

Department of Transportation

METROPOLITAN BRANCH

5821 N.E. GLISAN, PORTLAND, OREGON 97213

January 24, 1980

In Reply Refer to
File No.

Misc. Contracts & Agreements
No. 7181

CITY OF PORTLAND
1220 S.W. 5th Avenue
Portland, Oregon 97204

Mayor and Members of City Council:

Recognizing the need to relieve existing congestion, reduce travel, reduce energy consumption, decrease air pollution and improve operation of Pacific Highway (I-5) and the adjacent streets and in anticipation of further impacts resulting from the proposed connection to I-5 from Greeley Avenue, the Oregon State Highway Division (State) and the City of Portland (City) plan and proposed to engage in a project to install ramp metering equipment and construct necessary ramp modifications at freeway entrances along I-5 between the Marquam Bridge and the Columbia River.

In recognition of the mutual benefits which will accrue to the residents of the state of Oregon and the city of Portland by reason of this project, and to promote the safety and welfare of the public in general, State and City hereby pledge cooperation, each with the other, in order to accomplish effectively those things set forth and agreed to in this agreement.

The State shall perform all work necessary to construct the project and upon completion shall maintain and operate the ramp metering system and arrange for the necessary enforcement.

The State shall consult with City prior to initiating or revising the operation of the ramp metering system.

The City shall advise the State during the development of the project of the possible effects on operation of the city street system.

The State and City mutually agree to actively cooperate in the operation, adjustment and enforcement of the ramp metering system to insure maximum benefit to users of both the city street system and the interstate freeway system. Specifically, it is agreed that the ramp metering system as described in this agreement will not be permitted to shift unlimited traffic volumes to adjacent arterial streets in the corridor. During the first year of operation, ramp metering signals will be adjusted after consultation with the City, so that traffic volumes on North Greeley Avenue, North Interstate Avenue, North Albina Avenue, North Vancouver Avenue and Northeast Union Avenue in the vicinity of Ainsworth Street do not exceed 4,400 vehicles per hour in the peak direction during the times of day the ramp metering system is in operation.

In the event that major adjustment or modification of the city street

system is required as a direct result of the ramp metering project, the State and City mutually agree to seek federal funding for such adjustment or modification with matching funds to be provided in a manner consistent with ODOT policy.

IN WITNESS WHEREOF, the parties hereto have set their hands and affixed their seals as of the day and year hereinafter written. City has acted in this matter pursuant to Ordinance No. _____, adopted by its City Council on the _____ day of _____, 1980.

The Oregon Transportation Commission, by a duly adopted delegation order, authorized its Chairman or Vice Chairman to act in its behalf in approving this agreement. Approval was given for this agreement on _____ by _____, which approval is on file on the Commission records. The delegation order also authorized the State Highway Engineer to execute the agreement on behalf of the Commission.

APPROVAL RECOMMENDED

STATE OF OREGON, by and through
its Department of Transportation,
Highway Division.

Metropolitan Administrator

State Highway Engineer

APPROVED AS TO FORM

CITY OF PORTLAND, by and through
its City Officials

City Attorney

By _____
Mayor

By _____
Commissioner of Public Works



DEPT. OF FINANCE
AND ADMINISTRATION

NEIL GOLDSCHMIDT

MAYOR

Connie McCready

BUREAU OF TRAFFIC
ENGINEERING

D.E. BERGSTROM
CITY TRAFFIC ENGINEER

420 S.W. MAIN ST.
PORTLAND, OR. 97204
503/248-4295

February 12, 1980

MEMORANDUM

TO: Mayor Connie McCready
Commissioner Schwab
Commissioner Jordan
Commissioner Ivancie
Commissioner Lindberg

FROM: Don Bergstrom

SUBJECT: I-5 Ramp Metering Agreement

A ramp metering system for I-5 between Broadway Bridge and Hayden Island is now being designed by Oregon State Highway Division.

The major objective of this system is to reduce traffic delay, reduce air pollution, conserve energy and encourage through traffic to use I-5.

The secondary objective is to improve conditions on I-5 so that additional access ramps required by expansion of Swan Island can be constructed in the vicinity of N. Interstate Avenue.

Attached is a copy of proposed agreement between the City of Portland and the Oregon State Highway Division concerning operation of the metering system that will be on the Council Calendar February 13, 1980.

