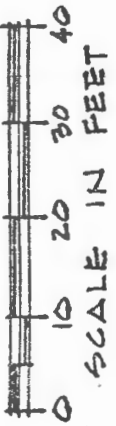


DIAGRAM OF A TYPICAL
CURB EXTENSION



PROPERTY LINE →

BUS SHELTER

TRUCK

PARKING

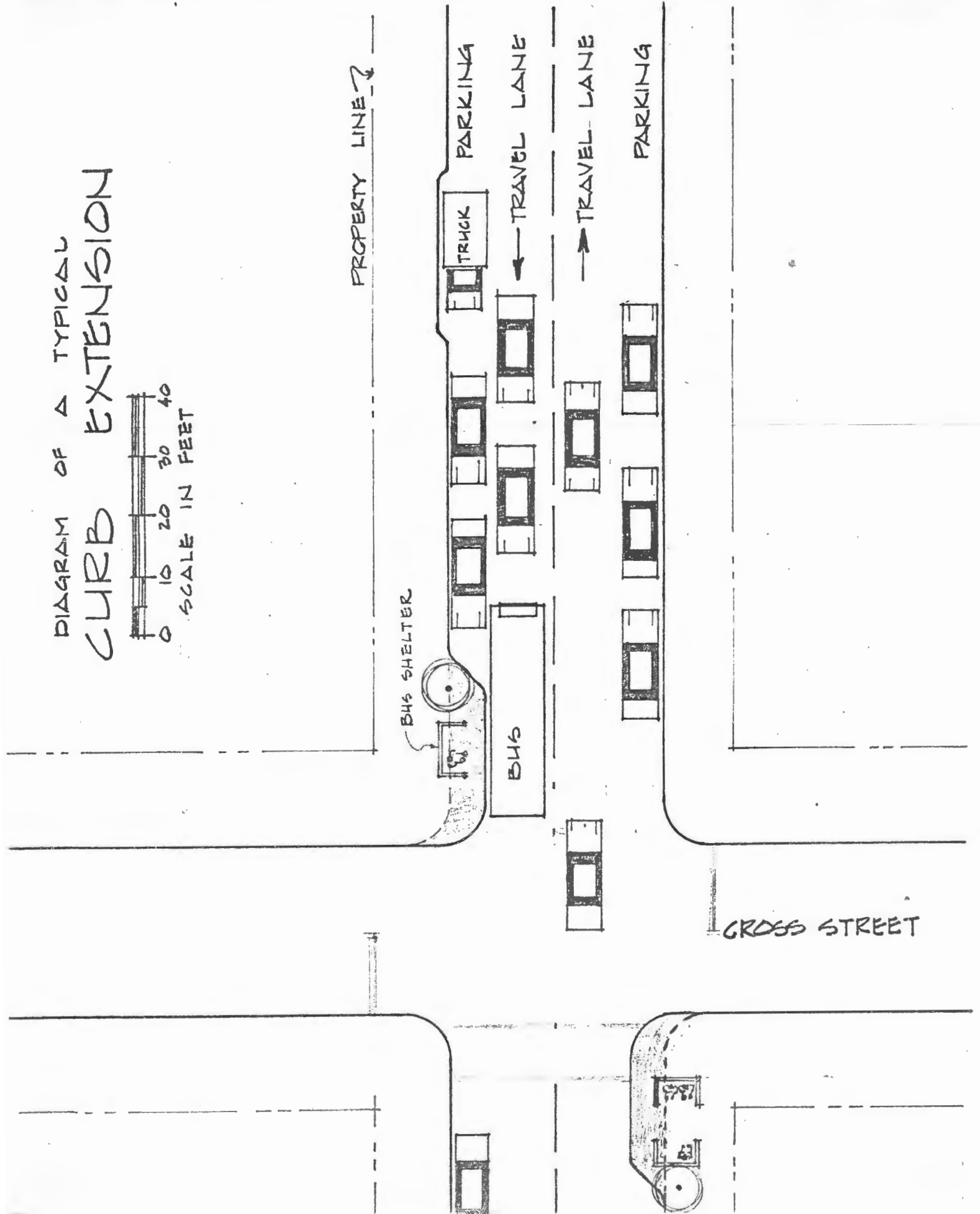
BUS

← TRAVEL LANE

→ TRAVEL LANE

PARKING

CROSS STREET



May 25, 1976.

MEMORANDUM TO THE FILES

From: M. J. Martini

To: D. E. Bergstrom

Subject: List of Proposed Projects Under Mt. Hood Freeway Transfer Funds

NOT in priority order.

1. New Sellwood Bridge
2. Grade separation - McLoughlin and Tacoma Streets
3. Grade Separation - McLoughlin and Holgate Streets
4. Widening of Southeast 17th Avenue, ~~north side~~^{3/} of Tacoma Street
5. Complete widening of Southeast McLoughlin Street (retaining trees)
6. Widening of Southwest Beaverton Highway (provide left-turn lane)
7. 82nd Avenue signal project
8. Study for conversion of Southeast Hawthorne Boulevard to mass transit facility
9. Widening Southeast 39th Avenue at Powell Boulevard
11. Widening of Northeast 33rd Avenue at Broadway
12. Ramp to Ross Island Bridge from Macadam

THE CITY OF
PORTLAND



OREGON

August 11, 1976

DEPARTMENT OF
PUBLIC WORKS

CONNIE MCCREADY
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

400 S.W. SIXTH AVE.
PORTLAND, OR. 97204

MEMORANDUM

TO: Don Bergstrom, Bureau of Traffic Engineering ✓
Doug Wright, Bureau of Planning

FROM: Glen Pierce, Program Management *GRP*

SUBJECT: Mount Hood Transfer Fund Projects

Attached for your consideration is some information on proposed projects for the Mount Hood Transfer Funds. We should get together next week after John Lang returns to discuss these and other proposed projects.

GRP/jw

Encl.

2 File

POSSIBLE MOUNT HOOD TRANSFER FUND PROJECTS

<u>Project</u>	<u>Estimated Cost (\$)</u>
1. E. Burnside/Sandy Intersection	\$369,000 to 5,097,000
2. E. Burnside (90th to City Limit)	50,000
3. S.E. Division St. (52nd to 60th Ave.)	150,000
4. S.E. Holgate Bridge & Boulevard	2,600,000
5. S.E. Holgate Blvd. (Foster Rd. to 67th Ave.)	60,000
6. S.W. Macadam (Ross Is. Bridge to Sellwood Br.)	8,800,000
7. S.E. Tacoma St. & McLoughlin Blvd. Interchange	6,000,000
8. S.E. Thorburn St. (62nd to 69th Ave.)	222,000
9. S.E. 11th, 12th, and Milwaukie Railroad Separation	5,000,000
10. S.E. 17th Ave. (Nehalem St. to Ochoco St.)	165,000
11. S.E. 20th Ave. (Division to Morrison)	408,000
12. S.E. 39th Ave. (Glenwood to Crystal Springs Blvd.)	276,000
13. S.E. 50th Ave. (Hawthorne to Division)	200,000
14. S.E. 60th Ave. (Division to Stark)	280,000
15. S.E. 76th Ave. (Division to Stark)	250,000
16. S.E. 92nd Ave. (Foster to Powell)	500,000

Note: Projects are not in priority array.

LN:jmb
8-9-76

E. BURNSIDE FROM BURNSIDE BRIDGE TO 20TH AVENUE

EXISTING CONDITIONS

Traffic problems on the Burnside corridor centered on the five-legged Burnside/Sandy intersection have been a problem for many years. Traffic volumes are heavy, ranging from 38,000 ADT on the Burnside Bridge, 41,350 on the Union Avenue-Grand Avenue couplet, 20,000 on Sandy Boulevard. Three bus lines (number 14, 19, and 26) use Burnside; two lines (14 and 26) also use Sandy: approximately 400 buses per day pass through the Burnside/Sandy intersection. Delays to vehicles passing through the intersection range from 1 to 2 minutes per vehicle.

East Burnside west of Sandy Blvd. is an 84-foot right-of-way: the roadway is 58 feet. There are six rush-hour travel lanes; non-peak parking is allowed, reducing this to four. East Burnside east of Sandy is an 80-foot right-of-way with a 56-foot roadway: there are four travel lanes, and parking is allowed. Sandy Blvd., from 10th to 14th, is an 80-foot right-of-way with a 56-foot roadway. There are four travel lanes; parking is allowed, except on the north side from 12th to 14th where there are three travel lanes.

THE PROBLEM

Pedestrian crossing in this vicinity is extremely dangerous because of the long roadway width to be traversed. Transit operations in the congested traffic around the signals at Burnside and Sandy are delayed by the signal operation and conflicts with other motor vehicles. There are also major traffic delays at the intersection of Union and Burnside. The six traffic lanes on Burnside, which are 9½ feet wide, are narrow for arterial street operation.

PROPOSAL

The consultant working on this project has developed five alternative solutions:

No-Build. This alternative would require continued maintenance and minor upgrading. There would be no capital costs.

Minimum Improvement. This would consist of minimal improvements to the Burnside/Sandy intersection, including the installation of new signals and shorter intersection crossing distances. It would cost \$389,000.

East Burnside Plan II. This would re-route westbound Sandy Blvd. traffic to Couch at 14th, to 12th and Couch, to 11th and Burnside, to 11th and Sandy. Sandy Blvd. from 11th to 12th Avenues would be eliminated. The cost would be \$1,060,000.

Ankeny/Burnside Plan I. Sandy Blvd. westbound would be re-routed as in Burnside Plan II. SE Ankeny St. would be used for eastbound Burnside traffic from a new bridge ramp off the Burnside Bridge, to Ankeny, to 12th Avenue, and then by a new roadway from 12th and Ankeny to 13th and Burnside. The estimated cost is \$3,430,000.

Ankeny/Burnside Plan II. SE Ankeny St. would be used for eastbound Burnside traffic from a new bridge ramp to 12th and Ankeny. A grade separation structure would replace the existing intersection. This would cost \$5,097,000.

STR:lr
8-6-76

E. BURNSIDE (90TH AVE. TO CITY LIMIT)

EXISTING CONDITIONS

This project was initially identified by the Bureau of Maintenance as a street requiring high maintenance and on a Tri-Met route (Line 20). A 36 ft. roadway with insufficient subbase and asphalt curbs is currently in place. ADT is 8,900.

PROPOSAL

Reconstruct the roadway, add curbs and sidewalk. Estimated cost is \$50,000.

LN:lr
8-5-76

SE DIVISION STREET (52nd Avenue to 60th Avenue)

EXISTING CONDITIONS

SE Division Street from SE 52nd Avenue to SE 60th Avenue (0.4 miles) is currently improved with a 36 ft. roadway, curbs, and 5 ft. sidewalks within a 60 ft. right-of-way. Two travel lanes accommodate 14,250 vehicles per day. Division Street is 44 ft. wide east of 60th Avenue. Franklin High School, Atkinson Elementary School, and Clinton Park border the south side of Division. Mt. Tabor park is located at the eastern project limit.

PROPOSAL

Construct a 44 ft. roadway by removing 4 ft. of the existing 5 ft. parking strips. Construct 8 ft. sidewalks, and overlay the existing pavement. The widening is intended to provide four travel lanes to reduce rush hour congestion. The improvements are estimated to cost \$150,000.

LN:lmc
7-28-76

SE HOLGATE BRIDGE & BOULEVARD (SE 17TH AVENUE TO 28TH AVENUE)

EXISTING CONDITIONS

The SE Holgate Bridge overpasses the Southern Pacific Railroad yard between SE 18th and 24th Avenues. Loads are currently restricted to 13 tons with additional restrictions being considered. Property abutting Holgate is zoned industrial. A gas station, meat company, heating oil company, and a construction supply company are located east of the bridge, while Tri-Met is located to the west. The bridge and approaches are two lane and carry 19,600 vehicles per day.

PROPOSAL

Replace the existing bridge to protect public safety, and modify its approaches as necessary. The question of constructing a two or four lane bridge has not been resolved. A four lane bridge and approaches would require an additional 10 to 20 feet of right-of-way and would affect three industries on the east side of the existing bridge. Several alternate locations for the new bridge will be explored during preliminary engineering. Estimated cost of the project is \$2,600,000.

LN:lr
8-5-76

S.E. HOLGATE BLVD. (FOSTER RD. TO 67TH AVE.)

EXISTING CONDITIONS

S.E. Holgate Blvd. is an east-west street which carries 10,400 vehicles per day and is utilized by Tri-Met's line 26. The roadway is narrow (varying from 27 to 30 feet) within a 39 to 42 foot right-of-way between Foster Road and 67th Avenue. Four-foot sidewalks are in place. Parking is allowed on one side only. Mostly single family residences line Holgate Blvd.

PROPOSAL

Widen S.E. Holgate Blvd. from Foster Rd. to 67th Ave. (0.2 mile) by removing 2-foot parking strips. This will provide a roadway of 31 to 34 feet in width which will be wider and safer for motorists. Estimated cost of improvements is \$60,000.

LN:jmb
8-9-76

MACADAM CORRIDOR - ROSS ISLAND BRIDGE TO SELLWOOD BRIDGE

EXISTING CONDITIONS

Macadam Avenue is the principal route between Portland and Lake Oswego. Traffic volumes near the Sellwood Bridge approach 25,000 ADT. The existing roadway varies from 36 to 40 feet wide within a 60-foot right-of-way. The length of this portion is approximately 14,000 feet. There are structures built on the property line on the west side of Macadam. On the east side there is a railroad branch line.

Shops, condominiums, and apartments are being developed in association with Johns Landing. Willamette Park is near the south end of the project.

THE PROBLEM

Because of the narrow roadway section, high traffic volumes, and poles along the curb lines, this section of roadway has a high volume of accidents. Buses loading and unloading passengers have to operate in traffic lanes. Signalization is required at many intersections. Traffic going to the east by way of the Ross Island Bridge must take a circuitous route from Macadam Avenue.

The proposed Lake Oswego Park and Ride Station will probably increase the number of buses operating on Macadam Avenue.

PROPOSAL

Improvement of this section of SW Macadam Avenue was originally proposed as a State Bond Project. The proposed improvement would consist of a full width four-lane arterial with left-turn refuges, bus pull-outs, signalization, sidewalk bikeways, center median and ramps to the Ross Island Bridge. Construction of this improvement would require additional right-of-way. The property along the east side of Macadam belongs to Southern Pacific Railroad which is abandoning their tracks in this area. Some of the remaining property is utilized for parking. Estimated cost of this improvement is \$8.8 million.

STR:lr
8-6-76

SE TACOMA STREET AND McLOUGHLIN BLVD. INTERCHANGE

EXISTING CONDITIONS

SE Tacoma Street intersects McLoughlin Blvd. (State Highway 99E) at an at-grade signalized intersection. McLoughlin Blvd. carries 41,000 vehicles per day, while Tacoma St. carries 11,000 vehicles per day. Severe rush hour congestion is experienced at this intersection. Commercial development has taken place on all four quadrants of the intersection. A Southern Pacific Railroad track parallels McLoughlin approximately 200 feet to the east. The Eastmoreland Golf Course abuts the north side of Tacoma St. just east of the railroad, while Westmoreland Park abuts the west side of McLoughlin 300 feet north of Tacoma St. Johnson Creek crosses McLoughlin Blvd. 300 feet south of Tacoma Street.

PROPOSAL

An interchange is proposed for the intersection, along with a separation of Tacoma St. and the railroad. The interchange will reduce traffic congestion and delay now being experienced. There are a number of possible alternatives for the interchange configuration to be explored during preliminary engineering. It is estimated that the project will cost approximately \$6,000,000.

LN:lr
8-4-76

SE THORBURN STREET (62ND AVENUE TO 69TH AVENUE)

EXISTING CONDITIONS

Currently SE Thorburn Street from 62nd to 69th (0.5 miles) is improved with a 24 foot wide asphalt pavement within a 60 foot right-of-way. There are no curbs or sewer. The alignment is curved in several places, with little room for pedestrians to travel. Homes front the north side of the street, while an embankment rises from the south side with no access to properties from the south side of Thorburn.

Daily traffic was measured at 7,564 vehicles per day on September 22, 1975. The A.M. peak was 514 vehicles, while the P.M. peak was 739 vehicles. Traffic speeds were measured at a point 500 feet west of 69th Avenue on June 9, 1976, and 85th percentile speed was found to be approximately 33 m.p.h. An accident study was done for 1973, 1974, and 1975. Excluding accidents at the intersection of Gilham, 69th, and Thorburn, 4 accidents occurred in 1973, 6 in 1974, and 3 in 1975, for a total of 13 accidents. Eleven of these were fixed object accidents. No pedestrian accidents were recorded.

THE PROBLEM

Pedestrian safety is the main problem. Pedestrians can walk along the north side of Thorburn on a gravel shoulder, although this is hazardous since pedestrians are forced to the pavement's edge at certain locations by terrain and landscaping.

PROPOSAL

A full improvement including curbs, a concrete sidewalk on the north side, and a sewer system is proposed. This improvement is estimated to cost approximately \$222,000. A sewer estimated to cost \$30,000 is included in this price.

LN:kmc
7/26/76

SE 11TH, 12TH, AND MILWAUKIE RAILROAD GRADE SEPARATION

EXISTING CONDITIONS

Between Division Street and Powell Boulevard, the SE 11th Ave.-12th Ave. couplet is joined together to feed into Milwaukie. This junction is just south of the Southern Pacific Railroad grade crossing at Brooklyn Street. The current two-way traffic count is 14,400 ADT. Ten to twenty trains per day cross the couplet. Immediately north of the railroad tracks, there are commercial structures on both the east and west right-of-way lines of both 11th and 12th. The right of way at this location is 60 feet wide south of the railroad tracks. The property east of 12th Avenue and west of 11th Avenue is utilized for parking. Between 11th and 12th the property is undeveloped.

Special treatment of the intersection of Powell Boulevard and Milwaukie Avenue approximately two blocks to the north is proposed as a part of the Powell Boulevard from the Ross Island Bridge to 60th Avenue State bond project.

THE PROBLEM

The substantial number of trains crossing this heavily-traveled arterial couplet create a major safety hazard. The delay caused by these crossings creates an inconvenience for motorists. Drivers who observe that the intersection is closed by a train attempt to utilize alternate routes and temporarily overload Division Street and adjacent residential streets.

PROPOSAL

Construction of a grade separation structure connecting 11th and 12th Avenues with Milwaukie Avenue. The railroad would require approximately 26 feet of vertical clearance underneath the structure. 11th and 12th Avenues would be carried on 26-foot wide structures with 8-foot pedestrian bikeways on the east side of 12th and the west side of 11th Avenues. These would merge into a 46-foot wide roadway with 8-foot bicycle/pedestrian paths on both sides. This structure would cost approximately \$5 million.

STR:lr
8-4-76

S.E. 17TH AVE. (NEHALEM ST. TO OCHOCO ST.)

EXISTING CONDITIONS

S.E. 17th Avenue is the main north-south route through the Sellwood business district. Between Nehalem Street and Ochoco Street (City limit), 17th Avenue is improved with a 34-foot roadway, curbs, and 6-foot sidewalks within a 58-foot right-of-way. Parking is allowed on both sides which leaves narrow, hazardous travel lanes. Tri-Met's line 34 and 13,300 vehicles use 17th Avenue on an average day. Mostly commercial activities and a few single family residences line 17th Avenue.

PROPOSAL

It is proposed to widen S.E. 17th Avenue from Nehalem Street to Ochoco Street (0.5 mile) by removing the existing 4-foot parking strips. The resultant 42-foot roadway will provide a wider, safer traveled way for motorists. Estimated cost of improvements is \$165,000.

LN:jmb
8-9-76

SE 20TH AVENUE - DIVISION TO MORRISON

Existing Condition

SE 20th Avenue from Division Street to Hawthorne Boulevard is a 30 foot roadway in a 60 foot right-of-way. From Hawthorne Boulevard to Salmon Street, it is a 36 foot roadway in a 60 foot right-of-way. From Salmon Street to Belmont Street, it is a 30 foot roadway in a 50 foot right-of-way. 5 legged intersections at Division and at Hawthorne create congestion. Traffic counts are approximately 5,500 ADT from Division to Hawthorne; approximately 8,200 ADT from Hawthorne to Morrison. Parking is allowed along the entire west side and along the east side from Hawthorne to Salmon. Acquisition of additional right-of-way for the 50 foot wide section is limited by Hinson Memorial Baptist Church at Salmon and by Colonel Summers Park from Taylor to Morrison on the west side, and by Commercial Structures and Masonry Apartment Buildings built on the property line on the east side.

The Problem

Existing traffic capacity is marginal at rush hour periods. Tri-Met proposes to add a north-south bus line on 20th, which with the current lack of space to pull off the travelled roadway will increase delays and congestion.

Proposed Solution

Construction of a continuous 36 foot roadway from Division to Morrison by narrowing the parking strips from Division to Hawthorne and removing the parking strips from Salmon to Morrison. (Might cause loss of 2-3 year old trees planted under street tree program from Division to Harrison.) (This would leave 7 foot sidewalks from Salmon to Morrison.) Construction of new traffic signals at Division, Harrison, Hawthorne, and Morrison. Removal of parking to provide bus loading zones and removal of A.M./P.M. rush hour parking. The street construction cost would be \$249,000; signal construction would cost \$85,000; engineering and contingencies would cost \$67,000. Reimbursable water relocation would cost \$7,000. Total cost would be \$408,000.

STR:kp
7-30-76

SE 39TH AVENUE (GLENWOOD STREET TO CRYSTAL SPRINGS BOULEVARD)

Existing Conditions

SE 39th Avenue currently has a paved centerstrip with approximately 35% curbs. North of Rex Street 7,200 vehicles use the street each day, while south of Rex the ADT is 3,450. The street is utilized by Tri-Met's Line #28. Berkeley Park abuts the west side of 39th between Bybee Boulevard and Cooper Street. Heavy bus loadings, lack of drainage, and proper base make this street a serious maintenance problem.

Proposal

Proposed improvements include base, pavement, drainage facilities, and curbs. Estimated cost of improvements is \$276,000.

LN:kp
8/5/76

SE 50TH AVENUE FROM HAWTHORNE BLVD. TO DIVISION STREET

EXISTING CONDITIONS

SE 50th Avenue runs from Hawthorne to Powell. Traffic counts from Hawthorne to Division are 7,500 ADT. Traffic counts from Division to Powell are 8,350 ADT. Existing roadway is 36 feet in a 60-foot right-of-way. There are commercial structures at various locations on both right-of-way lines of 50th Avenue. Parking is currently allowed on both sides.

THE PROBLEM

50th Avenue is the last street which allows Hawthorne Blvd. traffic to detour to the south in order to bypass Mt. Tabor Park. Traffic Engineering has indicated no need to replace the existing signals at Hawthorne Blvd. and at Division Street.

PROPOSAL

Construction of a 44-foot roadway by removing parking strips and parking, reconstructing or relocating sidewalks, driveways, water meters, hydrants, manholes, and inlets would cost \$200,000.

STR:lr
8-4-76

S.E. 60TH AVE. (DIVISION ST. TO STARK ST.)

EXISTING CONDITIONS

From Stark St. to Lincoln St., S.E. 60th Ave. is improved with a 26-foot roadway, curbs, and 6-foot sidewalks within a 50-foot right-of-way. Between Lincoln St. and Division St., 60th is improved with a 34-foot roadway, 5-foot sidewalks within a right-of-way varying from 50 to 60 feet. The ADT is 13,000 vehicles, and Tri-Met's line 19 uses 60th Ave. from Division to Lincoln. The travel lanes on 60th are narrow and hazardous with parking allowed on one side. Mature deciduous trees are located in the parking strips on the north half of the project area. Mt. Tabor Park and vacant land are found on the east side of 60th Ave. from Hawthorne Blvd. to Division St. Warner Pacific College has proposed athletic facilities for the vacant land. The remainder of 60th Ave. is lined with single family residences.

PROPOSAL

It is proposed to widen S.E. 60th Ave. from Lincoln St. to Stark St. by removing 4-foot parking strips which will result in a 34-foot roadway to provide safer travel lanes. From Lincoln St. to Division, it is proposed to widen 60th Ave. to provide a left turn lane for northbound 60th traffic turning to westbound Lincoln St. A traffic signal is also proposed at the intersection of 60th Ave. and Lincoln St. Estimated cost of improvements is \$280,000. The project length is one mile.

NOTE: The proposed Arterial Streets Plan classifies 60th Ave. as a Neighborhood Collector Street and a Minor City Transit Street; while Lincoln St. is a Local Service Street and a Minor City Transit Street.

LN:jmb
8-9-76

SE 76TH AVENUE (DIVISION STREET TO STARK STREET)

Existing Conditions

SE 76th Avenue currently is improved with a 28 foot roadway, curbs, and 5 foot sidewalks within a 50 foot right-of-way. It carries an average of 3,500 vehicles per day. Tri-Met is contemplating a new bus route that would follow 76th Avenue from Division Street to Market Street. Parking is allowed on both sides of the street. Mostly single family residences line the street. The roadway is too narrow to safely accommodate two travel lanes plus parking.

Proposal

It is proposed to widen SE 76th Avenue from Division to Stark (one mile) by removing the existing 4 foot parking strips. The resultant 36 foot roadway will provide a wider, safer traveled roadway for motorists. Estimated cost of improvements is \$250,000.

LN:kmc
8/5/76

SE 92ND AVENUE (SE FOSTER ROAD TO POWELL BLVD.)

EXISTING CONDITIONS

SE 92nd Avenue is currently improved with a 36 ft. roadway, curb, and sidewalk from SE Foster Rd. to SE Boise St. (0.8 miles). This section is under the City's jurisdiction. SE 92nd Avenue from SE Boise St. to SE Powell Blvd. (0.4 miles) is under Multnomah County's jurisdiction and is currently improved with a 28 ft. roadway only (no curbs or sidewalks). Lents Park borders the west side of 92nd Ave. from Holgate Blvd. to Steele St. SE 92nd Avenue carries 12,000 vehicles per day and serves Tri-Met Line 73. The roadway operates at levels-of-service D and F during rush hours which indicates severe traffic congestion.

PROPOSAL

A four-lane roadway with curb and sidewalk within the 60 ft. right-of-way is proposed. The project will relieve rush hour congestion and enhance pedestrian safety between Boise St. and Powell Blvd. The estimated cost of providing improvements is \$500,000.

LN:lr
8-2-76



April 24, 1976

OFFICE OF
PLANNING AND DEVELOPMENT

GARY E. STOUT
ADMINISTRATOR

BUREAU OF
PLANNING

ERNEST R. BONNER
DIRECTOR

424 S.W. MAIN STREET
PORTLAND, OR. 97204

PLANNING
503 248-4253

ZONING
503 248-4250

MEMORANDUM

TO: John Lang, Street and Structural Engineering
Don Bergstrom, Traffic Engineering

FROM: Doug Wright

SUBJECT: Mt Hood Withdrawal Project Considerations

Per your request, prior to our meeting to discuss matters relating to the finalization of the Mt Hood freeway withdrawal, I have attempted to summarize the concerns and tasks which I feel we have to give some immediate attention to, i.e., prior to the withdrawal finalization.

Current Status of Withdrawal

Based on the most recent conversations with the UMTA Administrator's Office, the finalization of the Mt Hood withdrawal is simply awaiting the passage of the 1976 Federal Aid Highway Act. While the Congress passed this legislation during the week of April 12, the actual bill which they passed and sent to the President, did not (due to clerical error) include the section regarding US DOT appropriations. Consequently, the bill will go back to the Congress for re-passage, scheduled for this coming week (April 26), which means that the President will likely sign it no later than two weeks from April 30, but possibly as early as May 3. The Mt Hood finalization would occur very shortly thereafter.

State, Regional Organizational Framework

While at present, there is no certainty as to the steps which will be established within the state and the region in terms of administrative and organizational concerns established to lead to expenditures of the approximately \$200 million available from the withdrawal, I have been involved in a series of meetings with various offices and agencies, and it is probably safe to assume that something like the following will occur at the time of withdrawal.

First, the Governor will indicate a general policy direction and general responsibilities for processing the withdrawal

funds, thus discharging his responsibility in the matter. This will probably include the following:

1. CRAG will be given administrative responsibility for identifying, evaluating, prioritizing, and implementing projects throughout the region which might utilize Mt Hood funds - in a general manner similar to the TIP process.
2. Tri-Met will be given direction with respect to their opportunities and responsibilities in the matter, notably giving emphasis to the importance of accomplishing improvements to the transit system in southeast Portland and east Multnomah County.
3. The City and County, being the jurisdictions from which the freeway was withdrawn, will be charged with responsibilities regarding assisting Tri-Met, as well as identifying additional project opportunities and resources to apply the Mt Hood funds toward.

Second, the CRAG TTAC will probably establish a special subcommittee which will have the responsibility of developing a process for the aforementioned tasks at CRAG, as well as examining the fiscal implications of the withdrawal, including a re-evaluation of the state bond financing allocations, and the initiation of a dialogue with the ODOT regarding questions of local match on both transit and highway projects.

Third, based upon approved (by local jurisdictions), the CRAG Board will have the responsibility, based upon the recommendations of the TTAC (subcommittee) to establish priority uses of the funds, and with respect to projects which can utilize the funds within the near future, to take actions necessary to implement such projects. (It should be noted that the Board has already established three priority projects within the region - the corridor projects in the Banfield, Sunset, and Oregon City.)

