

BEFORE THE COUNCIL
OF THE METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ADOPTING)	RESOLUTION NO. 86-632
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; and

WHEREAS, Metro Ordinance No. 82-135 adopted and Ordinance No. 83-161 amended the Regional Transportation Plan calling for a McLoughlin Boulevard highway improvement; and

WHEREAS, This Resolution is consistent with the Regional Transportation Plan and should be incorporated into the Regional Transportation Plan as a more detailed refinement of the highway improvement therein; now, therefore,

BE IT RESOLVED,

1. That the Metro Council accepts the McLoughlin Boulevard Improvement Program as described in Attachment "A" and directs staff to incorporate appropriate portions into the ordinance to update the Regional Transportation Plan.
2. That the Transportation Improvement Program is hereby amended in accordance with Attachment "A."

ADOPTED by the Council of the Metropolitan Service District
this 27th day of March, 1986.


Richard Waker, Presiding Officer

AC/srs
4254C/405-6
03/14/86

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 (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 IIIB 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 for the study described in Section IIIB has been approved, budgeted and the technical analysis completed. 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 at 5 percent	<u>967,435</u>

\$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. East-West Traffic Circulation

- A. All jurisdictions endorse a policy intent to discourage through traffic on Johnson Creek Boulevard between McLoughlin Boulevard and S.E. 45th Avenue recognizing that it is not the intent to move the traffic to other residential streets. In addition, truck traffic will be directed toward I-205 to the degree possible. The objectives of this policy are:
- To design connections to Johnson Creek Boulevard to match the 25 mile per hour design speed on the existing street improvements.
 - To design connections to Johnson Creek Boulevard and treat the Johnson Creek Boulevard and S.E. 45th Avenue as neighborhood collector streets.
 - To provide adequate opportunity for access from local streets. Preference should be given to the distribution of traffic to the adjacent properties and neighborhoods, rather than to through traffic.

- To provide a safe street for the use of the surrounding neighborhoods.
- 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 participate with Metro on an intergovernmental effort to resolve these issues. The study will address, at a minimum, the area bounded by Holgate, I-205, Highway 224 and the Willamette River. The objectives of the study are as follows:
- To identify methods to address the transportation needs of the area, particularly the east-west traffic pattern across the Willamette River and between I-205 and McLoughlin Boulevard;
 - To meet the needs of both existing and planned land use patterns;
 - To protect existing residential and environmentally sensitive areas;
 - To ensure problems existing in parts of the area are not simply transferred to other areas; and
 - To identify an acceptable truck routing pattern.
- 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).

AC/srs
3801C/409-8
03/14/86

NORTH END OF PROJECT

Ross Island Bridge

Phase IIIA

Phase IIIB

Holgate Blvd.

Phase IV

Bybee St.

Phase I

Tacoma Blvd.