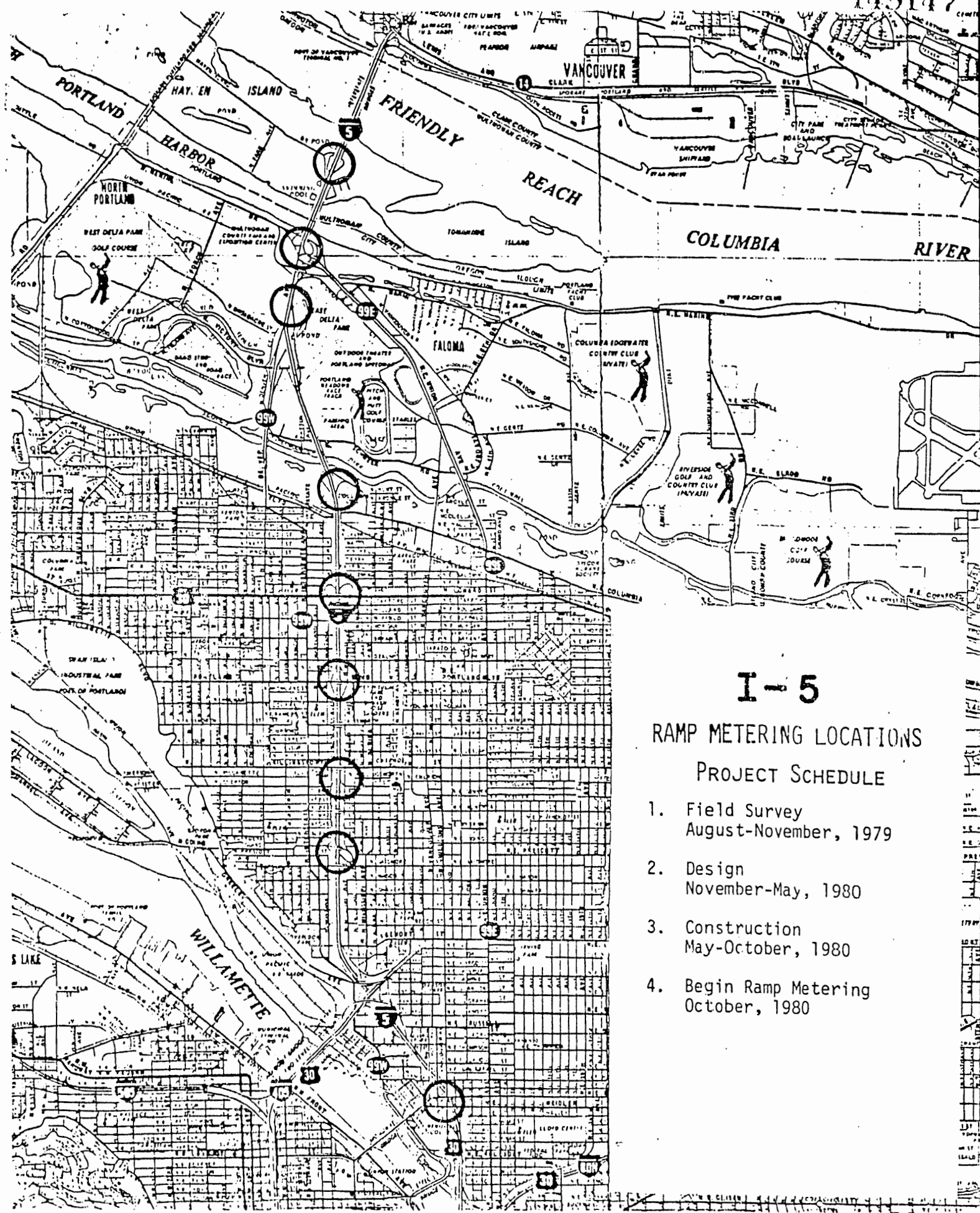
This project was previously explained to the Council at an Informal Council Session on September 4, 1979. At that time, Council expressed concern that ramp metering might divert traffic from I-5 to arterial streets in the corridor.

The proposed agreement addresses this concern by placing a limit on the amount of traffic that can be diverted. It also provides that the City will be consulted prior to any change in ramp metering rates.

The project is on schedule. Bids for the system will be let in June and the system is scheduled to be operational by this fall.

I recommend that the Council approve this agreement.

