

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

AN ORDINANCE FOR THE PURPOSE OF) ORDINANCE NO. 90-344
AMENDING THE REGIONAL TRANSPORTA-)
TION PLAN DEFINING THE PRIORITY) Introduced by Mike Ragsdale,
OF THE HILLSBORO CORRIDOR) Chair, Joint Policy Advisory
) Committee on Transportation

WHEREAS, Ordinance No. 89-282 adopted the Regional
Transportation Plan; and

WHEREAS, The adopted Regional Transportation Plan
recognizes the Westside Corridor from downtown to 185th Avenue as
the top regional priority for light rail transit implementation;
and

WHEREAS, The Metropolitan Service District has re-
quested authorization from the Urban Mass Transportation Admin-
istration (UMTA) to initiate Alternatives Analysis/Draft Environ-
mental Impact Statement (DEIS) for the Hillsboro project from
185th Avenue to downtown Hillsboro; and

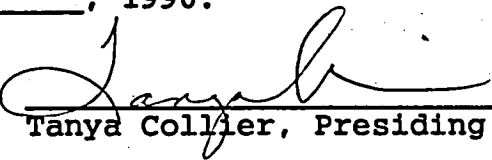
WHEREAS, UMTA has required that the Regional Transpor-
tation Plan be amended to reflect the Hillsboro project as the
region's next priority after the Westside Corridor as a prere-
quisite for authorizing initiation of Alternatives Analysis/Draft
EIS; and

WHEREAS, UMTA has agreed to initiate Alternatives
Analysis only if this Regional Transportation Plan is corrected
immediately; therefore, an emergency exists to adopt this Re-
gional Transportation Plan amendment without causing delay to the
Hillsboro Alternatives Analysis/Draft EIS; now, therefore,

THE COUNCIL OF THE METROPOLITAN SERVICE DISTRICT HEREBY ORDAINS:

That the Regional Transportation Plan Chapters 4 and 5
are hereby amended as reflected in Exhibit A.

ADOPTED by the Council of the Metropolitan Service
District this 10th day of May, 1990.


Tanya Collier, Presiding Officer

ATTEST:


Gwen Wade-Bennett
Clerk of the Council

ACC: lmk:mk
90-344.ORD
04-11-90

STAFF REPORT

CONSIDERATION OF ORDINANCE NO. 90-344 FOR THE PURPOSE OF AMENDING THE REGIONAL TRANSPORTATION PLAN DEFINING THE PRIORITY OF THE HILLSBORO CORRIDOR

Date: April 11, 1990

Presented by: Andrew C. Cotugno

PROPOSED ACTION

This ordinance would amend the Regional Transportation Plan (RTP) to recognize the Hillsboro Corridor as the region's next priority for consideration of LRT construction after the Westside Corridor from downtown Portland to 185th Avenue. The current number one priority designation is for the Westside Corridor from downtown to 185th Avenue. However, Metro has sought authorization from UMTA to initiate an Alternatives Analysis/Draft EIS for the extension of this corridor from 185th Avenue to Hillsboro necessitating designation of this as the next priority.

TPAC and JPACT have reviewed this RTP amendment and recommend approval of Ordinance No. 90-344.

BACKGROUND

Under UMTA regulations, a local area is allowed to initiate "one corridor at a time" into the Alternatives Analysis and Preliminary Engineering process. In addition, it is up to that region to determine which corridor is its priority for this purpose. Although the request has been approved by UMTA for the Hillsboro project, concern has been raised about its status in the Regional Transportation Plan since it is described as a long-term priority.

As part of the decision-making process for the Westside project to 185th and the Hillsboro project from 185th to Hillsboro, consideration will be given as to whether to proceed to construction with LRT and what the terminus is that is recommended for construction. As such, this action is not the final decision on construction of LRT to Hillsboro or short termini options between 185th and Hillsboro.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends adoption of Ordinance No. 90-344.

