Date: January 10, 1980

Day: Thursday

Time: 7:30 AM

Place: Metro "A"

PROPOSED AGENDA: All items action unless otherwise noted

1. STATUS REPORT ON REGIONAL TRANSPORTATION PLAN - INFORMATION
2. STATUS REPORT ON WESTSIDE CORRIDOR - INFORMATION
* 3. AUTHORIZATION OF FUNDING FOR CITY RESERVE
* 4. AUTHORIZATION OF FUNDING FOR 190th & POWELL
5. RAMP METERING STATUS REPORT - ODOT
6. STATUS REPORT - METRO RESERVE

*material enclosed
MEETING REPORT

DATE OF MEETING: December 11, 1979

GROUP/SUBJECT: Joint Policy Advisory Committee on Transportation (JPACT)

PERSONS ATTENDING: Charlie Williamson, Chairman; Carrie Miller, Donna Stuhr, Betty Schedeen, Al Myers, Dick Carroll, Connie Kearney, Jim Fisher, Dean Nichols, Larry Cole, Allen Manuel, Bob Bothman, Bob Schmaucher

Diane Jones, Ed Murphy, John MacGregor, John Lang, Ted Spence, David Peach, John M. Gillam, Jack Nelson, Wink Brooks, John Price, Dick Arenz, Steve Dotterrer, Mike Borresen, Paul Bay, Rick Daniels, Bebe Rucker, Winston Kurth

Bill Ockert, Steve Siegel, Gary Spanovich, Bob Haas, Karen Thackston

MEDIA: Gary Cornelius, Oregon City Enterprise Courier

SUMMARY:

1. TPAC BY-LAWS:

   Approved and recommended for Council adoption.

2. WESTSIDE CORRIDOR WORK PROGRAM AND SUMMARY OF FINDINGS:

   Steve Siegel discussed the Work Program and the proposed Resolution for further study of the five options. The Resolution was unanimously approved and recommended for Council adoption.

3. CLARK COUNTY TRANSPORTATION IMPROVEMENT PROGRAM:

   Multnomah County submitted a letter in which they objected to the Third Bridge entry. Dick Carroll, Washington Department of Transportation (WDOT), explained that the item was for a study and was mistitled. He suggested that the document be approved with the understanding that the title would be changed and that TPAC would review the new title in January. Bebe Rucker agreed. Mr. Carroll then moved for approval of the TIP with the above stipulation. Motion PASSED unanimously.
4. METRO RESERVE FUNDING SCHEDULE AND INITIAL ALLOCATION:

Gary Spanovich explained that three subaccounts are being recommended because of time differences on the major corridor projects to which some of the candidate projects relate.

Betty Schedeen asked why East Multnomah County did not have a reserve. Staff response was that funding for these projects would be decided in an early time-frame. Therefore, a special reserve to hold funds would not be necessary.

Al Meyers commented that the fact that certain projects would support the Banfield project had not been recognized. Staff responded that reference to the Eastern Corridor project had been eliminated at Multnomah County's request.

Chairman Williamson called for a motion. Larry Cole moved and was seconded by Jim Fisher to approve the proposed Resolution.

Al Meyers moved and was seconded by Betty Schedeen to amend the Resolution by creating a fourth account for the Eastern Corridor of $4.8 million. Discussion concerned the fact that $4.8 million would more than fund all the East County projects while other categories would be under funded. It was suggested that if a separate fund was established, it should use the same 69 percent formula as the others (this would result in a East Corridor allocation of $2.9 million).

A show of hands vote was taken. Those voting aye:

Al Meyers, Betty Schedeen.

Nay:


The motion to amend failed.

A vote on the main motion to approve the Resolution was called. Those voting aye:


Nay:

Betty Schedeen, Dick Carroll, Al Myers, Connie Kearney.

The motion passed.
5. RAMP METERING STATUS REPORT:

Removed from the agenda.

6. OREGON DEPARTMENT OF TRANSPORTATION (ODOT) SIX-YEAR PROGRAM:

Bob Bothman discussed the State Six-Year Program and the review process that had been conducted. February is the planned adoption date.

7. REGIONAL TRANSPORTATION PLAN GOALS AND OBJECTIVES:

Postponed until January.

8. 1981 UNIFIED WORK PROGRAM:

Postponed until January.

9. SOUTHERN CORRIDOR RECOMMENDATIONS:

Bill Ockert explained the proposal and the changes made by TPAC. Bob Haas presented the results of the analysis of alternatives.

Allen Manual asked why the recommended project did not go south of the Clackamas Expressway. Staff responded that improvements in the rest of the Corridor would be studied over the next few months.

Donna Stuhr moved and was seconded to approve the proposed Resolution. Motion PASSED unanimously.

10. PORTLAND TRACTION COMPANY RIGHT-OF-WAY:

The abandoned Portland Traction Company right-of-way (ROW) is for sale. The proposed Resolution would authorize study of possible purchase of the ROW. The general feeling was that the region needs to make a decision as to whether or not the ROW should be preserved for future transit use (possibly light rail).

Donna Stuhr moved and was seconded to approve the study and recommended Council adoption. Motion PASSED unanimously.

REPORT WRITTEN BY: Karen Thackston

COPIES TO: JPACT
Denton Kent
Rick Gustafson

KT:ss
6387/99
MEETING REPORT

DATE OF MEETING: September 13, 1979

GROUP: Joint Policy Advisory Committee on Transportation (JPACT)


1. FUNDING AUTHORIZATION OF THE PHASE II - I-5 NORTH PROJECT

James Gieseking explained the ODOT proposal and the Systems Planning report prepared by Metro. Staff analysis showed the ODOT proposal to be the most cost effective in meeting the project objectives.

Don Clark asked if water transit had been evaluated. Staff explained that Portland is doing a special study on feasibility and costs and that once this information is available, a decision of next steps in addressing this mode will be needed. Dick Carroll offered data prepared by the Washington State Ferry Commission.

Larry Cole moved and was seconded to accept the report on the I-5 North-Phase II project and forward to the Council. Motion passed unanimously.

2. AUTHORIZATION OF FUNDING FOR PRELIMINARY ENGINEERING AND RIGHT-OF-WAY OF THE BANFIELD PROJECT

Betty Schedeen moved and was seconded to approve the funding authorization and forward to the Council. Motion passed unanimously.

3. AUTHORIZATION OF FUNDING FOR THE POWELL II PROJECT

It was explained that Portland has indicated that if additional funds are required, they will request additional funds from the I-505 withdrawal.

Mayor Meyers asked about the amount of housing to be moved as part of the project. Bob Bothman responded that considerably fewer displacements are required than would have been required with the Mt. Hood freeway.

Betty Schedeen moved and was seconded to approve the funding on Powell II and forward to the Council. Motion passed unanimously.
4. FUNDING OF THE DEVELOPMENT OF AN AIR QUALITY MONITORING PROGRAM FOR THE McLoughlin Blvd AND SUNSET/HWY 217 INTERCHANGE PROJECTS

ODOT needs to collect air quality data this winter in order to not lose a year on these projects.

Bob Bothman submitted a memorandum to JPACT requesting funding authorization for preliminary engineering studies on the Sunset/Hwy 217 interchange. He requested that $250,000 be borrowed from the Westside Transitway Reserve to be repaid from the I-505 withdrawal once it is approved. Preliminary engineering could begin in January or February. Bill Ockert responded that a systems planning report is normally required before a new project commences. He felt, however, that the report could be prepared before the preliminary engineering begins in January.

Don Clark moved and was seconded to approve the requested PE for McLoughlin and Sunset/Hwy 217 with the understanding that the Systems Planning Report would be done before major preliminary engineering studies commence on the Sunset/Hwy 217 project. Motion passed unanimously.

5. STATUS REPORT - REGIONAL PLAN

Gary Spanovich discussed the regional plan and the proposed elements for the plan. Staff will be reporting to JPACT as major steps are taken. Gary pointed out that energy issues would be a major consideration in the plan. He requested feedback from the committee.

6. STATUS REPORT - CORRIDORS

Bill Ockert explained the two-step schedule proposed by TPAC for the $20 Million Regional Reserve. Larry Cole asked how long critical projects in the westside or southern corridors would be delayed. Staff stated the target date for decisions in those corridors is June, 1980, so the delay would be about four months.

Larry Cole moved and was seconded to approve the revised schedule and forward to the Council. Motion passed unanimously.