Phase II

Hwy 224

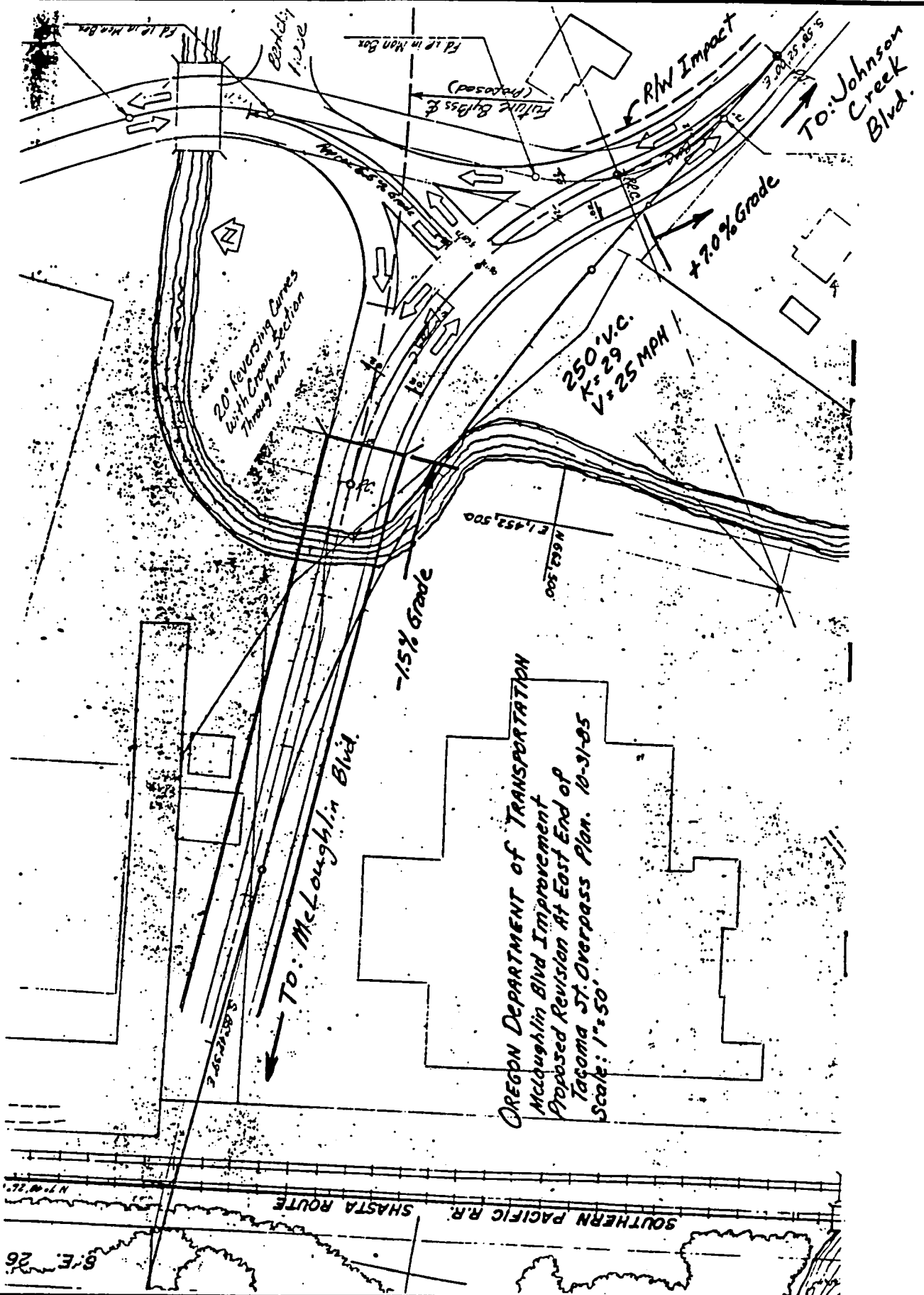
Phase I

SOUTH END OF PROJECT



RECOMMENDED HIGHWAY IMPROVEMENTS

MAP A

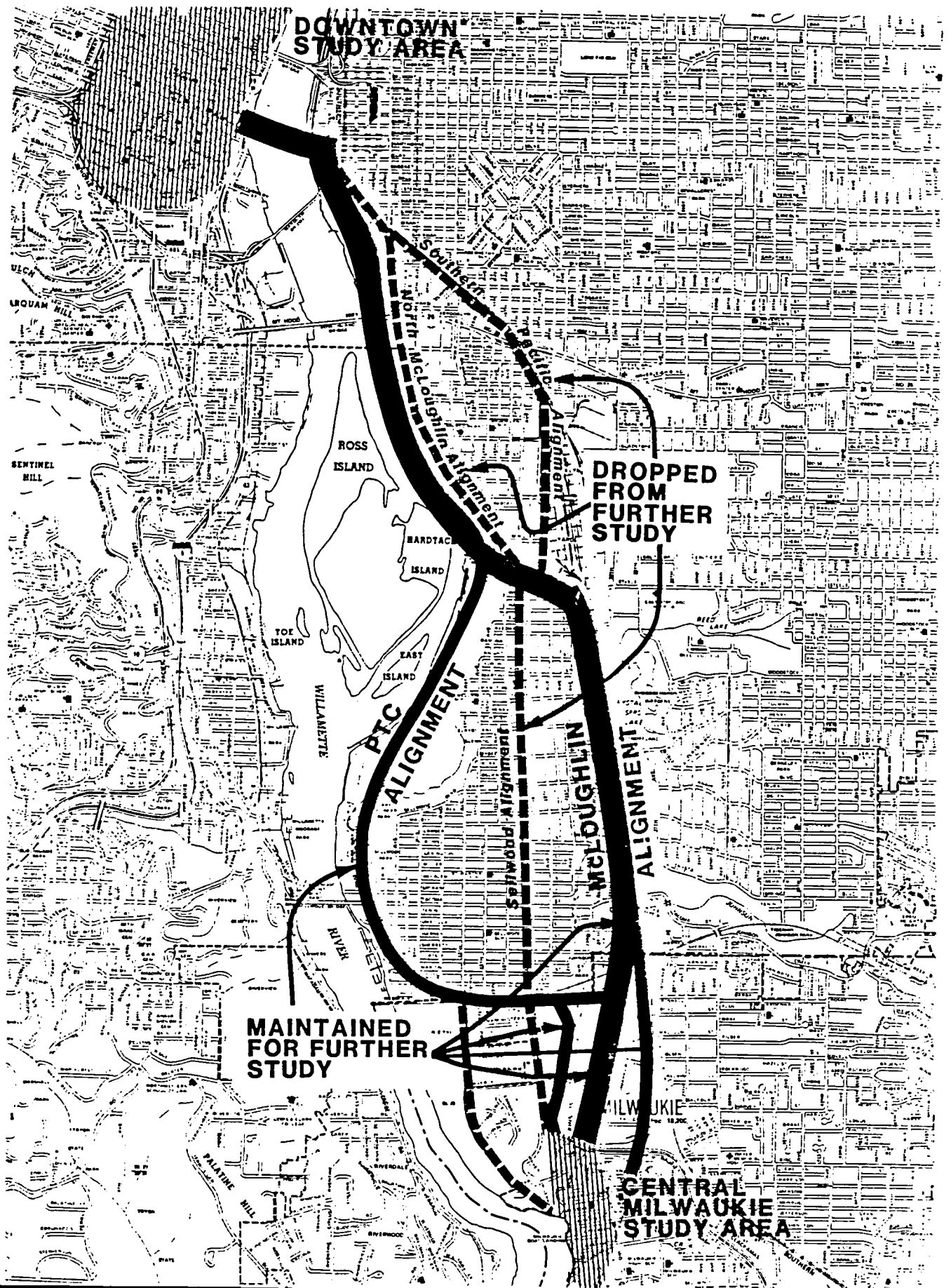


OREGON DEPARTMENT OF TRANSPORTATION
 McLoughlin Blvd Improvement
 Proposed Revision At East End of
 Tacoma St. Overpass Plan. 10-31-05
 Scale: 1"=50'

PROPOSED REVISION AT EAST END OF TACOMA ST. OVERPASS PLAN

MAP B





LRT RECOMMENDED ALIGNMENTS

CONSIDERATION OF RESOLUTION NO. 86-632 FOR THE
PURPOSE OF ADOPTING A McLOUGHLIN BOULEVARD
IMPROVEMENT PROGRAM AND ALLOCATING INTERSTATE
TRANSFER FUNDS ACCORDINGLY

Date: February 20, 1986

Presented by: Andrew Cotugno

FACTUAL BACKGROUND AND ANALYSIS

Proposed Action

Adopt the attached resolution dealing with the following items:

1. Approval of a specific McLoughlin Boulevard highway improvement, including a particular design concept for an interchange at McLoughlin Boulevard at Tacoma and establishment of a staging plan.
2. Amendment of the Regional Transportation Plan to include LRT in the corridor from downtown Portland to Milwaukie.
3. Commitment to a study of east-west traffic problems, particularly along Johnson Creek Boulevard and across the Willamette River south of the Sellwood Bridge.
4. Allocation of Interstate Transfer funds.

TPAC and JPACT have reviewed this project and recommend adoption of Resolution No. 86-632.

Historical Review and Past Actions

1. Metro Resolution No. 79-111 approved a McLoughlin Boulevard highway improvement as a key element in the improvement program for the McLoughlin Corridor and allocated \$20.6 million to ODOT toward this improvement. ODOT initiated preliminary engineering and began preparation of a Draft Environmental Impact Statement (EIS) based upon this directive.
2. Metro Resolution No. 80-185 adopted the balance of the improvement program and allocated funds for supportive improvements including transit stations and neighborhood traffic control devices.
3. In March 1982, ODOT conducted a public hearing on its highway alternatives and Draft EIS. As a result of this

process, the preferred alternative that was recommended included a six-lane improvement to McLoughlin Boulevard with an overpass at Tacoma Boulevard.