90-344.ord
4-25-90

Exhibit A

Regional Transportation Plan Chapter 4

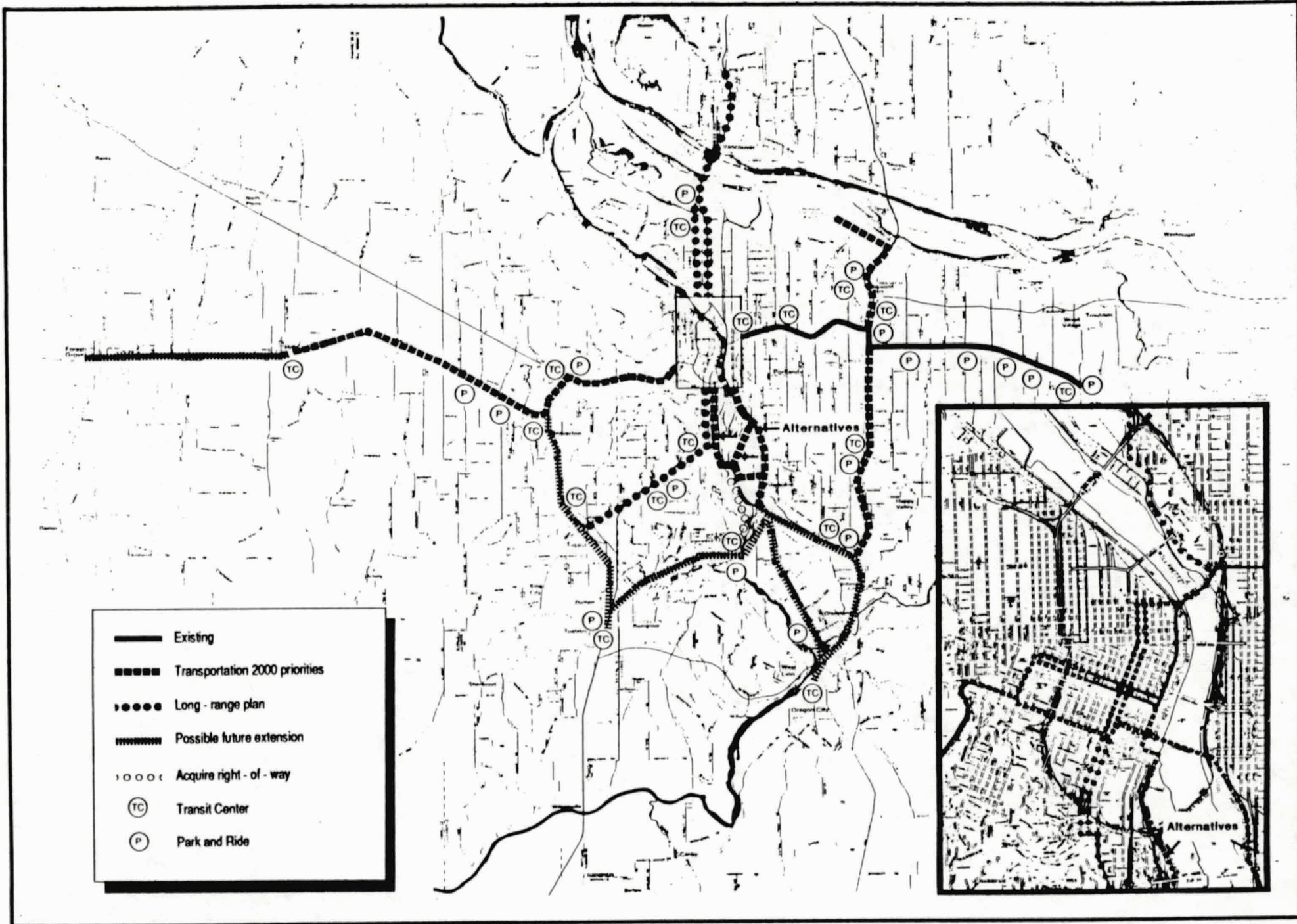
Transitways - The Long Range Transit System

Regional transitways (light rail or exclusive busways) offer an attractive method for providing regional trunk route service on heavily traveled routes. Transitways, with an exclusive right-of-way and larger vehicles, provide greater capacity and higher speed service at a lower operating cost to the public than normal bus operations in mixed traffic. In addition, transitways have the additional benefit of promoting transit-supportive economic development around stations.

Figure 4-5 shows existing, planned and potential routes for regional transitways in each of the regional transit trunk route travel corridors. In the Eastern Corridor, the Banfield LRT (MAX) connecting downtown Portland and Gresham is in place.