Westside Corridor

Steve Siegel outlined some of the major problems such as schedules, deadlines and funds and discussed a proposed revised process to meet USDOT regulations. Metro staff will present the proposal to USDOT within the next few weeks. A proposed Policy Steering Committee made up of elected officials and implementing agencies would have policy and management responsibilities during the project. In November, JPACT will be asked to agree on promising alternatives and approve the work program.
Southern Corridor

Work on the Southern Corridor should be completed by June, 1980 according to Gary Spanovich. The work program has been reviewed by affected jurisdictions and implementing agencies.

7. OTHER BUSINESS

Dick Carroll reminded the Committee that the Washington Legislature subcommittee would be holding a hearing on the Northern Corridor solution September 21, in Vancouver.

REPORT WRITTEN BY: Karen Thackston
Memorandum

Date: January 7, 1979
To: JPACT
From: Bill Ockert
Subject: JPACT Meeting Agenda

Enclosed is one additional agenda item for Thursday's meeting. TPAC recommended approval of all agenda items without change.

Again, the meeting will be Thursday, January 10, 7:30 am at the Metro office.
TO: JPACT  
FROM: Executive Officer  
SUBJECT: Amending the FY 1980 Unified Work Program for Purposes of Accelerating the Westside Project Schedule

I. RECOMMENDATIONS:

A. ACTION REQUESTED: Recommend Council adoption of the attached Resolution amending the FY 1980 Unified Work Program (UWP) and authorizes the use of an additional $205,700 of Interstate Transfer funds for Preliminary Engineering on the Westside Transitway.

B. POLICY IMPACT: Adoption of Resolution No. 79-113 on December 20, 1980, provided authorization and funding for a process that would lead to initiation of Preliminary Engineering (PE) for the Westside Transitway within nine months. It now appears feasible to accelerate this time frame and initiate PE within three months. This will require Urban Mass Transit Administration (UMTA) funding for an intense three-month effort immediately and further UMTA funding in April, 1980, for the remainder of the 15-18 month PE process. The current 1980 Unified Work Program does not provide for a portion of the work required during the next three months and, therefore, must be amended to meet the needs of this accelerated process.

C. BUDGET IMPACT: The responsibility to provide the local matching funds and carry out the additional work lies with Tri-Met and/or the Oregon Department of Transportation (ODOT). As such there is no budget impact on Metro.

II. ANALYSIS:

A. BACKGROUND: In order to make most efficient use of available time, funding authorized by this Resolution will allow certain PE tasks to be accelerated. This will allow early completion of PE and the Draft Environmental Impact Statement (DEIS). Tasks that would be accelerated with this funding are:

1. Air Quality Monitoring;
2. Acquisition of Aerial Photography and Mapping;
3. Initiation of Transitway Engineering Reconnaissance.

B. ALTERNATIVES CONSIDERED: The alternative to this approach is to delay funding these tasks until the full PE grant is funded. This approach would lead to a three-month project
WHEREAS, The Metro Council adopted BD 79-113 establishing a detailed study of Westside Transitway options which was to lead to a decision to proceed into Preliminary Engineering; and

WHEREAS, BD 79-113 amended the Unified Work Program to meet the financial needs of the first six months of the study under the assumption that Preliminary Engineering would not start for nine months; and

WHEREAS, It now appears that the schedule could be accelerated to begin Preliminary Engineering in three months if the early stages of the study are made more intensive; and

WHEREAS, The intensification of the early stages of the study requires the inclusion of several tasks not currently accounted for in the Unified Work Program as amended; now, therefore,

BE IT RESOLVED,

1. That the Metropolitan Service District Council hereby authorizes the use of an additional $205,700 of the Westside Corridor Reserve (Interstate Transfer Funds) for use in the Phase II Westside Transitway Work Program as shown in Attachment A.

2. That the Metropolitan Service District Council hereby amends the FY 1980 Unified Work Program consistent with the continuous, coordinated and comprehensive transportation planning process and, therefore, grants positive A-95 action.

3. That the Metropolitan Service District Council hereby authorizes the Executive Officer to take all administrative actions necessary to apply for Interstate Transfer Funds and the revision to the Unified Work Program.
TO: TPAC/JPACT  
FROM: Executive Officer  
SUBJECT: Authorization of Federal Funds for Selected City Reserve Funded Projects

I. RECOMMENDATIONS:

A. ACTION REQUESTED: Recommend Council adoption of the attached Resolution which authorizes $11,279,800 of federal Interstate Transfer funds (from the City Reserve fund) to support preliminary engineering, right-of-way acquisition, construction, and related activities on eight proposed City of Portland projects.

B. POLICY IMPACT: This action represents the continuation of a process begun with the decision to withdraw the I-505 freeway. At the time the I-505 freeway withdrawal was approved, a City of Portland Reserve was established to fund regional highway and transit projects in the City. The City has developed an overall program of projects to solve significant transportation problems within its boundaries. The projects proposed for funding at this time are part of this overall program.

C. BUDGET IMPACT: The approved Metro budget includes funds to monitor federal funding commitments. Using budgeted funds, Metro staff, in cooperation with the City of Portland, will continue to evaluate projects proposed to be funded with I-505 withdrawal funds.

II. ANALYSIS:

A. BACKGROUND: In December 1978, the CRAG Board requested the Governor to concur and forward to the USDOT the withdrawal of the I-505 freeway. The withdrawal of the freeway from the Interstate Highway System was approved by USDOT in December, 1979. Approximately $165 million of federal funds is involved in the I-505 withdrawal. In response to a request by the City of Portland, a Reserve Fund was established to support regional highway and transit projects in the City. As of September 30, 1979, this fund was worth approximately $__________. The City has identified a program of projects proposed to be funded with the City Reserve fund. The projects proposed for funding authorization are part of that overall program and are recommended after City and Metro staff evaluation.

B. ALTERNATIVES CONSIDERED: Each of the individual projects in the program has been evaluated in regard to alternative solutions and specific project objectives. (See attached
WHEREAS, The CRAG Board of Directors through BD 781210 has agreed that the I-505 freeway should be withdrawn from the Interstate Highway System; and

WHEREAS, Contingent on the official withdrawal of I-505 by USDOT, the CRAG Board of Directors through BD 781213 established a City Reserve to fund regional highway and transit projects in the City of Portland; and

WHEREAS, USDOT in December, 1979, approved the withdrawal of I-505 from the Interstate Highway System; and

WHEREAS, The City of Portland has developed a program of transportation projects and studies to be funded with that reserve; and

WHEREAS, The City of Portland has submitted for funding authorization eight of those projects involving $11,279,800 for federal funds; and

WHEREAS, The Metro Systems Planning Program has been established to develop and evaluate transportation improvement alternatives, including the development of project objectives and general specifications for regional projects; and

WHEREAS, The Metro Systems Planning Program efforts indicate that the projects and studies will be appropriate solutions to identified transportation objectives (see attached Systems Planning Report); now, therefore,

BE IT RESOLVED,

1. That $11,279,800 (federal) be authorized from the
STAFF REPORT No. 61

Date: DECEMBER 28, 1979

Title: METRO SYSTEMS PLANNING REPORT—SELECTED PROJECTS TO BE FUNDED BY THE CITY RESERVE

Transportation Department

Metropolitan Service District
## TABLE OF CONTENTS

1. Background ............................................. 1
2. Program Objectives ................................... 1
3. Program of Projects ................................... 1
4. Achievement Of The Objectives ....................... 2
5. Description of Projects For Which Funding Authorization Has Been Requested 3
   5.1 I-205 to Rivergate Access ......................... 5
   5.2 Hollywood Transportation Project ................. 9
   5.3 Burnside/Tichner Project .......................... 11
   5.4 Arterial Street Light Conversions ................. 12
   5.5 Powell Butte/ Mt. Scott Transportation Study .... 13
1. **BACKGROUND**

In December, 1978 the CRAG Board requested the Governor to concur and forward to the U.S. Department of Transportation (USDOT) the withdrawal of the I-505 Freeway. Approximately $165 million of federal funds is involved in the I-505 withdrawal. In response to a request by the City of Portland, a reserve fund of I-505 withdrawal funds was established to support regional highway and transit projects in the City of Portland. The City of Portland has formulated a program of projects which are proposed to use this Reserve. The basis for this program is described in this report along with a description of the objectives of the proposed projects. This report also describes the transportation system impacts of eight projects which the City of Portland is requesting funding authorizations for at this time.

2. **PROGRAM OBJECTIVES**

The program of projects developed by the City of Portland involves a set of improvements to the transportation system aimed at 1) improving neighborhood liveability, 2) facilitating economic development, 3) promoting energy conservation (especially through the support of transit), and 4) maintaining the existing transportation system. Individual projects within the program respond to identified needs and problems of localized and regional scale. Problems and projects responding to the problems have been identified by a variety of citizen groups and agencies. Most of the projects result from previous studies and analyses.