City Considerations

Both Commissioners Goldschmidt and McCready have been briefed regarding the changes embodied in the new legislation, and I have discussed procedural questions briefly with the Mayor. Clearly, the most important task is to reach an agreement on a formal method by which to proceed in addressing the relevant questions, at a staff level, and have such a method agreed upon at the time the Council

receives a letter of direction from the Governor. This would offer Commissioners Goldschmidt and McCready a readily available organization which Council can identify and direct to undertake the necessary work within the City. Consequently, the concerns which I would like to discuss at an early opportunity are the following:

1. Staff organization in the City. This would involve agreement on a staff committee, presumably comprised of the three involved Bureaus, establishment of appropriate tasks for the committee (such as those below), briefing the (2) Commissioners on this intent, and perhaps preparing a Council resolution which be ready to formally act upon receipt of a letter from the Governor.
2. The staff committee should immediately undertake the following tasks:
 - a. Agreement on a definition of the relationship of any identified project opportunities to the Planning Bureau's Arterial Street Program.
 - b. Establish working relationship with Tri-Met in the matter of the proposed Southeast Portland transit improvement package and identification of necessary assistance required on part of City.
 - c. Examination of available matching resources applicable to transit and highway projects in the City, over time, including, for example, consideration of non-general fund moneys such as State Bond, HCD, other.
 - d. Identification of project opportunities within the City, possible scheduling, local match issues, etc., both short-term and long-term in nature. (Neil has indicated that projects such as Powell, Greeley ramps, Ross Island Bridge, and others including especially those which are tied to broader economic development opportunities be given particular attention.)
 - e. Examination of current CIP to determine questions of re-scheduling and flexibility in project programming.
 - f. Identification of any concomitant study resource

needs - the withdrawal funds are available for use in certain project planning efforts, and available for preliminary engineering.

- g. Preparation of necessary materials for Council action and transmission to CRAG.

These are the general matters which I would like to discuss in greater detail with you in the near future. Again, the primary short-term task, as I view it, and as the Mayor has defined it, will be the preparation of a proposed administrative and procedural framework within the City to deal with the withdrawal situation.

DW

DEB

CIP - ARTERIALS

PROJECT ACTIONS

PROJECT	PRIORITY	FY 76-77	FY 77-78	FY 78-79	FY 79-80	FY 80-81
Columbia Boulevard (Surr to Oswego)	Ongoing	Complete Construction				
Greeley to I-5	1	Continue Design	Complete Design Initiate Const. $\frac{330,000}{3,000,000}$	Complete Construction		
Rasin/Going Interchange	2	Continue Design	Complete Design	Initiate Const. $\frac{3,000,000}{5}$	Complete Construction	
Fremont Bridge Access	3	Complete Alternative Study Initiate Final Design $\frac{8,250}{75,000}$	Complete Final Design Initiate R/W 11,000 Complete R/W 100,000 Initiate Const. $\frac{139,000}{900,000}$	Complete Construction		
Bridge Bridge & Approaches	4	Complete Design	Initiate R/W 30,000 Complete R/W 150,000 Initiate Const. $\frac{450,000}{2,100,000}$	Initiate Const. $\frac{450,000}{2,100,000}$ Complete Construction	Complete Construction	
Burnside/Sandy	5	Complete Alternative Study Initiate Final Design 7,150 Complete Final Design 65,000 Initiate R/W $\frac{11,000}{100,000}$	Complete R/W Initiate Const. 82,500 Complete Const. 750,000			
Grand Avenue	6	Initiate Const. 50,850 Complete Const. 235,000				
Halsey Street	7	Initiate Const. 71,040 Complete Const. 450,000				
Columbia Boulevard (Oswego to W.C.L.)	8	Complete Design Initiate R/W 11,000 Complete R/W 100,000 Initiate Const. $\frac{154,000}{1,400,000}$	Complete Const.			
Front Avenue	9	Complete Design			Initiate Const. $\frac{320,000}{2,000,000}$	Complete Construction
Terwilliger Bridge & Blvd.	10				Initiate Design $\frac{34,430}{313,000}$	Complete Design Initiate Const. $\frac{395,000}{3,500,000}$

PROJECT TOTALS

2,425,000

~~7,000,000~~ 4,900,000

~~3,000,000~~ 5,100,000

2,313,000

3,500,000

City Share⁶
Project Total

$\frac{943,290}{2,190,000}$

~~1,010,000~~ $\frac{522,500}{4,750,000}$

~~3,000,000~~ $\frac{150,000}{3,000,000}$

$\frac{354,430}{2,313,000}$

$\frac{355,000}{3,500,000}$

dental Dollars (FAU)

1,708,200

3,705,000

2,340,000

1,894,140

2,730,000

412

C I P - A R T E R I A L S (continued)

1. Construction cost based on existing West City Limits. Does not consider extended project limits due to Rivergate Annexation.
2. Federal Funds obligated FY 75-76. Therefore, \$235,000 project cost not included in total at bottom of page.
3. Conservative estimates for right-of-way and construction have been used pending completion of Alternative Study.
4. Bridge Reconstruction and Replacement Program funding (Federal-Aid) to be applied for. Therefore, \$2,250,000 R/W and construction cost not included in total at bottom of page.
5. Local share by Port of Portland,
6. City 11% share of FAU projects, plus non-reimbursible expenses for Water Bureau relocation costs.
7. Total of projects utilizing FAU funding. (11% City + non-reimbursible expenditures, 11% State, 78% Federal). Funding approvals by OSHD and CRAG are required.

DEFINITIONS

Design: All phases of preliminary engineering including: survey; preliminary design; environmental impact statements; public hearings; final plans, specifications and estimates.

1. Alternative Study: Study of location/design alternatives; environmental impact statements; public hearings.
2. Final Design: Survey; preliminary design; final plans, specifications and estimates.

R/W: Right-of-way acquisition.

Const.: Construction activities.

FY '77 TIP - NEW PROTEATS D

PROJECT TITLE	TOTL \$	FIELD \$	POSTAGE
RIVER ROAD - 99E HILDAVIE TO 99E 6100ST/16	837,000		
NORTHSON CREEK BLVD - HARBURY TO 32ND AVE	1,100,000		
STAFFORD RD - I-205 TO HWY 43	1,560,000		
SW DENNIS RD - GEORGE HILLS BLVD TO BEECHLINE	1,850,000		
SW 158TH - SUNSET HWY TO TV HWY	1,500,000		
ALLEN BLVD & MENDO - 516,000	30,000		
WALTON BLVD & MEND - 516,000	34,000		
HALL BLVD & DENNY - 516,000	29,000		
TRINISIT COLLEGE STATION TO HOW LANE S (MILITARY)	33,400		
POWELL BLVD & 162ND AVE - 516,000	40,000		
POWELL BLVD & 182ND AVE - 516,000	40,000		
SLINGER, INTERCONNECT - STAFFORD HILLSIDE, 10/10/77, 11/05	75,000		
HE VEG AVE - STATE ST TO SOUTH SHORE	731,000		
BRUNOT RD - DOWNSIDE HWY TO NORN, SHERIDAN HILL TO WATSON	1,231,000		
BOONIS FERRY, DOWNSIDE AVE TO MILITARY & L	6,000,000		
INTERCONNECT - COLLEGE, DAVIS, TROMPERS, 12" AVE, DANCING	47,000		
SCHOOLS HWY - FUNDUS CREEK STEADIER	175,000		
SUNSET HWY - 25 TO DOUGLASS BLVD	450,000		
SUNSET HWY @ 101ST - 516,000	28,000		
SUNSET HWY @ 99TH AVE - 516,000	100,000		
FAIRHURSTON HWY @ MILITARY BLVD - WILSON	80,000		
DEWICK RD - TV HWY @ 101ST - 516,000	30,000		
SUNSET HWY @ SW 135TH - 1010,000	120,000		
BENNINGTON - TV HWY @ HILDAVIE - 14,000,000	25,000		
DENNY ROAD TRAILBLAZER - HALL BLVD TO GEL AVE	443,400		
ALLEN BLVD & 2 - MEND TO MILITARY BLVD	444,600		
LANE DOWNSIDE FROM 2 RIDE STATION	350,000		

11 442 400

City of Portland
Federal Aid Urban Highway Projects FY 77

<u>PROJECT</u>	<u>FEDERAL FUND</u>
Fremont Bridge Access	\$ 58,500
Burnside/Sandy	76,440
Columbia Blvd. (Oswego to WCL)	1,170,000
N.E. Halsey Street	351,000*
Grand Avenue	183,300*
New Traffic Signals	431,650
Traffic Signal Replacement	393,380
Traffic Signal Improvement	96,750
Misc. small projects	<u>150,000</u>
Total Costs	\$2,911,020

* Drop from FY '76 annual element and reprogram in FY '77

12/15/75

FAV NOTES for FY 77

(GOLD'S)
FAPI FUNDS AVAILABLE

	\$	REVISED 12/15/75
A. CARRY FORWARD from FY 76 (10/16/75 Report)	130	773
B. AVERAGE FY 74, 75, 76 - Same for FY 77	1944	1944
C. " " FY 78	1944	1944
IF 2 YEAR APPROPRIATION ENACTED	\$ 3918	4661

II ADJUSTMENTS TO FY '76 REPORT OF 10/16/75)

<u>PROJECT</u>	<u>TOTAL OBLIGATION THRU FY '76</u>	<u>ADJUSTED TOTAL</u>
FOSTER WOODSIDE	405 (+FY 74, 73)	-
FRONT PE	26	-
HALSEY	23	(CONTR. FY 77)
DUNNIDE/SANDY	160	(PHASE II PE FY 77) ?
FREMONT	287	"
COLUMBIA BLVD - BARNESVILLE	780	-
POWELL SIGMA 47-69R	25	-
COLUMBIA - OREGON TUNNEL PE	78	(BLW, CONTR. FY 77)
BANFIELD HOU	460	-
BUS STATION	883	-
BUS PULCHRA	119	-
GRAND AVE	195	DELETE FY '76 - MOVE TO '77 @ 183
82ND SIGMA	236	-
BARBARA TRANSIT LANE	273	- (MAY INCREASE)
SUNSET TRANSIT PE	115	-
BANFIELD TRANSIT PE	195	-

12/15

FNU NOTE

PROJECTTOTAL OBLIGATED THRU '76ADJUSTED TOTAL

HOLLAND PE	195
TENNILLICK PE	244
GARRETT T-5 PE	187
BASIN-CONIC PE	187
NEW TRAIL SIGN. (67010)	132
SIGN MODERNIZATION	345
POWERS TRANSPORT STUDY	78
FNU RECON	78

DELETED '76 - PROGRAM '80
- ASSUMED OK '76

810078 BAK INCL IN NEW PROJ.
4 REQUESTED - 66? - ~~BAK 6078-177~~
4 .. ? 8250-195

5706

AVAILABLE

5836

CARRIAGE FWD (SARIA ADME)	130
DELTA - GRAND AVE	195
TENNILLICK	244
UNUSABLE NEW SIGN	? 54
UNUSABLE SIGN MODERN.	? 150

NEW TRAIL TO CARRY FWD

696
773

SECT III- FISCAL YEAR OF OBLIGATION

		(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
FAU #	PROJECT TITLE	Programmed Total Oblg thru FY 76	Obligation Date FY	FY 72 Region Inc	FY 73 Portland		PORTLAND'S SHARE		REGION'S SHARE	
							FY 74	FY 75	FY 76	FY 74
	Resources Available	12,680		607	607		1,924	1,968	1,944	1,856
	Cumulative Available FY 74, 75, 76								5,836	
0600	Foster-Woodstock	1,272	73, 74, 75	371	496		405			
0265	Kerr Rd	56 ⁺ 37	73	56 ⁺ 37						
	Carpool	266	74	176 199	86 67					
0929	Front Av.	51	75		25 44		26 7			
0510	Johnson Cr/Bell Rd	90	75							90
0064	Halsey	23	75				23			
0750	Burnside/Sandy	160	75				160			
0800	Fremont Br. connection	287	75				287			
0944	Columbia Blvd PE	78	75				78			
	Constr	702	76				702			
	ECAP signals (7) - Clackmas Co.	217	75-76							217
0017	River Rd - Minter Br. Rd	849	75-76							849
0007										
0385	Oatfield Rd	733	75-76							700
0495	Linwood Av.	203	75-76							

(\$000's FEDERAL)

		(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
		Programmed Obligation		FY 72		FY 73		PORTLAND'S SHARE		REGION'S FY 74
FAU #	PROJECT TITLE	Total Oblg thru FY 76	Date FY	Region	Inc	Portland		FY 74	FY 75	FY 76
1	0640 Powell signals-47th, 69th	23 25*	75-76					23 25*		
3	0640 Powell Blvd (OSHD)	682* 109	75-76							
6	0970 Hawthorne Br. controls	328	75-76							
5	0068 W. Burnside	44	75-76							
10	0944 Columbia Blvd	78	76					78		
11	Burr to WCL - PE									
12	FAP Banfield HOV Lane	901	76							
14	Portland - 51%	460						140* 161	320* 299	
15	Region - 49%	441								
16	UMTA Bus Substation	732* 1,728	76							
18	Portland - 51%	883							883*	
19	Region - 49%	849								
21	UMTA Bus Purchase	234	76							
22	Portland - 51%	119							119	
23	Region - 49%	115								
25	0944 Columbia (Mult. Co.)	478	76							
27	0500 Allen Av. - widen	192	76							
29	0500 Allen Av. - signal	37	76							
31	FAP Grand Av. widen	195	76						195	

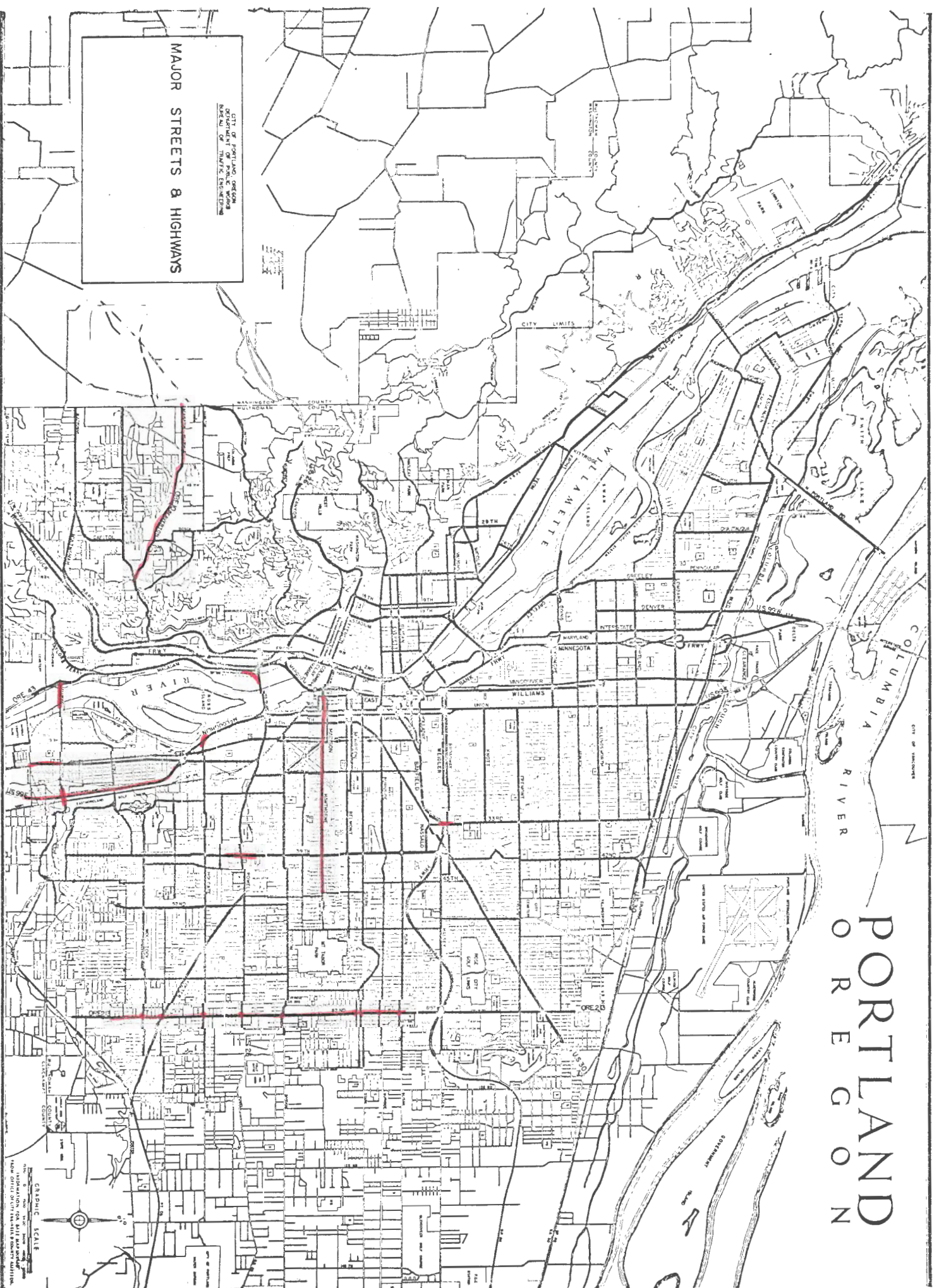
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..(\$000!'s..FEDERAL)

PAGE 9

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
FAU # PROJECT TITLE	Programmed Total Oblg thru FY 76	Obligation Date FY	FY 72 Region Inc	FY 73 Portland		PORTLAND'S SHARE			REGION'S
						FY 74	FY 75	FY 76	FY 74
0390 Hwy 212 PE	200	76							
0175 Boones Ferry Rd. PE	75	76							
0068 Barnes Rd PE	90	76							
0035 NW 185th PE	25	76							
0085 SW Greenburg Rd	190	76							
0150 SW 65th/Nyberg	30	76							
UMTA Park & Ride Stations	390	76							
Misc. Minor Projects	214	76							
TOTAL	13,482		607	607		1,924	1,968	1,814 1,791	1,856
BALANCE TO OBLIGATE	(802) (1,000)		- 0 -	- 0 -		- 0 -	- 0 -	153 130	- 0 -

PORTLAND OREGON



CITY OF PORTLAND, OREGON
DEPARTMENT OF PUBLIC WORKS
BUREAU OF TRAFFIC ENGINEERING

MAJOR STREETS & HIGHWAYS

GRAPHIC SCALE
1 inch = 1 mile
1 centimeter = 0.625 miles
1 kilometer = 0.625 miles
1 mile = 1.609 kilometers
1 kilometer = 0.625 miles

URB 12

Resolution No: 31752

Whereas, the City Council has previously requested the formal withdrawal of the I-80N Mt. Hood Freeway from the Interstate Highway System and that funds made available from the withdrawal be used on mass transit projects, and

Whereas, the Governor of the State of Oregon honored the withdrawal request of the Council and other jurisdictions in the Portland region, and requested withdrawal of the Mt. Hood Freeway, and

Whereas, the United States Department of Transportation formally approved the withdrawal request, thereby providing the opportunity to expend the available federal funds on transportation projects, under the provisions of federal law and regulations, and

Whereas, the United States Congress, in passing the 1976 Federal Aid Highway Act, amended the federal law in order to allow that funds made available by an Interstate withdrawal be expended on highway projects as well as transit projects, and

Whereas, the Council requested withdrawal of the Freeway with the understanding that funds made available would be first used to address the transportation problems in the area in which the Freeway was intended to be located, and

Whereas, City transportation staff has for some time been developing a transportation plan and program for the east side of the City predicated on the withdrawal of the Mt. Hood Freeway and the availability of federal funds for substitute projects; now, therefore, be it

Resolved that the Council hereby reaffirms its intent that funds made available from the I-80N Mt. Hood Interstate withdrawal be first used to address the transportation needs of the City's east side, and be it further

Resolved that the Council hereby establishes a continuing investment program of transit and highway improvements which are shown to be vital to the transportation, neighborhood enhancement, and economic development needs of the City's east side, as set forth in Exhibit "A," attached to the original only hereof and by this reference made a part hereof.

Adopted by the Council SEP 15 1976

George Yehovick

Auditor of the City of Portland

Mayor Neil Goldschmidt
September 8, 1976
NG:jk
D

RECEIVED
SEP 17 1976
MLR
BUREAU OF
TRAFFIC ENGINEER

Resolution No. 31753

Whereas, the City Council has previously requested the formal withdrawal of the I-80N Mt. Hood Freeway from the Interstate Highway System and that funds made available from the withdrawal be used on mass transit projects, and

Whereas, the Governor of the State of Oregon honored the withdrawal request of the Council and other jurisdictions in the Portland region, and requested withdrawal of the Mt. Hood Freeway, and

Whereas, the United States Department of Transportation formally approved the withdrawal request, thereby providing the opportunity to expend the available federal funds on transportation projects, under the provisions of federal law and regulations, and

Whereas, the United States Congress, in passing the 1976 Federal Aid Highway Act, amended the federal law in order to allow that funds made available by an Interstate withdrawal be expended on highway projects as well as transit projects, and

Whereas, the Columbia Region Association of Governments (CRAG) has been designated by the Governor as the agency responsible for administering the available funds within the region, in accordance with federal law and regulations, and

Whereas, the CRAG has requested from local jurisdictions an initial listing of project proposals in order to develop and implement an Interstate withdrawal investment program for projects in the region, and

Whereas, the CRAG has established certain priorities in the use of the available federal funds including, first, projects which address the transportation needs of the Southeast area of the City of Portland, and second, the previously established projects in the regional transportation corridors known as the Banfield, Sunset, and Oregon City, and

Whereas, the Council has previously established a program of continuing transportation improvements on the City's east side, several improvements of which are appropriate for immediate action; now, therefore, be it

Resolved that the Council hereby requests the CRAG to set aside adequate Interstate withdrawal funds to support the City's East Side Transportation Program, as set forth in Exhibit "A," attached to the original only hereof and by this reference made a part hereof, and be it further

RECEIVED
SEP 17 1976
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DEPT OF
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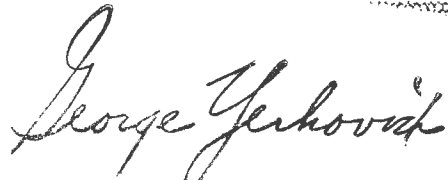
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4

Resolved that the Council hereby requests the CRAG to expeditiously approve the proposed projects on Powell Boulevard and Union Avenue, both of which are part of the East Side Program, and the specific details of which are set forth in Exhibit "B," attached to the original only hereof and by this reference made a part hereof, and be it further

Resolved that the Council, recognizing the need for an improved transit and highway corridor to serve regional trips on the City's east side and to relieve traffic congestion in the City's neighborhoods, supports the priority given to the work on the Banfield corridor by the CRAG, and requests that steps be taken to insure that the necessary improvements be expeditiously processed to construction.

Adopted by the Council **SEP 15 1976**



Auditor of the City of Portland

Mayor Neil Goldschmidt
September 8, 1976
NG:jk

September 9, 1976

MEMORANDUM

TO: Members of City Council

FROM: Interstate Withdrawal Working Committee
 Don Bergstrom, Bureau of Traffic Engineering
 John Lang, Bureau of Street and Structural Engineering
 Cowles Mallory, City Engineer
 Doug Wright, Bureau of Planning

SUBJECT: Proposed Interstate Withdrawal Resolution,
 Related Materials

Upon approval of the Mt. Hood Interstate withdrawal request by the U. S. Department of Transportation, the Governor and the Chairman of the Oregon Transportation Commission sent a letter (attached) to the Mayor and City Council, outlining the organization and process which the City and region should follow in putting the available funds to use. In turn, an Interstate Withdrawal Working Committee was established within the City (memorandum attached) to work with the Columbia Region Association of Governments (CRAG) and develop recommendations for City Council review and submission to CRAG.

The CRAG has requested that local jurisdictions submit initial Interstate withdrawal project requests to CRAG by approximately September 15. The City's Interstate Withdrawal Working Committee has been developing recommendations on this matter and is prepared at this time, to submit such recommendations to City Council for consideration and action pursuant to responding to the CRAG request. Accordingly, please find attached two resolutions, with associated exhibits, proposed for Council action.

The first resolution is intended to establish a program within the City for utilization of Interstate withdrawal funds. Exhibit "A" of this resolution provides a description of the east side program which is recommended.

The second resolution, which is predicated on the adoption of the program recommended in the first resolution, is intended to respond to the request of CRAG by indicating the City's intentions with respect to the use of Interstate withdrawal funds. The second resolution is intended to accomplish three specific tasks:

1. To inform CRAG that the City has established a program which will require Interstate withdrawal funds annually.
2. To indicate the City's interest in expeditious CRAG action in approving two specific projects within the City for use of Interstate withdrawal funding - Powell and Union - thus allowing the City to initiate project work in the near future.
3. To indicate the City's interest in the expeditious accomplishment of needed improvements on the Banfield, using Interstate withdrawal funds.

If you have any questions in advance of the informal session, please contact Doug Wright of the Working Committee or, if he is unavailable, any other of the Committee's members.

Attachments: 4

DW:jk



OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

ROBERT W. STRAUB
GOVERNOR

May 10, 1976

Mayor Neil Goldschmidt
Members of City Council
City of Portland
City Hall
Portland, Oregon 97204

Mayor and Members of Council:

As you are aware, the United States Department of Transportation formally approved our request to withdraw the Mt. Hood Freeway from the Interstate System on May 3, 1976. This action has resulted from steps taken by this office dating back to July 1, 1975, which, in turn, were based upon formal requests by the City of Portland, Multnomah County, and other local jurisdictions in the Portland region as represented by the Board of the Columbia Region Association of Governments. We would like to take the opportunity presented by the finalization of the withdrawal to share with you our perspective on the next step in this process.

The recent passage of the 1976 Federal Aid Highway Act has significantly changed both the level of federal funds available from the Mt. Hood withdrawal and the manner in which those funds may be utilized. When you took your initial actions requesting withdrawal of the freeway, then current federal law would have required the application of withdrawal funds only to transit and transit-related projects. Additionally, then current law would have limited the amount of total federal funds available from the withdrawal, not allowing continued inflation of dollars attributed to the Mt. Hood freeway. Both of these limitations have been removed by the recent federal legislation, and so we are presented with greatly expanded opportunities for addressing the transportation problems and needs in the Portland region.

While the federal legislation under which we have completed the Mt. Hood withdrawal has changed, it is our understanding that your concerns in originally requesting the withdrawal have not altered appreciably. It is our assumption that

Page 2
May 10, 1976
Mayor Neil Goldschmidt

the City of Portland, Multnomah County, and the CRAG region have not deviated from their basic view that funds available from the Mt. Hood Freeway be given priority use in addressing the transportation needs of southeast Portland and east Multnomah County. For the past many months, the staffs of local jurisdictions, Tri-Met, CRAG, and the Oregon Department of Transportation have been proceeding with technical work on three regional transit corridor projects, two of which have been identified by the region as important in addressing transportation needs in southeast Portland and east Multnomah County. While it is our belief that these priority projects should be continued, the recent legislative changes by the federal government will likely permit us to accomplish more.

On this date, we have sent letters to Tri-Met and Multnomah County requesting their participation and assistance in an effort with the City, CRAG, and the Oregon Department of Transportation. We have asked them, as we are asking you, to join in a coordinated effort to identify, analyze, and implement additional transportation projects - which will address the transportation problems in the area and which might utilize the expanded provisions of the federal law. Tri-Met, we understand, true to its commitment to the Portland City Council, has developed a much improved service plan for southeast Portland, has budgeted funds necessary to implement the plan, and will soon be presenting the plan for review to the City's neighborhoods and Council. We ask that you work closely with Tri-Met in an effort to realize this important improvement as soon as possible. Additionally, we ask that the City undertake a careful review of its transportation needs and resources, and develop opportunities which might take further advantage of the Mt. Hood withdrawal funds.

We have also on this date transmitted a letter to the Executive Director of the Columbia Region Association of Governments requesting CRAG's continued and increased role in the withdrawal process. We have specifically requested that CRAG, working closely with the local jurisdictions and the State, be responsible for the coordination and administration of planning and programming of projects throughout the region to which the Mt. Hood funds might be effectively applied. It is clear that the commitment to planning for the regional transit corridors should continue unabated. It is also clear that Tri-Met's plan for the southeast and other necessary improvements in that area should be aggressively pursued. However, it is also likely that other projects, both within the City of Portland and at other locations throughout the CRAG region might be undertaken with the Mt. Hood funds, due to the increase in funds available. Appropriately, CRAG can take responsibility for assuring that these project opportunities are properly developed, evaluated, and implemented as soon as possible.

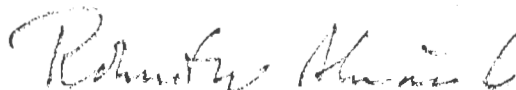
Page 3
May 10, 1976
Mayor Neil Goldschmidt

We are very pleased with the manner in which the Mt. Hood freeway withdrawal has proceeded in recent months, and we are pleased with the new benefits provided by the 1976 Highway Act. With the completion of the withdrawal, the hoped for initiation of construction on I-205 yet this year, and the high level of cooperation exhibited between the City, the rest of the region, and the State, we are confident that we are well on the way to significant improvements in the transportation system which will benefit not only the residents of southeast Portland, but all the residents of the City and the entire region. Your continued cooperation and assistance in this effort is both appreciated and critical to our continued success.

With the finalization of this transfer and signature of the 1976 Highway Act, it is appropriate that the Oregon Transportation Commission take a more active role in the development of projects and the implementation of collective wishes of the Portland metropolitan region, insuring that the quality of the State highway system is preserved and maximum flexibility is incurred in the usage of these funds to serve local needs. While the activities of the Governor's office have been instrumental in assuring that this transfer takes place, it is now appropriate that the more technical process be turned over to the Department of Transportation to work with you in affecting the implementation of projects. In this regard, we assure you that you will have the full cooperation of the Oregon Transportation Commission and the new Director of the Department of Transportation, Mr. Robert A. Burco.