DEB:jjp



I-5

RAMP METERING LOCATIONS PROJECT SCHEDULE

1. Field Survey
August-November, 1979
2. Design
November-May, 1980
3. Construction
May-October, 1980
4. Begin Ramp Metering
October, 1980

I-5 TSM PROJECT COST

1. Widen both north and southbound connections to the Marquam Bridge	\$ 3,000,000
2. Restripe existing roadway - Portland Blvd.	5,000
3. Reconstruct shoulders, curbs and lighting- Portland Blvd.	500,000
4. Relocate median rail and restripe north end of Fremont Interchange	300,000
5. Relocate median rail, reconstruct shoulders and restripe for three lanes southbound Fremont to Morrison Bridge	1,200,000
6. Major reconstruction of I-5 northbound, Morrison Bridge to Fremont Bridge	36,000,000
7. Ramp control (¹⁷ 5 ramps) 17	<u>500,000</u>

TOTAL PLAN COST- \$41,500,000

ORDINANCE NO. 149147

An Ordinance authorizing the City to enter into an agreement with the Oregon Department of Transportation providing for implementation and enforcement of metering on ramps on I-5 from the Broadway entrance to the Marine Drive entrance and declaring an emergency.

The City of Portland ordains:

Section 1. The Council finds:

1. ODOT and the FHWA both refused to approve the proposed Greeley/I-5 Ramp project because of the anticipated traffic weave problems resulting from use of the ramps.
2. The weave problem is the result of traffic attempting to get on the Fremont Bridge crossing a lane of slow moving cars, and trucks entering the Freeway from the Greeley ramps, and would reduce the efficiency of the Freeway, reducing both safety and capacity.
3. ODOT and FHWA subsequently approved the Greeley ramp connections to I-5, contingent upon implementation of a series of proposed freeway modifications and features developed by ODOT called I-5 North, that would make I-5 operate effectively with these ramps.
4. Features of the I-5 North project, to be implemented during the summer of 1980, include ramp metering and widening bottleneck sections of the freeway to three lanes by utilizing the medians and shoulders, and restriping.
5. ODOT has submitted an agreement to the City for approval providing for installation and enforcement of signals on ramps leading to I-5 between Broadway and Marine Drive.

NOW, THEREFORE, the Council directs:

- a. By this Ordinance the Mayor and the Commissioner of Public Works are authorized to sign, on behalf of the City, an agreement, similar in form to the agreement attached to the original of this Ordinance marked exhibit "A," and by this reference made a part hereof.

ORDINANCE No.

Section 2. The Council declares that an emergency exists in order to avoid undue delay in obtaining Federal approval for construction of the Greeley/I-5 project, and therefore, this Ordinance shall be in force and effect from and after its passage by the Council.

Passed by the Council, **FEB 13 1980**
Commissioner Mike Lindberg
Stephen Riddell:hmc
February 8, 1980

Attest:


Mayor of the City of Portland


Auditor of the City of Portland

Calendar No. 556

ORDINANCE No. 149147

Title

An Ordinance authorizing the City to enter into an agreement with the Oregon Department of Transportation providing for implementation and enforcement of metering on ramps on I-5 from the Broadway entrance to the Marine Drive entrance and declaring an emergency.

THE COMMISSIONERS VOTED AS FOLLOWS:		
	Yeas	Nays
Ivancie	1	
Jordan	1	
Lindberg		1
Schwab	1	
McCready	1	

FOUR-FIFTHS CALENDAR	
Ivancie	
Jordan	
Lindberg	
Schwab	
McCready	

Filed FEB 8 1980

GEORGE YERKOVICH
Auditor of the CITY OF PORTLAND

By George Yerkovich

INTRODUCED BY
Commissioner Mike Lindberg

NOTED BY THE COMMISSIONER
Affairs
Finance and Administration
Safety
Utilities
Works <i>ML/SJ</i>

BUREAU APPROVAL
Bureau:
Street & Structural Engineering
Prepared By: Stephen Riddell:hmc
Date: 2-8-80
Budget Impact Review:
<input checked="" type="checkbox"/> Completed <input type="checkbox"/> Not required
Bureau Head: <i>David Vargas</i>
David Vargas, Acting Chief

NOTED BY
City Attorney
City Auditor <i>GC</i>
City Engineer John M. Lang, P.E. Acting City Engineer
By <i>John M. Lang</i>