Three additional LRT corridors have been identified by JPACT as 10-year priorities and are included in this Plan:

- . In the Western Corridor, the Sunset LRT from downtown Portland to 185th Avenue has been selected as the preferred alternative to connect downtown Portland and Beaverton. In addition, consideration will be given on whether to implement LRT from 185th Avenue to Hillsboro. The LRT corridor west of 185th Avenue to Hillsboro would follow the ~~185th east/west~~ Burlington Northern alignment. The Sunset LRT is the top regional priority for LRT implementation (see Chapter 8).
- . In the Southern Corridor, an LRT line connecting downtown Portland to Milwaukie via the Portland Traction Company or McLoughlin alignments is called for in this Plan.
- . In the I-205 Circumferential Corridor, an LRT line connecting Portland International Airport (PIA) and the Clackamas Town Center (CTC) is called for in the RTP.



Long-Range Regional Transitway System

Beyond these four corridors, the long term regional ~~(beyond 2005)~~ transitway system includes two additional LRT corridors:

- . In the Northern Corridor, an LRT line connecting downtown Portland and Vancouver via either I-5 or Interstate Avenue; and
- . In the Southwestern Corridor, an LRT line connecting downtown Portland with Tigard via Barbur Boulevard.

Possible extensions and future branches of the identified LRT corridors include those to ~~Hillsboro (via Sunset or 185th extension)~~, Forest Grove, Oregon City (via Milwaukie/Highway 224 or I-205 extension), and Tualatin (via Milwaukie extension through Lake Oswego, Barbur extension, or Highway 217 Circumferential extension through Tigard).

The adopted RTP also recommends acquiring the abandoned SPRR right-of-way connecting downtown Portland and Lake Oswego to protect the resource and allow future consideration of this alignment for rail transit in the Macadam/Lake Oswego radial corridor.

Figure 4-6 illustrates the long range LRT alignments developed for downtown Portland. Initial service for the Banfield LRT will be provided via the cross-mall alignment on Morrison and Yamhill streets. As capacity on the cross-mall alignment is needed, a mall alignment using Fifth and Sixth Avenues will be implemented. This north/south corridor would form the backbone of the downtown transit system, serving as the major mode of access to and through downtown. The secondary LRT streets would provide alternative LRT connections as additional LRT corridors are implemented and provide regional transit service to the South Waterfront, RX Zone, Historic Districts and other downtown destinations. As the mall reaches its transit capacity, bus routes currently using the mall will be rerouted to other streets consistent with the Downtown Plan and the Downtown Parking and Circulation Policy (such as 1st and 2nd and 10th and 11th Avenues).

Regional Transportation Plan
Chapter 5

G. WESTERN SECTOR

The adopted plan for the Western Sector (Figure 5-8) combines significant levels of highway and transit investment to:

· reduce congestion in the major radial corridor by:

Committed Projects

- modifying the ramp terminal at the existing Zoo interchange (phase I) with the Sunset (24)
- adding a westbound on-ramp at the Sunset/Zoo interchange (25)
- reconstructing the interchanges of the Sunset Highway with Murray Boulevard (28) and Cornelius Pass Road (29)
- ramp metering the Sunset Highway from Jefferson Street to Cornelius Pass Road (23)
- improving the interchange of the Sunset with Helvetia Road (27)

10-Year Priority Projects

- completing construction of the westbound climbing lane (from the Zoo exit to Sylvan) on the Sunset Highway (26)
- widening the Sunset Highway to six lanes from Sylvan to Cornell/158th (112, 113)
- reconstructing the interchanges of the Sunset Highway with Sylvan Road (112), 158th/Cornell (115), and 185th Avenue (114)

10-20 Year Project

- improving the interchanges of the Sunset Highway with Jackson Road (307)

· reduce congestion in the circumferential corridors by:

10-Year Priority Projects

- constructing the first phase of a Highway 217 widening to include auxiliary lanes from the Sunset to the Hall Boulevard overcrossing (117, 119)
- ramp metering Highway 217 from the Sunset to Scholls Ferry Road (116)
- conducting Preliminary Engineering on the second (Highway 99W to Tualatin Valley Highway - 124) and third (Tualatin Valley Highway to Sunset - 125) phases of the Tualatin-Hillsboro corridor bypass facility