Thank you.

Sincerely,


Governor


Chairman,
Oregon Transportation Commission

THE CITY OF
PORTLAND



OREGON

4 June 1976

OFFICE OF
THE MAYOR

MEMORANDUM

NEIL GOLDSCHMIDT
MAYOR

TO: Commissioner Ivancie
Commissioner Jordan
Commissioner Schwab

FROM: Mayor Goldschmidt
Commissioner McCready

SUBJECT: Mt. Hood Withdrawal Funds - Process

As you are aware, three weeks ago the U. S. Department of Transportation formally approved the withdrawal of the Mt. Hood Freeway from the Interstate system. Notice of this action was transmitted to the Governor, who had initiated the request on July 1, 1975.

The Governor, in turn, sent a letter to the City Council advising us of this action, and asking for our cooperation in regional efforts to begin to put the available funds to work on both transit and highway projects. In his letter, the Governor indicated that the City should begin an effort to identify, analyze, and implement projects which are needed to address the transportation problems in the Southeast, and the City's transportation system in general.

The Governor also sent a letter to the Executive Board of the Columbia Region Association of Governments (CRAG) requesting that CRAG assume responsibility for establishing an organizational and procedural framework for programming and expending the available funds. The CRAG Board, at its meeting on May 27 accomplished this by establishing a special technical subcommittee (see attached resolution).

The specific responsibilities of the City in the regional process are as yet undefined, but it is clear that several important tasks lie ahead. Among these are: (1) an identification of transit and traffic improvement opportunities in the Southeast; (2) a careful review of Tri-Met's proposed Southeast Improvement Program; (3) an identification and consideration of other project opportunities within the City; and (4) a review and approval of the regional transit projects.

We are at this time particularly concerned with assuring that a clear organization and process is immediately established within the City in order that Council receive materials and recommendations which are necessary to assure the City's responsible and productive participation in the regional process. It is essential that adequate staff work be initiated immediately and continued throughout the process.

Therefore, we are establishing a working committee composed of staff persons from the following City agencies: Bureau of Planning (Doug Wright); Bureau of Street and Structural Engineering (John Lang); Bureau of Traffic Engineering (Don Bergstrom); City Engineer (Cowles Mallory); and, Office of Planning and Development (Director of Economic Development). It will be the assigned responsibility of this group to work closely with CRAG, and to provide materials and recommendations for Council consideration, according to a schedule and administrative framework to be established at CRAG, in the following areas of concern:

1. Identification and recommendation of any City policy considerations related to the withdrawal funds.
2. Identification and recommendation of project opportunities within the City.
3. Identification and recommendation of financing considerations related to the use of the withdrawal funding.
4. Identification and recommendation of priority uses of withdrawal funds.
5. Undertake related tasks not yet defined, and coordinate work, as necessary with other City and non-City agencies.

The precise timing, nature, and form of any recommendations to Council will in large part be a function of procedures not yet established by CRAG, as well as the initial organization by the City's committee. Our purpose now is to establish the organization and process within the City which will assure that the necessary staff work is accomplished, and recommendations prepared for Council consideration according to the CRAG schedule. We will also instruct the committee to keep the Council informed of progress throughout the process, and to respond to any questions or comments which you may have throughout the process.

Attachments: Governor's Letter
CRAG Resolution

NG:DW:bn

Resolution No. _____

Whereas, the City Council has previously requested the formal withdrawal of the I-80N Mt. Hood Freeway from the Interstate Highway System and that funds made available from the withdrawal be used on mass transit projects, and

Whereas, the Governor of the State of Oregon honored the withdrawal request of the Council and other jurisdictions in the Portland region, and requested withdrawal of the Mt. Hood Freeway, and

Whereas, the United States Department of Transportation formally approved the withdrawal request, thereby providing the opportunity to expend the available federal funds on transportation projects, under the provisions of federal law and regulations, and

Whereas, the United States Congress, in passing the 1976 Federal Aid Highway Act, amended the federal law in order to allow that funds made available by an Interstate withdrawal be expended on highway projects as well as transit projects, and

Whereas, the Council requested withdrawal of the Freeway with the understanding that funds made available would be first used to address the transportation problems in the area in which the Freeway was intended to be located, and

Whereas, City transportation staff has for some time been developing a transportation plan and program for the east side of the City predicated on the withdrawal of the Mt. Hood Freeway and the availability of federal funds for substitute projects; now, therefore, be it

Resolved that the Council hereby reaffirms its intent that funds made available from the I-80N Mt. Hood Interstate withdrawal be first used to address the transportation needs of the City's east side, and be it further

Resolved that the Council hereby establishes a continuing investment program of transit and highway improvements which are shown to be vital to the transportation, neighborhood enhancement, and economic development needs of the City's east side, as set forth in Exhibit "A," attached to the original only hereof and by this reference made a part hereof.

Adopted by the Council

Auditor of the City of Portland

Mayor Neil Goldschmidt
September 8, 1976
NG:jk

East Side Transportation Program

Program Purpose

The purpose of the East Side Transportation Program is to provide the framework through which Interstate withdrawal funds can be used for making transportation improvements on the City's east side.

A wide range of transportation problems have been identified within the City of Portland. A substantial number of these problems are located on the east side of the City, or are generated by traffic moving to or from the east side. Many of these problems are concentrated in the City's south-east, where extended consideration over the fate of the Mt. Hood Freeway resulted in a general cessation of work on needed transportation improvements for an extended period of time. However, the completed withdrawal of the Mt. Hood Freeway offers the opportunity to positively address the many traffic, transit, pedestrian, and other needs which exist. The completed Interstate withdrawal has provided the Portland metropolitan region with more than \$200 million (federal funds) which can be employed through programs administered by the Urban Mass Transportation Administration (UMTA) and the Federal Highway Administration (FHWA).

In response to these transportation problems, and to the opportunities provided by the completed Interstate withdrawal, the East Side Transportation Program is intended to establish a procedural and organizational framework for transportation project planning and implementation. With the close cooperation of Tri-Met, the Oregon State Highway Division, and the City's east side neighborhoods, the Program is intended to provide the management, process, and financial resources through which the City can reach investment decisions, and needed projects expeditiously accomplished.

Program Project Criteria

Identification and selection of projects for the Program are to be accomplished in accordance with the following criteria:

A. Program Goals

High priority is to be given to projects which directly relate to broader (than transportation) City goals, such as:

1. Neighborhood physical and social stabilization; reinforcement of neighborhood development objectives.
2. Economic development and redevelopment; reinforcement of existing and new commercial and employment centers.
3. Environmental quality improvement; reduction of air and noise pollution, and energy conservation.

B. Project Objectives

1. Improve the level of service provided by public mass transportation to the east side of the City.
2. Reduce traffic congestion, eliminate through traffic in neighborhoods, and improve the efficiency of traffic movement on the east side of the City.
3. Improve the safety of automobile, transit, bicycle, and pedestrian movement on the east side of the City.

C. Project Location

Primary Program emphasis is intended for projects within the City's southeast. The exception to this is major projects which are not located within the southeast, but which are related to movements to and from the southeast.

D. Project Planning Background

Projects recommended are intended to be consistent with the adopted regional transportation plan, the CRAG Interim Transportation Plan. More specifically, the projects are intended to be consistent with, and serve as the implementation of, the City's (draft) Arterial Streets Classification Policies. Additionally, previous project priorities established by the City Council (for State Bond financing) are to be followed.

E. Project Eligibility

Projects recommended must, per federal requirements, be of a nature which makes them eligible for funding through categorical capital grant programs of either the Urban Mass Transportation Administration (UMTA) or the Federal Highway Administration (FHWA).

Program Organization and Management

Organization and management of the Program shall be the responsibility of an Inter-bureau Committee made up of representatives of the Bureaus of Planning, Street and Structural Engineering, and Traffic Engineering. The Committee will be responsible for the preparation of an annual element of the Program, for the processing of such an element through the necessary procedures including review and approval by City Council and submission to the CRAG, and for management of implementation steps on projects. Additionally, the Committee will have the following responsibilities:

1. Coordination with Tri-Met, Oregon State Highway Division, City Office of Neighborhood Associations, CRAG, and other agencies as required in the process.
2. Preparation and presentation of all materials related to the annual element as well as to individual projects in the element.
3. Coordination and communication with neighborhood residents, business interests, and other interested groups on all phases of project planning and implementation.

The East Side Program, while utilizing local match funds set aside on an annual basis, shall employ the procedures associated with the City's annual Capital Improvement Program for the development and review of the annual investment element. This process is to be followed for the following reasons:

1. The CIP provides an established process through which the Program projects can be organized for review by neighborhoods and other interested organizations as well as by City Council.
2. The CIP provides an established process for transmitting the Program projects to CRAG.
3. The CIP, through its transmission to CRAG, provides an opportunity to assure that the East Side Program is included in CRAG's annual Transportation Improvement Program (TIP), which in turn is processed through the federally required A-95 review. Inclusion of the Program element in the CIP - TIP process will result in a considerable savings of time and effort within the City and represents a more orderly process.

Program Project Recommendations

Project recommendations have been organized into two categories, major capital and minor capital. Due to the

nature and magnitude of the major capital projects, specific projects identifications are provided, as well as preliminary cost estimates and indications of the recommended City participation in the local match. With respect to the minor capital projects, individual projects will be identified within the general groupings indicated, and subsequently be submitted through the CIP process. However, for purposes of explanation, the range of City costs associated with varying levels of participation in the local match requirements are indicated.

A. Major Capital Projects

1. Banfield

Preliminary Cost Estimate: Range from \$17 - 83 million.

Local Match Financing: ODOT to provide full local match.

2. Powell Boulevard

Preliminary Cost Estimate: Maximum of approximately \$12.8 million.

Local Match Financing: Full local match financing from previous \$2.9 million State Bond allocation to the project.

3. Union Avenue

Preliminary Cost Estimate: Maximum of approximately \$4.5 million.

Local Match Financing: City to provide 11% of total cost as local match (maximum of approximately \$495,000). Since Union is a State Highway, ODOT should assist with remaining 11% participation.

4. Macadam Avenue

Preliminary Cost Estimate: Maximum of approximately \$5.0 million.

Local Match Financing: City to provide 11% of total cost as local match (maximum of approximately \$605,000). Since Macadam is a State Highway, ODOT should assist with remaining 11% participation.

5. Basin/Going - Greeley/I-5

Preliminary Cost Estimate: \$3.7 million - Basin/Going
\$2.5 million - Greeley/I-5
Total estimate: \$6.2 million

Local Match Financing: Using assumption of full Federal Aid Urban (FAU) funding, minimum City participation would be 11% match (\$680,000). Maximum City participation would be 22% match (\$1.56 million). At this time, unresolved questions include possible Interstate financing, Port of Portland participation, and others.

B. Minor Capital Projects

1. Project Categories

- a. Street Improvements: Traffic
- b. Street Improvements: Transit
- c. Signalization
- d. Transportation Improvements in Neighborhood Commercial Areas.

2. Preliminary Cost Estimate

At this time, there is no cost estimate for the various projects which could be undertaken in the Minor Project categories. The total cost of such projects would be the summation of the estimates on the projects recommended as part of the CIP review process. It is possible that project recommendations could total \$1 million per year.

3. Local Match Financing

Local match financing for Minor Capital Projects will be indicated for each project submitted in the CIP review process. The specific local match requirements will vary not only as a function of the total cost estimate of each project, but also as a function of the nature of the project. In the local match financing, the City should seek the participation of other agencies whose interests are served by the project. Thus, for example, minor capital projects on State Highways should seek the participation of ODOT in the financing.

Using the aforementioned possible estimate of \$1 million per year in total project costs, this would mean that the City participation could range from a minimum of 11%, or \$110,000, to a maximum of 22%, or \$220,000, depending on the characteristics of the projects comprising the total estimate.

Program Financing

A. Background

In order to provide a recommendation regarding the financing of the East Side Transportation Program, it is important to first review the procedures and regulations for all federal transportation programs, including Interstate withdrawal, which are significant to the City of Portland and the Portland region.

Table I. provides an explanation of the financial match provisions for the various federal transportation programs which are important in the CRAG region.

Table I. Transportation Funding: Match Provisions

<u>Federal Program</u>	<u>Match Requirements</u>		
	<u>Federal</u>	<u>State</u>	<u>Local</u>
Highways			
Interstate	92%	8%	0
Federal Aid Urban (FAU)	78%	11%	11%
Transit			
Section 5	50%	50% (Tri-Met)	
Section 3	80%	20% (Tri-Met)	
Interstate Withdrawal			
Federal Aid Urban (FAU)	78%	11%	11%
Section 3	80%	20% (Tri-Met)	

Table II. provides a general explanation of the amount of funds available to the local units of government for each of the federal programs listed.

Table II.

Annual Transportation Funding

<u>Federal Program</u>	<u>Federal \$/year to:</u>	<u>Non-federal Match-\$/year</u>	<u>Annual Total \$/year</u>
Highways			
Interstate	73 (State)	6	79
FAU	4 (Region)		
	2 (City)	0.44	2.44
Transit			
Section 5 (FY '77)	3.6 (Tri-Met)	3.6	7.2
Section 3	- No set apportionment -		
Interstate Withdrawal	203 (Total) 35 (FY 1977)		Approximately 250

Note: All moneys in millions

The information set forth in both Table I and Table II requires additional clarification due to the differences in the manner in which the various federal programs are funded, both at the federal level and the state level.

Interstate System

The Interstate System is funded with 92% federal financing in the State of Oregon. The State has traditionally provided the necessary 8% match. The amount of federal funding available to the State in any given year is a function of the cost estimates on Interstate projects which have federal approval within the State. In Oregon, a number of such cost estimates have federal approval, with the most significant being I-205. Current annual federal apportionment is \$73 million.

Federal Aid Urban (FAU)

The Federal Aid Urban funding is important to the City of Portland since funds from this source can be used for improvements to the City's arterial system. Unlike the Interstate financing, FAU funds are apportioned to the States from the Federal Government on a proportional basis, rather than being directly associated with project cost estimates.

Currently, the CRAG region receives approximately \$4 million per year in FAU funds. Of this amount, the City of Portland receives a minimum of approximately \$2 million. Traditionally, the State and the City have participated equally in the match requirements on FAU projects, providing 11% each.

(Recently, ODOT announced that the federal government has altered the match requirements on FAU projects for the current fiscal year, from the indicated 78-22 ratio, to 86-14. This means that City participation in current FAU projects changes from 11% of the total cost to 7% of the total cost. However, this alteration is likely limited in duration, and so the conventional 78-22 ratio was illustrated in the Tables.)

Section 5

Section 5 financing is UMTA funding made available to transit operators such as Tri-Met and can be used, with certain limitations, for either operating subsidies or capital expenditures. Tri-Met employs 100% of the available funds for operating costs. The Section 5 funds require a 50% match from the local transit operator. During federal fiscal year 1977, Tri-Met will receive a federal apportionment of approximately \$3.6 million, which is matched with an equal share, resulting in total Section 5 financing of approximately \$7.2 million.

Section 3

Section 3 financing is UMTA capital grant funding. These funds are available only upon application to the federal agency; they are not apportioned to transit operators. Tri-Met seeks these funds through capital grant applications for specific projects, and must match the federal share of 80% with local financing equalling 20% of the total project cost. Most capital projects undertaken by Tri-Met utilize Section 3 funds.

Interstate Withdrawal

Interstate withdrawal financing is only available upon the approval of a request by local jurisdictions to withdraw an approved Interstate segment from the Interstate System. The withdrawal of the Mt. Hood Freeway is an example of this funding mechanism. Total federal funds available from an Interstate withdrawal are determined by the amount of funds previously established for the Interstate segment in the approved Interstate Cost Estimate. This amount is inflated by applying a national cost index to the Cost Estimate, which then continues to inflate in like manner until the funds are expended on other projects. The withdrawal of the Mt. Hood Freeway has provided the CRAG region

approximately \$203 million in federal financing for future expenditures on other capital projects.

Under the provisions of the 1976 Federal Aid Highway Act, Interstate withdrawal financing is available for both highway and transit projects. Any project which is eligible for financing under the aforementioned programs (FAU, Section 3) can be employed in expending Interstate withdrawal funds. In all cases, the match requirements remain the same, with Interstate withdrawal funds representing the federal share, e.g., 78% on FAU projects and 80% on Section 3 transit projects.

The total amount of Interstate withdrawal financing available to any given state (or region) is established by the federal government in the annual appropriations legislation. Congress established a maximum amount of \$35 million in federal funds available to the CRAG region during federal fiscal year 1977, in the 1977 Appropriations Act. Over the course of future years, the rest of the federal funds will be made available to the region, and there is not as yet any established deadline by which the funds have to be completely expended.

B. Explanation of Recommendations

The East Side Transportation Program is intended to address the opportunities provided by the Interstate withdrawal by defining needed projects which are eligible for the various federal programs. It is important to note that utilization of the funds made available through the Interstate withdrawal are in addition to the continuing annual apportionments of other federal funds to the state and to the City. Thus, FAU funding at the indicated level continues and the Interstate withdrawal financing represents federal funds (and local match requirements) which are beyond the conventional FAU levels. However, since the total amount of federal financing made available to the state, region, and City through the conventional programs is very limited when contrasted to the project needs, the Interstate withdrawal represents a significant opportunity to accomplish a greatly expanded transportation capital program.

Generally, it is intended that projects recommended by the City employ the FAU program. Projects which more appropriately qualify for funding through programs and administered by UMTA are to be the responsibility of Tri-Met. However, the City may, of course, make recommendations on such projects to Tri-Met, and will have the opportunity to approve projects proposed by Tri-Met which are located within the City.

The Major Capital projects indicated for inclusion in the East Side Program are all currently defined to be projects which will employ Interstate withdrawal financing administered by FHWA, since they are basically highway improvements. (It is possible that the Banfield project

will employ both programs administered by UMTA and FHWA.)

Since three of the projects - Powell, Union, and Macadam - are part of the State Highway system, it is recommended that the City seek the participation of the State in meeting the match requirements. In the case of Powell, which has previously received an allocation of approximately \$2.9 million in State Bond financing, the State is participating fully in the local match. With respect to both Union and Macadam, it is recommended that the City provide 11% of the total cost, and seek the remaining 11% from the State. The City's match requirements would be approximately \$1.1 million (maximum - using the current cost estimate) with this financing arrangement. This cost would be spread over several years of project planning and construction.

The Basin/Going - Greeley/I-5 project is actually two separate projects, but they are being planned together, and so they are treated in that manner. Although a number of questions remain unanswered at this time regarding the financing opportunities which might be available with the project, it is recommended that the City be approximately \$680,000.

The Minor Capital Projects financing recommendations cannot be specified at this time since it is recommended that these projects be developed and reviewed through the CIP process. As explained, the local match requirements to the City for these projects will vary depending on the type of project. The participation of other agencies should be sought as appropriate.

3

Resolution No. _____

Whereas, the City Council has previously requested the formal withdrawal of the I-80N Mt. Hood Freeway from the Interstate Highway System and that funds made available from the withdrawal be used on mass transit projects, and

Whereas, the Governor of the State of Oregon honored the withdrawal request of the Council and other jurisdictions in the Portland region, and requested withdrawal of the Mt. Hood Freeway, and

Whereas, the United States Department of Transportation formally approved the withdrawal request, thereby providing the opportunity to expend the available federal funds on transportation projects, under the provisions of federal law and regulations, and

Whereas, the United States Congress, in passing the 1976 Federal Aid Highway Act, amended the federal law in order to allow that funds made available by an Interstate withdrawal be expended on highway projects as well as transit projects, and

Whereas, the Columbia Region Association of Governments (CRAG) has been designated by the Governor as the agency responsible for administering the available funds within the region, in accordance with federal law and regulations, and

Whereas, the CRAG has requested from local jurisdictions an initial listing of project proposals in order to develop and implement an Interstate withdrawal investment program for projects in the region, and

Whereas, the CRAG has established certain priorities in the use of the available federal funds including, first, projects which address the transportation needs of the Southeast area of the City of Portland, and second, the previously established projects in the regional transportation corridors known as the Banfield, Sunset, and Oregon City, and

Whereas, the Council has previously established a program of continuing transportation improvements on the City's east side, several improvements of which are appropriate for immediate action; now, therefore, be it

Resolved that the Council hereby requests the CRAG to set aside adequate Interstate withdrawal funds to support the City's East Side Transportation Program, as set forth in Exhibit "A," attached to the original only hereof and by this reference made a part hereof, and be it further

4

Resolved that the Council hereby requests the CRAG to expeditiously approve the proposed projects on Powell Boulevard and Union Avenue, both of which are part of the East Side Program, and the specific details of which are set forth in Exhibit "B," attached to the original only hereof and by this reference made a part hereof, and be it further

Resolved that the Council, recognizing the need for an improved transit and highway corridor to serve regional trips on the City's east side and to relieve traffic congestion in the City's neighborhoods, supports the priority given to the work on the Banfield corridor by the CRAG, and requests that steps be taken to insure that the necessary improvements be expeditiously processed to construction.

Adopted by the Council

Auditor of the City of Portland

Mayor Neil Goldschmidt
September 8, 1976
NG:jk

Exhibit "B"

Project Form - Powell Boulevard

Project Form - Union Avenue

Exhibit "B"

Project Form - Powell Boulevard

Project Form - Union Avenue

Interstate Withdrawal Project

City of Portland

PROJECT TITLE: Powell Boulevard

PROJECT LOCATION: Powell Boulevard, from the Ross Island Bridge over the Willamette River, to the intersection with S.E. 82nd. Ave. (City limits).

PROJECT PROBLEM DESCRIPTION: The City has determined that Powell is to be a major arterial to serve traffic movement within southeast Portland, and will, per current plans, have a full interchange with I-205, thus serving as the major access between destinations within the southeast and I-205. Currently, traffic congestion exists at a number of intersections on Powell, particularly at locations nearer to the western project terminus. Moreover, current operational characteristics of the street do not allow full turning movements at intersections with other City arterials, resulting in the diversion of trips onto neighborhood streets, thus disrupting neighborhood environments. Additionally, the arterial is characterized by a number of pedestrian, transit, and parking problems, all of which aggravate the efficient movement of traffic.

PROJECT EVALUATION FACTORS (CRAG):

1. The proposed project will positively impact S.E. Portland by significantly improving the operating efficiency of the major traffic arterial within the southeast area. Additionally, project elements aimed at parking, pedestrian and other problems will reinforce the existing commercial and other activities which exist adjacent to the arterial.
2. The proposed project will maximize available funds by utilizing scarce local match resource to the maximum extent possible.
3. The proposed project will positively affect transit both directly - by providing for more efficient vehicle movement and improved stopping locations - and indirectly - by (as part of the southeast plan) eventually reducing traffic congestion on other arterials to allow more efficient transit operations.
4. Considerable work has already been undertaken on the project, and while it is a major project which cannot be accomplished within the near-term, its completion in appropriate phasing with I-205 is important.
5. As an integral part of the current design for traffic

movement in the vicinity of I-205 and providing for the movement of traffic between the (County) road system, the project is important in solving inter-jurisdictional problems in traffic circulation.

6. The proposed project is not intended to result in highly significant increases in the capacity of Powell and consequently, will not induce significant increases in automobile trips. The project is intended to improve the efficiency of traffic movement, thus diminishing energy inefficient characteristics such as unnecessary stoppages at intersections and trips through neighborhoods.
7. The project is intended to diminish the negative impact currently being felt by neighborhoods due to the various operational problems on Powell, particularly the diversion of traffic making turning movements onto local streets. Additionally, the project will improve the aesthetic quality of the arterial.
8. The proposed project will ease the traffic and transit congestion which occurs on Powell, particularly during peak hours when southeast residents are utilizing the street for work trips.
9. The project is consistent with the "Principal Arterial" classification assigned to Powell in the CRAG ITP.
10. The proposed project will improve safety for auto users, transit riders, and pedestrians by accomplishing left-turn facilities, bus turn-outs and improved transit passenger waiting areas, and better walking and crossing facilities.
11. Congestion will be reduced through the proposed project by alleviating the turning problems at major intersections, providing turn-outs for buses, and improving signalization.

PROJECT COST: Work accomplished to date on the first phase of the project (River to S.E. 52nd) estimates a total cost of approximately \$4.5 million. Cost estimates for the complete project have not been determined, but it is intended that a stipulation of a maximum of approximately \$12.8 million be established.

LOCAL MATCH CONSIDERATION: The CRAG has previously approved an allocation of approximately \$2.9 million in State Bond funds for use on Powell Boulevard. Pursuant to the objective of maximizing capital resources, it is recommended that the

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State Bond funds be set aside for use as the local match to federal withdrawal financing, for the total project.

PROJECT SCHEDULE: Preliminary Engineering activities will occur during the current fiscal year. Right-of-way acquisition will follow, leading to project completion by approximately 1981.

Interstate Withdrawal Project

City of Portland

PROJECT TITLE: Union Avenue

PROJECT LOCATION: Union Avenue, from the intersection with Broadway,
to the intersection with Columbia Boulevard.

PROJECT PROBLEM DESCRIPTION: The City has determined that Union Avenue is to be reinforced as an important traffic and transit arterial to serve movements within Northeast Portland and to provide a route between Northeast Portland and the Southeast, as well as the Portland downtown. Currently, traffic congestion exists at a number of intersections on Union, and travel forecasts indicate that the street will experience increased congestion and capacity problems in the future. Additionally, transit movement on the street is not efficiently provided, and pedestrian movement and safety problems exist at a number of locations. Local traffic movements are aggravated by the lack of facilities which allow for left turning movements into neighborhood areas and commercial locations.

PROJECT EVALUATION FACTORS (CRAG):

1. The proposed project will positively impact SE Portland only indirectly by improving the operating efficiency of an important arterial connecting with southeast Portland.
2. The City will provide 11% of the total project cost.
3. The proposed project will positively affect transit operations by providing bus turn-outs at stopping points, and allowing for improved rider waiting facilities.
4. Considerable work has already been completed on the project design. It is the intention of the City to undertake the project in five phases over a three to four year period, beginning with the current fiscal year.
5. The project is located within the Portland City limits, and it does not directly address any inter-jurisdictional problems.
6. The proposed project is not intended to result in highly significant increases in the capacity of Union and consequently, will not induce significant increases in automobile trips. The project is intended to improve the

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efficiency of traffic movement, thus diminishing energy inefficient characteristics such as unnecessary stoppages at intersections and trips through neighborhoods. Additionally, the design considerations aimed at improving the operating characteristics of transit on the street should induce increased transit ridership.

7. The proposed project is integral to the neighborhood and commercial redevelopment planning and project work currently underway along Union Avenue. As part of a broader planning approach aimed at improving commercial viability and neighborhood attractiveness, the project will not only improve the transportation operations on Union, but will also address lighting, utilities undergrounding, and parking problems.
8. The proposed project is intended to both improve access to employment centers along Union Ave., as well as traffic and transit access from the neighborhoods to the Portland downtown and other employment centers, including the east bank area in the City's southeast.
9. The project is consistent with the arterial classification given to Union in the CRAG ITP - "Principal Arterial."
10. The proposed project has as a primary objective the improvement of safety for auto users and pedestrians at a number of locations. Included in the design are improved pedestrian facilities, including crosswalks, and more safe and efficient turning facilities for automobiles. Additionally, for much of the project length, it is intended to separate the traffic movement by installation of a twelve foot median.
11. The proposed project is aimed at reducing congestion by providing efficient turning facilities at locations where congestion currently exists and, through better signalization, to improve the over-all movement of transit and auto traffic on Union.

PROJECT COST: Work to date provides preliminary cost estimates. A total project cost of \$4.5 million is stipulated.

LOCAL MATCH CONSIDERATION: The City of Portland will provide 11% of the total cost of the improvements on this State Highway.

PROJECT SCHEDULE: Preliminary Engineering can begin as soon as possible, with construction to follow, scheduled over three to four years.

Exhibit "B"

Project Form - Powell Boulevard

Project Form - Union Avenue

DRAFT Project Form

Interstate Withdrawal Project

City of Portland

PROJECT TITLE: Powell Boulevard

PROJECT LOCATION: Powell Boulevard, from the Ross Island Bridge over the Willamette River, to the intersection with S.E. 82nd. Ave. (City limits).

PROJECT DESCRIPTION: The City has determined that Powell is to be a major arterial to serve traffic movement within southeast Portland, and will, per current plans, have a full interchange with I-205, thus serving as the major access between destinations within the southeast and I-205. Currently, traffic congestion exists at a number of intersections on Powell, particularly at locations nearer to the western project terminus. Moreover, current operational characteristics of the street do not allow full turning movements at intersections with other City arterials, resulting in the diversion of trips onto neighborhood streets, thus disrupting neighborhood environments. Additionally, the arterial is characterized by a number of pedestrian, transit, and parking problems, all of which aggravate the efficient movement of traffic.

PROJECT EVALUATION FACTORS (CRAG):

1. The proposed project will positively impact S.E. Portland by significantly improving the operating efficiency of the major traffic arterial within the southeast area. Additionally, project elements aimed at parking, pedestrian and other problems will reinforce the existing commercial and other activities which exist adjacent to the arterial.
2. The proposed project will maximize available funds by utilizing scarce local match resource to the maximum extent possible.
3. The proposed project will positively affect transit both directly - by providing for more efficient vehicle movement and improved stopping locations - and indirectly - by (as part of the southeast plan) eventually reducing traffic congestion on other arterials to allow more efficient transit operations.
4. Considerable work has already underway on the project, and while it is a major project which cannot be accomplished within the near-term, its completion in appropriate phasing with I-205 is important.
5. As an integral part of the current design for traffic

movement in the vicinity of I-205 and providing for the movement of traffic between the (County) road system, the project is important in solving inter-jurisdictional problems in traffic circulation.