4. Upon consideration for adoption by the local jurisdictions, questions were raised on the following:
 - whether or not LRT as an alternative to the highway had been given adequate analysis;
 - concerns over the high cost of the Tacoma overpass; and
 - concerns over the impact of traffic on Johnson Creek Boulevard.
5. Based upon these concerns and resolutions adopted by the Portland and Milwaukie City Councils, Metro adopted Resolution No. 83-382 calling for the following:
 - Funding was authorized for an improvement at Tacoma subject to consideration by ODOT and the local jurisdictions of lower cost alternatives.
 - The balance of the funding was "reserved" pending further consideration of LRT as an alternative to the balance of the highway improvement.
6. In January, May and August 1984, using input from a Multnomah County consultant study, ODOT published a series of reports evaluating "at-grade" and "flyover" alternatives to an overpass.
7. In September 1984, using design and traffic input from ODOT and Metro, Portland published a report evaluating traffic impacts on Johnson Creek Boulevard and alternatives to mitigate the impact.
8. In September 1984, Metro published a report evaluating the short- and long-range feasibility of LRT including the effect on the need and timing of highway improvements to McLoughlin Boulevard.
9. In September 1985, Metro released a "Draft" Resolution for consideration by the local jurisdictions regarding the overall McLoughlin Corridor Improvement Program. The cities of Milwaukie and Portland and Clackamas County adopted the recommended Resolution with several amendments as noted herein.

Analysis and Recommendation

The attachment to the resolution adopts a position on four major issues associated with the McLoughlin Corridor Improvement Program: I. Highway Project; II. Transit Improvement; III. Johnson Creek Boulevard; and IV. Funding Allocation.

I. McLoughlin Boulevard Highway Project

The attached resolution adopts a particular design concept for the McLoughlin Boulevard improvement and Tacoma overpass. The overpass is recommended over the alternatives because of its ability to handle existing traffic, projected traffic and traffic diverted out of the Sellwood neighborhood, and elimination of the railroad crossing. The alignment east of McLoughlin Boulevard is recommended to be compatible with the full range of Johnson Creek alternatives. The recommended staging is based upon when traffic growth will require various elements of construction taking into account transit expansion. Funding is allocated for Phases I, II and IIIA only. Phases IIIB and IV are deferred to be funded at a future date.

II. McLoughlin Corridor Transit Improvement

Various elements of transit improvement are identified including inclusion of LRT in the RTP for future consideration.

III. East-West Traffic

Traffic problems on Johnson Creek Boulevard are addressed in this resolution because volumes will be increased on this residential street due to the McLoughlin Boulevard highway improvement. It is not possible, however, to adopt a specific action and/or project to reduce traffic on Johnson Creek Boulevard because the traffic problem is not solely due to the highway improvement and because there is not a consensus among the affected neighborhoods on the solution. Alternatives examined include construction of a bypass along the Johnson Creek basin to remove traffic from the segment of Johnson Creek Boulevard between McLoughlin and S. E. 45th and a series of improvements to Johnson Creek Boulevard itself to make it safer to accommodate the traffic increase.

In lieu of a specific Johnson Creek Boulevard improvement, this resolution includes a policy intent to discourage through traffic and commits to a study to address the traffic problem. The study is intended to deal with both the direct impact of traffic due to the McLoughlin Boulevard improvement as well as the broader impact of traffic patterns and growth throughout the corridor. In addition, the study will be coordinated with an assessment of improvements to upgrade Highway 224 and will address the adequacy of traffic capacity across the Willamette River.

IV. Interstate Transfer Funding Allocation

\$20.8 million of the \$25 million set aside for the corridor is allocated to the McLoughlin Boulevard highway

improvement. The balance is reserved for other supportive improvements in the corridor and for the LRT engineering/environmental studies if LRT proceeds.

In accordance with the City of Portland Resolution:

- a) the study will consider information from the Macadam Corridor Study and will involve representatives from the Macadam Corridor Citizens Advisory Committee;
- b) it is recognized that ODOT will consider refinements to the project to include a sidewalk/bikepath from the east end of the Tacoma overpass to 32nd and Johnson Creek Boulevard;
- c) ODOT will consider access to the Oregon Worsted Mills from the overcrossing; and
- d) Portland will install stop signs at Johnson Creek and 36th.

This Resolution is consistent with the adopted Regional Transportation Plan (RTP) and calls for a series of amendments to the Plan regarding:

- Specific design details and staging of the highway improvement;
- LRT feasibility and alignments; and
- Johnson Creek Boulevard traffic policy.

This Resolution will also result in an amendment to the Transportation Improvement Program to authorize use of available Interstate Transfer funds.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 86-632.