3. **PROGRAM OF PROJECTS**

Seventeen projects have been identified for using City Reserve. These are as follows:

* Marine Drive
* Lombard-Killingsworth
* Columbia Way/Columbia Blvd./North Portland Rd.
* Columbia-Lombard Connection
  Terminal 4 Rd.
  Columbia Blvd.
** Powell Phase II
  Terwilliger/Barbur
  82nd Avenue
** Greeley/I-5
* Hollywood District
** Holgate Bridge
  Willamette Greenway
* Street Light Conversion
  Traffic and Pedestrian Signal and Sign Improvements
* Burnside/Tichner
* Powell Butte/Mt. Scott Transportation Study

* Projects requested for initial funding authorization from the City Reserve.
** Projects previously authorized for funding from other sources.
4. ACHIEVEMENT OF THE OBJECTIVES

The goal of improving neighborhood liveability can be supported by proper improvement and management of the transportation system. The City of Portland's Arterial Streets Classification Policy (adopted June 30, 1977), enacted to guide investments in transportation improvements within the City, includes the stated desire of the City Council "to provide for safe and efficient movement of people and goods while preserving and enhancing the quality of City neighborhoods."

The diversion of truck traffic and through traffic from neighborhood streets is one of the most important ways of improving neighborhood liveability. Improvement of traffic circulation and traffic safety in the neighborhood, reduction of traffic-generated noise levels, and improved pedestrian safety are examples of the positive impacts associated with this division of traffic. The Terminal 4 Rd, Greeley/I-5, Columbia-Lombard connection, and Columbia Blvd./North Portland Rd. Intersection Redesign Projects all aid in the removal of auto and truck traffic from North and Northeast Portland residential streets. The Terminal 4 Rd. Project will provide a new access road for existing St. Johns riverfront industrial development, in order to divert trucks from residential areas, the business district and Cathedral Park. Greeley/I-5 provides a convenient connection between I-5 (to and from the south) and the Swan Island Industrial Park. The new I-5 access would be used by at least half of Swan Island traffic, diverting it from the current Going St., which passes directly through the Overlook neighborhood. The Columbia/ North Portland Rd. Project would allow trucks using Columbia Blvd. to access North Portland Rd. and I-5 northbound, thereby diverting these trucks from Fessenden, Smith, and other St. Johns residential streets.

Neighborhood liveability is also enhanced by improving internal circulation and external access. The Powell Project facilitates safer, more efficient traffic movement to and from Southeast Portland neighborhoods, and the 82nd Ave. project does the same for neighborhoods along the east city limits.

An improved pedestrian environment and better access to transit also make neighborhoods more liveable by making it possible for residents to reduce dependence on the private automobile. The Barbur/Terwilliger Intersection Redesign, 82nd Ave. Corridor Improvement, and Hollywood District Transportation Improvement Projects each contain elements designed to make pedestrian activity more safe and convenient.

A second City goal to be supported by the City Reserve Program of Projects is economic development through improved access. An objective of the City's Economic Development Policy is to "support capital and Transportation Systems Management improvements, as consistent with the Arterial Streets Policy, to enhance access for and the circulation of goods and workers to and within designated industrial districts." Economic development can be supported by improving
Traffic circulation in industrial areas and business districts. The Hollywood improvements and Holgate Bridge replacement project are examples of projects which facilitate improved traffic circulation in the Hollywood Business District and Brooklyn Industrial Area, respectively.

Improvement of auto, truck, and transit access to industrial areas also supports economic development. The Marine Dr. Terminal 4 Rd. Lombard-Killingsworth Connection, and Greeley/I-5 Projects all facilitate better access to industry located on Swan Island, in Rivergate, or along Columbia Blvd. This improved access is crucial for Swan Island and Rivergate, where the traffic generated by industrial expansion and employment growth must be accommodated if the growth is not to be constrained.

The goal of reducing energy consumption is addressed in the City's Energy Conservation Policy (adopted August 15, 1979). Policy #5—Transportation, states that "the consumption of nonrenewable fuels for transportation shall be reduced through actions which increase the efficiency of the transportation system operating within the City. These actions will encourage individuals to choose the method of travel which is the most fuel-efficient for the purpose of the trip; promote the energy-efficient movement of goods; and provide incentives for the use of fuel-efficient vehicles." Two of the objectives of this policy, "to improve the operations and service delivery capability of the transit system" and "to speed and smooth the flow of traffic by carrying out appropriate projects," are supported by the program of projects.

The Columbia-Lombard Connection, Lombard-Killingsworth, 82nd Ave., Hollywood District, and Powell Blvd. Projects facilitate efficient traffic flow on a localized or corridor basis, while the Traffic Signal Improvement Program does so on a citywide basis. Transit operations and service delivery capability are improved by projects promoting more efficient transit operations, and safer, more convenient transit transfers and pedestrian access to transit. Barbur/Terwilliger, 82nd Ave., and Hollywood District are examples of such projects included in the program.

In addition to improvements to the transportation system, it is important to maintain the existing system so that it can continue to support the quality of neighborhoods, economic growth and activity, and energy conservation efforts. Elements of the Barbur/Terwilliger and Holgate Bridge Projects address this need to maintain existing facilities; in this case, the Terwilliger Bridge over I-5 and the Holgate Bridge over the Brooklyn rail yards, respectively.

5. DESCRIPTION OF PROJECTS FOR WHICH FUNDING AUTHORIZATION HAS BEEN REQUESTED

5.1 I-505 to Rivergate Access

Four projects have been identified which will improve accessibility between I-205, I-5, and the Rivergate Industrial Area. They are
Marine Dr.; Lombard-Killingsworth; Columbia Way/Columbia Blvd./North Portland Rd.; and Columbia-Lombard Connection.

The overall objectives of these projects are to provide adequate traffic capacity, pavement section and safety features for present and future traffic accessing regionally-significant activities in the Columbia River Corridor. The projects are also designed to reduce the impact of truck traffic on North Portland neighborhoods and to improve the connectivity and efficiency of the transportation system.

The package of projects developed for this program meet the objectives through a series of widening, reconstruction, traffic management, signalization, lighting, and safety improvement activities along major east-west routes in North Portland.

I-205 and I-5 are major freeway components in the regional transportation system. The Rivergate Industrial Park in North Portland is a major regional employment concentration. In addition, a number of other important activity areas are located along the Columbia River. The proposed projects will provide improved travel flows along this corridor providing service between I-205, I-5, and Rivergate. In addition, safety along the route will be improved, truck traffic will be diverted from neighborhood streets, a reduction in air quality problems is expected, and operating cost savings to the City and Multnomah County will be realized.
5.1.1 North Portland Road — Marine Drive Project

- Objectives of the Project

Project objectives are to:

1. increase traffic capacity between I-5 and the Rivergate Industrial Park,
2. improve pavement sections along Marine Dr.,
3. divert truck traffic from residential neighborhoods, and
4. improve safety along the route.

- How the Project Meets the Objectives

The project meets the objectives with the reconstruction of Marine Dr. to a full four-lane section with curbs and sidewalks, thereby increasing capacity and safety. The Burlington Northern Railroad overcrossing at Marine Dr. would be widened to provide adequate clearance for four travel lanes. Increased capacity on Marine Dr. will also improve travel flows (reducing vehicle emissions), and divert a portion of the existing Rivergate traffic which uses Columbia Blvd. and Lombard St. to North Portland Hwy. This diversion will improve neighborhood livability and divert truck traffic from local streets.

- Impact on the Regional Transportation System

The proposed project impacts two major regional freeway facilities (I-5 and I-205) and a significant state highway facility (Marine Dr.). Impacts on the regional transportation system include:

1. improvement of travel flows between I-5 and the Rivergate Industrial Park, and

2. diversion of truck and commuter traffic from North Portland neighborhood streets.

The proposed project on I-5 was designed to accommodate the levels of traffic projected for full Rivergate employment. This route is consistent with that design and is needed to accommodate the projected volumes.
5.1.2 Lombard/Killingsworth (NE Portland Hwy.) Project

- Objectives of the Projects

Objectives are to increase traffic capacity and improve safety of Portland Hwy. in the area where it changes from Killingsworth to Columbia Blvd.