6. The proposed project is not intended to result in significant increases in the capacity of Powell and consequently, will not induce significant increases in automobile trips. The project is intended to improve the efficiency of traffic movement, thus diminishing energy inefficient characteristics such as unnecessary stoppages at intersections and trips through neighborhoods.
7. The project is intended to diminish the negative impact currently being felt by neighborhoods due to the various operational problems on Powell, particularly the diversion of traffic making turning movements onto local streets. Additionally, the project will improve the aesthetic quality of the arterial.
8. The proposed project will ease the traffic and transit congestion which occurs on Powell, particularly during peak hours when southeast residents are utilizing the street for work trips.
9. The project is consistent with "Principal Arterial" classification assigned to Powell in the CRAG ITP.
10. The proposed project will improve safety for auto users, transit riders, and pedestrians by accomplishing left-turn facilities, bus turn-outs and improved transit passenger waiting areas, and better walking and crossing facilities for pedestrians
11. Congestion will be reduced through the proposed project by alleviating the turning problems at major intersections, providing turn-outs for buses, and improved signalization, among other things.

PROJECT COST: Work accomplished to date on the first phase of the project (River to S.E. 52nd) estimates a total cost of approximately \$4.5 million. Cost estimates for the complete project have not been determined, but it is intended that a stipulation of a maximum of approximately \$12.7 million be established.

LOCAL MATCH CONSIDERATION: The CRAG has previously approved an allocation of approximately \$2.9 million in State Bond funds for use on Powell Boulevard. Pursuant to the objective of maximizing capital resources, it is recommended that the

State Bond funds be set aside for use as the local match to federal withdrawal financing, for the total project.

PROJECT SCHEDULE: Preliminary Engineering activities during the current fiscal year. Right-of-way acquisition to follow, leading to project completion by approximately 1981.

DRAFT Project Form

Interstate Withdrawal Project

City of Portland

PROJECT TITLE: Union Avenue

PROJECT LOCATION: Union Avenue, from the intersection with Broadway
to the intersection with Columbia Boulevard.

PROJECT DESCRIPTION: The City has determined that Union Avenue is to be reinforced as an important traffic and transit arterial to serve movements within Northeast Portland and to provide a route between Northeast Portland and the Southeast, and the Portland downtown. Currently, traffic congestion exists at a number of intersections on Union, and travel forecasts indicate that the street will experience increased congestion and capacity problems in the future. Additionally, transit movement on the street is not efficiently provided, and pedestrian movement and safety problems exist at a number of locations. Local traffic movements are aggravated by the lack of facilities which allow for left turning movements into neighborhood areas and commercial locations.

PROJECT EVALUATION FACTORS (CRAG):

1. The proposed project will positively impact SE Portland only indirectly by improving the operating efficiency of an important arterial connecting with southeast Portland.
2. The proposed project will maximize available funds inasmuch as it utilizes Housing and Community Development federal funding as the local match, thus requiring no revenue resources from either the State or the City.
3. The proposed project will positively affect transit operations by providing bus turn-outs at stopping points, and allowing for improved rider waiting facilities.
4. Considerable work has already been completed on the project design. It is the intention of the City to undertake the project in five phases over a three to four year period, beginning with the current fiscal year.
5. Inasmuch as the project is located within the Portland City limits, it does not directly address any inter-jurisdictional problems.
6. The proposed project is not intended to result in significant increases in the capacity of Union and consequently, will not induce significant increases in automobile trips. The

project is intended to improve the efficiency of traffic movement, thus diminishing energy inefficient characteristics such as unnecessary stoppages at intersections and trips through neighborhoods. Additionally, the design considerations aimed at improving the operating characteristics of transit on the street should induce increased transit ridership.

7. The proposed project is integral to the neighborhood and commercial redevelopment planning and project work currently underway along Union Avenue. As part of a broader planning approach aimed at improving the commercial viability and neighborhood attractiveness of the area, the project will not only improve the transportation operations on Union, but will also address lighting, utilities undergrounding, and parking problems.
8. The proposed project is intended to both improve the access to employment centers along Union Ave., but also to improve the traffic and transit access from the neighborhoods along the route to the Portland downtown and other employment centers which connect directly to Union, including the east bank area in the City's southeast.
9. The project is consistent with the arterial classification given to Union in the CRAG ITP - "Principal Arterial."
10. The proposed project has as a primary objective the improvement of safety for auto users and pedestrians at a number of locations. Included in the design are improved pedestrian facilities, including crosswalks, and more safe and efficient turning facilities for automobiles. Additionally, for much of the project length, it is intended to separate the traffic movement by installation of a twelve foot median.
11. The proposed project is aimed at reducing congestion by providing efficient turning facilities at locations where congestion currently exists and, through better signalization, to improve the over-all movement of transit and auto traffic on Union.

PROJECT COST: Work to date provides preliminary cost estimates. A total project cost of \$4.5 million is stipulated.

LOCAL MATCH CONSIDERATION: Funds from federal Housing and Community Development grants can be made available to meet the local match requirements of the project. This would mean that a total local match of \$990,000 would be required to match the maximum federal share of \$3,510,000.

PROJECT SCHEDULE: Preliminary Engineering work to begin as soon as possible, with construction scheduled over three to four years.

DRAFT

September 5, 1976

MEMORANDUM

TO: Members of City Council

FROM: Interstate Withdrawal Working Committee
Don Bergstrom, Bureau of Traffic Engineering
John Lang, Bureau of Street and Structural Engineering
Cowles Mallory, City Engineer
Doug Wright, Bureau of Planning

SUBJECT: Proposed Interstate Withdrawal Resolution, Related Materials

The Columbia Region Association of Governments (CRAG) has requested that local jurisdictions submit initial Interstate withdrawal project requests to CRAG by approximately September 15. The City's Interstate Withdrawal Working Committee has been developing recommendations on this matter and is prepared at this time to submit such recommendations to City Council for consideration and action pursuant to responding to the CRAG request.

Accordingly, please find attached two resolutions, with associated exhibits, proposed for Council action.

The first resolution is intended to establish a program within the City for utilization of Interstate withdrawal funds. Exhibit "A" of this resolution provides a description of the program which is recommended.

The second resolution, which is predicated on the adoption of the program recommended in the first resolution, is intended to respond to the ~~request~~ request of ~~the~~ CRAG by indicating the City's intentions with respect to the use of Interstate withdrawal funds. The second resolution is intended to accomplish three specific tasks:

1. To inform CRAG that the City has established an investment program which will require a certain amount of Interstate withdrawal funds annually, and to request CRAG approval of this program with respect to fiscal programming.
2. To indicate the City's interest in expeditious CRAG action in approving two specific projects within the City for use of Interstate withdrawal funding - Powell and Union - thus allowing the City to initiate project work in the near future.
3. To indicate the City's interest in the expeditious accomplishment of needed improvements on the Banfield, using Interstate

withdrawal funds.

An informal Council session is scheduled for September 14 for the purpose of providing a full explanation of the proposed Interstate withdrawal program and answering questions ~~which arise~~ regarding the proposals. Additionally, at that time, a brief status report on the Banfield project will be presented by City staff and the Oregon State Highway Division in order to familiarize Council with the progress to date on the project study.

If you have any questions in advance of the informal session, please contact Doug Wright of the Working Committee or, if he is unavailable, any other of the Committee's members.

72471

Resolution No. _____

Whereas, the City Council has previously requested the formal withdrawal of the I-80N Mt. Hood Freeway from the Interstate Highway System and that funds made available from the withdrawal be used on mass transit projects, and

Whereas, the Governor of the State of Oregon honored the withdrawal request of the Council and other jurisdictions in the Portland region, and requested withdrawal of the Mt. Hood Freeway, and

Whereas, the United States Department of Transportation formally approved the withdrawal request, thereby providing the opportunity to expend the available federal funds on transportation projects, under the provisions of federal law and regulations, and

Whereas, the United States Congress, in passing the 1976 Federal Aid Highway Act, amended the federal law in order to allow that funds made available by an Interstate withdrawal be expended on highway projects as well as transit projects, and

Whereas, the Council requested withdrawal of the Freeway with the understanding that funds made available would be primarily used to address the transportation problems in the area in which the Freeway was intended to be located, and

Whereas, City transportation staff has for some time been developing a transportation plan and investment program for the east side of the City predicated on the withdrawal of the Mt. Hood Freeway and the availability of federal funds for substitute projects; now, therefore, be it

Resolved that the Council hereby reaffirms its intent that funds made available from the I-80N Mt. Hood Interstate withdrawal be initially and primarily used to address the transportation needs of the City's east side, and be it further

Resolved that the Council hereby establishes a continuing investment program of transit and highway improvements which are shown to be vital to the transportation, neighborhood enhancement, and economic development needs of the City's east side, as set forth in Exhibit "A," attached to the original only hereof and by this reference made a part hereof.

Exhibit "A"

East Side Transportation
Investment Program

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Exhibit "A"

East Side Transportation

Investment Program

Program Purpose

The purpose of the East Side Transportation Investment Program is to provide the framework through which Interstate withdrawal funds can be used for making transportation improvements on the City's east side.

A ----- wide range of transportation problems have been identified within the City of Portland. A substantial number of these problems are located on the east side of the City, or are generated by traffic moving to or from the east side. Many of these problems are concentrated in the City's southeast, where extended consideration over the fate of the Mt. Hood Freeway resulted in a general cessation of work on needed transportation improvements ~~for~~ ~~during~~ an extended period of time. However, the completed withdrawal of the Mt Hood Freeway offers the opportunity to positively address the many traffic, transit, pedestrian, and other needs which exist on the east side. The completed Interstate withdrawal has provided the Portland metropolitan region with more than \$200 million (federal funds) which can be employed through programs administered by the Urban Mass Transportation Administration (UMTA) and the Federal Highway Administration (FHWA).

In response to these transportation problems, and to the opportunities provided by the completed Interstate withdrawal, the City's East Side Transportation Investment Program is intended to establish a procedural and organizational framework for transportation project planning and implementation. With the close cooperation of Tri-Met, the Oregon State Highway Division, and the City's east side neighborhoods, the Program is intended to provide the management, process, and financial resources through which the City can reach investment decisions, and needed projects expeditiously accomplished.

Program Project Criteria

Identification and selection of projectes for the Investment Program are to be accomplished in accordance with the following criteria:

A. Program Goals

High priority is to be given to projects which directly relate to broader (than transportation) City goals, such as:

1. Neighborhood physical and social stabilization; reinforcement of neighborhood development objectives.

2. Economic development and redevelopment; reinforcement of existing and new commercial and employment centers.

3. Environmental quality improvement; reduction of air and noise pollution, and energy conservation.

B. Project Objectives

1. Improve the level of service provided by public mass transportation to the east side of the City.

2. Reduce traffic congestion, eliminate through traffic in neighborhoods, and improve the efficiency of traffic movement on the east side of the City.

3. Improve the safety of automobile, transit, bicycle, and pedestrian movement on the east side of the City.

C. Project Location

Primary Program emphasis is intended for projects within the City's southeast. The exception to this is major projects which are not located within the southeast, but which are directly related to movements to and from the southeast.

D. Project Planning Background

Projects recommended are intended to be consistent with the adopted regional transportation plan, the CRAG Interim Transportation Plan. More specifically, the projects are intended to be consistent with, and serve as the implementation of, the City's (draft) Arterial Streets Classification Policies. Additionally, previous project priorities established by the City Council (for State Bond financing) are to be followed.

E. Project Eligibility

Projects recommended must, per federal requirements, be of a nature which makes them eligible for funding of categorical capital grant programs of either the Urban Mass Transportation Administration (UMTA) or the Federal Highway Administration (FHWA).

Program Funding

The Investment Program is to be financed by funds provided to the City by the State of Oregon through the "State Tax Street" fund (state gas taxes). The amount of such revenues shall be an amount equivalent to the approximately \$650,000 provided per annum by the institution of the state gas tax increase as approved by the 1975 Oregon State Legislature. (These specific funds are to be used for

maintenance expenditures, ~~by the City~~, but their availability will enable other state gas tax funds to be employed for the Investment Program.) Such revenues shall be applied by the City to the projects and shall serve as the full local match to the available federal funds (local match on FHWA programs is 22%). The amount of local match shall establish the approximate maximum amount of project funds available on an annual basis. Utilizing approximately \$650,000 as local match will establish a total annual program amount of approximately \$2,450,000.

Setting aside a specific amount of gas tax funds for annual local match does not preclude the use of other possible revenue sources as match, which would result in total project investments greater than the aforementioned amount. For example, the use of other match resources available to the City, such as State Bond financing, represents an opportunity to maximize the effectiveness of local resources and increase the magnitude of the Investment Program. Additionally, the City is not precluded from supplementing the stipulated gas tax funds with additional City revenues if need arises and, in turn, from requesting additional Interstate withdrawal funding allocations to the City from the CRAG.

The Investment Program shall have a minimum duration of five fiscal years, inclusive of the fiscal year current at the Program's inception (City fiscal year 1976-77). This Program duration refers to the budgetary allocation of federal and local funds, not to the timing of contract obligation on projects.

Program Organization and Management

Organization and management of the Investment Program shall be the responsibility of an Inter-bureau Committee made up of representatives of the Bureaus of Planning, Street and Structural Engineering, and Traffic Engineering. The Committee will be responsible for the preparation of an annual element of the Investment Program, for the processing of such an element through the necessary procedures including review and approval by City Council and submission to the CRAG, and for management of implementation steps on projects. Additionally, the Committee will have the following responsibilities:

1. Coordination with Tri-Met, Oregon State Highway Division, City Office of Neighborhood Associations, CRAG, and other agencies as required in the process.
2. Preparation and presentation of all materials related to the annual element as well as to individual projects in the element.
3. Coordination and communication with neighborhood residents, business interests, and other interested groups on all phases of project planning and implementation.

The Investment Program, while utilizing local match funds set aside on an annual basis, shall employ the procedures associated with

the City's annual Capital Improvement Program for the development and review of the annual Investment element. This process is to be followed for the following reasons:

1. The CIP provides an established process through which the Investment Program projects can be organized for review by neighborhoods and other interested organizations, as well as by City Council.
2. The CIP provides an established process for transmitting the Program projects to CRAG.
3. The CIP, through its transmission to CRAG, provides an opportunity to assure that the East Side Investment Program is included in the CRAG's annual Transportation Improvement Program, which in turn is processed through the federally required A-95 review. Inclusion of the Program element in the CIP - Transportation Improvement Program will result in a considerable savings of time and effort within the City and represents a more orderly process.

Program Project Recommendations

Projects have been organized into two categories, major capital and minor capital projects. Due to the nature and magnitude of the major capital projects, specific project identifications are provided. With respect to minor capital projects, individual projects will be identified within the general groupings indicated.

Major Capital Projects

1. Powell Boulevard*
2. Union Avenue*
3. Macadam Avenue
4. Basin/Going - Greeley/I-5

*Immediate project initiation recommended.

Minor Capital Projects

1. Transit-related Street Improvements
2. Traffic-related Street Improvements
3. Pedestrian-related Street Improvements
4. Signalization Improvements
5. Other Improvements

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Resolution No. _____

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Whereas, the United State Congress, in passing the 1976 Federal Aid Highway Act, amended the federal law in order to allow that funds made available by an Interstate withdrawal be expended on highway projects as well as transit projects, and

Whereas, the Columbia Region Association of Governments (CRAG) has been designated by the Governor as the agency responsible for administering the available funds within the region, in accordance with federal law and regulations, and

Whereas, the CRAG has requested from local jurisdictions an initial listing of project proposals in order to develop and implement an Interstate withdrawal investment program for regional projects, and

Whereas, the CRAG has established certain priorities in the use of the available federal funds including, first, projects which address the transportation needs of the Southeast area of the City of Portland, and second, the previously established projects in the regional transportation corridors known as the Banfield, Sunset, and Oregon City, and

Whereas, the Council has previously established a program of continuing investments in transportation improvements on the City's east side, several improvements of which are appropriate for immediate action; now, therefore, be it

Resolved that the Council ^{hereby} requests the CRAG to set aside adequate Interstate withdrawal funds to support the City's East Side Transportation Investment Program, as set forth in Exhibit "A," attached to the original only hereof and by this reference made a part hereof, and be it further

DEAF 1

hereby

Resolved that the Council ¹requests the CRAG to expeditiously approve the proposed projects on Powell Boulevard and Union Avenue, both of which are part of the East Side Improvement Program, and the specific details of which are set forth in Exhibit "B," attached to the original only hereof and by this reference made a part hereof, and be it further

Resolved that the Council, recognizing the ~~increasing~~ need for an improved transit and highway corridor to serve regional trips on the City's east side, and to relieve traffic congestion in the City's neighborhoods, supports the ~~previous~~ priority given to the technical work on the Banfield corridor by the CRAG, and requests that steps be taken to insure that the necessary improvements be expeditiously processed to construction.

Adopted by the Council.

Materials Needed:

1. Resolution establishing program.
2. Exhibit to resolution - program proposal.*
3. Resolution responding to CRAG request.
4. Exhibit consisting of first resolution and attachment.
5. Exhibit of project request forms - Powell, Union, ?
6. Cover memo to Council re above materials.
7. Draft letter for possibel use covering Banfield project.

* Program Proposal

- Program Purpose
- Program Project Criteria
 - Project Objectives
 - Project location
 - Project Eligibility
 - Project Planning
 - Additional Comment
- Program Funding
- Program Organization and Management
- Program Project Recommendations
 - Major Capital Programs
 - Minor Capital Programs
 - Street Improvements
 - Signalization
 - Transit curb extensions
 - Lighting
 - et.al.

72AF1

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Adopted by the Council.

DRAFT Project Form

Interstate Withdrawal Project

City of Portland

PROJECT TITLE: Powell Boulevard

PROJECT LOCATION: Powell Boulevard, from the Ross Island Bridge over the Willamette River, to the intersection with S.E. 82nd. Ave. (City limits).

PROJECT DESCRIPTION: The City has determined that Powell is to be a major arterial to serve traffic movement within southeast Portland, and will, per current plans, have a full interchange with I-205, thus serving as the major access between destinations within the southeast and I-205. Currently, traffic congestion exists at a number of intersections on Powell, particularly at locations nearer to the western project terminus. Moreover, current operational characteristics of the street do not allow full turning movements at intersections with other City arterials, resulting in the diversion of trips onto neighborhood streets, thus disrupting neighborhood environments. Additionally, the arterial is characterized by a number of pedestrian, transit, and parking problems, all of which aggravate the efficient movement of traffic.

PROJECT EVALUATION FACTORS (CRAG):

1. The proposed project will positively impact S.E. Portland by significantly improving the operating efficiency of the major traffic arterial within the southeast area. Additionally, project elements aimed at parking, pedestrian and other problems will reinforce the existing commercial and other activities which exist adjacent to the arterial.
2. The proposed project will maximize available funds by utilizing scarce local match resource to the maximum extent possible.
3. The proposed project will positively affect transit both directly - by providing for more efficient vehicle movement and improved stopping locations - and indirectly - by (as part of the southeast plan) eventually reducing traffic congestion on other arterials to allow more efficient transit operations.
4. Considerable work has already underway on the project, and while it is a major project which cannot be accomplished within the near-term, its completion in appropriate phasing with I-205 is important.
5. As an integral part of the current design for traffic

movement in the vicinity of I-205 and providing for the movement of traffic between the (County) road system, the project is important in solving inter-jurisdictional problems in traffic circulation.

6. The proposed project is not intended to result in significant increases in the capacity of Powell and consequently, will not induce significant increases in automobile trips. The project is intended to improve the efficiency of traffic movement, thus diminishing energy inefficient characteristics such as unnecessary stoppages at intersections and trips through neighborhoods.
7. The project is intended to diminish the negative impact currently being felt by neighborhoods due to the various operational problems on Powell, particularly the diversion of traffic making turning movements onto local streets. Additionally, the project will improve the aesthetic quality of the arterial.
8. The proposed project will ease the traffic and transit congestion which occurs on Powell, particularly during peak hours when southeast residents are utilizing the street for work trips.
9. The project is consistent with "Principal Arterial" classification assigned to Powell in the CRAG ITP.

PROJECT COST: Work accomplished to date on the first phase of the project (River to S.E. 52nd) estimates a total cost of approximately \$4.5 million. Cost estimates for the complete project have not been determined, but it is intended that a stipulation of a maximum of approximately \$12.7 million be established.

LOCAL MATCH CONSIDERATION: The CRAG has previously approved an allocation of approximately \$2.9 million in State Bond funds for use on Powell Boulevard. Pursuant to the objective of maximizing capital resources, it is recommended that the State Bond funds be set aside for use as the local match to federal withdrawal (FAU) financing, for the total project.

PROJECT SCHEDULE: Preliminary Engineering activities during the current fiscal year. Right-of-way acquisition to follow, leading to project completion by approximately 1981.

RELATED COMMENTS:

SE TRANSIT PLAN IMPROVEMENTS

Intent

The aim of these projects is to improve the operation of the new Tri-Met routes proposed as part of the SE Transit Improvement Program.

Proposal

1. Ease curb at NW corner of 52nd and Lincoln to allow for new routing of Hawthorne bus routes south on 52nd from Hawthorne to south of Powell.
2. Ease curb at SW corner of 26th and Division. This would allow the proposed routes 27 (Harold-Steele) and 29 (Crystal Springs) to use Division to 26th rather than Clinton. This would concentrate transit services along Division.
3. Signal retiming or pedestrian actuation at 39th and Holgate to increase pedestrian crossing time of 39th.
4. Signal at 23rd and Bybee and stop sign protection (questionable?) on Tolman from 23rd to Milwaukie.
5. SE 7th Avenue parking enforcements and left turn provisions from 7th (northbound) to Madison and from 7th (southbound) to Division. At Hawthorne and Madison bus transfer facilities should be provided.
6. Signal and/or relaning at 82nd and Flavel to allow for South to East movement and at 82nd and Duke to allow for North to West movement.
7. Left turn phase at 39th and Woodstock for 39th Avenue route extended.

SE HOLGATE BRIDGE AND BOULEVARD (SE 17TH AVENUE TO 28TH AVENUE)

Existing Conditions

The SE Holgate Bridge overpasses the Southern Pacific Railroad yard between SE 18th and 24th Avenues. Loads are currently restricted to 13 tons with additional restrictions being considered. Property abutting Holgate is zoned industrial. A gas station, meat company, heating oil company, and a construction supply company are located east of the bridge, while Tri-Met is located to the west. The bridge and approaches are two lane and carry 19,600 vehicles per day.

Proposal

Replace the existing bridge to protect public safety, and modify its approaches as necessary. The question of constructing a two or four lane bridge has not been resolved. A four lane bridge and approaches would require an additional 10 to 20 feet of right-of-way and would affect three industries on the east side of the existing bridge. Several alternate locations for the new bridge will be explored during preliminary engineering. Estimated cost of the project is \$2,600,000.

The project should include relining and resignaling at 26th Avenue and 28th Avenue to discourage through movement on Holgate east of 28th and to facilitate through north-south movement using 28th, Holgate, and 26th north to Powell.

MILWAUKIE AVENUE (INCLUDES 13TH AND 17TH IN SELLWOOD/MORELAND)

Intent

Milwaukie Avenue, which carries substantial volumes of through traffic, serves as the neighborhood collector and commercial center for the Brooklyn and Moreland neighborhoods. The proposals listed here are intended to improve transit operations and patron convenience, increase pedestrian safety and improve local traffic circulation on the street. The Powell project improvements and the Milwaukie/McLoughlin project (described elsewhere) are key elements in this program as they will help to reduce peak hour volumes on Milwaukie.

Proposal

1. Reduce speed limit to 25 mph to improve pedestrian safety and ease of movement by cross traffic and for local commercial access.
2. Improve 11th-12th/Milwaukie crossing of S.P. mainline. Immediately, simple repairs are necessary.
street realignment to eliminate some of the grade crossings should also be investigated.
3. Signal advantage for transit and short transit and right turn only lanes at Tacoma, Bybee and Holgate.
4. Diverters and/or signing to keep trucks and buses off of local streets in the Brooklyn area.
5. Curb extensions at transit stops and important pedestrian crossings (see typical curb extension sketch). An initial survey suggests that the locations on the enclosed list are appropriate for curb extensions.

STARK STREET WEST OF 39TH AVENUE

Intent

Stark is a narrow, primarily residential street with several institutions. These projects are intended to improve transit operations (west of 30th Place), reduce through traffic and make the street work better as a neighborhood collector.

Proposals

1. Reduce speed limit to 25 mph because of the frequent cross streets, pedestrian activity around the schools, and the desire to limit through traffic volumes.
2. Provide left turn refuges and signalization at 39th and Stark. This will require acquisition of right-of-way only on the south side of Stark and will reduce the through traffic capacity of Stark at 39th by about 15%.
3. Transit signal advantage and short "transit and right turn only" lanes at 12th and 20th. Improvements at 20th should recognize the likelihood of a crosstown route in the near future.
4. Curb extensions at transit stops and important pedestrian crossings (see typical curb extension sketch). An initial survey suggests that the locations on the enclosed list are appropriate for curb extensions.

Priority and Scheduling

The left turn improvements at 39th Avenue are high priority for the district traffic engineer and Preliminary Engineering should begin 76-77 with right-of-way acquisition and construction to follow as soon as possible. Curb extensions marked with asterisks on the attached list are also high priority and should be constructed in 76-7.

MILWAUKIE/MCLOUGHLIN CONNECTION

Intent

At the present time the Milwaukie/Powell intersection is severely congested, especially during the a.m. peak period. High volumes of peak hour traffic use Milwaukie Avenue, a Neighborhood Collector street through the Brooklyn neighborhood. The intent of this project is to remove a substantial percentage of that traffic from the Brooklyn neighborhood and to divert it away from the Milwaukie/Powell intersection, providing more capacity for east-west movement on Powell Blvd.

Proposal

The proposed project would connect northbound Milwaukie Avenue traffic to northbound McLoughlin Blvd. by a ramp in the triangle of land northwest of the Milwaukie Avenue viaduct over McLoughlin. This will require a traffic signal and left turn refuge on Milwaukie. It appears that all necessary right-of-way is already owned by the State. The equivalent southbound connection is provided by an existing ramp. Closing Long Street from McLoughlin might be considered during project review and design.

Scheduling and Priority

Project Engineering	-- 1976-77
Construction	-- 1977-78

This project should have a high priority and should be completed by the time the 1st phase Powell project is complete, since the successful operation of the Powell/Milwaukie intersection requires a reduction in left turn movements from Milwaukie to Powell. As part of the Powell Project, the access from northbound McLoughlin to the Ross Island Bridge will be reworked, giving a longer merge distance.

Cost

TACOMA/MCLOUGHLIN

Intent

This intersection of two important Major City Traffic Streets should be improved to handle the large volumes and allow for left hand turns without the use of local streets.

Proposal

Proposed solutions for this intersection range from relatively simple paving, re-laning and signalization to complete grade separated interchanges. To select an alternative will require preliminary engineering work and coordination with the OSHD McLoughlin Blvd. project.

Scheduling and Priority

Cost

Within right-of-way improvements:	\$100,000
Grade separation:	\$6 million

BELMONT STREET

Intent

Belmont is an arterial which carries moderate auto volumes and the heavily patronized Tri-Met route 21. The surrounding area includes many apartment houses and retail stores which generate considerable pedestrian traffic. The intent of this project is to improve transit operations on the street, increase pedestrian safety and convenience, and improve the operation of the street for neighborhood and business service. The movement from the Morrison Bridge to 7th Avenue and Sandy Blvd. should also be facilitated to direct traffic to the downtown parking garages and the Eastbank Freeway interchange.

Proposal

The proposal consists of small physical modifications to Belmont Street which could be done over a number of years. The speed limit on the street should also be reduced to 25 mph because of the street width, large number of cross streets and driveways, the commercial character of the street and heavy pedestrian traffic. The speed reduction should be done when the street modifications are made and driving habits change.

Physical modifications include:

1. Improve access from Union Avenue to Belmont and from Morrison to Union (signalization and relaning).
2. Signal and lane designation changes at Belmont and Morrison at 7th to encourage use of Morrison Bridge access to Downtown and to the inner freeway loop while keeping the traffic off of 11th and 12th Avenues.
3. Create left turn refuges from 39th to Belmont and improve bus transfer facilities at this intersection. Alignment improvements would also be desirable. These improvements will require right-of-way acquisition.
4. Provide a peak period "transit and right turns only" curb lane from Grand to 12th Avenues. Both Belmont and Morrison Street parking is currently prohibited on Belmont during the evening peak period.
5. Signal advantage for transit and short "right turn and transit only" lanes at 20th and 60th and possibly at 39th (depends on design of 39th intersection). Physical modifications at 20th and 60th should recognize future cross town bus routes on these streets.

6. Curb extensions at transit stops and important pedestrian crossings. (See typical curb extension sketch.) An initial survey suggests that the locations on the attached list are appropriate for curb extensions.

Scheduling and Priority

Because Belmont is in an area of heavy transit ridership and is not a through arterial, it is a good test street for curb extensions and transit signal advantages and should have a high priority. The curb extensions with asterisks in the list above could be ready for construction in the present fiscal year. Preliminary engineering for items 1-5 should also begin this year with construction scheduled for next year.