AC/srs
4254C/405-6
03/14/86



METRO

2000 S.W. First Avenue
Portland, OR 97201-5398
503/221-1646

COPY CERTIFICATE

STATE OF OREGON)
) SS.
County of Multnomah)

I, A. Marie Nelson, Custodian of the Records of the Metropolitan Service District, do hereby certify that I have compared the following copy of Resolution No. 86-632, adopted by the Council of the Metropolitan Service District on the 27th day of March, 1986, adopting the McLoughlin Corridor Improvement Program, as described in Attachment A, with the original thereof, and that the same is a full, true and correct copy of such original Resolution No. 86-632 and that of the whole thereof as the same appears on file and of record in my office, and in my care and custody.

- Metro Council
- Richard Waker
Presiding Officer
District 2
- Jim Gardner
Deputy Presiding
Officer
District 3
- Bob Oleson
District 1
- Corky Kirkpatrick
District 4
- Tom DeJardin
District 5
- George Van Bergen
District 6
- Sharon Kelley
District 7
- John Frewing
District 8
- Tanya Collier
District 9
- Larry Cooper
District 10
- Marge Kafoury
District 11
- Gary Hansen
District 12
- Executive Officer
Rick Gustafson

A. Marie Nelson
Clerk of the Council

The foregoing instrument was acknowledged before me this 3rd day of November, 1986, by A. Marie Nelson, Custodian of the Records of the Metropolitan Service District, acting in her official capacity.

Notary Public for Oregon
My Commission Expires: _____

JANICE E. MCFARREN
NOTARY PUBLIC - OREGON
My Commission Expires 2-22-87

LAW OFFICES OF
NIEHAUS, HANNA, MURPHY, GREEN, OSAKA & DUNN

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JOHN H. HOLLOWAY, JR.
STEPHEN J. CONNOLLY
ROBERT T. SCHERZER
FORREST N.A. BACCI
J. PHILLIP HOLCOMB
JANET MOLAHAN BRIGGS
DOUGLAS G. PICKETT
HOLLY N. MITCHELL
ANN K. JERHOFF
KEVIN W. LUBY
VALERIE T. AUERBACH
CARMEN J. SANTAMARIA
ROBERT L. CARLTON
SUSAN K. ANDERSEN
GREGORY CLARK NEWTON
C. E. WHEELOCK
(1913-1982)

Ms. Marie Nelson
METRO
2000 S.W. First Avenue
Portland, Oregon 97201-5398

Dear Marie:

Subsequent to our recent phone conversation, we located an additional Rule of Evidence which will allow METRO's resolution to be presented in Court without the need for a METRO seal.

I have enclosed a proposed certificate, together with the resolution, for your review. If it appears to be accurate, please prepare a similar document on your letterhead and sign it before a notary public and return it to me in the enclosed self-addressed stamped envelope as soon as possible.

Thank you for your cooperation.

Very truly yours,
Theresa A. Kempenich
Theresa A. Kempenich
Legal Assistant

TAK/dlo
4TAK1/40

Enclosure

WASHINGTON, D.C. OFFICE
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WASHINGTON, D.C. 20006
(202) 775-1422

JAMES B. KENIN*
OF COUNSEL

*OREGON AND DISTRICT
OF COLUMBIA BARS

OUR FILE NO.
728

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The motion carried and Resolution No. 86-624 was adopted.

Councilor Frewing asked staff to report on the average interest rate Metro's investments currently earned. Mr. Carlson reported the State Investment Pool currently paid about 7.5 percent.

Vote: A vote on the motion resulted in:

Ayes: Councilors Frewing, Gardner, Hansen, Kirkpatrick, Kafoury, Myers, Van Bergen and Waker

Nay: Councilor Kelley

Absent: Councilors Cooper, DeJardin and Oleson

The motion carried and the lease contract was approved.

8.2 Consideration of Resolution No. 86-632, for the Purpose of Adopting a McLoughlin Boulevard Improvement Program and Allocating Interstate Transportation Funds Accordingly

Presiding Officer Waker reported the Resolution had been unanimously approved for recommendation to the Council by the Joint Policy Advisory Committee on Transportation (JPACT).

Andy Cotugno explained the Resolution addressed four aspects of the McLoughlin Boulevard Improvement Program: highway improvement planning; studying short and long range transit roles including the identification of light rail; traffic pattern studies including a study of east-west traffic; and allocation of Interstate Transfer Reserve Funds set aside for the project. Mr. Cotugno also noted the Council had approved the release of the draft Resolution to local jurisdictions last September for further consideration. That Resolution had since been adopted by Clackamas County and the cities of Milwaukie and Portland, he said, and was recommended for Metro Council adoption by JPACT and the Transportation Policy Alternatives Committee (TPAC).