- How the Project Meets the Objectives

Lombard and Killingsworth are proposed to be widened to a continuous full four-lane section. In addition, a left-turn bay at the Lombard/Killingsworth intersection is proposed to be added. These activities will increase capacity through this section. A traffic signal replacement, sidewalk construction, and improvements to the lighting system are also included in the project, providing increased safety levels along the route.

- Impact on the Regional Transportation System

The Lombard/Killingsworth/Columbia Route is the major northern east-west travel route in the City of Portland. It also serves as a major connecting link for two components of the regional freeway systems (I-205 and I-5N) and a major regional employment concentration (Rivergate). The project will impact travel between these routes as follows:

1. Improve the traffic flow between I-205, I-5 and Rivergate;
2. reduce vehicular accidents at the Lombard/Killingsworth intersection;
3. improve pedestrian safety;
4. reduce air quality problems; and
5. reduce electrical and maintenance costs.

The project will facilitate the movement of truck traffic on NE Portland Highway and could divert commercial vehicles from other arterials. Otherwise the overall system will not be significantly impacted.
5.1.3 Lombard to Columbia Connection Project

- Objectives of the Project

The objectives are:

1. To provide adequate traffic capacity pavement section and safety features for present and future traffic demands through Northeast Portland between I-5 and I-205.

2. To reduce the impact of truck traffic on residential neighborhoods and to improve system efficiency.

- How the Project Meets the Objectives

The project would involve the installation of signals and channelization on Lombard and Columbia to create a full connection via NE 60th Ave. It would also involve the widening of the existing two-lane undercrossings of railroad track on 60th to four lanes and strengthen pavements, provide left-turn refuges where needed, construct sidewalks and improve the lighting system.

- Impacts on the Regional Transportation System

The project would provide increased connectivity along a major east-west route between two regional freeway components: I-5 and I-205. In addition, local improvements in traffic flow, safety and air quality are expected, as well as the diversion of traffic from the residential neighborhoods along Lombard St. Truck traffic should be diverted from local streets west of the project area.
5.1.4 Columbia Way/Columbia Blvd./North Portland Rd. Interchange Ramps Project

- Objectives of the Project

The objectives are to provide all full connection between Columbia Blvd. (the northerly entrance to the Rivergate Industrial Park and Marine Drive), to reduce truck traffic on North Columbia (North Portland Rd. extension), and to reduce impact of traffic on residential neighborhoods.

- How Does the Project Meets the Objectives

The project would involve the installation of left-turn refuges and signals with left-turn indications at the North Portland Rd. ramp connection to North Columbia Blvd. This will permit southbound North Portland Rd. traffic to turn eastbound on North Columbia Blvd. and eastbound North Columbia Blvd. traffic to head north. Northbound to westbound turns are already provided as are southbound to westbound trips. This project does not permit movements to the south.

- Impacts on the Regional Transportation System

The project improves connectivity at the intersection of a significant North Portland intersection of major access routes to a regional employment concentration (Rivergate).

Significant project impacts are primarily local in nature, although some diversions of traffic from local streets will occur as a result of the improved connectivity.
5.2 Hollywood Transportation Project

- Objectives of the Project

The objectives of the Hollywood Transportation Project are:

1. To improve operating conditions for through trips on Sandy Blvd.;
2. To improve local access to businesses;
3. To improve traffic circulation patterns in the district;
4. To reduce traffic on local residential streets;
5. To improve pedestrian access across Sandy Blvd.;
6. To improve safety in the area; and
7. To improve transit operating conditions and facilities.

- How the Project Meets the Objectives

Four alternatives were analyzed by the City to determine which meet the objectives.

The preferred alternative would meet the objectives through project improvements in four major categories: traffic signals, traffic circulation, pedestrian facilities, and transit service.

A computer operated signal system in the Hollywood District is proposed to improve traffic flow on Sandy Blvd. New signals at 39th and Sandy, and at 43rd and Sandy, would improve local access to Sandy Blvd. and area businesses.

Through traffic would continue to be routed via Sandy Blvd. Left turns would be removed to improve traffic flow in the commercial district. Alternative routes would be provided for left-turning vehicles.

Routes to and from the Banfield Freeway would be simplified. First, westbound freeway traffic exiting at Hollywood would use Halsey to 39th. The 39th and Halsey bridge, rebuilt as part of the Banfield Transitway Project, would accommodate left turns at 39th Ave., eliminating the dangerous left turn at 39th and Sandy (the worst accident location in the district). Second, northbound 39th Ave. traffic entering the district from Laurelhurst would be provided a now-banned left turn at Sandy Blvd. This gives northbound 39th Ave. traffic which heads west on Sandy or the Banfield Freeway a designated route (this would avoid shortcuts on residential streets in Laurelhurst).

Traffic now turning left from Sandy Blvd. would be provided
with alternative routes. First, eastbound business traffic entering the district would be routed east on Broadway (now one-way westbound). This would enable safe left turns at 40th, 42nd, and 43rd and Broadway for traffic wanting to go to businesses north of Sandy Blvd. An easy-to-read signing system would direct traffic unfamiliar with these new routes.

Two new pedestrian crossings would be added: at 39th and Sandy, and at 43rd and Sandy. The latter will improve the worst pedestrian accident location in the district.

Sidewalk extensions at signalized intersections are proposed to reduce the curb to curb walking distance for pedestrians, to maximize green time for Sandy Blvd. traffic, and to improve pedestrian visibility.

The closure of Hancock to traffic (except buses) between 42nd and 43rd, will provide a small area for pedestrian use located in the heart of the district. The street closure also helps solve the problem of the hazardous six-legged intersections at 43rd and Sandy Blvd.

A transit station at Hollywood is proposed as part of the Banfield Transitway. Located at either 42nd Ave. or 38th Ave., the station will improve transit access to the district and tie the local bus routes to the light rail system.

**Impact of the Project on the Regional Transportation System**

The proposed project impacts a major sub-regional route (Sandy Blvd.) and a regional transitway (Banfield LRT). Specifically, these impacts include:

**Sandy Blvd. Impacts**

. relieving operational deficiencies on Sandy Blvd. would be relieved;

. improving safety on the facility.

**Areawide Impacts**

. improving transit operating conditions in the area and providing a transit link between the local bus service and the Banfield LRT;

. decreasing through trips on local residential streets;
5.3 **Burnside/Tichner Project**

- **Objectives of the Project:** To improve safety at the intersection of W. Burnside and Tichner.

- **How the Project Meets the Objectives:** By widening the intersection and creating a left turn bay, the project will eliminate the safety hazard caused by cars waiting to turn left from W. Burnside St. onto Tichner and improve the radius of the Tichner to Burnside right turn.

- **Impacts of the Project on the Regional Transportation System:** Safety hazards on W. Burnside St. (Major City Traffic Street) would be eliminated. The improvement is a local project which has little impact on the overall transportation system.
5.4 Arterial Street Light Conversions

- Objectives of the Project: To improve safety on the facilities, improve lighting effectiveness, and to reduce energy consumption.

- How the Project Meets the Objective: The objective would be met by replacing existing mercury vapor luminairies on arterial streets in non-residential areas and installing high pressure sodium vapor with cut-off luminairies.

- Impacts of the Project on the Regional Transportation System: The project will improve lighting conditions along approximately 100 miles of arterial roadways within the city of Portland and will save roughly 5 million kilowatt hours annually. Safety will be improved as a result.
5.5 Powell Butte/Mt. Scott Transportation Study

- Objectives of the Study: To develop a program of improvements to upgrade the traffic circulation in the study area and to improve the ability of the roadway system, particularly Foster Rd. (a Major City Traffic Street), to accommodate increasing amounts of vehicular traffic resulting from the development of the Powell Butte/Mt. Scott area.

- How the Study Meets the Objectives: Through the identification of problem areas and the development of specific improvement projects to reduce congestion.