Cost

HAWTHORNE

Intent

Hawthorne is an arterial with several important commercial centers and a large number of apartment houses along the street. The proposals are intended to increase pedestrian safety, and improve transit operations and patron safety. Additionally, traffic should be able to turn from Hawthorne to north-south arterials without using local streets.

Proposals

1. Curb "transit only" lane on Madison Bridge ramps. Curb "transit and right turn only" lane on Hawthorne from bridge to SE 7th Avenue.
2. Build curb extensions and shelters for transfer facility at 7th Avenue.
3. Provide for movement from Madison to Union Avenue by removal of Union to Madison ramp.
4. Provide improved transfer facilities, and transit signal advantage with short curb "transit only" lane at 12th and Hawthorne. Discourage use of Ladd Avenue for through traffic.
5. Provide transit signal advantage with short curb "transit and right turn only" lane at 20th. Any modifications should allow for transfer facilities with 20th Avenue crosstown transit line. Left turns should also be permitted at this intersection.
6. Allow left turns at 27th, 30th, 34th, and 37th Avenues from Hawthorne Avenue.
7. Provide improved transit transfer facilities and allow left turns at 39th. Right-of-way acquisition will be required. Because large structures are built to the property line in some cases, right-of-way purchase may not be possible. If left turns can not be provided at 39th, designated alternate routes should be developed.
8. Curb extensions at transit stops and important pedestrian crossings (see sketch of typical curb extensions). An initial survey suggests that the locations on the attached list are appropriate for curb extensions.

Priority and Scheduling

Curb extensions with asterisk on the attached list should be built in 1976-77. Preliminary engineering for other projects identified here should begin in 1976-77, with right-of-way acquisition and construction to follow immediately thereafter.

GLISAN

Intent

Glisan is a wide residential street with several commercial districts. Because left hand turns are prohibited at several north south arterials, traffic circulates on local neighborhood streets. Transit operation and patron convenience, increased pedestrian safety and improved neighborhood collector operation are the objectives of the proposals for Glisan Street.

Proposals

1. Speed reduction from Sandy Blvd. to 57th Avenue.
2. Resignalize and relane Sandy/Glisan intersection to improve through and left turn movements, especially for transit.
3. Modify 57th and Glisan intersection through relaning and signal changes to favor freeway to eastbound Glisan movement and discourage through movement on Glisan.
4. Allow left turn movements at 74th and 82nd. Right-of-way purchase may be required.
5. Curb extensions for transit stops and important pedestrian crossings (see sketch of typical curb extension). An initial survey suggests that the locations on the attached list are appropriate for curb extensions.
6. Transit signal advantage and short "transit and right turn only" lanes at 20th and Glisan. Intersection modifications should recognize the likelihood of a 20th Avenue crosstown bus route in the near future.

Priority and Scheduling

BURNSIDE/THORBURN/STARK

Intent

Burnside is a wide, mainly residential, street with a number of small commercial areas. The objective of these projects is to increase pedestrian safety, and improve transit operations and patron convenience.

Proposal

1. Reduce speed limit to increase pedestrian^s cross traffic safety.
2. Transit signal advantage and short "transit and right turn only" lanes at 12th/Sandy/Burnside intersection for both Sandy and Burnside buses. This may require property acquisition. Left turn routings should also be considered at this intersection.
3. Allow left turn movements at 82nd and Stark.
4. Remove Washington-Stark couplet and return traffic to former two-way pattern on Stark Street west of 92nd Avenue. This project should be phased with the I-205 project.
5. Transit signal advantage and short "transit and right turn only" at 20th Avenue. Intersection redesign should consider the likelihood of a 20thth Crosstown bus in the near future.
6. Curb extensions at transit stops and important pedestrian crossings (see typical curb extension sketch). An initial survey suggests that the locations on the attached list appropriate for curb extensions.

Priority and Scheduling

The work in item 2 should be scheduled with the 12th/Sandy/Burnside project. Preliminary engineering for other projects should be undertaken in 1977-78, with work scheduled soon thereafter.

FOSTER

Intent

Foster is a wide major traffic and transit route with commercial activity as the primary abutting land use. The proposals should increase crossing safety for autos and pedestrians and encourage the development of identifiable business clusters on Foster. The entire length of Foster has not been surveyed, and proposals will depend to a certain degree on the improvements proposed for Powell beyond 50th. A high, early priority project should be to determine the range of these two projects. Preliminary proposals are identified below.

Proposals

1. Arleta Business area - Divert through traffic off of Holgate onto Foster north and/or southbound. Remove on-street parking in front of park, develop planted median from 62nd to 67th. This will improve pedestrian safety and appearances in the area. Street reconstruction will be required at the park. Curb extensions for transit stops should be provided on the south side of Foster in this area.
2. Extend 72nd Avenue planted strip southward to provide transit stop, provide curb extension on south side of Foster for transit stop and increased pedestrian safety.
3. 50th/Foster/Powell interchange.
4. Improve safety at diagonal cross street entries by sight distance improvement, signalization or closure as appropriate.

Scheduling Priority

Meetings should begin in the near future with the Foster Boosters and neighborhood groups to develop the above proposal and identify other needed improvements.

Priority and Scheduling

Only the curb extensions from 28th to 60th should be constructed in 76-77. Preliminary engineering can begin on the other projects immediately, but construction should be phased with the Powell Project.

26TH AND CLINTON

Intent and Proposal

26th and Clinton is a small commercial center at an offset intersection. The proposal is to construct curb extensions for bus stops and improved pedestrian crossing to make this commercial area more attractive to walk-in use from the surrounding neighborhood and to discourage the use of Clinton as a through traffic route.

Scheduling and Priority

This should be a high priority project but specific design will depend on final decisions on Phase I of Tri-Met's Southeast Improvement Plan.

DIVISION

Intent

Division is narrow commercial/residential street which should be supported as transit-oriented commercial spine for the adjacent areas of Southeast. The proposals would improve transit operations and patron convenience and allow the street to function more completely as a neighborhood collector.

1. Transfer facilities (without curb extensions) and transit signal advantage and short "transit and right turn only" curb lanes at 11th and 12th Avenues.
2. Redesign intersection of 20th and Division and Ladd to discourage through traffic on Ladd, provide transit signal advantage and short curb lane "transit and right turn only" lanes at 20th. The intersection of 26th and Division should receive similar treatment. Improvements at these intersections should anticipate the 20th Avenue cross town bus route.
3. Remove cross street crowns from curb lane of Division Street per Street & Structural Engineering Bureau list.
4. Provide left hand turn capability, and improved bus transfer facilities at 39th and Division. These improvements may require right-of-way purchase.
5. Purchase right-of-way at NE corner of 50th to improve traffic flow on 50th and provide for improved transfer facilities. Provide transit signal advantage and short "transit and right turn only" curb lanes.
6. Improve transfer facilities at 52nd and Division.
7. Provide left turns at 82nd and Division.
8. At 60th, resignal to give advantage to transit. Purchase bus only right-of-way to extend 60th Avenue south to connect with SE 59th, providing a future cross town bus route.
9. Remove peak period parking restrictions on Division from 11th to 28th and from 60th to I-205.
10. Curb extensions for transit stops and important pedestrian crossings (see sketch of typical curb extension). An initial survey suggests that the locations on the attached list are appropriate for curb extensions.

SE THORBURN STREET (62ND AVENUE TO 69TH AVENUE)

EXISTING CONDITIONS

Currently SE Thorburn Street from 62nd to 69th (0.5 miles) is improved with a 24 foot wide asphalt pavement within a 60 foot right-of-way. There are no curbs or sewer. The alignment is curved in several places, with little room for pedestrians to travel. Homes front the north side of the street, while an embankment rises from the south side with no access to properties from the south side of Thorburn.

Daily traffic was measured at 7,564 vehicles per day on September 22, 1975. The A.M. peak was 514 vehicles, while the P.M. peak was 739 vehicles. Traffic speeds were measured at a point 500 feet west of 69th Avenue on June 9, 1976, and 85th percentile speed was found to be approximately 33 m.p.h. An accident study was done for 1973, 1974, and 1975. Excluding accidents at the intersection of Gilham, 69th, and Thorburn, 4 accidents occurred in 1973, 6 in 1974, and 3 in 1975, for a total of 13 accidents. Eleven of these were fixed object accidents. No pedestrian accidents were recorded.

THE PROBLEM

Pedestrian safety is the main problem. Pedestrians can walk along the north side of Thorburn on a gravel shoulder, although this is hazardous since pedestrians are forced to the pavement's edge at certain locations by terrain and landscaping.

PROPOSAL

A full improvement including curbs, a concrete sidewalk on the north side, and a sewer system is proposed. This improvement is estimated to cost approximately \$222,000. A sewer estimated to cost \$30,000 is included in this price.

LN:kmc
7/26/76

SE 39TH AVENUE (GLENWOOD STREET TO CRYSTAL SPRINGS BOULEVARD)

Existing Conditions

SE 39th Avenue currently has a paved centerstrip with approximately 35% curbs. North of Rex Street 7,200 vehicles use the street each day, while south of Rex the ADT is 3,450. The street is utilized by Tri-Met's Line #28. Berkeley Park abuts the west side of 39th between Bybee Boulevard and Cooper Street. Heavy bus loadings, lack of drainage, and proper base make this street a serious maintenance problem.

Proposal

Proposed improvements include base, pavement, drainage facilities, and curbs. Estimated cost of improvements is \$276,000.

LN:kp
8/5/76

E. BURNSIDE (90TH AVE. TO CITY LIMIT)

EXISTING CONDITIONS

This project was initially identified by the Bureau of Maintenance as a street requiring high maintenance and on a Tri-Met route (Line 20). A 36 ft. roadway with insufficient subbase and asphalt curbs is currently in place. ADT is 8,900.

PROPOSAL

Reconstruct the roadway, add curbs and sidewalk. Estimated cost is \$50,000.

LN:lr
8-5-76

TRIMET REQUESTS

1	Portland at back curbing and remove pole on S.W. corner of S.E. 92nd and Lincoln Street to facilitate right turn for westbound coaches.	#14-52nd Ave.	4,000	City of Portland	PERHAPS
2	Signalize S.E. 92nd at S.E. Harold Street to assist westbound coaches making left turn.	#12-Foster	20,000	City of Portland	CK w/ CONTRAF.
3	S.E. 41st and Woodstock, place 4-way stop	#28-Eastmoreland	3,000	City of Portland	OK
4	Place a flashing red stop light on S.E. 60th Avenue at Lincoln Street for the southbound traffic on 60th Avenue to stop to assist left turning inbound Hawthorne coaches.	#19-Hawthorne	5,000	City of Portland	OK
5	Signalize intersection of S.E. Bybee and 23rd to allow southbound coaches to turn east on Bybee.*	#28-Eastmoreland	20,000	City of Portland	CK w/TRAF.
6	Place the reverse curve westbound on S.E. Yamhill St. at 60th Avenue, cut back curbing on the N.W. corner and E. corner.	#21-Mt. Tabor	8,000	City of Portland	REQ ON SITE INSPECTION
7	Cut back curbing on the corner of S.E. 76th & Yamhill	#21-Mt. Tabor	4,000	City of Portland	
8	Cut back on the N.W. corner and the S.E. corner of S.E. 69th and Yamhill St. and also the N.E. corner of S.E. 69th and Yamhill St.	#21-Mt. Tabor	10,000	City of Portland	

CURB EXTENSIONS,

IV MORRISON

	CROSS STREET	CORNER	COMMENTS
1	12TH	N.E.	CLOSE ONE OF 3 DRIVES TO GAS STA.
2	16TH	N.E.	
3	18TH	N.E.	
4	23RD		MID BLOCK

CURB EXTENSIONS.

V BELMONT

	CROSS STREET	CORNER	COMMENTS
1	12 TH	S.W.	50 FEET WEST OF INTERSECTION
2	14 TH	S. W	2
3	16 TH	S. W	
4	17 TH	S. W	
5	23 RD	S W	
6	28 TH	S.W.	
7	28 TH	N.E.	
8	30 TH	S.W.	SHORT (FAR SIDE AT GAS STATION POSSIBLE ALT.)
9	30 TH	N.E.	
10	32 ND	S.W.	
11	32 ND	N.E.	SHORT
12	34 TH	S.W.	
13	34 TH	N.E.	
14	37 TH	S.W.	
15	37 TH	N.E.	
16	42 ND	S.W.	
17	42 ND	N.W.	DOUBLE SHELTER
18	45 TH	S.W.	
19	45 TH	N.W.	LONGER THAN STANDARD
20	46 TH	N.E.	
21	46 TH	OPP. N.E. COR.	LENGTH & POSITION DETERMINED BY BELMONT SQ. MAIN ENTRY

CURB EXTENSIONS.

V BELMONT (PG. 2)

	CROSS STREET	CORNER	COMMENTS
22	49 TH	S.W.	
23	49 TH	N.E.	
24	50 TH	S.W.	
25	50 TH	N.W.	SCHOOL CROSSING
26	53 RD	S.W.	
27	53 RD	N.E.	
28	55 TH	S.W.	JOGGED INTERSECTION
29	55 TH	N.E.	" "
30	55 TH	N.W.	EXTENSION AT CHURCH; PROVIDE PICK-UP CO
31	57 TH	S.W.	
32	58 TH	N.E.	

August 25, 1976

MEMO TO THE FILES

MT. HOOD TRANSFER FUNDS

By the deadline of September 15, 1976 a list of projects must be submitted to CRAG for possible use of Mt. Hood transfer funds. This request must be in the form of an official document such as a resolution from the City Council.

This meeting was primarily to discuss method of application and discuss the submitted lists. One from City Engineer's office and one from Ernie Munch.

Between this meeting and the next meeting which is scheduled for one week from today Wednesday 1:30 pm Room 200, August 25th. Ernie Munch and a representative from City Engineer and this office will go to listed locations to get an on site idea of what improvements need to be made.

M. J. Martini

MJM:lw

Boy 8/11/76

11 August 1976

MEMORANDUM

TO: Doug Wright

FROM: Ernie Munch

SUBJ: Mt. Hood Transfer Projects for the Southeast

We have listed below both traffic and transit improvement projects for possible funding by Mt. Hood Transfer Funds. They are mostly small scale and point specific projects which have been grouped together by corridor.

I. N.E. Glisan

- A. Reduce speed limit from Sandy Blvd to 57th
- B. Improve Glisan/Sandy intersection, at least for buses.
- C. Institute restrictions to through traffic movement between 57th and Sandy, including curb extensions for bus stops.
- D. Improve 57th and Glisan intersection to favor freeway connection and discourage through movement on Glisan.
- E. Allow left turns at 82nd, 74th and 60th.

II. East Burnside/SE Thornburn/SE Stark

- A. Burnside
 - 1. Reduce speed limit.
 - 2. Give transit advantage at 12th, Sandy and Burnside.
 - 3. Extend curbs at transit stops.
 - 4. Discourage through traffic between 92nd and 68th.
 - 5. Allow left turns onto other Neighborhood Collectors.
- B. Thornburn
 - 1. Improve pedestrian facilities.
 - 2. Improve connections to Burnside and Stark.
- C. Stark
 - 1. Remove Washington/Stark pair at 92nd.
 - 2. Allow left turns at 82nd.
 - 3. Extend curbs at transit stops.

III. Stark Street

- A. Allow left turns at 39th.
- B. Lower speed to 25 MPH.

IV. SE Belmont

- A. Lower speed limit to 25 MPH.
- B. Remove left turn restrictions.
- C. Extend curb at transit stops.
- D. Landscape area from SE 33rd to SE 39th.

- E. Improve transfer facilities at 39th.
 - F. Signal advantage for transit at 39th and 60th.
- V. Hawthorne Blvd.
- A. Madison and Hawthorne ramps, an exclusive lane.
 - B. Signal advantage for transit at 12th; no right turn onto Ladd Ave. for autos.
 - C. Clarify intersection at 20th.
 - D. Remove left turn restrictions.
 - E. Provide for left turn at 39th.
 - F. Stop sign on Hawthorne at 54th to help buses make turns.
- VI. Lincoln - Harrison
- A. Reduce speed limit to 25.
 - B. Restrict through auto traffic; possible stop signs at 26th, 41st, 52nd, and 57th.
 - C. Tree planting programs entire length.
 - D. Transit curb extensions at major intersections.
- VII. Division Street
- A. Allow for left turns at 82nd Street.
 - B. I-205 to 60th, remove parking restrictions and extend curbs for transit stops and pedestrian crossings or give curb lane to transit.
 - C. 60th, resignal giving advantage to bus, also look into the purchase of R.O.W. to extend 60th south for buses only.
 - D. 60th to 52nd, possible curb extensions for bus stops.
 - E. Intersection with 52nd provide for transit turning provisions; restrict northbound auto movements.
 - F. Intersection with 50th; transit priority signal.
 - G. 50th to 39th possible curb extensions.
 - H. 41st to 43rd, landscape, improve intersection, add bus stop improvements.
 - I. 39th, allow left turns.
 - J. 39th to 11th; possible curb extensions, remove parking restrictions 28th to 11th.
 - K. Intersection with 20th, reduce movement on to Ladd, landscape intersection, provide bus stops.
 - L. Improve pedestrian crossing at 16th with possible curb alterations.
 - M. Provide transfer and signal priority facilities at 11th and 12th and 7th.
- VIII. Clinton Street
- Discourage through traffic
- IX. Holgate
- A. Allow left turns at 82nd and 92nd.
 - B. Reduce speed limit 82nd to 28th.
 - C. Restrictions on through traffic 82nd to Foster.

- D. Allow left turns at 39th & Holgate.
 - E. Remove restriction on parking 82nd to 28th.
 - F. Holgate, Foster to 67th, do not widen, examine for possible diversion of traffic.
 - G. Intersection of Holgate and Foster, reduce green time for through traffic.
 - H. Allow left turns at 52nd and Holgate.
 - I. Allow left turns at 39th and Holgate.
 - J. Possible restrictions and narrowings for pedestrians at Grout School and Kennelworth Park.
 - K. 28th and 26th, retime and relane.
 - L. Remove parking restrictions 17th to McLoughlin.
 - M. Improve Foster intersection, allowing for 60th Avenue cross town line.
- X. Woodstock
- XI. Harold and Steele
- A. Restrict movement of through traffic.
- XII. Milwaukie (17th)
- A. Curb extensions for transit stops.
 - B. Reduce speed.
 - C. Repair R.R. crossing.
 - D. Bus signal advantage at Bybee, Holgate, and Tacoma.
 - E. *Milwaukie to McLoughlin Blvd.*
- XIII. Foster Blvd.
- A. Selected street closures.
 - B. Improve transit stops.
 - C. See attachment on Powell.
- XIV. 39th
- A. Allow left turns at all Major City Traffic Streets, and Neighborhood Collectors.

EM:ww

June 4, 1976

MEMORANDUM

TO: Doug Wright

FROM: Steve Dotterer ^{SD}

RE: Powell and Foster projects

Present Powell project:

1. construction to begin early 1978
2. OSHD is assuming use of State bond funds as match
3. State will soon begin survey work for continuing project out Powell, including Gresham Bypass
4. City Traffic engineers are presently doing study of parking need on Powell, also pedestrian crossing volumes.
5. What is City position on providing off-street lots if parking is removed in the 21st Ave. area?

Other ongoing Powell projects

1. Signal improvements and left turn bays at 82nd and Powell
2. Minor signal changes on Powell at 47th and 62nd.

Possible future projects-Powell

1. Ramp reconstruction at west end of Ross Island Bridge
2. Ramp justification at east end of bridge to allow connections from Powell to McLoughlin south. Existing traffic counts do not justify such a facility, but non-neighborhood trips are now being made on Holgate, Milwaukee. A neighborhood petition is now being circulated favoring these ramps.
3. Modifications from 50th to I-205
 - a. create 4 traffic lanes and perhaps a left turn lane in the median. This will require alternate parking for a number of businesses and r.o.w. acquisition to provide the median turn lane.
 - b. left turn lanes (signalized?) at specific locations, such as 60th and 71st-72nd.
 - c. pedestrian crossing improvements-50th, 57th and other locations.
 - d. possible street closures form local streets.
 - e. general project objectives should be similar to the present Powell project.

Possible future project on Foster

1. General project objectives will be similar to the Powell project. Special concerns on Foster include I-205, which according to local residents has increased both traffic volumes and speeds on Foster. In the last few years Foster's position as a local service commercial street has improved. Whatever modifications are made on Foster should support this role and de-emphasize rapid through traffic movement.
2. 50th-Foster-Powell intersection remains a bottleneck, especially for pedestrians.

3. The ITP projects capacity deficiencies on Foster from 52nd to 60th.
4. Beyond 72nd the street is narrow.
5. Cross movements are difficult for both pedestrians and cars.
6. Holgate intersection is a special problem
7. Left turn lanes at selected locations.
8. Diagonal street entries to Foster are in some cases dangerous.

For further problems see accident data and comments on attached memo.

June 3, 1976

Memorandum

TO: Steve Dotterrer

FROM: Gail Siegrist

RE: Powell Blvd. Accident Information

The following shows intersectional accident counts for Powell Blvd. and Foster Rd. for the years 1974 and 1975.

Powell Blvd.		Foster Rd.	
<u>1974</u>	<u>1975</u>	<u>1974</u>	<u>1975</u>
50th	15	Harold	5
52nd	8	Holgate	8
66th	4	52nd 14-19	24
67th	6	56th	7
72nd	5	60th	6
79th	5	66th	7
82nd 20	55	67th	8
		72nd 8-13	13
		79th	7
		82nd 14-19	5 (non-system)
		84th	5
		92nd 8-13	11

A total for the number of accidents involving parked cars on Powell Blvd. from 52nd Ave to 82nd Ave. for the years 1972 through 1975 was also compiled. The total is 20 accidents. Twenty accidents is considered to be unusually high. Traffic Engineers had a response to this problem. Their suggestion was elimination of all on-street partial parking on Powell Blvd. Partial parking meaning "timed" or limited parking.

Terry Baker, Southeast Traffic Engineer, surveyed the problem intersections on Powell and Foster as listed above, making suggestions as to the reasons for the problems and some potential solutions.

He noted that the biggest problem was 82nd Ave. and Powell Blvd. In 1975, it was rated number one, with the highest number of intersectional accidents in the city. Of the 55 accidents, 44 were the result of turning movements. The majority of those turning movements were from Powell onto 82nd. His solution was

was that left turn bays be added on Powell and signalization be revised.

With the aid of some right-of-way acquisition the Powell/50th/52nd intersections could be rechannelized for better flow of traffic. Another solution for these intersections would be to interconnect the signals at 52nd and 50th Avenues. At present 50th is demand actuated and 52nd is on set-time control. This causes interrupted flow and adds to the problem of accidents.

At 67th and Powell the problem is that of sight distance. A tavern is located on the corner and on-street parking for the business blocks the sight of drivers.

Powell and 62nd is also a recognized problem but Mr. Baker has no solution at present.

On Foster Rd. at 52nd, accidents are high. It is hoped that a signal at 56th and Foster will help the situation. It may also help the intersection at 60th and Foster Rd.

Foster and 67th is noted as a problem because it carries too much traffic. It is also a blind intersection. Mr. Baker stated that a possible solution would be to make 67th a one-way street.

An accident problem exists at 72nd and Foster Rd. but there is no ready solution. At 79th and Foster the accidents are the result of 79th being a back entrance to a shopping center.

With new signals at 92nd and Foster Rd. the accident problem which exists today will hopefully be reduced considerably within the next two years.

CITY OF PORTLAND
INTER-OFFICE CORRESPONDENCE
(NOT FOR MAILING)

RECEIVED
AUG 5 1976

August 4, 1976

From D. E. Bergstrom

To John Lang, Bureau of Streets & Structures

City of Portland
Bureau of Planning

Addressed to Doug Wright, Bureau of Planning

Subject

The last Arterial Streets meeting we discussed proposed projects and program areas for the Mt. Hood Withdrawal Funds.

I would like to suggest the following for consideration:

1. This would be a transit improvement project for S. E. Portland. Elements would include the counterflow for transit vehicles on S. W. Madison between the Hawthorne Bridge and S. W. 6th Avenue, would involve the use of an exclusive lane for transit, at least during peak hours on the Hawthorne Bridge from 7:00 to 9:00 in the morning and from 4:00 to 6:00 in the evening. On the east side, this would include the use of Madison between 12th and Grand in the morning and the use of Hawthorne Blvd. between Grand and 12th during the evening peak hour.

On 12th, the route would run via Ladd Avenue to Division and then Division east to at least 60th Avenue.

As yet I have not made any cost estimates on this proposal. Techniques would be somewhat new, cost estimates would be a little difficult to come by because we don't have any unit costs that we could apply.

2. Allow left turns at major street intersections in the S. E. area. The program would be similar to that proposed for 39th and Powell wherein widening within the roadway or requiring right-of-way would be involved.

The attempt would be made wherever possible to keep the widening or changes within the existing curb line and certainly within the existing right-of-way.

3. Do a study of the Tacoma, Johnson Creek corridor which would extend from the Sellwood Bridge to either 52nd or 82nd Avenue. This study could be expanded in order to take in whatever will be proposed at the west end of the Sellwood Bridge, as a result of studies and proposed improvements on the west side of the Willamette.

There is the possibility that instead of studying this on a corridor basis, it ought to be done on an area basis that would include the McLoughlin Blvd. and 17th Avenue. The area would be from the Willamette River to 52nd, possibly 32nd, from Powell south to the City Limits and probably, as far as McLoughlin Blvd. is concerned, to the new expressway.


D. E. Bergstrom

DEB:jjp

POSSIBLE MOUNT HOOD TRANSFER FUND PROJECTS

<u>Project</u>	<u>Estimated Cost (\$)</u>
1. E. Burnside/Sandy Intersection	\$369,000 to 5,097,000
OK 2. E. Burnside (90th to City Limit)	50,000
3. S.E. Division St. (52nd to 60th Ave.)	150,000
OK- 4. S.E. Holgate Bridge & Boulevard	2,600,000
5. S.E. Holgate Blvd. (Foster Rd. to 67th Ave.)	60,000
6. S.W. Macadam (Ross Is. Bridge to Sellwood Br.)	8,800,000
7. S.E. Tacoma St. & McLoughlin Blvd. Interchange	6,000,000
OK- 8. S.E. Thorburn St. (62nd to 69th Ave.)	222,000
9. S.E. 11th, 12th, and Milwaukie Railroad Separation	5,000,000
10. S.E. 17th Ave. (Nehalem St. to Ochoco St.)	165,000
11. S.E. 20th Ave. (Division to Morrison)	408,000
OK 12. S.E. 39th Ave. (Glenwood to Crystal Springs Blvd.)	276,000
OK 13. S.E. 50th Ave. (Hawthorne to Division) - Powell	200,000
14. S.E. 60th Ave. (Division to Stark)	280,000
15. S.E. 76th Ave. (Division to Stark)	250,000
16. S.E. 92nd Ave. (Foster to Powell)	500,000

Note: Projects are not in priority array.

LN:jmb
8-9-76

projects that can be done soon

E. BURNSIDE FROM BURNSIDE BRIDGE TO 20TH AVENUE

EXISTING CONDITIONS

Traffic problems on the Burnside corridor centered on the five-legged Burnside/Sandy intersection have been a problem for many years. Traffic volumes are heavy, ranging from 38,000 ADT on the Burnside Bridge, 41,350 on the Union Avenue-Grand Avenue couplet, 20,000 on Sandy Boulevard. Three bus lines (number 14, 19, and 26) use Burnside; two lines (14 and 26) also use Sandy: approximately 400 buses per day pass through the Burnside/Sandy intersection. Delays to vehicles passing through the intersection range from 1 to 2 minutes per vehicle.

East Burnside west of Sandy Blvd. is an 84-foot right-of-way: the roadway is 58 feet. There are six rush-hour travel lanes; non-peak parking is allowed, reducing this to four. East Burnside east of Sandy is an 80-foot right-of-way with a 56-foot roadway: there are four travel lanes, and parking is allowed. Sandy Blvd., from 10th to 14th, is an 80-foot right-of-way with a 56-foot roadway. There are four travel lanes; parking is allowed, except on the north side from 12th to 14th where there are three travel lanes.

THE PROBLEM

Pedestrian crossing in this vicinity is extremely dangerous because of the long roadway width to be traversed. Transit operations in the congested traffic around the signals at Burnside and Sandy are delayed by the signal operation and conflicts with other motor vehicles. There are also major traffic delays at the intersection of Union and Burnside. The six traffic lanes on Burnside, which are 9½ feet wide, are narrow for arterial street operation.

PROPOSAL

The consultant working on this project has developed five alternative solutions:

No-Build. This alternative would require continued maintenance and minor upgrading. There would be no capital costs.

Minimum Improvement. This would consist of minimal improvements to the Burnside/Sandy intersection, including the installation of new signals and shorter intersection crossing distances. It would cost \$389,000.

East Burnside Plan II. This would re-route westbound Sandy Blvd. traffic to Couch at 14th, to 12th and Couch, to 11th and Burnside, to 11th and Sandy. Sandy Blvd. from 11th to 12th Avenues would be eliminated. The cost would be \$1,060,000.

Ankeny/Burnside Plan I. Sandy Blvd. westbound would be re-routed as in Burnside Plan II. SE Ankeny St. would be used for eastbound Burnside traffic from a new bridge ramp off the Burnside Bridge, to Ankeny, to 12th Avenue, and then by a new roadway from 12th and Ankeny to 13th and Burnside. The estimated cost is \$3,430,000.