Mr. Cotugno noted two changes had been recommended as part of the local government review process. A strong commitment to the east-west traffic study was incorporated into the Resolution. This study would take place before Phase 2 of the highway project would proceed to construction, he said. The second change was a proposed addition of Johnson Creek Boulevard sidewalk improvements and stop signs as proposed by the city of Portland.

In summary, Mr. Cotugno explained all parties responsible for various aspects of the improvement program recommended the Resolution be adopted. Problems with east-west traffic flow in the Johns

Creek Corridor would continue, he said, but the Resolution formally recognized those problems and committed to resolve them. Mr. Cotugno explained, however, that work on the McLoughlin Boulevard Improvement Project would commence before anything could be done to resolve the east-west traffic flow problem. The planning jurisdictions recommending adoption of the Resolution did not want to delay north-south improvements, he said.

The Presiding Officer then accepted public comment on the Resolution.

Ed Hardt, 9002 S.E. McLoughlin Boulevard, Milwaukie, Region Engineer, Oregon State Highway Division, testified his office was located on McLoughlin Boulevard in the proposed project area. All local government jurisdictions involved in the project supported adoption of the Resolution, he said, and it was time to stop studying the needs and to take action on improvements.

In response to Councilor Kafoury's question, Mr. Hardt said most of the trees in the improvement area would remain intact. Of the 40 to 50 sequoia's, eight would come down and these would be scattered around the project area, he said.

Winston Kurth, 902 Abernathy Road, Oregon City, Executive Director, Clackamas County Department of Transportation, testified the County supported the McLoughlin Boulevard Improvement Project. He said the proposal now before the Council was an improvement to the first plan proposed four years ago due to the consensus building skills of Andy Cotugno. He said McLoughlin Boulevard was the life's blood of the area and it was important to not delay improvements any further. Mr. Kurth acknowledged problems with east-west traffic flow but thought Metro would lead the way to reach a solution to those problems.

Steve Dotterer, Chief Transportation Planner, City of Portland, Office of Transportation, urged the Council support the McLoughlin Boulevard Improvement Project. Similar to Clackamas County, he said City of Portland representatives had worked a number of years to identify a reasonable solution. He said the Program would address the most critical transportation problem - the Tacoma/McLoughlin intersection. Mr. Dotterer also explained the redesign of the proposed overcrossing at the intersection would allow for response to east-west traffic problem. He recognized that in the interim, the priority should be to restrain and minimize growth of east-west traffic.

In response to Councilor Frewing's question, Mr. Dotterer said funds had been committed by the railroad company to pay for a share of the proposed McLoughlin overcrossing.

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Douglas Allen, 2247 S.E. 51st Avenue, Portland, representing Citizens for Better Transit, testified not enough emphasis had been given to public transportation in developing the proposed improvement plan. Mr. Allen stated light rail transit was the only cost effective option to improving the traffic situation in the McLoughlin Corridor and urged amending the Resolution to include its use. He said light rail would meet the goals of reducing traffic and keeping traffic from infiltrating neighborhood streets.

Easton Cross, 2500 S.E. Tacoma Street, Portland, of Kasch's Garden Centers & Nurseries, located at the corner of McLoughlin and Tacoma, testified he was adversely affected by the improvement project. Mr. Cross said he had prepared a memorandum for the JPACT Committee and asked it be forwarded to Councilors along with JPACT's recommendation. That memorandum was not forwarded to Councilors as promised, he said, so he distributed it to Councilors at this meeting.

Mr. Cross stated he disagreed with several assumptions underlying McLoughlin project planning. Planners assumed transit ridership would improve 137 percent by the year 2000 when in fact ridership had declined over the last six years. He also stated that several alternatives to the McLoughlin project had not been properly examined, the collector/residential streets were selected without apparent logic, and the McLoughlin overpass was not proposed and planned in a public, open forum.

Mr. Cross raised questions about how the improvement project would be funded. He said if funds were allocated to the project, other road improvement projects could be in jeopardy. He said many area businesses were being adversely affected when there was no guarantee funding would be in place to complete the project. Mr. Cross reviewed figures to document this point. He urged the Council to send the Resolution back to JPACT and request they balance the transportation budget.

