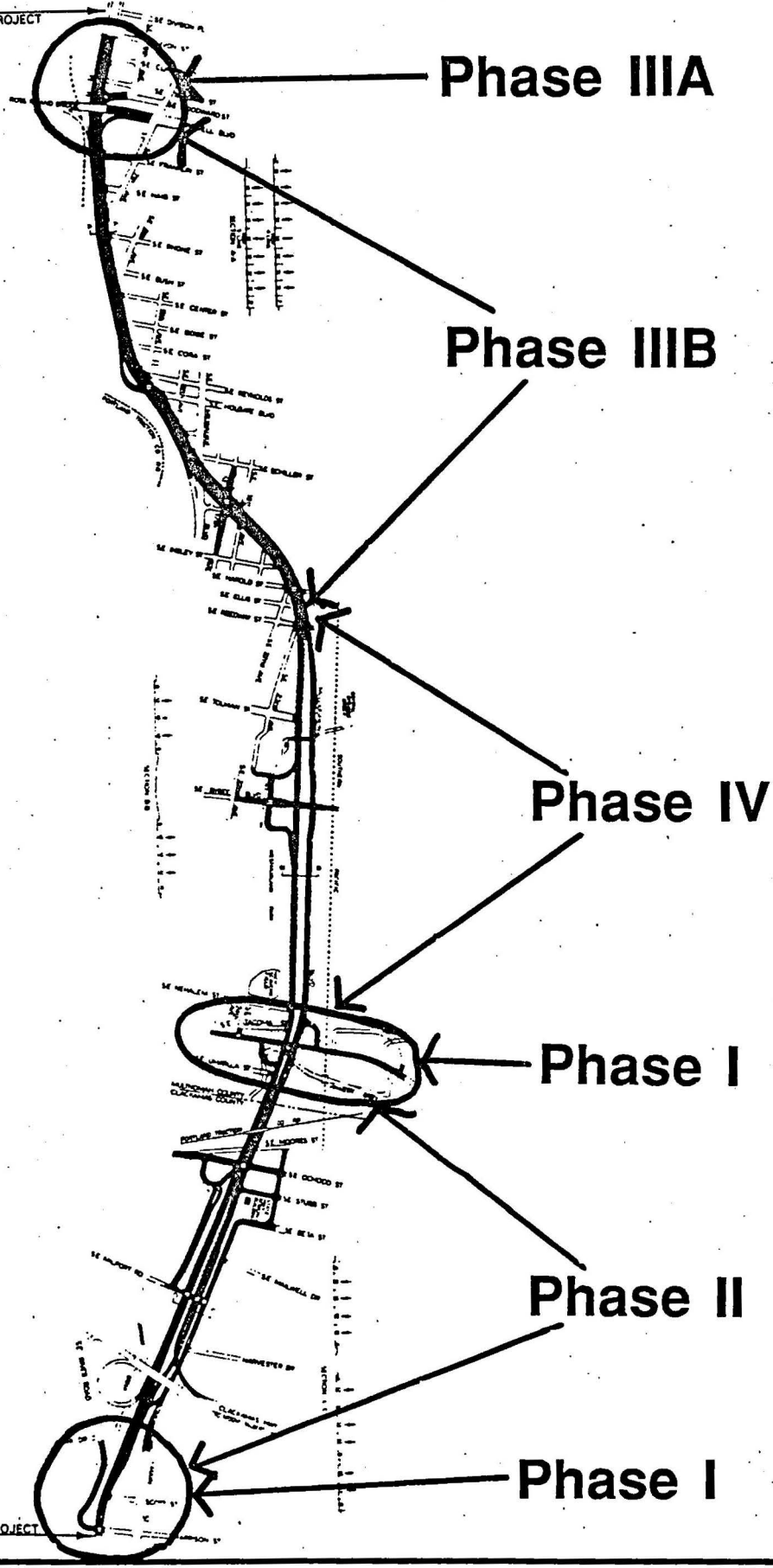
A. Allocation

Highway Improvement	\$20,800,000
AA/DEIS Reserve	1,000,000
Reserve (to include sufficient funding for the study described in section III)	<u>3,281,110</u>
	\$25,081,110

- B. All jurisdictions endorse allocation of the Reserve to other improvements in the corridor that are consistent with the McLoughlin Corridor Improvement Program or result from the study described in section III (must also be identified in the Interstate Transfer Concept Plan).