Ankeny/Burnside Plan II. SE Ankeny St. would be used for eastbound Burnside traffic from a new bridge ramp to 12th and Ankeny. A grade separation structure would replace the existing intersection. This would cost \$5,097,000.

STR:lr
8-6-76

E. BURNSIDE (90TH AVE. TO CITY LIMIT)

EXISTING CONDITIONS

This project was initially identified by the Bureau of Maintenance as a street requiring high maintenance and on a Tri-Met route (Line 20). A 36 ft. roadway with insufficient subbase and asphalt curbs is currently in place. ADT is 8,900.

PROPOSAL

Reconstruct the roadway, add curbs and sidewalk. Estimated cost is \$50,000.

LN:lr
8-5-76

SE DIVISION STREET (52nd Avenue to 60th Avenue)

EXISTING CONDITIONS

SE Division Street from SE 52nd Avenue to SE 60th Avenue (0.4 miles) is currently improved with a 36 ft. roadway, curbs, and 5 ft. sidewalks within a 60 ft. right-of-way. Two travel lanes accommodate 14,250 vehicles per day. Division Street is 44 ft. wide east of 60th Avenue. Franklin High School, Atkinson Elementary School, and Clinton Park border the south side of Division. Mt. Tabor park is located at the eastern project limit.

PROPOSAL

Construct a 44 ft. roadway by removing 4 ft. of the existing 5 ft. parking strips. Construct 8 ft. sidewalks, and overlay the existing pavement. The widening is intended to provide four travel lanes to reduce rush hour congestion. The improvements are estimated to cost \$150,000.

LN:lmc
7-28-76

SE HOLGATE BRIDGE & BOULEVARD (SE 17TH AVENUE TO 28TH AVENUE)

EXISTING CONDITIONS

The SE Holgate Bridge overpasses the Southern Pacific Railroad yard between SE 18th and 24th Avenues. Loads are currently restricted to 13 tons with additional restrictions being considered. Property abutting Holgate is zoned industrial. A gas station, meat company, heating oil company, and a construction supply company are located east of the bridge, while Tri-Met is located to the west. The bridge and approaches are two lane and carry 19,600 vehicles per day.

PROPOSAL

Replace the existing bridge to protect public safety, and modify its approaches as necessary. The question of constructing a two or four lane bridge has not been resolved. A four lane bridge and approaches would require an additional 10 to 20 feet of right-of-way and would affect three industries on the east side of the existing bridge. Several alternate locations for the new bridge will be explored during preliminary engineering. Estimated cost of the project is \$2,600,000.

LN:lr
8-5-76

S.E. HOLGATE BLVD. (FOSTER RD. TO 67TH AVE.)

EXISTING CONDITIONS

S.E. Holgate Blvd. is an east-west street which carries 10,400 vehicles per day and is utilized by Tri-Met's line 26. The roadway is narrow (varying from 27 to 30 feet) within a 39 to 42 foot right-of-way between Foster Road and 67th Avenue. Four-foot sidewalks are in place. Parking is allowed on one side only. Mostly single family residences line Holgate Blvd.

PROPOSAL

Widen S.E. Holgate Blvd. from Foster Rd. to 67th Ave. (0.2 mile) by removing 2-foot parking strips. This will provide a roadway of 31 to 34 feet in width which will be wider and safer for motorists. Estimated cost of improvements is \$60,000.

LN:jmb
8-9-76

MACADAM CORRIDOR - ROSS ISLAND BRIDGE TO SELLWOOD BRIDGE

EXISTING CONDITIONS

Macadam Avenue is the principal route between Portland and Lake Oswego. Traffic volumes near the Sellwood Bridge approach 25,000 ADT. The existing roadway varies from 36 to 40 feet wide within a 60-foot right-of-way. The length of this portion is approximately 14,000 feet. There are structures built on the property line on the west side of Macadam. On the east side there is a railroad branch line.

Shops, condominiums, and apartments are being developed in association with Johns Landing. Willamette Park is near the south end of the project.

THE PROBLEM

Because of the narrow roadway section, high traffic volumes, and poles along the curb lines, this section of roadway has a high volume of accidents. Buses loading and unloading passengers have to operate in traffic lanes. Signalization is required at many intersections. Traffic going to the east by way of the Ross Island Bridge must take a circuitous route from Macadam Avenue.

The proposed Lake Oswego Park and Ride Station will probably increase the number of buses operating on Macadam Avenue.

PROPOSAL

Improvement of this section of SW Macadam Avenue was originally proposed as a State Bond Project. The proposed improvement would consist of a full width four-lane arterial with left-turn refuges, bus pull-outs, signalization, sidewalk bikeways, center median and ramps to the Ross Island Bridge. Construction of this improvement would require additional right-of-way. The property along the east side of Macadam belongs to Southern Pacific Railroad which is abandoning their tracks in this area. Some of the remaining property is utilized for parking. Estimated cost of this improvement is \$8.8 million.

STR:lr
8-6-76

SE TACOMA STREET AND McLOUGHLIN BLVD. INTERCHANGE

EXISTING CONDITIONS

SE Tacoma Street intersects McLoughlin Blvd. (State Highway 99E) at an at-grade signalized intersection. McLoughlin Blvd. carries 41,000 vehicles per day, while Tacoma St. carries 11,000 vehicles per day. Severe rush hour congestion is experienced at this intersection. Commercial development has taken place on all four quadrants of the intersection. A Southern Pacific Railroad track parallels McLoughlin approximately 200 feet to the east. The Eastmoreland Golf Course abuts the north side of Tacoma St. just east of the railroad, while Westmoreland Park abuts the west side of McLoughlin 300 feet north of Tacoma St. Johnson Creek crosses McLoughlin Blvd. 300 feet south of Tacoma Street.

PROPOSAL

An interchange is proposed for the intersection, along with a separation of Tacoma St. and the railroad. The interchange will reduce traffic congestion and delay now being experienced. There are a number of possible alternatives for the interchange configuration to be explored during preliminary engineering. It is estimated that the project will cost approximately \$6,000,000.

LN:lr
8-4-76

SE THORBURN STREET (62ND AVENUE TO 69TH AVENUE)

EXISTING CONDITIONS

Currently SE Thorburn Street from 62nd to 69th (0.5 miles) is improved with a 24 foot wide asphalt pavement within a 60 foot right-of-way. There are no curbs or sewer. The alignment is curved in several places, with little room for pedestrians to travel. Homes front the north side of the street, while an embankment rises from the south side with no access to properties from the south side of Thorburn.

Daily traffic was measured at 7,564 vehicles per day on September 22, 1975. The A.M. peak was 514 vehicles, while the P.M. peak was 739 vehicles. Traffic speeds were measured at a point 500 feet west of 69th Avenue on June 9, 1976, and 85th percentile speed was found to be approximately 33 m.p.h. An accident study was done for 1973, 1974, and 1975. Excluding accidents at the intersection of Gilham, 69th, and Thorburn, 4 accidents occurred in 1973, 6 in 1974, and 3 in 1975, for a total of 13 accidents. Eleven of these were fixed object accidents. No pedestrian accidents were recorded.

THE PROBLEM

Pedestrian safety is the main problem. Pedestrians can walk along the north side of Thorburn on a gravel shoulder, although this is hazardous since pedestrians are forced to the pavement's edge at certain locations by terrain and landscaping.

PROPOSAL

A full improvement including curbs, a concrete sidewalk on the north side, and a sewer system is proposed. This improvement is estimated to cost approximately \$222,000. A sewer estimated to cost \$30,000 is included in this price.

LN:kmc
7/26/76

SE 11TH, 12TH, AND MILWAUKIE RAILROAD GRADE SEPARATION

EXISTING CONDITIONS

Between Division Street and Powell Boulevard, the SE 11th Ave.-12th Ave. couplet is joined together to feed into Milwaukie. This junction is just south of the Southern Pacific Railroad grade crossing at Brooklyn Street. The current two-way traffic count is 14,400 ADT. Ten to twenty trains per day cross the couplet. Immediately north of the railroad tracks, there are commercial structures on both the east and west right-of-way lines of both 11th and 12th. The right of way at this location is 60 feet wide south of the railroad tracks. The property east of 12th Avenue and west of 11th Avenue is utilized for parking. Between 11th and 12th the property is undeveloped.

Special treatment of the intersection of Powell Boulevard and Milwaukie Avenue approximately two blocks to the north is proposed as a part of the Powell Boulevard from the Ross Island Bridge to 60th Avenue State bond project.

THE PROBLEM

The substantial number of trains crossing this heavily-traveled arterial couplet create a major safety hazard. The delay caused by these crossings creates an inconvenience for motorists. Drivers who observe that the intersection is closed by a train attempt to utilize alternate routes and temporarily overload Division Street and adjacent residential streets.

PROPOSAL

Construction of a grade separation structure connecting 11th and 12th Avenues with Milwaukie Avenue. The railroad would require approximately 26 feet of vertical clearance underneath the structure. 11th and 12th Avenues would be carried on 26-foot wide structures with 8-foot pedestrian bikeways on the east side of 12th and the west side of 11th Avenues. These would merge into a 46-foot wide roadway with 8-foot bicycle/pedestrian paths on both sides. This structure would cost approximately \$5 million.

STR:lr
8-4-76

S.E. 17TH AVE. (NEHALEM ST. TO OCHOCO ST.)

EXISTING CONDITIONS

S.E. 17th Avenue is the main north-south route through the Sellwood business district. Between Nehalem Street and Ochoco Street (City limit), 17th Avenue is improved with a 34-foot roadway, curbs, and 6-foot sidewalks within a 58-foot right-of-way. Parking is allowed on both sides which leaves narrow, hazardous travel lanes. Tri-Met's line 34 and 13,300 vehicles use 17th Avenue on an average day. Mostly commercial activities and a few single family residences line 17th Avenue.

PROPOSAL

It is proposed to widen S.E. 17th Avenue from Nehalem Street to Ochoco Street (0.5 mile) by removing the existing 4-foot parking strips. The resultant 42-foot roadway will provide a wider, safer traveled way for motorists. Estimated cost of improvements is \$165,000.

LN:jmb
8-9-76

SE 20TH AVENUE - DIVISION TO MORRISON

Existing Condition

SE 20th Avenue from Division Street to Hawthorne Boulevard is a 30 foot roadway in a 60 foot right-of-way. From Hawthorne Boulevard to Salmon Street, it is a 36 foot roadway in a 60 foot right-of-way. From Salmon Street to Belmont Street, it is a 30 foot roadway in a 50 foot right-of-way. 5 legged intersections at Division and at Hawthorne create congestion. Traffic counts are approximately 5,500 ADT from Division to Hawthorne; approximately 8,200 ADT from Hawthorne to Morrison. Parking is allowed along the entire west side and along the east side from Hawthorne to Salmon. Acquisition of additional right-of-way for the 50 foot wide section is limited by Hinson Memorial Baptist Church at Salmon and by Colonel Summers Park from Taylor to Morrison on the west side, and by Commercial Structures and Masonry Apartment Buildings built on the property line on the east side.

The Problem

Existing traffic capacity is marginal at rush hour periods. Tri-Met proposes to add a north-south bus line on 20th, which with the current lack of space to pull off the travelled roadway will increase delays and congestion.

Proposed Solution

Construction of a continuous 36 foot roadway from Division to Morrison by narrowing the parking strips from Division to Hawthorne and removing the parking strips from Salmon to Morrison. (Might cause loss of 2-3 year old trees planted under street tree program from Division to Harrison.) (This would leave 7 foot sidewalks from Salmon to Morrison.) Construction of new traffic signals at Division, Harrison, Hawthorne, and Morrison. Removal of parking to provide bus loading zones and removal of A.M./P.M. rush hour parking. The street construction cost would be \$249,000; signal construction would cost \$85,000; engineering and contingencies would cost \$67,000. Reimbursable water relocation would cost \$7,000. Total cost would be \$408,000.

STR:kp
7-30-76

SE 39TH AVENUE (GLENWOOD STREET TO CRYSTAL SPRINGS BOULEVARD)

Existing Conditions

SE 39th Avenue currently has a paved centerstrip with approximately 35% curbs. North of Rex Street 7,200 vehicles use the street each day, while south of Rex the ADT is 3,450. The street is utilized by Tri-Met's Line #28. Berkeley Park abuts the west side of 39th between Bybee Boulevard and Cooper Street. Heavy bus loadings, lack of drainage, and proper base make this street a serious maintenance problem.

Proposal

Proposed improvements include base, pavement, drainage facilities, and curbs. Estimated cost of improvements is \$276,000.

LN:kp
8/5/76

SE 50TH AVENUE FROM HAWTHORNE BLVD. TO DIVISION STREET

EXISTING CONDITIONS

SE 50th Avenue runs from Hawthorne to Powell. Traffic counts from Hawthorne to Division are 7,500 ADT. Traffic counts from Division to Powell are 8,350 ADT. Existing roadway is 36 feet in a 60-foot right-of-way. There are commercial structures at various locations on both right-of-way lines of 50th Avenue. Parking is currently allowed on both sides.

THE PROBLEM

50th Avenue is the last street which allows Hawthorne Blvd. traffic to detour to the south in order to bypass Mt. Tabor Park. Traffic Engineering has indicated no need to replace the existing signals at Hawthorne Blvd. and at Division Street.

PROPOSAL

Construction of a 44-foot roadway by removing parking strips and parking, reconstructing or relocating sidewalks, driveways, water meters, hydrants, manholes, and inlets would cost \$200,000.

STR:lr
8-4-76

S.E. 60TH AVE. (DIVISION ST. TO STARK ST.)

EXISTING CONDITIONS

From Stark St. to Lincoln St., S.E. 60th Ave. is improved with a 26-foot roadway, curbs, and 6-foot sidewalks within a 50-foot right-of-way. Between Lincoln St. and Division St., 60th is improved with a 34-foot roadway, 5-foot sidewalks within a right-of-way varying from 50 to 60 feet. The ADT is 13,000 vehicles, and Tri-Met's line 19 uses 60th Ave. from Division to Lincoln. The travel lanes on 60th are narrow and hazardous with parking allowed on one side. Mature deciduous trees are located in the parking strips on the north half of the project area. Mt. Tabor Park and vacant land are found on the east side of 60th Ave. from Hawthorne Blvd. to Division St. Warner Pacific College has proposed athletic facilities for the vacant land. The remainder of 60th Ave. is lined with single family residences.

PROPOSAL

It is proposed to widen S.E. 60th Ave. from Lincoln St. to Stark St. by removing 4-foot parking strips which will result in a 34-foot roadway to provide safer travel lanes. From Lincoln St. to Division, it is proposed to widen 60th Ave. to provide a left turn lane for northbound 60th traffic turning to westbound Lincoln St. A traffic signal is also proposed at the intersection of 60th Ave. and Lincoln St. Estimated cost of improvements is \$280,000. The project length is one mile.

NOTE: The proposed Arterial Streets Plan classifies 60th Ave. as a Neighborhood Collector Street and a Minor City Transit Street; while Lincoln St. is a Local Service Street and a Minor City Transit Street.

LN:jmb
8-9-76

SE 76TH AVENUE (DIVISION STREET TO STARK STREET)

Existing Conditions

SE 76th Avenue currently is improved with a 28 foot roadway, curbs, and 5 foot sidewalks within a 50 foot right-of-way. It carries an average of 3,500 vehicles per day. Tri-Met is contemplating a new bus route that would follow 76th Avenue from Division Street to Market Street. Parking is allowed on both sides of the street. Mostly single family residences line the street. The roadway is too narrow to safely accommodate two travel lanes plus parking.

Proposal

It is proposed to widen SE 76th Avenue from Division to Stark (one mile) by removing the existing 4 foot parking strips. The resultant 36 foot roadway will provide a wider, safer traveled roadway for motorists. Estimated cost of improvements is \$250,000.

LN:kmc
8/5/76

SE 92ND AVENUE (SE FOSTER ROAD TO POWELL BLVD.)

EXISTING CONDITIONS

SE 92nd Avenue is currently improved with a 36 ft. roadway, curb, and sidewalk from SE Foster Rd. to SE Boise St. (0.8 miles). This section is under the City's jurisdiction. SE 92nd Avenue from SE Boise St. to SE Powell Blvd. (0.4 miles) is under Multnomah County's jurisdiction and is currently improved with a 28 ft. roadway only (no curbs or sidewalks). Lents Park borders the west side of 92nd Ave. from Holgate Blvd. to Steele St. SE 92nd Avenue carries 12,000 vehicles per day and serves Tri-Met Line 73. The roadway operates at levels-of-service D and F during rush hours which indicates severe traffic congestion.

PROPOSAL

A four-lane roadway with curb and sidewalk within the 60 ft. right-of-way is proposed. The project will relieve rush hour congestion and enhance pedestrian safety between Boise St. and Powell Blvd. The estimated cost of providing improvements is \$500,000.

LN:lr
8-2-76

CRB-12

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DRAFT

MEMORANDUM

TO: Members of City Council

FROM: Interstate Withdrawal Working Committee
Cowles Mallory, Public Works Administrator
John Lang, Bureau of Street and Structural Engineering
Don Bergstrom, Bureau of Traffic Engineering
Doug Wright, Bureau of Planning

SUBJECT: Interstate Withdrawal Report, Proposed Resolution, and
Related Recommendations

Attached, please find the following:

- A summary report of the Interstate Withdrawal Working Committee, outlining the findings of the Committee, and providing a status report on the Interstate withdrawal process to date.
- A proposed resolution regarding the use of Interstate withdrawal funds in the City, in response to the formal request by the Columbia Region Association of Governments.
- Resolution Exhibits "A" and "B", providing a definition and explanation of the proposed East Side transportation investment program, and an initial listing and description of proposed projects, respectively.

An informal Council session has been scheduled for September , for the purpose of reviewing two transportation items: the proposed Banfield improvement project; and the Interstate withdrawal recommendations. The attached materials concern the second of these items and constitute the initial recommendation of the City's staff working committee on the Interstate withdrawal. The Banfield report will be presented by Oregon Division of Highway staff and City staff, and will not require any formal City action.

As is explained in the attached report, the materials concerning the Interstate withdrawal activities have been developed in response to a formal request by the Columbia Region Association of Governments, asking for formal project proposals by approximately September 15.

If there are questions concerning this material prior to the informal session, please contact a member of the working committee.

Attachments:

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DRAFT

Summary Report

Initial Interstate Withdrawal

Recommendations

Background and Purpose

In July, 1974, the Portland City Council requested the formal withdrawal of the Mt. Hood Freeway from the Federal Interstate Highway System, under the provisions of the 1973 Federal Aid Highway Act, which allowed for such withdrawal requests. The Act further provided that federal funds which would have been provided for the construction of the Interstate segment could be retained for use on substitute transit projects. Thus, it was the City Council's intention to not build the Mt Hood Freeway, but instead attempt to provide for southeast transportation needs through a series of transit investments.

The action by Council in 1974 helped to begin to unsnarl a transportation planning and implementation problem in the City, particularly in the southeast part of the City, which had effectively paralyzed transportation planning and project development for several years. However, it was not until much later, in July, 1975, when the Governor formally requested the withdrawal of the Mt Hood Freeway in a letter to the U.S. Department of Transportation, and in May, 1976, when the U.S. DOT formally approved the Governor's request, that the path cleared of obstacles to directly addressing the transportation needs of the City's southeast neighborhoods.

Following the notice that the Interstate withdrawal had been approved, the Governor designated the Columbia Region Association of Governments as the responsible agency in the Portland area for coordinating and administering the programming, planning, and implementation of Interstate withdrawal projects. The CRAG Board appointed a technical committee to take charge of the technical and procedural steps in determining a project selection process and resultant recommendation. The technical committee subsequently transmitted letters to local jurisdictions in the CRAG urban area, asking that project recommendations be provided to the CRAG by mid-September, 1976, in order that the federal funds be put to work as soon as possible. At the same time, the technical committee set forth criteria which would be utilized in determining the initial set of project recommendations, and in doing so, reaffirmed the high priority of projects which address the transportation needs of the City's southeast neighborhoods.

At the same time, City staff (Bureaus of Planning, Traffic Engineering, and Street and Structural Engineering) began developing an initial recommendation on withdrawal projects for Council, and immediately began discussions regarding the need for transit and highway improvements in the Southeast neighborhoods. Several conclusions were reached ~~fairly quickly~~ in this process, and these included:

1. Banfield Improvements

Within the context of the regional transportation plan, and the recent approvals resulting in the early initiation of construction on I-205 (late fall, 1976), it is important that sustained efforts be mounted to bring to realization the needed improvements in the Banfield freeway corridor.

For many months, a regional study team, headed by the Oregon State Highway Division, has been examining alternative traffic and transit improvements in the Banfield corridor, which would provide improvements to both traffic and transit movement on the east side. Crucial in this effort is the impact such improvements would have on City arterials in the southeast which currently are providing routes for traffic passing through the southeast. Both regional and City studies have indicated the need for improvements which will result in: one, increased transit utilization, and; two, congestion relief on City arterials and on the Banfield, itself. The I-205 design which received final approval reflected these problems and is aimed at channeling both traffic and transit movement onto the Banfield and certain City arterials which have the capacity to handle certain types of trips.

The scheduling of two important projects on the east side is crucial to the success of the I-205 design, with respect to these objectives. Project activities on Powell and the Banfield must be continued in order that decisions, and subsequent construction schedules, are established which result in an east side traffic and transit system being completed in phase with I-205.

2. Powell Boulevard

Currently, considerable work has been completed on the first phase of the Powell project, from the River to S.E. 52nd, for which State Bond financing in the amount of \$2.9 million has been provided. It is crucial that the second phase of the project, from S.E. 52nd to S.E. 82nd, be initiated as soon as possible in order that its completion be phased with the work on I-205. Accordingly, it is important that the City secure the funding available for use as local match to Interstate withdrawal funds, which significantly expands the total amount of project funds available and enables the second phase to be accomplished.

3. Transit Service Improvements

Currently, Tri-Met is in the process of implementing the first phase of their Southeast Improvement Plan, which will provide some very important service route changes and other improvements which are crucial to better transit service in southeast. It is essential that the second phase of the improvement plan be implemented as soon as possible, for current levels of transit service within the southeast are clearly inadequate.

4. East Side Improvement Plan

Work has been underway for some time within the City examining the range of transportation problems within the southeast and on the east side of the City, in general. There exist a wide range of traffic, transit, pedestrian, and parking problems which need the attention of the City in order to improve the transportation system and protect the interests of the neighborhoods and economic activities on the east side.

In order to properly address these needs, it is important to establish an on-going program of transportation capital investments on the east side, using funds available from the Interstate withdrawal. Appropriate frameworks for the identification and planning of projects are provided by both the regional transportation plan and the City's Arterial Streets study and resulting draft classification policies.

Initially, it will be possible to identify a number of highway and transit-related investments which will improve transportation operations on the east side, but an established program will enable this activity to be accomplished continually into the future. While a more detailed explanation of the proposed program is provided elsewhere, several important characteristics should be noted:

a. Major Projects

In addition to the important project activities on the Banfield and Powell, several other projects require immediate planning attention and the commitment of necessary funds from the Interstate withdrawal. These projects include: Union Ave., Basin/Going - Greeley/I-5, Macadam, and Holgate.

Union Avenue is a crucial project to the east side program and integrally related to economic development objectives in the area. Federal Housing and Community Development funds which can be used for the local match to Interstate withdrawal funds provide the opportunity to maximize the investment on this project.

The Basin/Going - Greeley/I-5 project is a very important project, primarily because it allows for the development of an important, centrally-located employment center. A significant project in terms of cost, the Interstate withdrawal funds provide a unique opportunity to accomplish the project since the alternative source of funds - FAU - are very limited and allocated to other important projects in the City.

Macadam is also an important project which is directly related to southeast transportation improvements at both the Sellwood and Roes Island bridges, as well as directly tied to economic development objectives.

Holgate . . .

b. Local Match

Resolution No. _____

Whereas, the City Council has previously requested the formal withdrawal of the I-80N Mt. Hood Freeway from the Interstate Highway System and that funds made available from the withdrawal be used on mass transit projects, and

Whereas, the Governor of the State of Oregon honored the withdrawal request of the Council and other jurisdictions in the Portland region, and requested withdrawal of the Mt. Hood Freeway, and

Whereas, the United States Department of Transportation formally approved the withdrawal request, thereby providing the opportunity to expend the available federal funds on transportation projects, under the provisions of federal law and regulations, and

Whereas, the United States Congress, in passing the 1976 Federal Aid Highway Act, amended the federal law in order to allow that funds made available by an Interstate withdrawal be expended on highway projects as well as transit projects, and

Whereas, the Columbia Region Association of Governments (CRAG) has been designated by the Governor as the agency responsible for administering the available funds within the region, in accordance with federal law and regulations, and

Whereas, the CRAG has requested from local jurisdictions an initial listing of project proposals in order to develop and implement an Interstate withdrawal investment program for regional projects, and

Whereas, the CRAG has established certain priorities in the use of the available federal funds including, first, projects which address the transportation needs of the Southeast area of the City of Portland, and second, the previously established projects in the regional transportation corridors known as the Banfield, Sunset, and Oregon City, and

Whereas, City transportation staff has for some time been developing a transportation plan and investment program for the east side of the City predicated on the withdrawal of the Mt. Hood Freeway and the availability of federal funds for substitute projects, and

Whereas, it is now appropriate for the City to establish, in response to the request by the CRAG, an initial listing of priority transportation investments which will utilize the available federal funds; now, therefore, be it

Resolved that the Council hereby reaffirms its intent that funds made available from the Interstate withdrawal be initially and primarily used to address the transportation needs of the City's east side, and

be it further

Resolved that the Council hereby sets forth its intent to address the transportation needs of the City's east side by implementing a continuing, comprehensive program of transportation investments which are shown to be vital to the transportation, neighborhood enhancement, and economic development needs of the City's east side, and be it further

Resolved that the Council will, in the future, provide additional project recommendations to the CRAG as part of its continuing program of investments, and be it further

Resolved that the Council hereby adopts the following policy on the matter of the use of the Interstate withdrawal funds:

- A. The City, recognizing the increasing need for an improved transit and highway corridor to serve regional trips on the City's east side, and to relieve traffic congestion in the City's neighborhoods, supports the technical work underway aimed at improving the Banfield transportation corridor, and requests that steps be taken to insure that the necessary improvements be expeditiously processed to construction.
- B. The City establishes a continuing investment program of transit and highway improvements which serve the transportation needs of the City's east side, as set forth in Exhibit "A," attached to the original only hereof and by this reference made a part hereof.
- B. The City, in response to the request of the CRAG, recommends the following projects to be included in the initial funding of the City's east side investment program, specific details for which are provided in Exhibit "B," attached to the original only hereof and by this reference made a part hereof. The below enumeration does not indicate priority ranking.
 - 1. Powell Boulevard
 - 2. Union Avenue
 - 3.
 - 4.
 - 5.

Adopted by the Council

DRAFT Project Form

Interstate Withdrawal Project

City of Portland

PROJECT TITLE: Powell Boulevard

PROJECT LOCATION: Powell Boulevard, from the Ross Island Bridge over the Willamette River, to the intersection with S.E. 82nd. Ave. (City limits).

PROJECT DESCRIPTION: The City has determined that Powell is to be a major arterial to serve traffic movement within southeast Portland, and will, per current plans, have a full interchange with I-205, thus serving as the major access between destinations within the southeast and I-205. Currently, traffic congestion exists at a number of intersections on Powell, particularly at locations nearer to the western project terminus. Moreover, current operational characteristics of the street do not allow full turning movements at intersections with other City arterials, resulting in the diversion of trips onto neighborhood streets, thus disrupting neighborhood environments. Additionally, the arterial is characterized by a number of pedestrian, transit, and parking problems, all of which aggravate the efficient movement of traffic.

PROJECT EVALUATION FACTORS (CRAG):

1. The proposed project will positively impact S.E. Portland by significantly improving the operating efficiency of the major traffic arterial within the southeast area. Additionally, project elements aimed at parking, pedestrian and other problems will reinforce the existing commercial and other activities which exist adjacent to the arterial.
2. The proposed project will maximize available funds by utilizing scarce local match resource to the maximum extent possible.
3. The proposed project will positively affect transit both directly - by providing for more efficient vehicle movement and improved stopping locations - and indirectly - by (as part of the southeast plan) eventually reducing traffic congestion on other arterials to allow more efficient transit operations.
4. Considerable work has already underway on the project, and while it is a major project which cannot be accomplished within the near-term, its completion in appropriate phasing with I-205 is important.
5. As an integral part of the current design for traffic

movement in the vicinity of I-205 and providing for the movement of traffic between the (County) road system, the project is important in solving inter-jurisdictional problems in traffic circulation.

6. The proposed project is not intended to result in significant increases in the capacity of Powell and consequently, will not induce significant increases in automobile trips. The project is intended to improve the efficiency of traffic movement, thus diminishing energy inefficient characteristics such as unnecessary stoppages at intersections and trips through neighborhoods.
7. The project is intended to diminish the negative impact currently being felt by neighborhoods due to the various operational problems on Powell, particularly the diversion of traffic making turning movements onto local streets. Additionally, the project will improve the aesthetic quality of the arterial.
8. The proposed project will ease the traffic and transit congestion which occurs on Powell, particularly during peak hours when southeast residents are utilizing the street for work trips.
9. The project is consistent with "Principal Arterial" classification assigned to Powell in the CRAG ITP.

PROJECT COST: Work accomplished to date on the first phase of the project (River to S.E. 52nd) estimates a total cost of approximately \$4.5 million. Cost estimates for the complete project have not been determined, but it is intended that a stipulation of a maximum of approximately \$12.7 million be established.