Mr. Cotugno then explained the process for funding major transportation projects. He said precise records were kept on amounts allocated to various phases of Interstate Transfer Fund projects. Funds were allocated by project phase rather than by total project because a finite amount of money was allocated for transportation projects each year. He explained that by design, JPACT had over-programmed the overall dollars available so that preliminary engineering and preparatory phases for projects could be completed and on line for immediate commencement of construction when construction funding was granted. Mr. Cotugno said this system was necessary because sometimes preliminary studies recommended a project not be funded. Of a total \$500 million Interstate Transfer Fund Program, projects not currently funded amounted to about \$50 million, he explained.

The Presiding Officer asked Mr. Cotugno to comment on the effects of Gramm Rudman on transportation project funding. Mr. Cotugno explained the dollars committed to funding was based on what freeways would have cost if they had been built. Receipt of those funds, however, was subject to the annual appropriation process. Therefore, the effect of Gramm Rudman was to reduce appropriations each year rather than to eliminate funds in any one year.

Mr. Cross again questioned the practice of overallocating transportation project dollars. He said in conversations with Fred Miller of the Oregon Department of Transportation, he had learned the Banfield Freeway project would require all excess transportation dollars.

Presiding Officer Waker asked Mr. Cross to explain his earlier statement regarding transit riders in the McLoughlin Corridor area being lower than projected. Mr. Cross said it would be unwise to spend \$10 on one overpass when there were more cost efficient ways to solve the problem.

Councilor Kafoury asked Mr. Cross to explain how the project would impact his business and his preferred option for the Tacoma/McLoughlin intersection problem. Mr. Cross said the improvement project would require his place of business to be moved 20 feet north of the road. Some moving costs would be reimbursed, he said, but it would not cover lease of additional land. New lease negotiations would be required which could add to the expense of the move. Also, the relocation of the building would make access from the north more difficult, he said. Mr. Cross explained he would prefer the flyover option versus the Tacoma/McLoughlin overpass because construction of the flyover would not interfere with Kasch's business. It would regulate traffic on Johnson Creek Boulevard which would make peace with the Ardenwald neighborhood. It would also keep transit options open, he said. He said it would be an expensive alternative but would not cost as much as an overpass.

Craig Lomnicki, 4420 S.E. Johnson Creek Boulevard, Milwaukie. Although Mr. Lomnicki was a Milwaukie City Councilor, he said was representing himself and members of the Ardenwald/Johnson Creek Neighborhood Association before the Metro Council. He was not speaking for the city of Milwaukie or its Council.

Mr. Lomnicki identified three major problems with the McLoughlin Boulevard Improvement project. The first problem identified was that the project did not meet its intended goals. It would not significantly increase overall corridor capacity, he said, and the project would be obsolete in less than 15 years. Transit ridership would have to increase six-fold just to maintain an acceptable level of service, he said. Mr. Lomnicki said the project's second goal

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was to remove through traffic from neighborhood streets and the proposed plan would not solve that problem. Johnson Creek Boulevard was a neighborhood collector street, he explained, and was not intended to serve through traffic. If the overpass were built, it would increase Johnson Creek Boulevard traffic by as much as 30 to 40 percent, he said. He questioned how the Council could approve a project that did not meet its stated goals and that would transfer a problem of one neighborhood into another neighborhood.

Another problem with the plan identified by Mr. Lomnicki was that the McLoughlin/Tacoma Intersection was the key piece in an east-west transportation network which, unfortunately, was not recognized by the planners as such. He illustrated his point by use of maps of the area. Quoting from the Lester Avenue/I-205 Interchange DEIS, page 29, Mr. Lomnicki read: "the connection of the Lester Road Interchange at the I-205 to the Johnson Creek Boulevard would help to further the concept of improve cross town access included in Portland's policies."

Mr. Lomnicki urged the Council to use foresight in planning for the east-west traffic solution before the \$10 million overpass was built. The proposed solution of planning the north-south solution and solving east-west problems later was not a foresighted solution, he said.

Finally, Mr. Lomnicki stated the McLoughlin Corridor Improvement Program did not meet the federal rules and regulations for environmental impact statements (EIS). He quoted from the Federal Register concerning EIS': "In order to insure meaningful evaluation of alternatives and to avoid commitments to transportation improvements before they are evaluated, each EIS shall evaluate the project which connects logical termini and is of sufficient length to address environmental matters on a broad scope." He asserted the McLoughlin EIS did not connect logical termini (the McLoughlin Boulevard to the industrial area to the west).

In conclusion, Mr. Lomnicki stated the project was incomplete and did not meet its stated goals. He urged the Council not to adopt the Resolution.