- Impact of the Study on the Regional Transportation System: The study will develop a program of improvement projects that will require Metro funding approval. The improvement program, when implemented, will increase capacity and improve safety on the facilities in the area.
**PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM**

**PROJECT DESCRIPTION**

**RESPONSIBILITY (AGENCY)** City of Portland

**LIMITS** Marine Drive - I-5 to Rivergate

**DESCRIPTION** Widen to 4 lanes. Entrance

Construct curbs, illumination, drainage, reconstruct Burlington Northern RR over crossing of Marine Drive

**LENGTH** 1.3 miles

**RELATIONSHIP TO ADOPTED TRANSPORTATION PLAN**

<table>
<thead>
<tr>
<th>LONG RANGE ELEMENT</th>
<th>TSM ELEMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>x</td>
</tr>
</tbody>
</table>

**FUNDING PLAN BY FISCAL YEAR ($000)**

<table>
<thead>
<tr>
<th>FISCAL YEAR</th>
<th>FY 79</th>
<th>FY 80</th>
<th>FY 81</th>
<th>FY 82</th>
<th>FY 83</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>TOTAL</td>
<td>500</td>
<td>50</td>
<td>3,350</td>
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<td>3,900</td>
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<td>42</td>
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<tr>
<td>LOCAL</td>
<td>75</td>
<td>8</td>
<td>502</td>
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<td>585</td>
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<tr>
<td>Portland</td>
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</tr>
</tbody>
</table>

**APPLICANT'S ESTIMATE OF TOTAL PROJECT COST**

- **PRELIM ENGINEERING** $ 500,000
- **CONSTRUCTION** 2,050,000
- **RIGHT OF WAY** 50,000
- **TRAFFIC CONTROL**
- **ILLUMINATION, SIGNS, LANDSCAPING, ETC** 100,000
- **STRUCTURES** 1,200,000
- **RAILROAD CROSSINGS**

**TOTAL** $ 3,900,000

**SOURCE OF FUNDS (%)**

- **FEDERAL**
  - FAUS (PORTLAND)
  - FAUS. (OREGON REGION)
  - FAUS (WASH REGION)
  - UNTA CAPITAL
  - INTERSTATE
  - FED AID PRIMARY
  - INTERSTATE SUBSTITUTION
  - (I-505) e(4)

- **NON FEDERAL**
  - STATE
  - LOCAL 15

**LOCATION MAP**

**PROJECT NAME** N. Portland Rd.

**ID No.**

**APPLICANT** City of Portland

**SCHEDULE**

- **TO ODOT** 6-79
- **PE OK'D** BIS OK'D
- **CAT'Y** BID LET
- **HEARING** COMPL'T

**LOCATION MAP**
INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT DESCRIPTION

RESPONSIBILITY (AGENCY)  City of Portland
LIMITS  NE 60th Avenue to I-205 of NE Portland Hwy  LENGTH 1.8 miles
DESCRIPTION  Improve NE Portland Hwy to 4 lanes with left turn medians, drainage, curbs and illumination

RELATIONSHIP TO ADOPTED TRANSPORTATION PLAN

LONG RANGE ELEMENT  TSM ELEMENT  X

FUNDING PLAN BY FISCAL YEAR ($000)

<table>
<thead>
<tr>
<th></th>
<th>FY 79</th>
<th>FY 80</th>
<th>FY 81</th>
<th>FY 82</th>
<th>FY 83</th>
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<tbody>
<tr>
<td>TOTAL</td>
<td></td>
<td></td>
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<td>1425</td>
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LOCATION MAP

APPLICATION’S ESTIMATE OF TOTAL PROJECT COST

PRELIM ENGINEERING $175,000
CONSTRUCTION $1,300,000
RIGHT OF WAY $125,000
TRAFFIC CONTROL $  
ILLUMIN, SIGNS, LANDSCAPING, ETC
STRUCTURES $  
RAILROAD CROSSINGS $  
TOTAL $1,600,000

SOURCE OF FUNDS (%)

FEDERAL
FAUS (PORTLAND)  
FAUS (OREGON REGION)  
FAUS (WASH REGION)  
UMTA CAPITAL  UMTA OPRG  
INTERSTATE  
FED AID PRIMARY  
INTERSTATE SUBSTITUTION
I-505 23.104 e(4) 85
NON FEDERAL
STATE  LOC  15
100
**PROJECT INFORMATION FORM • TRANSPORTATION IMPROVEMENT PROGRAM**

**PROJECT DESCRIPTION**

RESPONSIBILITY (AGENCY) City of Portland

LIMITS NE Lombard-Columbia Blvd. Connection

LENGTH 0.1 miles

DESCRIPTION Signalize and construct connection between NE Lombard and Columbia Blvd.; install signals; construct or reconstruct railroad crossing structure at 60th Ave.; investigate alternatives.

**RELATIONSHIP TO ADOPTED TRANSPORTATION PLAN**

LONG RANGE ELEMENT ___ TSM ELEMENT X

**FUNDING PLAN BY FISCAL YEAR ($000)**

<table>
<thead>
<tr>
<th></th>
<th>FY 80</th>
<th>FY 81</th>
<th>FY 82</th>
<th>FY 83</th>
<th>FY 84</th>
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<tbody>
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**SCHEDULE**

TO ODOT 1-80

PE OK'D ___ EIS OK'D ___

CAT'Y ___ BID LET ___

HEARING ___ COMPL'T ___

**APPLICANT'S ESTIMATE OF TOTAL PROJECT COST**

<table>
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<tr>
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<th>Amount ($000)</th>
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<tr>
<td>Construction</td>
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</tr>
<tr>
<td>Right of Way</td>
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</tr>
<tr>
<td>Traffic Control</td>
<td>100</td>
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<tr>
<td>Illumination, Signs,</td>
<td></td>
</tr>
<tr>
<td>Landscaping, Etc</td>
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<tr>
<td>Structures</td>
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<tr>
<td>Railroad Crossings</td>
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**SOURCE OF FUNDS (%)**

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<th>Source</th>
<th>Percentage</th>
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<tr>
<td>FAUS (PORTLAND)</td>
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<tr>
<td>FAUS (OREGON REGION)</td>
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<td>FAUS (WASHINGTON REGION)</td>
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<tr>
<td>UMTA CAPITAL</td>
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<tr>
<td>UMTA OPERATING</td>
<td>85%</td>
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<td>INTERSTATE</td>
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<tr>
<td>FED AID PRIMARY</td>
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</tr>
<tr>
<td>INTERSTATE SUBSTITUTION 1-505</td>
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</tr>
<tr>
<td><strong>NON FEDERAL</strong></td>
<td></td>
</tr>
<tr>
<td>STATE</td>
<td></td>
</tr>
<tr>
<td>LOCAL</td>
<td>15%</td>
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<tr>
<td><strong>TOTAL</strong></td>
<td>100%</td>
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</table>
PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT DESCRIPTION
RESPONSIBILITY (AGENCY) City of Portland
LIMITS Columbia Blvd/Columbia Way/N Portland Rd intersection
DESCRIPTION Install left turn refuges section and traffic signal at N Portland Rd. Ramp to Columbia Blvd.

RELATIONSHIP TO ADOPTED TRANSPORTATION PLAN
LONG RANGE ELEMENT TSM ELEMENT

FUNDING PLAN BY FISCAL YEAR ($000)

<table>
<thead>
<tr>
<th></th>
<th>FY 79</th>
<th>FY 80</th>
<th>FY 81</th>
<th>FY 82</th>
<th>FY 83</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
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<td></td>
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<td>415</td>
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</table>

SCHEDULE
TO ODOT 5-79
PE OK'D
EIS OK'D
CAT'Y
BID LET
HEARING

APPLICANT'S ESTIMATE OF TOTAL PROJECT COST
PRELIM ENGINEERING $ 65,000
CONSTRUCTION $ 340,000
RIGHT OF WAY $ 20,000
TRAFFIC CONTROL $ 50,000
ILLUMIN, SIGNS, LANDSCAPING, ETC $ 5,000
STRUCTURES $ 20,000
RAILROAD CROSSINGS

TOTAL $ 500,000

SOURCE OF FUNDS (%)
FEDERAL
FAUS (PORTLAND)
FAUS (OREGON REGION)
FAUS (WASH REGION)
UMTA CAPITAL UMTA OPERATING
INTERSTATE
FED AID PRIMARY
INTERSTATE
SUBSTITUTION 85

NON FEDERAL
STATE LC 100
**PROJECT INFORMATION FORM • TRANSPORTATION IMPROVEMENT PROGRAM**  
**PORTLAND—VANCOUVER**  
**METROPOLITAN AREA**

### PROJECT DESCRIPTION

**RESPONSIBILITY (AGENCY)** City of Portland  
**LIMITS** N.E. Sandy Blvd. (37th to 47th)  
**DESCRIPTION** The Hollywood Transportation Plan includes a simultaneous signal system on Sandy Blvd.; improved access to business district; improved circulation and access to freeway; reduced through traffic on residential streets; new pedestrian crossings, sidewalk extensions, and small plaza linked to Banfield Transit Station via widened sidewalks; and bus shelters and bus lanes.