LOCAL MATCH CONSIDERATION: The CRAG has previously approved an allocation of approximately \$2.9 million in State Bond funds for use on Powell Boulevard. Pursuant to the objective of maximizing capital resources, it is recommended that the State Bond funds be set aside for use as the local match to federal withdrawal (FAU) financing, for the total project.

PROJECT SCHEDULE: Preliminary Engineering activities during the current fiscal year. Right-of-way acquisition to follow, leading to project completion by approximately 1981.

RELATED COMMENTS:

URB 12
X
STR 32

June 21, 1976

Mr. Robert W. Bothman
Asst. State Highway Engineer
Oregon State Highway Division
5821 N. E. Glisan
Portland, Oregon 97213

Dear Bob:

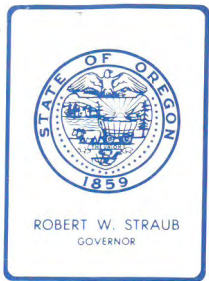
Thanks for your memo of June 11 regarding the two-lane section on Foster Road.

Your suggestion regarding this as a TSM project is a good one. The City is now preparing a list of projects for consideration and will include Foster Road.

Sincerely,

D. E. Bergstrom
City Traffic Engineer

DEB:jjp



OREGON STATE HIGHWAY DIVISION

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

June 11, 1976

Telephone 238-8226

DON BERGSTROM
Traffic Engineer
City of Portland
420 Southwest Main Street
Portland, OR 97204

The attached sketch, with a substantial explanation, was given to me at the Powell Boulevard public informational meeting on Wednesday, June 9.

The request is for consideration to solve the bottleneck which is occurring on the two-lane section of Foster Road.

The problem is now compounded because of the connection of I-205 to Lents.

However, in the future the Foster/Woodstock interchange, with a full-service diamond, will provide a major access point from the south into Southeast Portland and the central business district. Consideration should be given to providing a balanced flow of traffic on Foster from I-205 to Powell Boulevard.

These comments are for your future consideration. Perhaps this may even qualify as a TSM project, on which committee you are participating, and could eventually produce monies for such an improvement if the priority so indicates.

ROBERT N. BOTHMAN
Ass't. State Highway Engineer

ebg

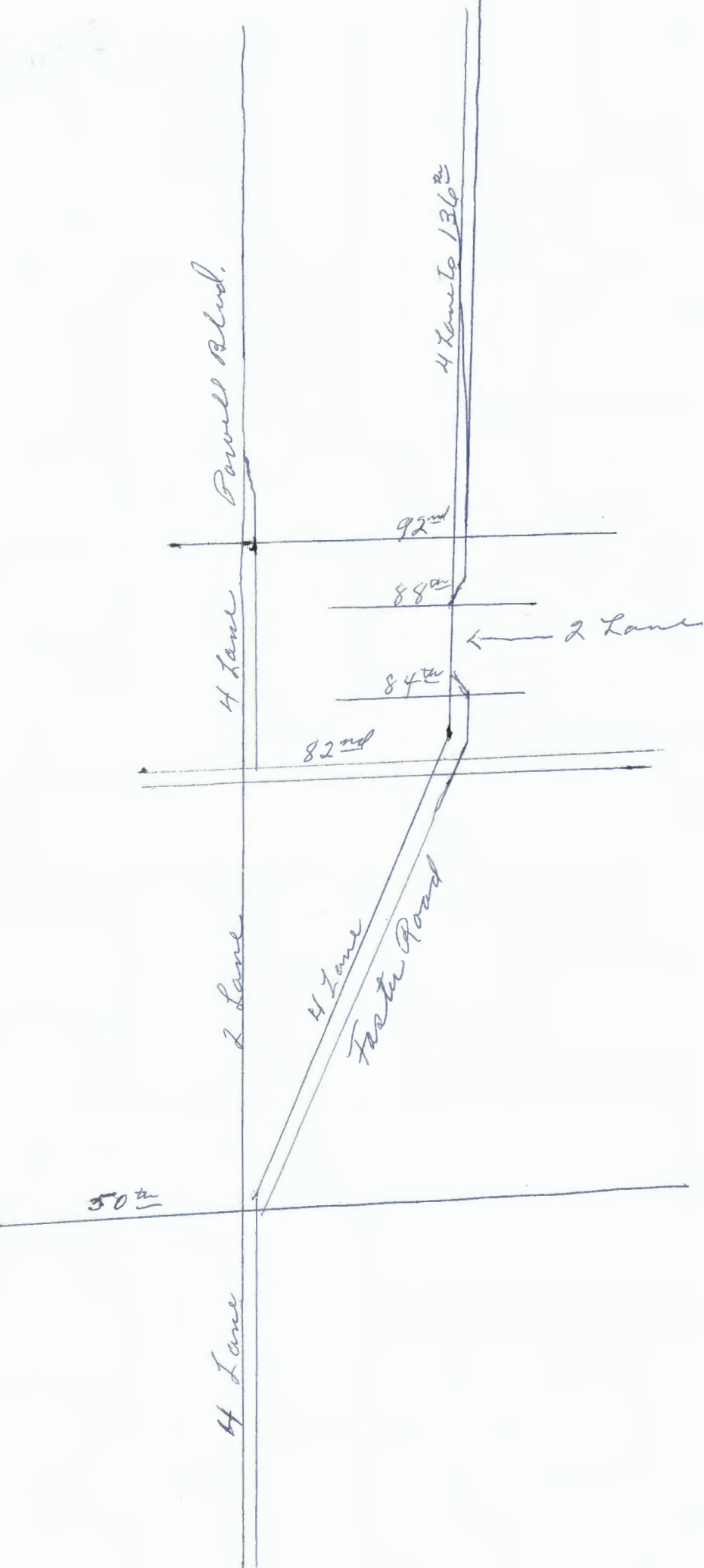
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STR 67
Powell
STR 32
Foster Rd

RECEIVED

JUN 15 1976

BUREAU OF
TRAFFIC ENGINEERING



THE CITY OF
PORTLAND



OREGON

4 June 1976

URB 12

OFFICE OF
THE MAYOR

MEMORANDUM

NEIL GOLDSCHMIDT
MAYOR

TO: Commissioner Ivancie
Commissioner Jordan
Commissioner Schwab

FROM: Mayor Goldschmidt
Commissioner McCready

SUBJECT: Mt. Hood Withdrawal Funds - Process

As you are aware, three weeks ago the U. S. Department of Transportation formally approved the withdrawal of the Mt. Hood Freeway from the Interstate system. Notice of this action was transmitted to the Governor, who had initiated the request on July 1, 1975.

The Governor, in turn, sent a letter to the City Council advising us of this action, and asking for our cooperation in regional efforts to begin to put the available funds to work on both transit and highway projects. In his letter, the Governor indicated that the City should begin an effort to identify, analyze, and implement projects which are needed to address the transportation problems in the Southeast, and the City's transportation system in general.

The Governor also sent a letter to the Executive Board of the Columbia Region Association of Governments (CRAG) requesting that CRAG assume responsibility for establishing an organizational and procedural framework for programming and expending the available funds. The CRAG Board, at its meeting on May 27 accomplished this by establishing a special technical subcommittee (see attached resolution).

The specific responsibilities of the City in the regional process are as yet undefined, but it is clear that several important tasks lie ahead. Among these are: (1) an identification of transit and traffic improvement opportunities in the Southeast; (2) a careful review of Tri-Met's proposed Southeast Improvement Program; (3) an identification and consideration of other project opportunities within the City; and (4) a review and approval of the regional transit projects.

RECEIVED

JUN 7 1976

BUREAU OF
TRAFFIC ENGINEERING

We are at this time particularly concerned with assuring that a clear organization and process is immediately established within the City in order that Council receive materials and recommendations which are necessary to assure the City's responsible and productive participation in the regional process. It is essential that adequate staff work be initiated immediately and continued throughout the process.

Therefore, we are establishing a working committee composed of staff persons from the following City agencies: Bureau of Planning (Doug Wright); Bureau of Street and Structural Engineering (John Lang); Bureau of Traffic Engineering (Don Bergstrom); City Engineer (Cowles Mallory); and, Office of Planning and Development (Director of Economic Development). It will be the assigned responsibility of this group to work closely with CRAG, and to provide materials and recommendations for Council consideration, according to a schedule and administrative framework to be established at CRAG, in the following areas of concern:

1. Identification and recommendation of any City policy considerations related to the withdrawal funds.
2. Identification and recommendation of project opportunities within the City.
3. Identification and recommendation of financing considerations related to the use of the withdrawal funding.
4. Identification and recommendation of priority uses of withdrawal funds.
5. Undertake related tasks not yet defined, and coordinate work, as necessary with other City and non-City agencies.

The precise timing, nature, and form of any recommendations to Council will in large part be a function of procedures not yet established by CRAG, as well as the initial organization by the City's committee. Our purpose now is to establish the organization and process within the City which will assure that the necessary staff work is accomplished, and recommendations prepared for Council consideration according to the CRAG schedule. We will also instruct the committee to keep the Council informed of progress throughout the process, and to respond to any questions or comments which you may have throughout the process.

Attachments: Governor's Letter
CRAG Resolution

NG:DW:bn



OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

ROBERT W. STRAUB
GOVERNOR

May 10, 1976

Mayor Neil Goldschmidt
Members of City Council
City of Portland
City Hall
Portland, Oregon 97204

Mayor and Members of Council:

As you are aware, the United States Department of Transportation formally approved our request to withdraw the Mt. Hood Freeway from the Interstate System on May 3, 1976. This action has resulted from steps taken by this office dating back to July 1, 1975, which, in turn, were based upon formal requests by the City of Portland, Multnomah County, and other local jurisdictions in the Portland region as represented by the Board of the Columbia Region Association of Governments. We would like to take the opportunity presented by the finalization of the withdrawal to share with you our perspective on the next step in this process.

The recent passage of the 1976 Federal Aid Highway Act has significantly changed both the level of federal funds available from the Mt. Hood withdrawal and the manner in which those funds may be utilized. When you took your initial actions requesting withdrawal of the freeway, then current federal law would have required the application of withdrawal funds only to transit and transit-related projects. Additionally, then current law would have limited the amount of total federal funds available from the withdrawal, not allowing continued inflation of dollars attributed to the Mt. Hood freeway. Both of these limitations have been removed by the recent federal legislation, and so we are presented with greatly expanded opportunities for addressing the transportation problems and needs in the Portland region.

While the federal legislation under which we have completed the Mt. Hood withdrawal has changed, it is our understanding that your concerns in originally requesting the withdrawal have not altered appreciably. It is our assumption that

Page 2
May 10, 1976
Mayor Neil Goldschmidt

the City of Portland, Multnomah County, and the CRAG region have not deviated from their basic view that funds available from the Mt. Hood Freeway be given priority use in addressing the transportation needs of southeast Portland and east Multnomah County. For the past many months, the staffs of local jurisdictions, Tri-Met, CRAG, and the Oregon Department of Transportation have been proceeding with technical work on three regional transit corridor projects, two of which have been identified by the region as important in addressing transportation needs in southeast Portland and east Multnomah County. While it is our belief that these priority projects should be continued, the recent legislative changes by the federal government will likely permit us to accomplish more.

On this date, we have sent letters to Tri-Met and Multnomah County requesting their participation and assistance in an effort with the City, CRAG, and the Oregon Department of Transportation. We have asked them, as we are asking you, to join in a coordinated effort to identify, analyze, and implement additional transportation projects - which will address the transportation problems in the area and which might utilize the expanded provisions of the federal law. Tri-Met, we understand, true to its commitment to the Portland City Council, has developed a much improved service plan for southeast Portland, has budgeted funds necessary to implement the plan, and will soon be presenting the plan for review to the City's neighborhoods and Council. We ask that you work closely with Tri-Met in an effort to realize this important improvement as soon as possible. Additionally, we ask that the City undertake a careful review of its transportation needs and resources, and develop opportunities which might take further advantage of the Mt. Hood withdrawal funds.

We have also on this date transmitted a letter to the Executive Director of the Columbia Region Association of Governments requesting CRAG's continued and increased role in the withdrawal process. We have specifically requested that CRAG, working closely with the local jurisdictions and the State, be responsible for the coordination and administration of planning and programming of projects throughout the region to which the Mt. Hood funds might be effectively applied. It is clear that the commitment to planning for the regional transit corridors should continue unabated. It is also clear that Tri-Met's plan for the southeast and other necessary improvements in that area should be aggressively pursued. However, it is also likely that other projects, both within the City of Portland and at other locations throughout the CRAG region might be undertaken with the Mt. Hood funds, due to the increase in funds available. Appropriately, CRAG can take responsibility for assuring that these project opportunities are properly developed, evaluated, and implemented as soon as possible.

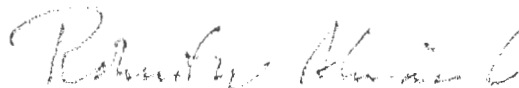
Page 3
May 10, 1976
Mayor Neil Goldschmidt

We are very pleased with the manner in which the Mt. Hood freeway withdrawal has proceeded in recent months, and we are pleased with the new benefits provided by the 1976 Highway Act. With the completion of the withdrawal, the hoped for initiation of construction on I-205 yet this year, and the high level of cooperation exhibited between the City, the rest of the region, and the State, we are confident that we are well on the way to significant improvements in the transportation system which will benefit not only the residents of southeast Portland, but all the residents of the City and the entire region. Your continued cooperation and assistance in this effort is both appreciated and critical to our continued success.

With the finalization of this transfer and signature of the 1976 Highway Act, it is appropriate that the Oregon Transportation Commission take a more active role in the development of projects and the implementation of collective wishes of the Portland metropolitan region, insuring that the quality of the State highway system is preserved and maximum flexibility is incurred in the usage of these funds to serve local needs. While the activities of the Governor's office have been instrumental in assuring that this transfer takes place, it is now appropriate that the more technical process be turned over to the Department of Transportation to work with you in affecting the implementation of projects. In this regard, we assure you that you will have the full cooperation of the Oregon Transportation Commission and the new Director of the Department of Transportation, Mr. Robert A. Burco.

Thank you.

Sincerely,


Governor


Chairman,
Oregon Transportation Commission

CRAG RESOLUTION

BD 760501

FOR THE PURPOSE OF ESTABLISHING AN INTERSTATE TRANSFER PROCESS AS A PART OF THE TRANSPORTATION PLANNING PROCESS.

WHEREAS, the U. S. Department of Transportation has formally approved the request to withdraw the Mt. Hood Freeway from the Interstate System, and responsibility for reaching decisions regarding investments of funds made available from the withdrawal rests with CRAG and the local jurisdictions; and

WHEREAS, the Transportation Technical Advisory Committee was requested by the Executive Director to recommend a process to the Board of Directors to handle the withdrawal procedures; and

WHEREAS, the Transportation Technical Advisory Committee has adopted a recommendation to the Board with the CRAG staff supporting the recommendation; now therefore be it

RESOLVED, that the Board of Directors establishes a formal task force of TTAC as set forth in Exhibit "A", attached hereto and incorporated herein as part of this resolution.

ADOPTED By the Board of Directors this ____ day of _____, 1976.

By _____
Larry Rice, Executive Director

THE TRANSPORTATION TECHNICAL ADVISORY COMMITTEE
TASK FORCE COMMITTEE FOR INTERSTATE TRANSFER

COMMITTEE RESPONSIBILITY

The Task Force Committee shall have the following responsibility:

- A. Determine federal requirements concerning the processing, timing, and administration of available funds from the withdrawal.
- B. Examine recommended capital programming for, those regional transportation project activities which have been previously identified by the CRAG Board and on which work has been underway with reference to the additional tasks stated herein.
- C. Examine additional project opportunities throughout the region to which available funds might be applied, such examination to include a determination of priorities and programming, with careful consideration given to both previous policy direction provided by the CRAG Board and any new policy direction provided by the CRAG Board, as well as the additional tasks stated herein.
- D. Examine and analyze existing and forecast local transportation funding match resources in the region, and initiate appropriate discussions with the Oregon Department of Transportation on such matters.
- E. Make an initial re-evaluation of the CRAG Transportation Improvement Program (TIP), including any resulting recommendations, as well as maintenance of communications with the Transportation Improvement Program Sub-committee as required.
- F. Review Tri-Met's proposed service improvements in southeast Portland and recommend action prior to the July Board meeting necessary to support the early implementation of such a program and its inclusion in the TIP.

MEMBERSHIP

The Task Force membership shall be comprised of TTAC representatives or designated alternates from the following agencies and jurisdictions:

- A. Clackamas County
- B. Multnomah County
- C. Washington County
- D. City of Portland
- E. Tri-County Metropolitan Transportation District (TRI-MET)
- F. Oregon Department of Transportation
- G. CRAG staff

The chairman of the Task Force Committee shall be the Chairman of the Transportation Technical Advisory Committee.

ADDITIONAL BOARD INSTRUCTIONS TO THE SUBCOMMITTEE

1. The Sub-committee shall give immediate and high-priority to, a determination of any project opportunities which can utilize available funds within the next fiscal year, and that a report on this matter be made available to the Board at its next regularly scheduled meeting.
2. The Sub-committee shall inform all representatives of agencies and jurisdictions who are members of the TTAC, the time and place of all Sub-committee meetings in advance of such meetings, and to invite their attendance and participation.
3. The Sub-committee shall notify each city and county in the tri-county region, Tri-Met and ODOT, of the key features of the new act and transfer process and solicit priority project requests for the immediate future from among the existing TIP or new projects.

TERMINATION OF THE SUBCOMMITTEE

Upon completion of the Sub-committee's work and its acceptance by the Board of Directors, the Sub-committee shall be dissolved.

Next would be 33rd and Broadway, providing left turn refuge lanes for north and southbound traffic.

Third, I would like to include a list of projects that are generated by neighborhoods that we cannot solve with signs, markings, even signals. Something else is going to have to be done. Marty, I will ask you to take responsibility for these, going to the district engineers and asking for them to give their input.

out

Dick, as a starter, would you Xerox/of the Capital Improvement Program those projects already listed as far as Streets and Structures are concerned so that these will be used as a starting point. Okay?

DEB:jjp



OFFICE OF
PLANNING AND DEVELOPMENT
GARY E. STOUT
ADMINISTRATOR

BUREAU OF
PLANNING
ERNEST R. BONNER
DIRECTOR

424 S.W. MAIN STREET
PORTLAND, OR. 97204

PLANNING
503 248-4253

ZONING
503 248-4250

April 24, 1976

MEMORANDUM

TO: John Lang, Street and Structural Engineering
Don Bergstrom, Traffic Engineering

FROM: Doug Wright

SUBJECT: Mt Hood Withdrawal Project Considerations

Per your request, prior to our meeting to discuss matters relating to the finalization of the Mt Hood freeway withdrawal, I have attempted to summarize the concerns and tasks which I feel we have to give some immediate attention to, i.e., prior to the withdrawal finalization.

Current Status of Withdrawal

Based on the most recent conversations with the UMTA Administrator's Office, the finalization of the Mt Hood withdrawal is simply awaiting the passage of the 1976 Federal Aid Highway Act. While the Congress passed this legislation during the week of April 12, the actual bill which they passed and sent to the President, did not (due to clerical error) include the section regarding US DOT appropriations. Consequently, the bill will go back to the Congress for re-passage, scheduled for this coming week (April 26), which means that the President will likely sign it no later than two weeks from April 30, but possibly as early as May 3. The Mt Hood finalization would occur very shortly thereafter.

State, Regional Organizational Framework

While at present, there is no certainty as to the steps which will be established within the state and the region in terms of administrative and organizational concerns established to lead to expenditures of the approximately \$200 million available from the withdrawal, I have been involved in a series of meetings with various offices and agencies, and it is probably safe to assume that something like the following will occur at the time of withdrawal.

First, the Governor will indicate a general policy direction and general responsibilities for processing the withdrawal

funds, thus discharging his responsibility in the matter. This will probably include the following:

1. CRAG will be given administrative responsibility for identifying, evaluating, prioritizing, and implementing projects throughout the region which might utilize Mt Hood funds - in a general manner similar to the TIP process.
2. Tri-Met will be given direction with respect to their opportunities and responsibilities in the matter, notably giving emphasis to the importance of accomplishing improvements to the transit system in southeast Portland and east Multnomah County.
3. The City and County, being the jurisdictions from which the freeway was withdrawn, will be charged with responsibilities regarding assisting Tri-Met, as well as identifying additional project opportunities and resources to apply the Mt Hood funds toward.

Second, the CRAG TTAC will probably establish a special subcommittee which will have the responsibility of developing a process for the aforementioned tasks at CRAG, as well as examining the fiscal implications of the withdrawal, including a re-evaluation of the state bond financing allocations, and the initiation of a dialogue with the ODOT regarding questions of local match on both transit and highway projects.

Third, based upon approved (by local jurisdictions), the CRAG Board will have the responsibility, based upon the recommendations of the TTAC (subcommittee) to establish priority uses of the funds, and with respect to projects which can utilize the funds within the near future, to take actions necessary to implement such projects. (It should be noted that the Board has already established three priority projects within the region - the corridor projects in the Banfield, Sunset, and Oregon City.)

City Considerations

Both Commissioners Goldschmidt and McCready have been briefed regarding the changes embodied in the new legislation, and I have discussed procedural questions briefly with the Mayor. Clearly, the most important task is to reach an agreement on a formal method by which to proceed in addressing the relevant questions, at a staff level, and have such a method agreed upon at the time the Council

receives a letter of direction from the Governor. This would offer Commissioners Goldschmidt and McCready a readily available organization which Council can identify and direct to undertake the necessary work within the City. Consequently, the concerns which I would like to discuss at an early opportunity are the following:

1. Staff organization in the City. This would involve agreement on a staff committee, presumably comprised of the three involved Bureaus, establishment of appropriate tasks for the committee (such as those below), briefing the (2) Commissioners on this intent, and perhaps preparing a Council resolution which be ready to formally act upon receipt of a letter from the Governor.
2. The staff committee should immediately undertake the following tasks:
 - a. Agreement on a definition of the relationship of any identified project opportunities to the Planning Bureau's Arterial Street Program.
 - b. Establish working relationship with Tri-Met in the matter of the proposed Southeast Portland transit improvement package and identification of necessary assistance required on part of City.
 - c. Examination of available matching resources applicable to transit and highway projects in the City, over time, including, for example, consideration of non-general fund moneys such as State Bond, HCD, other.
 - d. Identification of project opportunities within the City, possible scheduling, local match issues, etc., both short-term and long-term in nature. (Neil has indicated that projects such as Powell, Greeley ramps, Ross Island Bridge, and others including especially those which are tied to broader economic development opportunities be given particular attention.)
 - e. Examination of current CIP to determine questions of re-scheduling and flexibility in project programming.
 - f. Identification of any concomitant study resource

needs - the withdrawal funds are available for use in certain project planning efforts, and available for preliminary engineering.

- g. Preparation of necessary materials for Council action and transmission to CRAG.

These are the general matters which I would like to discuss in greater detail with you in the near future. Again, the primary short-term task, as I view it, and as the Mayor has defined it, will be the preparation of a proposed administrative and procedural framework within the City to deal with the withdrawal situation.

DW

URB 12

MEMORANDUM

May 13, 1976

TO: TTAC

FROM: DOUG WRIGHT, CITY OF PORTLAND

SUBJECT: PROPOSED RECOMMENDATION TO CRAG BOARD RE TTAC SUB-COMMITTEE
ON MT. HOOD WITHDRAWAL FUNDS

Inasmuch as the U.S. Department of Transportation has formally approved the request to withdraw the Mt. Hood Freeway from the Interstate System, and responsibility for reaching decisions regarding investments of funds made available from the withdrawal rests with the local jurisdictions of the CRAG region, the Transportation Technical Advisory Committee submits the following recommendations to the CRAG Executive Board:

1. That the CRAG Board establish a formal Sub-committee of the TTAC comprised of the TTAC representatives (or their duly appointed alternates) from the following agencies and jurisdictions:
 - a. Clackamas County
 - b. Multnomah County
 - c. Washington County
 - d. City of Portland
 - e. Tri-County Metropolitan Transportation District
 - f. Oregon Department of Transportation
 - g. CRAG staff
2. That the CRAG Board stipulate that the Sub-committee have responsibility for the following tasks, and that resulting recommendations be returned to the CRAG Board for its consideration:
 - a. Responsibility for a determination of federal requirements concerning the processing, timing, and administration of available funds from the withdrawal;
 - b. Responsibility for an examination of, and recommended capital programming for, those regional transportation project activities which have been previously identified by the CRAG Board and on which work has been underway, with reference to the additional tasks stated herein;
 - c. Responsibility for an examination of additional project opportunities throughout the region to which available funds might be applied, such examination to include a determination of priorities and programming, with careful consideration given to both previous policy direction

PROPOSED RECOMMENDATIONS TO CRAG BOARD RE TTAC SUB-COMMITTEE
ON MT. HOOD WITHDRAWAL FUNDS

- c. (continued)
provided by the CRAG Board and any new policy direction
provided by the CRAG Board, as well as to the additional
tasks stated herein;
 - d. Responsibility for an examination and analysis of existing
and forecast local transportation funding match resources
in the region, and the initiation of appropriate discussions
with the Oregon Department of Transportation on such matters;
 - e. Responsibility for, with reference to the additional tasks
stated herein, initial re-evaluation of the CRAG Transpor-
tation Improvement Program (TIP), including any resulting
recommendations, as well as maintenance of communication
with the Transportation Improvement Program Sub-committee as
required.
- 3. That the CRAG Board indicate the Sub-committee should give
immediate and high-priority attention to, with reference to
"2-c" above, a determination of any project opportunities
which can utilize available funds within the next fiscal year,
and that a report on this matter be made available to the Board
at its next regularly scheduled meeting.
 - 4. That the CRAG Board direct the Sub-committee to inform all
representatives of agencies and jurisdictions who are members
of the TTAC, the time and place of all Sub-committee meetings
in advance of such meetings, and to invite their attendance and
participation.
 - 5. Responsibility for review of Tri-Met's proposed service improve-
ments in Southeast Portland and recommend action prior to July
Board meeting necessary to support the early implementation of
such a program and its inclusion in the ITP.
(CRAG STAFF RECOMMENDATION)
 - 6. Responsibility for notifying each city and county in the Tri-
County Region, Tri-Met and ODT of the key features of the new
act and transfer process and solicit priority project requests
for the immediate future from among the existing TIP or new
projects.
(CRAG STAFF RECOMMENDATION)
 - 7. Upon completion of its responsibilities and the approval of its
report by the CRAG Board, the Sub-committee will be terminated.
(WINSTON KURTH RECOMMENDATION)

DW:ce

4/16/77

DRAFT

MEMORANDUM

TO: Commissioner Ivancie
Commissioner Jordan
Commissioner Schwab

FROM: Mayor Goldschmidt
Commissioner McCready

SUBJECT: MT. HOOD WITHDRAWAL FUNDS

As you are aware, two weeks ago the U.S. Department of Transportation formally approved the withdrawal of the Mt. Hood Freeway from the Interstate system. This information was formally transmitted to the Governor, who had initiated the request on July 1, 1976.

The Governor, in turn, sent a letter to the City Council advising us of this action, and asking our cooperation in regional efforts to begin to put the available funds to work on both transit and highway projects. In his letter, the Governor indicated that the City should begin an effort to identify, analyze, and implement projects which are needed to improve the transportation system.

The Governor also sent a letter to the Executive Board of the Columbia Region Association of Governments ~~xxxxxxx~~ (CRAG) requesting that CRAG assume responsibility for establishing an organizational and procedural framework for programming and expending the available funds. The CRAG Board has not yet met to consider this request, but the Transportation Technical Advisory Committee at CRAG has prepared a recommended process for the Board's consideration at its next meeting.

The specific responsibilities of the City in the process are as yet undefined, but it is clear that several important tasks lie ahead. First, as the Governor indicated, we must identify transit and traffic project opportunities which will improve transportation movement in the Southeast. Related to this, we must carefully review Tri-Met's proposed Southeast Improvement Program, a project to which Tri-Met committed itself at the time of Council's request to withdrawal the Mt Hood Freeway.

Second, we must identify other project opportunities in the City which are needed, and submit such projects to CRAG for consideration and programming in the regional process. To a very great extent, many of these project opportunities have been previously identified through the City's Capital Improvement Program process.

Third, at the appropriate time, we must carefully review those

regional transit projects which have been the subject of study for the past few months and which, in accordance with the Council resolution requesting withdrawal of the Freeway, must come to Council for approval.

We are at this time particularly concerned with assuring that a expeditious and reasonable process is immediately established within the City to insure that the Council receives materials and recommendations which are necessary in order to assure the City's responsible participation in the regional process of programming Mt Hood funds. It is essential that adequate staff work be initiated immediately and continued throughout the process.

Accordingly, unless there are objections, we are establishing a working committee composed of staff persons from the following City agencies: Bureau of Planning (Doug Wright); Bureau of Street and Structural Engineering (John Lang); Bureau of Traffic Engineering (Don Bergstrom); Office of Planning and Development (Director of Economic Development). It will be the responsibility of this committee to accomplish those tasks mentioned above according to the schedule and administrative framework to be established at CRAG, plus any other responsibilities yet to be indentified, and to prepare necessary material and recommendations for review by Council.

The precise timing, nature, and form of any recommendations to Council will in large part be a function of procedures not yet established by CRAG. Our purpose at this time is to establish the organization and process ~~in~~ within the City which will assure that the necessary staff work is accomplished and recommendations prepared on time. We will also instruct the committee to keep the Council informed of any important decisions or information realized in the process, and to respond to any questions or comments which you may have throughout the process.