In response to Presiding Officer Waker's question, Mr. Lomnicki said he was not satisfied with the current language in the Resolution regarding the study of east-west traffic problems. He wanted a stronger, more specific commitment.

Catherine Sohm, 7212 S.E. 17th Avenue, Secretary, Selwood Moreland Improvement League, urged the Council to adopt the Resolution. She said she had followed the project's long history, was satisfied all the appropriate jurisdictions and neighborhood groups had been

involved and approved of the improvements, and that every possibility and option had been examined. Regarding Mr. Cross' earlier testimony against the Resolution, Ms. Sohm stated the basic flaw in his alternatives was that he was unwilling to accept the Comprehensive Plan goals. Rather, Mr. Cross had his own goals for Kasch's Nursery and the newly formed business association, she said. She also said some of the land occupied by Kasch's was actually leased from the city which was originally bought for highway purposes. Ms. Sohm said she disagreed with Mr. Cross' denigration of ODOT, Metro and city planning staff who had fairly and patiently studied the alternatives. She also addressed how the plan could benefit the Ardenwald neighborhood. In conclusion, she urged the Council to adopt the Resolution.

Moshe Venske, 4314 S.E. Crystal Springs Boulevard, representing the Woodstock Neighborhood Association, said he supported the Resolution. Widening McLoughlin Boulevard and eliminating selected stop signs would improve traffic flow, he said. Mr. Venske also supported the overpass and said he was relying on Metro's commitment to improve east-west traffic flow problems.

Motion: Councilor Van Bergen moved to adopt Resolution No. 86-632 and Councilor Kirkpatrick seconded the motion.

Councilor Frewing said he lived in the improvement area and even though he agreed with some of Mr. Cross' concerns, he would support the Resolution. He then asked if the 40 mile bicycle loop path would be protected. Mr. Cotugno said bikes could use the overpass to cross McLoughlin Boulevard.

Councilor Kirkpatrick asked staff to address Mr. Lomnicki's earlier statement that no sufficient environmental impact statement had been filed. Mr. Cotugno said the draft EIS was published in 1982 and a public hearing on the project was subsequently conducted. The EIS did not adequately address Ardenwald neighborhood traffic concerns, he said, because those concerns were raised after the public hearing was conducted. He said over the past two years staff had conducted a number of supplemental studies to address concerns raised by the Ardenwald Neighborhood Association. Information gleaned from those studies was the basis of the Resolution now before the Council, he said.

Councilor Van Bergen said although he was not insensitive to those opposed to the project, he did have confidence in government and concern for the 200,000 plus people served by McLoughlin Boulevard. He said an improvement to the transportation corridor would be an important benefit to that part of the state and therefore, he would support adoption of the Resolution.

Councilor Gardner explained that although he had some problems with the overpass solution, he would support the Resolution and believed a solution would be found for the east-west traffic problem. He also said the plan preserved an option for light rail transit.

Vote: A vote on the motion resulted in:

Ayes: Councilors Frewing, Gardner, Hansen, Kirkpatrick, Kafoury, Kelley, Myers, Van Bergen and Waker

Absent: Councilors Cooper, DeJardin and Oleson

The motion carried and Resolution No. 86-632 was adopted.

8.3 Consideration of Resolution No. 86-636, for the Purpose of Reappointing Citizens to the Metropolitan Service District Solid Waste Rate Review Committee

There was no discussion on the item.

Motion: Councilor Van Bergen moved to adopt Resolution No. 86-636 and Councilor Kelley seconded the motion.

Vote: A vote on the motion resulted in:

Ayes: Councilors Frewing, Gardner, Hansen, Kirkpatrick, Kelley, Myers, Van Bergen and Waker

Absent: Councilors Cooper, DeJardin, Kafoury and Oleson

The motion carried and Resolution No. 86-636 was adopted.

9.1 Consideration of a Lease Contract with Peoples National Bank of Washington for Furniture and Telephone Equipment

Ms. Sims explained at the request of the Council and with the assistance of Councilor Cooper, staff had investigated advantageous contract options for furniture and phone equipment. The contract with Peoples National Bank would cover the equipment for 8.5 percent, she said.

Motion: Councilor Van Bergen moved the lease contract be approved and Councilor Kirkpatrick seconded the motion.

A discussion followed about the advantages of entering into the five year lease contract. Ms. Sims explained that although the lease would cost 8.5 percent, Metro would have the advantage of paying for the equipment over time, thus saving money for other projects in any given year.