### RELATIONSHIP TO ADOPTED TRANSPORTATION PLAN

<table>
<thead>
<tr>
<th>LONG RANGE ELEMENT</th>
<th>TSM ELEMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### FUNDING PLAN BY FISCAL YEAR ($000)

<table>
<thead>
<tr>
<th>FY 80</th>
<th>FY 81</th>
<th>FY 82</th>
<th>FY 83</th>
<th>FY 84</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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<td>315</td>
<td>327</td>
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### LOCATION MAP

**PROJECT NAME** Hollywood Transportation Plan  
**ID No**  
**APPLICANT** City of Portland

### SCHEDULE

<table>
<thead>
<tr>
<th>TO ODOT</th>
<th>PE OK'D</th>
<th>CAT'Y</th>
<th>BID LET</th>
<th>HEARING</th>
<th>COMPL'T</th>
<th>(Adopted by City Council)</th>
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<tbody>
<tr>
<td></td>
<td>EIS OK'D</td>
<td>N/A</td>
<td></td>
<td>June 79</td>
<td>COMPL'T</td>
<td>(Adopted by City Council)</td>
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### APPLICANT'S ESTIMATE OF TOTAL PROJECT COST

<table>
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<td>790,000</td>
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<td>RIGHT OF WAY</td>
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<tr>
<td>TRAFFIC CONTROL 707,000</td>
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<tr>
<td>ILLUMIN, SIGNS, LANDSCAPING, ETC 604,000</td>
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<tr>
<td>STRUCTURES</td>
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</tr>
<tr>
<td>RAILROAD CROSSINGS</td>
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<tr>
<td><strong>TOTAL</strong></td>
<td>2,300,000</td>
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### SOURCE OF FUNDS (%)

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<tr>
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<tr>
<td>FAUS (OREGON REGION)</td>
</tr>
<tr>
<td>FAUS (WASH REGION)</td>
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<tr>
<td>UMTA CAPITAL</td>
</tr>
<tr>
<td>INTERSTATE</td>
</tr>
<tr>
<td>FED AID PRIMARY</td>
</tr>
<tr>
<td>INTERSTATE</td>
</tr>
<tr>
<td>SUBSTITUTION</td>
</tr>
<tr>
<td>(1-505 Withdrawal)* 85</td>
</tr>
<tr>
<td>NON FEDERAL</td>
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<tr>
<td>STATE 0</td>
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</table>

*PE funded as follows: 85% Fed. 9% state, 6% local*
**PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM**

**PORTLAND-VANCOUVER METROPOLITAN AREA**

**PROJECT DESCRIPTION**

**RESPONSIBILITY (AGENCY):** City of Portland

**LIMITS:** Burnside/Tichner Intersection

**DESCRIPTION:** Change Tichner roadway alignment to West Burnside at right angle, install left-turn refuge on Burnside

**RELATIONSHIP TO ADOPTED TRANSPORTATION PLAN**

**LONG RANGE ELEMENT**

**TSM ELEMENT**

**FUNDING PLAN BY FISCAL YEAR ($000)**

<table>
<thead>
<tr>
<th></th>
<th>FY 79</th>
<th>FY 80</th>
<th>FY 81</th>
<th>FY 82</th>
<th>FY 83</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
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<td><strong>LOCAL</strong></td>
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</table>

**LOCATION MAP**

**PROJECT NAME:** Burnside/Tichner

**ID No:**

**APPLICANT:** City of Portland

**SCHEDULE**

**TO ODOT:** 6-79

**PE OK'D:**

**BID LET:**

**Hearing:** N/A

**APPLICANT'S ESTIMATE OF TOTAL PROJECT COST**

<table>
<thead>
<tr>
<th>COST</th>
<th>AMOUNT ($)</th>
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<tr>
<td>Prelim Engineering</td>
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<td>Illumin., Signs,</td>
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<td>Landscaping, Etc</td>
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<tr>
<td>Structures</td>
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<td>Railroad Crossings</td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>152,000</strong></td>
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**SOURCE OF FUNDS (%)**

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<th>LOCAL</th>
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<tbody>
<tr>
<td>FAUS (PORTLAND)</td>
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<tr>
<td>FAUS (OREGON REGION)</td>
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<tr>
<td>FAUS (HASS REGION)</td>
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</tr>
<tr>
<td>UMTA CAPITAL</td>
<td>UMTA OPRTG</td>
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<tr>
<td>INTERSTATE</td>
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<td>7.15</td>
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</tbody>
</table>
**PROJECT DESCRIPTION**

**RESPONSIBILITY (AGENCY)** City of Portland  
**LIMITS** City Wide  
**DESCRIPTION** Conversion of existing mercury vapor street lighting system of commercial arterial streets to high pressure sodium vapor.

**PROJECT NAME** Commercial Arterial Street Light Conversion  
**ID No**  
**APPLICANT** City of Portland

**SCHEDULE**

TO ODOT 5-79  
PE OK'D 11-79  
EIS OK'D  
CAT'Y 3MM  
BID LET  
HEARING NA  
COMPL'T

**FUNDING PLAN BY FISCAL YEAR ($000)**

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Total</th>
<th>FY 79</th>
<th>FY 80</th>
<th>FY 81</th>
<th>FY 82</th>
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<td>2,431</td>
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<td>1,431</td>
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<td>1,429,437</td>
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**LOCATION MAP**

CITY-WIDE

**APPLICANT'S ESTIMATE OF TOTAL PROJECT COST**

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<thead>
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<th>Item</th>
<th>Cost ($000)</th>
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**SOURCE OF FUNDS (%)**

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<th>Source of Funds (%)</th>
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<td>Federal</td>
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<td>FAUS (OREGON REGION)</td>
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City will pay $796,766 in non-participating costs.
PROJECT INFORMATION FORM • TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT DESCRIPTION
RESPONSIBILITY (AGENCY) City of Portland
LIMITS Powell Butte/Mt. Scott Study Area LENGTH N/A
DESCRIPTION Identification of specific improvement projects in the Powell Butte/Mt. Scott Study area to improve overall circulation and relieve congestion on Foster Road.

RELATIONSHIP TO ADOPTED TRANSPORTATION PLAN
LONG RANGE ELEMENT TSM ELEMENT

FUNDING PLAN BY FISCAL YEAR ($000)

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LOCATION MAP
See Attached Map

APPLICANT'S ESTIMATE OF TOTAL PROJECT COST
PRELIM ENGINEERING $ PROJECT Development 35,000
CONSTRUCTION ________________ TOTAL $ 35,000
RIGHT OF WAY ________________
TRAFFIC CONTROL ________________
ILLUMIN, SIGNS, ________________
LANDSCAPING, ETC ________________
STRUCTURES ________________
RAILROAD CROSSINGS ________________

SOURCE OF FUNDS (%)
FEDERAL
FAUS (PORTLAND) ________________
FAUS (OREGON REGION) ________________
FAUS (WASH REGION) ________________
UMTA CAPITAL ________________ UMTA OPRTG ________________
INTERSTATE ________________
FED AID PRIMARY ________________
INTERSTATE ________________
SUBSTITUTION I-505 e(4) ________________ 85

NON FEDERAL
STATE ________________ LOCAL ________________
Appendix B
I-205 to Rivergate Truck Route Projects

Metropolitan Service District
Appendix B1
N. Portland Rd. - Marine Drive

Metropolitan Service District
Appendix B2
NE Portland Hwy: 60th to I-205

Metropolitan Service District
Appendix B3
Lombard-Columbia Connection
Appendix B4
Columbia Way/Columbia Blvd / N. Portland Rd. Intersection
Appendix B
Location of W. Burnside/ Tichner Project

Metropolitan Service District
Appendix B

Location of Powell Butte/Mt. Scott Study Area

Metropolitan Service District
Appendix B-1
Location of Hollywood Transportation Project

Metropolitan Service District
Appendix B-3
Traffic Circulation Plan:
Hollywood Transportation Project

Metropolitan Service District
AGENDA MANAGEMENT SUMMARY

TO: TPAC/JPACT
FROM: Executive Officer
SUBJECT: Funding Authorization for the 190th and Powell Project

I. RECOMMENDATIONS:

A. ACTION REQUESTED: Recommend Council adoption of the attached resolution which would authorize $2,125,000 of the I-505 Withdrawal Funds to support preliminary engineering, right-of-way acquisition and construction of the 190th and Powell Blvd. project.

B. POLICY IMPACT: This action represents the continuation of a process begun with the decision to withdraw the I-505 freeway. At the time the I-505 freeway withdrawal was approved, funding for this project was reserved. The funding authorization proposed at this time is consistent with the established policies.