10-20 Year Projects

- constructing the second (Highway 99W to Tualatin Valley Highway - 124) and third (Tualatin Valley Highway to Sunset - 125) phases of the bypass facility in the Tualatin-Hillsboro corridor. Actual construction of Phase II of the Western Bypass is subject to: 1) a determination that the facility is consistent with local comprehensive plans and state land use policies; and 2) a detailed assessment of the impacts associated with such a facility provided through the Environmental Impact Statement (EIS) process. If, at the conclusion of either of these processes, a decision is made to not build this portion of the Western Bypass, a planning study will be initiated to address the circumferential travel problem in some other manner.
- as traffic demand warrants, upgrading the intersections to interchanges on the bypass facility
- as warranted, constructing the second phase of a Highway 217 widening to include six lanes from the Sunset Highway to the Hall Boulevard Overcrossing (117, 119)

improve east/west arterial capacity by:

Committed Projects

- improving the Tualatin Valley Highway/Murray Boulevard intersection (35)
- improving the Scholls Ferry/Old Scholls/135th

intersection (39)

- widening Cornell Road to five lanes from Cornelius Pass Road to Ray Circle (52)

10-Year Priority Projects

- completing the widening of Tualatin Valley Highway from 21st to Oak (135)
- initiating TSM improvements on Tualatin Valley Highway from Highway 217 to 21st (136) and conducting a detailed reconnaissance or Preliminary Engineering study to determine the full extent of improvements required in this section
- constructing some portion of a to-be-designed improvement to Tualatin Valley Highway and parallel facilities in the central Beaverton area (137)
- improving the intersection of Beaverton-Hillsdale Highway/Scholls Ferry Road/Oleson Road (141)
- widening Farmington Road from Murray to 209th (143, 144)
- initiating TSM improvements on Beaverton-Hillsdale Highway from Scholls Ferry Road to Highway 217 (154) and improving the Bertha/Capitol/Beaverton-Hillsdale Highway intersection (153)
- widening Cornell Road from 158th to Cornelius Pass Road (167, 168) and improving the Cornell/Brookwood intersection
- widening Baseline/Jenkins from Cedar Hills Boulevard to Main Street in Hillsboro (185, 186, 187)

10-20 Year Project

- widening Farmington Road from 209th to the bypass (319)

increase access into the existing and planned residential, commercial and industrial developments in the sector by:

Committed Projects

- widening Murray Boulevard from the Sunset Highway to Jenkins Road (35)

- widening Hall Boulevard from Allen to Greenway (54)
- widening 185th from Rock Creek to Tualatin Valley Highway (72)
- widening E Street in Forest Grove (174)

10-Year Priority Project

- constructing the first phase of a 216th/219th widening from the Sunset to Tualatin Valley Highway (125)

10-20 Year Projects

- constructing a 112th arterial (166)
- initiating TSM improvements on Murray Boulevard from Tualatin Valley Highway to Allen (172) and improving the intersection with Farmington Road (171)
- widening Murray Boulevard to five lanes from Allen to Scholls Ferry Road (170) and from the Sunset Highway to Cornell (175)
- improving Murray Boulevard over the BNRR overpass (174)
- upgrading Brookwood from Evergreen to Tualatin Valley Highway (176)
- widening Cornell Road from Sunset to the Barnes Road extension (184)
- upgrading Barnes Road from Leahy to the Multnomah County line (177) and from Highway 217 to Cedar Hills Boulevard (178) and constructing the Barnes Road extension from Cedar Hills Boulevard to Cornell Road (179)
- widening Cornelius Pass Road from Wagon Way to the Sunset Highway (181), providing short term safety and restoration improvements north of West Union and at Skyline (230), and assessing its function in the regional system to determine the long term need associated with the facility
- upgrading facilities in the Hillsboro area such as 229th/231st from Baseline-Evergreen (190, 192)

- widening Cornelius Pass Road from Wagon Way to West Union (181)

10-20 Year Projects

- upgrading Highway 47 to suburban standards (317) north and south of Forest Grove
- widening Cornell Road to three lanes from the Barnes extension to Skyline (326)
- widening 158th to five lanes from Walker to Jenkins (327)
- upgrading 170th from Farmington to Merlo (328)
- realigning Walker Road from 185th to Cornell (329)

improve safety in the area by:

10-Year Priority Project

- upgrading Vermont (331) and Dosch (332) Roads to urban standards

proceed with ~~preliminary engineering on~~ the region's next priority LRT corridor -- the Sunset LRT (Figure 5-3) -- to provide the major transit trunk service connecting downtown Portland with central Washington County and, Beaverton (to 185th) and Hillsboro. This involves completing Preliminary Engineering for the segment from downtown Portland to 185th Avenue and Alternatives Analysis/Draft EIS from 185th Avenue to Hillsboro. The decision to proceed to construction, however, is subject to: 1) an analysis of the facility in relation to updated population and employment forecasts and changes in travel patterns; 2) a final assessment of impacts associated with the facility; 3) an evaluation of the operation of the Banfield LRT; and 4) the development of a funding strategy for the project

provide transit service in the Westside Corridor by trunk routes on Beaverton-Hillsdale Highway/Tualatin Valley Highway, Cornell Road and Highway 217 (Figure 4-4) and an expanded timed-transfer system consisting of major transit stations at Beaverton, Washington Square, Tanasbourne/185th, Sunset/217, Hillsboro, and Burlingame (Figure 5-3)

phase in the planned transit service with development in the sector and implement the service in such a manner as to be compatible with the potential implementation of the Sunset LRT

- improve access to the transit system by providing park-and-ride facilities in Hillsboro, west of Beaverton, at Sunset/Highway 217, Murray Boulevard, 170th and 185th (Figure 5-3)

- construct the programmed regional bicycle facilities in the sector (Figure 4-7)

H. NORTHWEST SECTOR

The investment strategy for the Northwest Sector (Figure 5-9) is composed of highway and transit improvements to:

- reduce congestion in the radial corridor by:

Committed Project

- providing direct connections from U.S. 30/Yeon Avenue to the Fremont Bridge (17)

- remove through traffic from the northwest residential areas by diverting these trips along Yeon Avenue/St. Helens Road and by:

Committed Project

- improving the N.W. 23rd and Burnside intersection and other northwest neighborhood streets (59)

10-Year Priority Project

- completing the programmed analysis in the Cornell/Burnside vicinity and developing recommendations for improvements

- improve circulation and increase access to employment centers in the area by completing the Fremont Bridge connection to U.S. 30 and by:

Committed Project

- improving U.S. 30 (30) and other streets in the area (63, 64)

INTERGOVERNMENTAL RELATIONS COMMITTEE REPORT

ORDINANCE NO. 90-344, AMENDING THE REGIONAL TRANSPORTATION PLAN DEFINING THE PRIORITY OF THE HILLSBORO EXTENSION OF THE WESTSIDE CORRIDOR

Date: April 25, 1990

Presented by: Councilor Gardner

COMMITTEE RECOMMENDATION: At the April 24, 1990, Intergovernmental Relations Committee meeting, all members were present and voted unanimously to recommend Council adopt Ordinance No. 90-344.

COMMITTEE DISCUSSION/ISSUES: Ordinance No. 90-344 amends Metro's Regional Transportation Plan (RTP) to identify the light rail (LRT) extension from 185th Avenue to Hillsboro as the region's next priority corridor for the Alternatives Analysis and Preliminary Engineering process required for federal funding.

Chair Ragsdale opened the public hearing, but no testimony was offered by the public.

Transportation Department Director Andy Cotugno explained the ordinance does not make a construction priority but does set a planning priority for the Hillsboro extension. The Urban Mass Transportation Authority (UMTA) has approved the region's request to define the Westside LRT project to 185th Avenue and the Hillsboro extension together as one corridor. This RTP amendment clarifies that the Hillsboro project is the top priority following the Westside to 185th segment; a clarification requested by UMTA. As noted in the attached Staff Report, decisions to make resulting from the alternatives analysis and preliminary engineering will include whether to proceed to construction with LRT and what terminus to recommend.

Councilor Bauer said he was interested in why the Hillsboro extension was not included in the Westside Project work from the beginning and would meet with Mr. Cotugno at a separate time to review the project's background.

jpmfour
b:\90344.cr



METRO

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

Memorandum

Date: May 14, 1990
To: Rena Cusma, Executive Officer
From: Gwen Ware-Barrett, Clerk of the Council
Regarding: TRANSMITTAL OF ORDINANCE NO. 90-344

Attached for your consideration is a true copy of Ordinance No. 90-344 adopted by the Council on May 10, 1990.

If you wish to veto this ordinance, I must receive a signed and dated written veto message from you no later than 5:00 p.m., Friday May 18, 1990. The veto message, if submitted, will become part of the permanent record. If no veto message is received by the time and date stated above, this ordinance will be considered finally adopted.

I, Unette Horley, received this memo and a true copy of Ordinance No. 90-344 from the Council Clerk on May 14, 1990.

Date: May 14, 1990

GWPB:lc
\Mem.Ord.