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NORTH END OF PROJECT

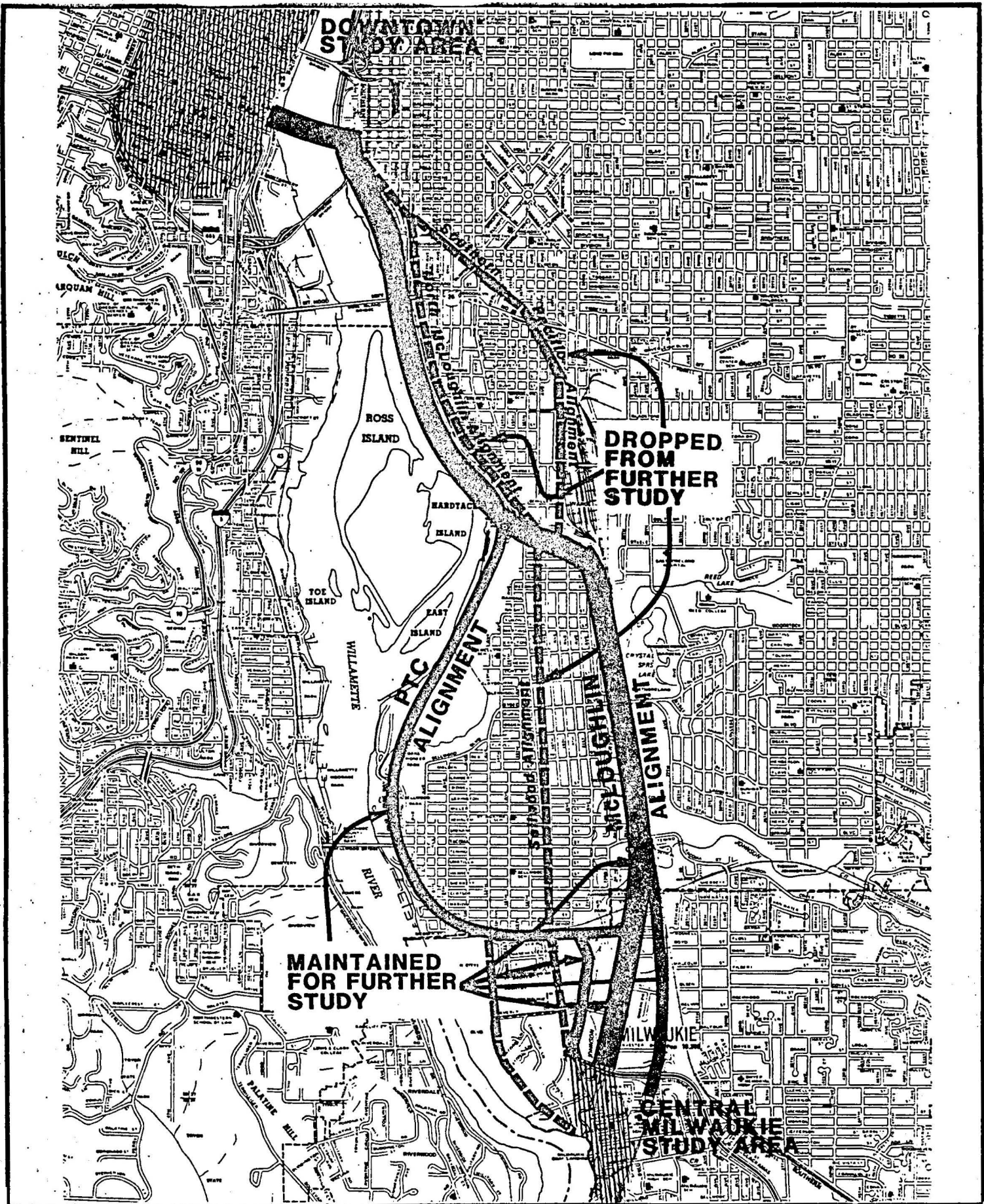


SOUTH END OF PROJECT



**RECOMMENDED HIGHWAY
IMPROVEMENTS**

MAP A



**LRT RECOMMENDED
ALIGNMENTS**

MAP C