C. BUDGET IMPACT: The approved Metro budget includes funds to monitor federal funding commitments. Using budgeted funds, Metro staff in cooperation with the Oregon Department of Transportation (ODOT) will continue to evaluate projects proposed to be funded with I-505 Withdrawal Funds.

II. ANALYSIS:

A. BACKGROUND: In December, 1978, the CRAG Board requested the Governor to concur and forward to USDOT the withdrawal of the I-505 Freeway. The withdrawal of the freeway for the Interstate Highway System was approved by USDOT in December, 1979. Approximately $165 million of federal funds is involved in the I-505 withdrawal. In response to a request by ODOT, a reserve fund was established for three regional projects. One of these projects involved improvements to the 190th/Powell intersection. The project activities proposed for funding authorization in the attached resolution are a result of ODOT's evaluation of the problem at that intersection and have been recommended after Metro staff systems analysis.

B. ALTERNATIVES CONSIDERED: Several alignments were evaluated in regard to affectiveness and degree of achievement of specific project objectives. (See the attached System Planning Report.)

C. CONCLUSION: Based on Metro staff analysis, it is recommended that the attached resolution funding the preferred project alternative be approved.
2. That the Transportation Improvement Program (TIP) and its Annual Element be amended to reflect this authorization as set out in the attached Systems Report.

3. That the Metro Council finds the project in accordace with the region's continuing, cooperative, comprehensive planning process and hereby gives affirmative A-95 approval.

JG/ss
6491/92
Location of S.E. 182nd Ave. - Birdsdale Ave. / Powell Blvd. Project

Metropolitan Service District
Date: January 15, 1980

To: TPAC/JPACT

From: Executive Officer

Subject: Metro Regional Reserve -- Metro Council Adopted Criteria

Council Adopted Criteria

In June, 1979, the Metro Council approved a set of evaluation criteria to be used in evaluating both problems and proposed improvements for funding from the Metro Reserve fund. TPAC indicated they would like to review the "performance measure" for each criteria prior to their application. This section identifies each major policy, the criteria approved by the Metro Council, the major question which needs to be answered for the criteria, and appropriate "performance measures."

Policy I: Improve Regional and Subregional Corridor Mobility

Major Question: Does the project improve corridor mobility?

Adopted Criteria:

1. Emphasize facility improvements which will improve mobility for regional and subregional travel flows.

   Major Question: Do the problems directly affect regional and subregional travel flows? Do the proposed improvements support the major regional corridor strategies?

   Performance Measure: Examine characteristics of travel flows using facility. Analyze relationship of proposed project to corridor strategy. Identify year 2000 volumes and projected level of service.

2. Emphasize transit service improvements which will improve mobility within regional and subregional corridors by increasing transit ridership.

   Major Question: How well do the proposed projects support planned major transit investments in the region?

   Performance Measure: Relate project to transit cutline person flows. Relate project to Tri-Met's TDP.
3. Transportation Systems Management should be favored where it will significantly address mobility problems and capital intensive projects only where it will not. Maximize the efficiency of the existing transportation system and manage the demand for it -- first and foremost.

Major Question: Can the problems be solved by Transportation System Management (TSM)?

Performance Measure: Determine if lower-cost alternative is available.

4. Emphasize improvements which will reduce the number of auto trips. Transportation improvements which provide an alternative to the single occupant automobile trip will be emphasized.

Major Question: Does the project lead to reductions in VMT?

Performance Measure: Estimate VMT reduction.

5. Emphasize improvements which will increase auto occupancy.

Major Question: Does the project lead increases in auto occupancy?

Performance Measure: Estimate affect on auto occupancy.

6. Emphasize improvements which will correct imbalances between regional and local systems.

Major Question: Does the project help differentiate local and regional travel flows?

Performance Measure: Examine surrounding arterials and network continuity.

7. Emphasize transportation improvements which have a positive impact on the overall regional transportation system.

Major Question: How well do the problem areas and proposed improvements support the Regional Transportation Plan?

Performance Measure: Estimate impact of the proposed project on other parts of the transportation system.

8. Transportation improvements will be emphasized where the sponsoring local jurisdiction has demonstrated a commitment to protect the mobility of those facilities through roadway
design standards, control of adjacent land use, access controls and other such measures.

Major Question: Will improvements be used to encourage development or to ensure regional mobility?
Performance Measure: Degree of access control proposed for project.

Policy II: Reinforce Metro's Containment Land Use Objectives

Major Question: How well do the proposed improvements support planned development within the Urban Growth Boundary?

Adopted Criteria

1. Emphasize transportation improvements to existing developed urban areas -- improvements should have a minimal impact on transportation needs outside the urban area. Improvements supporting existing residential areas would be given equal weight to those supporting existing industrial areas.

Major Question: Is the project contiguous to existing urban development?
Performance Measure: Relate project to existing land use patterns.

2. Emphasize improvements which increase the efficiency of existing and committed commercial/industrial areas.

Major Question: Does the project support commercial/industrial areas? How much commercial vehicle volume will use the facility?
Performance Measure: Relate project to commercial/industrial areas to be served. Estimate commercial vehicle usage.

3. Emphasize improvements which support and encourage concentration of job sites so as to support transit more effectively.

Major Question: What is affect of the project on the employment density?
Performance Measure: Relate project to jobs to be served. Estimate affect of project on employment patterns.

4. Emphasize improvements which increase the livability of the existing neighborhoods.
Major Question: Will the project preserve neighborhoods?
Performance Measure: Relate project to existing neighborhoods.

5. Emphasize improvements which support and encourage increased housing density so as to support transit more effectively.

Major Question: What is the affect of the project on housing density?
Performance Measure: Relate project to residential areas to be served. Estimate affect on housing densities.

Policy III: Minimize Accidents and Fatalities

Major Question: How severe are accidents in each problem area and how can safety be improved?

Adopted Criteria

1. Emphasize improvements which reduce conflicts between vehicle movements.
   Major Question: Will improvement reduce conflicts?
   Performance Measure: Calculate current year accidents per million vehicle miles traveled.

2. Emphasize improvements which reduce conflicts between pedestrian/bicycle/vehicle movements.
   Major Question: Will improvement reduce conflicts?
   Performance Measure: Estimate number of pedestrian and bicycle conflicts.

Policy IV: Reinforce Metro's Environmental Goals

Major Question: How well do the problem areas and proposed improvements support Metro's Environmental Goals?

1. Emphasize transportation improvements which address identified air quality problem areas.

2. Emphasize transportation improvements which reduce per capita energy consumption.
Memorandum
January 15, 1980
Page 5

Policy V; Favor the Most Cost-Effective Way to Solve the Identified Problem

Major Question: How can scarce federal funds be used to bring the maximum improvement to the regional transportation system?

1. Emphasize transportation improvements which are in scale with the problem identified.

   Major Question: How does effectiveness compare to cost?
   Performance Measure: Compute a simple cost-effectiveness ratio such as: construction cost/average daily passenger mile.

Policy VI; Local Jurisdictional Commitment to Improvements

Major Questions: How committed are local jurisdictions to seeing a project come to implementation and in generally solving their own problems with local revenue sources?

1. Prior to the actual allocation of funds to specific projects, local jurisdictions will submit an implementation schedule for each project which will be related to the federal time frame for the use of Interstate Transfer funds. Also, a funding schedule relating to local match funds will be submitted.

   Major Question: Has an implementation schedule and a local match funding schedule been received?
   Performance Measure: Receipt of schedules.

2. Special consideration will be given to local jurisdictions which are financing road improvements through local revenue sources.

   Major Question: Does the sponsoring jurisdiction have a source of reserve for transportation improvements?
   Performance Measure: Description of revenue sources.

3. Special consideration will be given to local jurisdictions which can demonstrate that local developers contribute to the financing of roadway improvements.

   Major Question: Will developers contribute to match on the project?
   Performance Measure: Describe financial contributions by developers.
RAMP METERING - KEEPING TRAFFIC UNDER CONTROL

THE SETTING - GROWTH CONGESTION

Portland is rated one of the most liveable cities in the United States. However, rapid population growth has caused serious transportation problems for our freeways and city streets. In addition, as residential and commercial growth continues, even more people travel on our freeways and streets. As a result, stop-and-go traffic and safety problems have increased.

To avoid freeway bottlenecks, especially during rush-hours, many motorists avoid the freeway and use city streets. This causes disruption and confusion on city streets which cannot handle heavy traffic volumes.

Bumper-to-bumper freeway traffic causes reduced travel speeds, extra fuel consumption and air pollution as well as increased risk of traffic accidents.