Enclosures: Gov. Letter
TTAC Recommendation

4/8

MEMORANDUM

May 19, 1976

TO: COMMISSIONER IVANCIE
COMMISSIONER JORDAN
COMMISSIONER SCHWAB

FROM: MAYOR GOLDSCHMIDT
COMMISSIONER MC CREADY

SUBJECT: MT. HOOD WITHDRAWAL FUNDS - PROCESS

As you are aware, two weeks ago the U.S. Department of Transportation formally approved the withdrawal of the Mt. Hood Freeway from the Interstate system. Notice of this action was transmitted to the Governor, who had initiated the request on July 1, 1975.

The Governor, in turn, sent a letter to the City Council advising us of this action, and asking for our cooperation in regional efforts to begin to put the available funds to work on both transit and highway projects. In his letter, the Governor indicated that the City should begin an effort to identify, analyze, and implement projects which are needed to address the transportation problems in the Southeast, and the City's transportation system in general.

The Governor also sent a letter to the Executive Board of the Columbia Region Association of Governments (CRAG) requesting that CRAG assume responsibility for establishing an organizational and procedural framework for programming and expending the available funds. The CRAG Board has not yet met to consider this request, but the Transportation Technical Advisory Committee at CRAG has prepared a recommended process for the Board's consideration at it's next meeting.

The specific responsibilities of the City in the regional process are as yet undefined, but it is clear that several important tasks lie ahead. Among these are: 1) an identification of transit and traffic improvement opportunities in the Southeast; 2) a careful review of Tri-Met's proposed Southeast Improvement Program; 3) an identification and consideration of other project opportunities within the City; and 4) a review and approval of the regional transit projects.

We are at this time particularly concerned with assuring that a clear organization and process is immediately established within the City in order that Council receive materials and recommendations which are necessary to assure the City's responsible and productive participation in the regional process. It is essential that adequate staff work be initiated immediately and continued throughout the process.

Therefore, unless there are objections, we are establishing a working committee composed of staff persons from the following City agencies: Bureau of Planning (Doug Wright); Bureau of Street and Structural Engineering (John Lang); Bureau of Traffic Engineering (Don Bergstrom); and, Office of Planning and Development (Director of Economic Development). It will be the assigned responsibility of this group to work closely with CRAG, and to provide materials and recommendations for Council consideration, according to a schedule and administrative framework to be established at CRAG, in the following areas of concern:

1. Identification and recommendation of any City policy considerations related to the withdrawal funds.

2. Identification and recommendation of project opportunities within the City.
3. Identification and recommendation of financing considerations related to the use of the withdrawal funding.
4. Identification and recommendation of priority uses of withdrawal funds.
5. Undertake related tasks not yet defined, and coordinate work, as necessary, with other City and non-City agencies.

The precise timing, nature, and form of any recommendations to Council will in large part be a function of procedures not yet established by CRAG, as well as the initial organizational work by the committee. Our purpose now is to establish the organization and process within the City which will assure that the necessary staff work is accomplished, and recommendations prepared on time. We will also instruct the committee to keep the Council informed of any important decisions or information realized in the process, and to respond to any questions or comments which you may have throughout the process.

48B12

May 25, 1976.

MEMORANDUM TO THE FILES

From: M. J. Martini

To: D. E. Bergstrom

Subject: List of Proposed Projects Under Mt. Hood Freeway Transfer Funds

NOT in priority order.

1. New Sellwood Bridge
2. Grade separation - McLoughlin and Tacoma Streets
3. Grade Separation - McLoughlin and Holgate Streets
4. Widening of Southeast 17th Avenue, north side of Tacoma Street
5. Complete widening of Southeast McLoughlin Street (retaining trees)
6. Widening of Southwest Beaverton Highway (provide left-turn lane)
7. 82nd Avenue signal project
8. Study for conversion of Southeast Hawthorne Boulevard to mass transit facility
9. Widening Southeast 39th Avenue at Powell Boulevard
11. Widening of Northeast 33rd Avenue at Broadway
12. Ramp to Ross Island Bridge from Macadam

p File

PCA

Date May 10, 1976

from the

BUREAU OF TRAFFIC ENGINEERING

TO URB 12, Proposed Projects, Mt Hood Fwy. Withdrawal Funds

____ FOR YOUR ATTENTION AND REPLY
____ FOR YOUR INFORMATION
____ PLEASE INVESTIGATE AND REPORT
____ PLEASE ANSWER OR ARRANGE

Note: Marine Drive, between Union and 33rd.

DEB:jjp

DRAFT

EXHIBIT "A"

EAST SIDE TRANSPORTATION INVESTMENT PROGRAM

Program Purpose

ACCORDING TO A NUMBER OF STUDIES CONDUCTED BY THE CITY AND OTHER AGENCIES, A WIDE RANGE OF TRANSPORTATION PROBLEMS HAVE BEEN IDENTIFIED WITHIN THE CITY OF PORTLAND. A SUBSTANTIAL NUMBER OF THESE PROBLEMS ARE LOCATED ON THE EAST SIDE OF THE CITY, OR ARE GENERATED BY TRAFFIC MOVING TO OR FROM THE EAST SIDE. MANY OF THESE PROBLEMS ARE CONCENTRATED IN THE CITY'S SOUTHEAST, WHERE EXTENDED CONSIDERATION OVER THE MT. HOOD FREEWAY RESULTED IN A GENERAL CESSATION OF WORK ON NEEDED TRANSPORTATION IMPROVEMENTS. HOWEVER, THE COMPLETED WITHDRAWAL OF THE MT. HOOD FREEWAY OFFERS THE OPPORTUNITY TO POSITIVELY ADDRESS THE MANY TRAFFIC, TRANSIT, PEDESTRIAN, AND OTHER NEEDS WHICH EXIST ON THE EAST SIDE.

THE COMPLETED INTERSTATE WITHDRAWAL HAS PROVIDED THE PORTLAND METROPOLITAN REGION WITH MORE THAN \$200 MILLION (FEDERAL) WHICH CAN EMPLOYED THROUGH PROGRAMS ADMINISTERED BY THE URBAN MASS TRANSPORTATION ADMINISTRATION (UMTA) AND THE FEDERAL HIGHWAY ADMINISTRATION (FHWA).

IN RESPONSE TO THESE TRANSPORTATION PROBLEMS, AND TO THE OPPORTUNITIES PROVIDED BY THE COMPLETED INTERSTATE WITHDRAWAL, THE CITY'S EAST SIDE TRANSPORTATION INVESTMENT PROGRAM IS INTENDED TO ESTABLISH A PROCEDURAL AND ORGANIZATIONAL

FRAMEWORK FOR TRANSPORTATION PROJECT PLANNING AND IMPLEMENTATION, WITH CLOSE COOPERATION BETWEEN THE CITY, TRI-MET, THE OREGON STATE HIGHWAY DIVISION, AND THE CITY'S EAST SIDE NEIGHBORHOODS, THE PROGRAM IS INTENDED TO PROVIDE THE MANAGEMENT AND PROCESS, AS WELL AS THE FINANCIAL RESOURCES; THROUGH WHICH INVESTMENT DECISIONS CAN BE REACHED AND NEEDED PROJECTS EXPEDITIOUSLY ACCOMPLISHED. ADDITIONALLY, THE FINANCING CONSIDERATIONS OF THE PROGRAM ARE INTENDED TO SERVE AS ~~BUDGET~~ ^{FISCAL} MANAGEMENT MECHANISM NOT ONLY FOR THE CITY, BUT ALSO FOR THE CRAG IN ITS FISCAL PROGRAMMING REQUIREMENTS.

PROGRAM ~~PERFORMANCE~~ PROJECT CRITERIA

IDENTIFICATION AND SELECTION OF PROJECTS FOR THE INVESTMENT PROGRAM IS TO BE ACCOMPLISHED IN ACCORDANCE WITH THE FOLLOWING CRITERIA:

A. PROJECT OBJECTIVES

- ~~1. IMPROVE THE LEVEL OF SERVICE AND OPERATIONAL EFFICIENCY OF TRI-MET~~
- ~~2. REDUCE TRAFFIC CONGESTION~~
~~OPERATIONS SERVICE~~
1. IMPROVE THE LEVEL OF SERVICE PROVIDED BY TRI-MET ^{TO THE EAST SIDE.} ~~TO THE EAST SIDE~~
2. ^{PUBLIC TRANSP. ?} REDUCE TRAFFIC CONGESTION AND IMPROVE THE EFFICIENCY OF TRAFFIC MOVEMENT ON THE EAST SIDE.
3. IMPROVE THE SAFETY OF AUTO, TRANSIT, BICYCLE, AND PEDESTRIAN MOVEMENT ON THE EAST SIDE.

B. PROJECT LOCATION

PROJECTS RECOMMENDED ARE LIMITED TO THOSE LOCATED ON THE CITY'S EAST SIDE, ALTHOUGH PROJECTS NOT ~~AS WELL AS THOSE~~ ^{NOT} LOCATED ON THE CITY'S EAST SIDE BUT WHICH ARE ~~NOT~~ DIRECTLY RELATED TO MOVEMENTS TO AND FROM THE EAST SIDE MAY BE CONSIDERED. INITIAL PROGRAM EMPHASIS IS INTENDED FOR PROJECTS WITHIN THE CITY'S SOUTHEAST.

C. PROJECT ELIGIBILITY.

PROJECTS RECOMMENDED MUST, PER FEDERAL REQUIREMENTS, BE OF A NATURE WHICH MAKES THEM ELIGIBLE FOR FUNDING THE CATEGORICAL CAPITAL GRANT PROGRAMS OF EITHER UMTA OR FHWA.

D. PROJECT PLANNING

PROJECTS RECOMMENDED ARE INTENDED TO BE CONSISTENT WITH THE ADOPTED CRAG INTERIM TRANSPORTATION PLAN. MORE IMPORTANT, THE PROJECTS ARE INTENDED TO BE CONSISTENT WITH, AND SERVE AS THE IMPLEMENTATION OF, THE CITY'S (DRAFT) ARTERIAL STREETS CLASSIFICATION POLICIES. ADDITIONALLY, PREVIOUS PROJECT PRIORITIES ESTABLISHED BY CITY COUNCIL ARE TO BE ^{FOLLOWED} ~~BE~~ ~~REVIEWED~~ ~~WITH~~ WHERE POSSIBLE.

E. ADDITIONAL COMMENT

IT IS INTENDED THAT PARTICULAR PRIORITY BE GIVEN TO PROJECTS WHICH DIRECTLY RELATE TO THE BROADER CITY GOALS OF:

1. NEIGHBORHOOD ~~ENVIRONMENTAL~~ ^{PHYSICAL} AND SOCIAL STABILIZATION; REINFORCEMENT OF NEIGHBORHOOD DEVELOPMENT OBJECTIVES.
2. ECONOMIC DEVELOPMENT AND REDEVELOPMENT; REINFORCEMENT OF EXISTING AND NEW COMMERCIAL AND EMPLOYMENT CENTERS.
3. ENVIRONMENTAL QUALITY IMPROVEMENT; REDUCTION OF AIR AND NOISE POLLUTION, AND ENERGY CONSERVATION.

PROGRAM FUNDING

THE INVESTMENT PROGRAM ~~IS~~ ~~IS FINANCED~~ INTENDED TO BE FINANCED BY NEW REVENUES MADE AVAILABLE TO THE CITY BY THE INSTITUTION OF THE OREGON STATE GAS TAX INCREASED, APPROVED BY THE 1975 LEGISLATURE (OR AN EQUIVALENT AMOUNT OF SUCH REVENUE IF THIS SPECIFIC TAX SOURCE IS UNAVAILABLE). SUCH REVENUES SHALL BE APPLIED BY THE CITY TO THE PROJECTS AND SHALL SERVE AS THE FULL LOCAL MATCH TO THE AVAILABLE FEDERAL FUNDS (LOCAL MATCH IS 22% ON FHWA PROGRAMS). THIS AMOUNT OF LOCAL MATCH SHALL STIPULATE THE ~~GENERAL~~ APPROXIMATE MAXIMUM AMOUNT OF TOTAL FUNDS AVAILABLE FOR BUDGETARY PROGRAMMING ON AN ANNUAL OR MULTIPLE-YEAR BASIS, UTILIZING THE GAS TAX SOURCE AS MATCH. CURRENT ESTIMATE OF THIS AMOUNT IS APPROXIMATELY

5
\$700-800,000 ANNUALLY.

PROGRAMMING OF GAS TAX FUNDS IN THE ABOVE MANNER DOES NOT PRECLUDE THE USE OF OTHER POSSIBLE REVENUE SOURCES AS MATCH₂ INCLUDING, FOR EXAMPLE, OTHER FEDERAL OR STATE FUNDS WHICH ARE ELIGIBLE. ADDITIONALLY, SUCH PROGRAMMING DOES NOT PRECLUDE THE CITY FROM SUPPLEMENTING THE GAS TAX FUNDS WITH ADDITIONAL CITY RESOURCES IF NEED ARISES AND, IN TURN, FROM REQUESTING SUPPLEMENTAL INTERSTATE WITHDRAWAL FUNDING ALLOCATIONS FROM THE CRAG.

THE INVESTMENT PROGRAM SHALL HAVE A MINIMUM DURATION OF FIVE FISCAL YEARS, INCLUSIVE OF THE FISCAL YEAR CURRENT AT ITS INCEPTION (CITY FISCAL YEAR 1976-77). THIS ~~INVEST~~ PROGRAM DURATION REFERS TO THE BUDGETARY ALLOCATION OF FEDERAL AND LOCAL FUNDS, NOT TO THE CONTRACT OBLIGATION ON PROJECTS.

PROGRAM ORGANIZATION & MANAGEMENT

- ? {
- WHO? 3 BUREAUS + TRI-MET, OSHD
 - HOW? CIP — ?
NEIGHBORHOODS?
 - A-95 COVER VIA CIP/TIP
 - TIMING / SOLICITATION / REVIEW

6

PROGRAM PROJECT RECOMMENDATIONS (INITIAL)

INITIAL ~~(FIRST YEAR)~~ PROJECT RECOMMENDATIONS
ARE:

A. MAJOR CAPITAL PROJECTS (?)

1. POWELL BOULEVARD *
2. UNION AVENUE *
3. MACADAM BOULEVARD
4. BASIN / GOING - GREELEY / I-5
- 5.

✓ NEIL
NOTES

* IMMEDIATE PROJECT INITIATION RECOMMENDED.

B. MINOR CAPITAL PROJECTS

[CATEGORIES]

UAB 12

August 4, 1976

D. E. Bergstrom

John Lang, Bureau of Streets & Structures

Doug Wright, Bureau of Planning

The last Arterial Streets meeting we discussed proposed projects and program areas for the Mt. Hood Withdrawal Funds.

I would like to suggest the following for consideration:

1. This would be a transit improvement project for S. E. Portland. Elements would include the counterflow for transit vehicles on S. W. Madison between the Hawthorne Bridge and S. W. 6th Avenue, would involve the use of an exclusive lane for transit, at least during peak hours on the Hawthorne Bridge from 7:00 to 9:00 in the morning and from 4:00 to 6:00 in the evening. On the east side, this would include the use of Madison between 12th and Grand in the morning and the use of Hawthorne Blvd. between Grand and 12th during the evening peak hour.

On 12th, the route would run via Ladd Avenue to Division and then Division east to at least 60th Avenue.

As yet I have not made any cost estimates on this proposal. Techniques would be somewhat new, cost estimates would be a little difficult to come by because we don't have any unit costs that we could apply.

2. Allow left turns at major street intersections in the S. E. area. The program would be similar to that proposed for 39th and Powell wherein widening within the roadway or requiring right-of-way would be involved.

The attempt would be made wherever possible to keep the widening or changes within the existing curb line and certainly within the existing right-of-way.

3. Do a study of the Tacoma, Johnson Creek corridor which would extend from the Sellwood Bridge to either 52nd or 82nd Avenue. This study could be expanded in order to take in whatever will be proposed at the west end of the Sellwood Bridge, as a result of studies and proposed improvements on the west side of the Willamette.

There is the possibility that instead of studying this on a corridor basis, it ought to be done on an area basis that would include the McLoughlin Blvd. and 17th Avenue. The area would be from the Willamette River to 52nd, possibly 82nd, from Powell south to the City Limits and probably, as far as McLoughlin Blvd. is concerned, to the new expressway.

D. E. Bergstrom

DEB:jjp

From: BUREAU OF TRAFFIC ENGINEERING
420 S.W. Main St.-Portland, Or. 97204

DATE 5/6/76

To: Speer and Martini

FOR YOUR ATTENTION & REPLY
FOR YOUR INFORMATION

PLEASE INVESTIGATE & REPORT
PLEASE ANSWER OR ARRANGE

Note: Attached is a memo from Doug Wright regarding the funds that will be available due to the withdrawal of the Mt. Hood Freeway.

Congress has just passed a law making these funds available for any type of FAU project in addition to transit projects, which were the only ones available prior to this law.

As Wright expained at a meeting with John Lang and I today, these funds will be available shortly. It is the Mayor's request that a program be developed for use of these funds.

I think the criteria as far as the City of Portland is concerned is that projects ought to be oriented toward the southeast district, Powell corridor. I think we ought to take a look at projects that would benefit transit as well as general traffic. Next we ought to look at projects that are fairly long range. The next and last category is a list of projects that could be started fairly shortly -- all of the planning, that type of thing, is out of the way.

It was decided at the meeting with Lang and Wright that all three of us individually would make a list of projects we would like considered under this funding program and that a meeting would be held within 2 weeks to a month to compare and consolidate our lists.

What I would like to do is have you two come up with a list. Let's set a meeting for May 24, 25, Dick I'll ask you to set that up, to compare lists. Let me mention a couple as an example. One would be transit and change of traffic pattern on S.W. Madison from 6th to 1st, plus the Hawthorne Bridge? plus something on the east end of the Hawthorne Bridge to perhaps 12th Avenue. Well, while we're at it, we might throw in Hawthorne all the way out to 50th, the problem being the narrow lanes for transit, for traffic, what is to be done with it.

Thru 5/27 After 5:00?

Next would be 33rd and Broadway, providing left turn refuge lanes for north and southbound traffic.

Third, I would like to include a list of projects that are generated by neighborhoods that we cannot solve with signs, markings, even signals. Something else is going to have to be done. Marty, I will ask you to take responsibility for these, going to the district engineers and asking for them to give their input.

out

✓ Dick, as a starter, would you Xerox/of the Capital Improvement Program those projects already listed as far as Streets and Structures are concerned so that these will be used as a starting point. Okay?

DEB:jjp

BUREAU OF TRAFFIC ENGINEERING

INTRA-OFFICE ROUTE SLIP

FROM

Dick

DATE

7/12/76

TO:

STAFF

BAKER

BAUER

BERGSTROM

CIPOLLA

CORGAN

DAVIS

DORN

ELSTON

FRANKLIN

GERRONE

GOSSACK

HASSETT

JAMES

KNUDSON

MAGIN

MARTINI

MASON

NEELY

NISHIKAWA

NOZAKI

PARKS, DALE

PARKS, RAY

PHELAN

SILLETT

SPEER

SPENCER

THOMPSON

WETMORE

WILCOX

WILSON

CIRCULATE

INITIAL

FILE

FOR YOUR APPROVAL

☒ FOR YOUR INFORMATION

ORDER

PREPARE ANSWER (DRAFT)

RETURN TO

SEE ME

INVESTIGATE & REPORT

PLEASE PROCESS

PLEASE ATTEND

*There will be a meeting**Mon ~~7/12/76~~ 7/19/76 @ 1:30**Rm 200 to discuss**Mt. Hood Transfer etc.**D.E.B. Will Want**you to go with him.**(I'll be out of town)**Please have a map**marked with "our" suggested*

TRAFFIC SAFETY COMMISSION

PARKING PATROL DIVISION

*Projects & list
for discussion**C.E. will do same for his projects*

BUREAU OF TRAFFIC ENGINEERING

INTRA-OFFICE ROUTE SLIP

FROM

Dock

DATE

5/28/76

TO:

STAFF

BAKER

BAUER

☒ BERGSTROM

CIPOLLA

CORGAN

DAVIS

DORN

ELSTON

FRANKLIN

GERRONE

GOSSACK

HASSETT

JAMES

KNUDSON

MAGIN

MARTINI

MASON

NEELY

NISHIKAWA

NOZAKI

PARKS, DALE

PARKS, RAY

PHELAN

SILLETT

SPEER

SPENCER

THOMPSON

WETMORE

WILCOX

WILSON

CIRCULATE

INITIAL

FILE

FOR YOUR APPROVAL

FOR YOUR INFORMATION

ORDER

PREPARE ANSWER (DRAFT)

RETURN TO

SEE ME

INVESTIGATE & REPORT

PLEASE PROCESS

PLEASE ATTEND

*Attached is CIP from
Streets & Struc. A list
of projects from MTH.
Etc.*

*Can this be filled
until we or the team
develops major program
areas?*

TRAFFIC SAFETY COMMISSION

PARKING PATROL DIVISION

48812

November 23, 1976

D. E. Bergstrom

John Lang, Streets and Structures
Doug Wright, Bureau of Planning

On November 15, I met with the Mayor to discuss a number of items.

One of the things he requested be done is that he be furnished Budget ball park figures for all projects that will be proposed for funding under the Mt. Hood Withdrawal Funds.

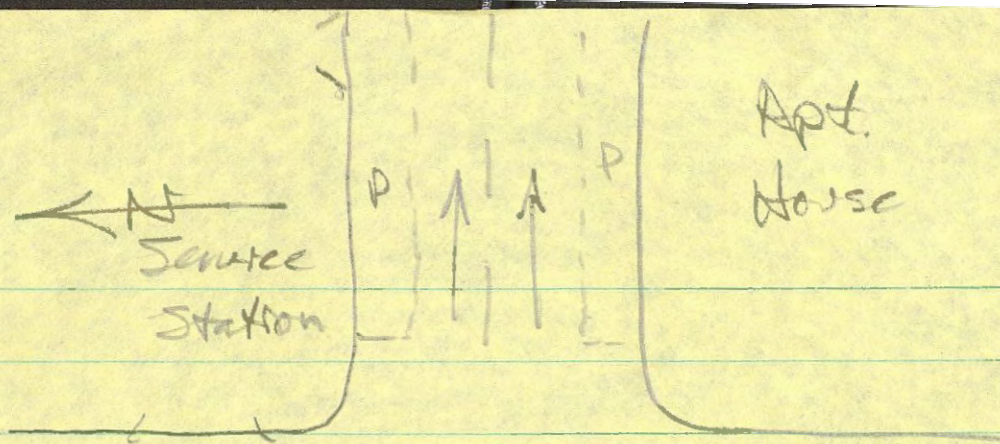
He indicated he would like to have this information by December 15.

He is particularly interested in the impact on the General Fund.

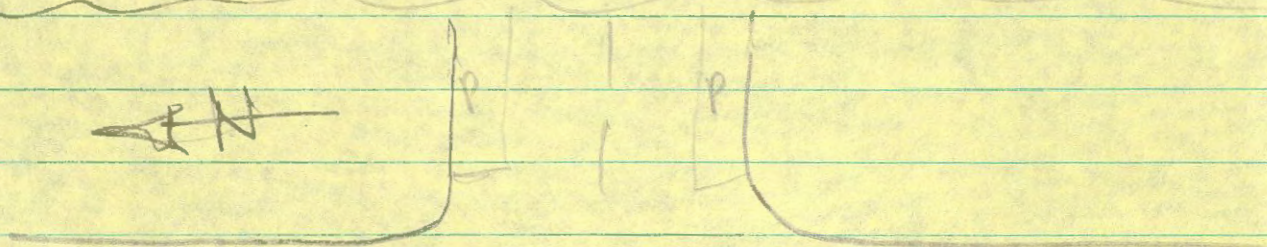
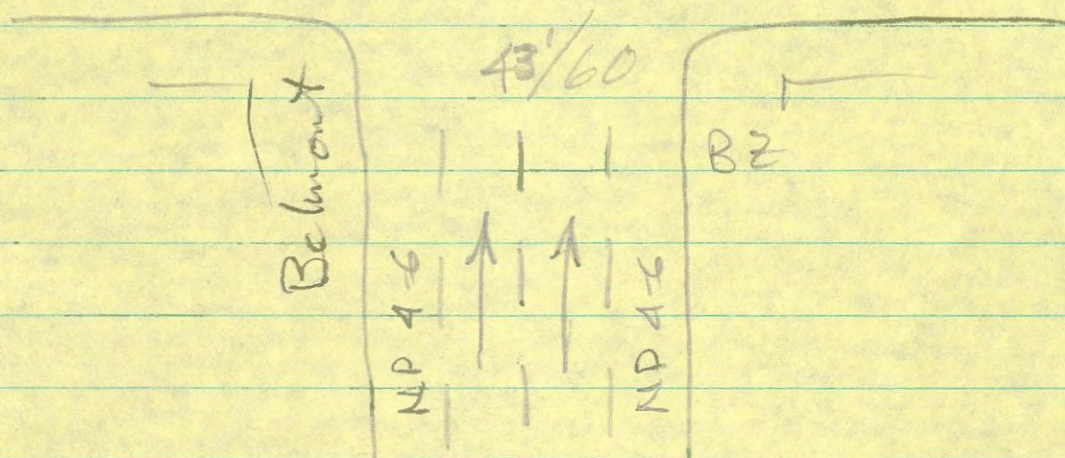
I agreed to work with both of you on this and indicated I felt we could meet his December 15 schedule.

I am not sure when our next meeting is but I would appreciate it if this could be put on the agenda.

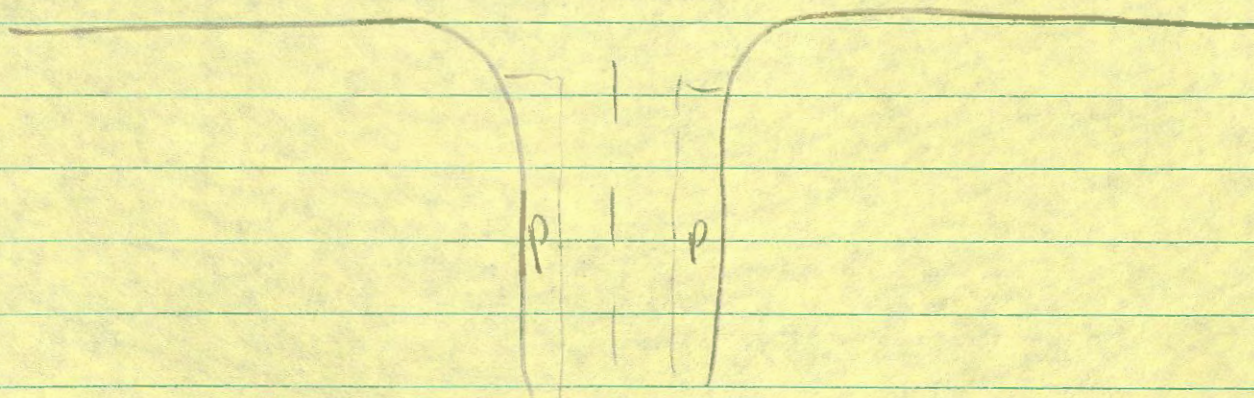
DEB:jjp



2013



6013



October 4, 1976

MEMO TO THE FILES

FROM: R. C. Speer

TO: Donald E. Bergstrom

SUBJECT: Friday PC/CE Mtg. on Mt. Hood

Define Projects for C. I. P.

P. C. Wants C. I. P. Submittals by Mid. Nov.

Unified Bureau Request for Southeast Traffic Improvement

Curb Extensions - Possible Test on Belmont or Division
(Doug feels Div. may be tough to do until
Powell Project is complete)

T. E. Check Possible Sig. Advantage for 20th and Belmont
and 60th and Belmont For Buses

Ernie to Develop Sketch of Projects - Like Removing Traffic
From Ladd

Possible Park Site @ Foot of Haig Street Might Justify
Ped. Overpass Over McLoughlin

1) S.E. 39th @ Stark L.T. Lanes

2) S.E. 39th @ Woodstock S.B. to EB L.T. Lane
Too narrow 2nd Ea Way Now 1st

3) S.E. 7th & Division - Check Need for
Transit L.T. provision. (Sig's Channel?)

4) S.E. 39th & Holgate or South - Ped. Act
Signal for Holgate House. Holg. East Loc.
E. Street on 38th

5) S.E. Hawthorne @ 27th, 30th, 34th, 37th
Can L.T. be allowed?

T.E. Write Up Project Description

1. S.E. Belmont @ 20th Transit Signal Advancement
2. S.E. Belmont @ 60th " " "
3. S.E. 39th & Woodstock SB. to EB LT v.
4. SE 7th & Division L.T. Provision
5. S.E. 39th & Holgate - Pedestrian Crossing Problem (Possible median Island or extend "Walk")
6. S.E. Hawthorne @ 27, 30th, 34th, 37th
Permit left turns
7. Brooklyn area - signing to remove truck & bus traffic from local streets.

Check Over
File

Mt. Hood Fwy. Fund Projects

- 1) Transit changes - S.W. Madison Mall to Bridge
Hawth. Bt.
Hawthorne & Morrison to ?
- 2) NE 33rd & Brdwy. L.T. Lanes N. & S.B.
- 3) Corner cuts Etc. for S.E. Bus Route changes.
- 4) L.T. Refuge Lanes @ Signalized Intersections
throughout City