I-5 NORTH - A COMMUTER BOTTLENECK

Over the past ten years, freeway travel in the Portland area has increased by 50%. Today, the stretch of I-5 North between the Marquam and the Interstate bridges is the worst rush-hour bottleneck on Oregon's freeway system. A daily obstacle course for commuters, this section of I-5 operates at about 70% of its capacity because of the heavy congestion. Travel speeds drop from 55 to 20 mph during morning and evening rush hours which lengthens commuting time for motorists.

CREATIVE SOLUTIONS NEEDED

Inflation, dwindling energy supply and environmental concerns have ruled out expansion of our existing freeways. More and bigger freeways are no longer simple solutions to freeway congestion. As a result, transportation planners are faced with this question. How can freeway travel be improved without significant cost or environmental impact?

RAMP METERING - AN EXCITING ALTERNATIVE

One method to relieve the heavy freeway congestion that occurs during rush hours is called ramp metering. This traffic control which improves freeway flow has been used with success in many cities across the United States over the last decade.

How Ramp Metering Works- By placing a traffic signal at freeway entrances, (on-ramps) motorists are allowed to enter the freeway at evenly-timed intervals. Traffic signals are generally timed with a green light every 4 to 15 seconds. The green light only allows one car per each green light to enter the freeway which regulates the spacing and number of cars entering the freeway. The meter rates are set to allow the maximum number of vehicles to enter the freeway and provide safe and efficient operation on the freeway and local streets. For a relatively short trip, motorists may choose to avoid the wait at the on-ramp and use city streets. A one-by-one release of cars onto the freeway provides evenly-spaced intervals between cars and eliminates the clustering or bunching of cars that occurs during rush hours.
By regulating traffic flow, ramp metering increases the efficiency of the freeway and enables it to operate at 100% capacity.

The Carpool Lane - Another feature of ramp metering is the carpool bypass lane. At metered freeway on-ramps there are two travel lanes; one lane for vehicles with a single occupant and another lane for carpools such as taxis or buses. Motorists in the carpool bypass lane are allowed to enter the freeway without stopping at the signal. By giving an incentive to those who carpool, savings in commuting costs, including time, fuel, parking and even auto insurance can be gained.

RAMP METERING ON I-5

Ramp metering will be installed on I-5 North between the Broadway Bridge northbound on-ramp and the Interstate Bridge to reduce heavy freeway congestion during rush hours. On this I-5 freeway stretch, traffic signals will be placed at all (16) north and southbound on-ramp entrances. Ramp metering will operate during morning and evening rush hours such as from 6:30 A.M. to 9:30 A.M. and 3:30 P.M. to 6:30 P.M. The signals will be turned off during off-peak periods.

The metered freeway on-ramps on I-5 will have two lanes; one for single occupant vehicles and another lane for carpools. Fire engines, ambulances and other emergency vehicles will use the carpool bypass lane.

THE BENEFITS - SAVING TIME, ENERGY, AND DOLLARS

- Saving Time and Money - From careful study of how ramp metering works in other cities, many benefits for motorists have been found.

With ramp metering on I-5, your freeway travel time will be shortened. Today, the average travel time during rush hours between Going Street in North Portland and the Interstate Bridge is 21 minutes. With ramp metering, your travel time will be reduced to six minutes. If this time savings is computed in reduction of total freeway hours traveled, approximately 240,000 vehicle-hours could be saved annually by all motorists who travel this section of I-5. If your time is conservatively valued at $2.50 per hour, ramp metering on I-5 could save all motorists traveling on this section of I-5, almost $600,000 annually in time alone.

- Reducing Local Street Traffic - Today, many motorists bypass the freeway during rush hours because of heavy congestion and use local streets for travel. However, as rush-hour freeway flow improves with ramp metering, motorists will return to the freeway taking the pressure off local streets.

- Keeping Safe - Ramp metering will improve your safety and reduce the overall number of accidents on the freeway. By reducing rush-hour congestion and stop-and-go traffic, your freeway trip will be safer. Reports indicate that traffic accidents have been reduced by 50% as a result of ramp metering.

- Improving Congestion and Travel Speeds - When congestion is improved,
your freeway travel time is also reduced while travel speeds are increased. During the evening rush-hours, the average travel speed in the north-bound lane on I-5 from Portland Boulevard to Marine Drive (a distance of almost two miles) is about 10 miles per hour. With ramp metering, your travel speed will average 30 to 40 mph—a 300 per cent improvement.

- **Conserving Energy** - Ramp metering saves energy. By reducing stop-and-go traffic, fuel consumption decreases. It is estimated that approximately 624,000 gallons of fuel are used annually by motorists on I-5. With ramp metering, fuel consumption will be reduced by 29%—a savings of 700 gallons per day.

- **Changing Driving Habits** - Studies indicate that ramp metering may change your driving habits. It has been shown that motorists traveling a long distance are willing to wait at the on-ramp for a few minutes to benefit from a less congested freeway. On the other hand, motorists who use the freeway for short distance travel today, often select an alternate route which is quicker after ramp metering is in operation.

By doubling up, you can use the carpool bypass lane at the metered freeway on-ramp. This will not only reduce the overall number of cars using the freeway but will substantially cut your commuting costs.

**INFORMATION PLEASE**

For additional information on ramp metering, a special information office has been set up at the Metro Branch, Oregon Department of Transportation, 5821 N.E. Glisan Street, Portland, for your convenience. A variety of written materials on ramp metering including photos, maps and displays are available to you. An added feature is an eight minutes movie on ramp metering which can be viewed.

* * * * * * * * * * * * * * * * * * *

I would like additional information on ramp metering _______________________

Name______________________________________________________________

Home Address________________________________________________________________________

Work Address________________________________________________________________________

Phone (office)________________________(home)____________________

Comments:
QUESTIONS FREQUENTLY ASKED ON RAMP METERING

Q. Why has I-5 North been selected for ramp metering?

A. This portion of I-5 North between the Marquam and Interstate bridges has been selected for ramp metering because this freeway section experiences the worst peak-hour congestion in Oregon. Traffic tie-ups, travel delays and stop-and-go traffic are a common occurrence on I-5. Ramp metering would regulate the flow of traffic entering the freeway and improve traffic flow. This stretch of I-5 carries as many as 123,000 vehicles daily. Since roads are the vital lifeline of our economy, it is important that traffic moves safely and quickly.

Q. Why should preference be given to carpools and emergency vehicles at the on-ramp?

A. Since I-5 today is carrying more vehicles than it can safely or adequately handle, methods to reduce the overall traffic volumes are essential. If people form carpools or use transit (buses), the number of cars on the freeway is reduced. In addition, motorists will net savings of money, time and fuel. Emergency vehicles are given preference at the on-ramps to enable a quick response to any accident or emergency situation.

Q. How much will each metered signal cost?

A. The estimated cost of each metered on-ramp is approximately $25,000 to $27,000. This includes the cost of the installation and the signal equipment. Some signal locations may be slightly higher in cost if major change or redesign is required to the ramp or the ramp entrance.

Q. How will ramp metering reduce congestion on I-5 North?

A. Ramp metering will reduce congestion on I-5 North by regulating the amount of traffic that enters the freeway at a given time and eliminating the sudden surges which cause bottlenecks and freeway congestion.

Q. Are there any methods to improve freeway congestion besides ramp metering?

A. Certainly a bigger freeway is one solution to traffic congestion; however, environmental, energy and economic factors rule out this option.

Q. How long will I be delayed at the metered signal?

A. The normal delay expected at most metered signals ranges from 6 to 30 seconds.

Q. How much travel time will I save daily as a result of ramp metering?

A. The overall savings in travel time that you can expect on I-5 will depend on the length of your freeway trip. If you are traveling the full length of this corridor between the Marquam and Interstate bridges, you can save up to 15 minutes daily. Today in the peak period, 21 minutes is
Q. During rush hours, will cars back up onto city streets causing additional confusion and congestion?
A. In most cases, four to six cars will normally be waiting at the signal in a queue to pass through the metered on-ramp. This should not produce congestion or back-up onto city streets.

Q. Which interchanges on I-5 North will be metered?
A. All the on-ramps both north and southbound on I-5 from the Broadway on-ramp on I-5 to the Hayden Island Interchange will be metered during rush hours. That includes 16 on-ramp entrances. The ramp meters will be in operation during morning (6:30 a.m. to 9:30 a.m.) and evening rush hours (3:30 p.m. to 6:30 p.m.). During off-peak hours the signals will be turned off.

Q. How will carpooling save money?
A. Carpooling will cut down your out-of-pocket costs as well as your commuting time. Every person that participates in a carpool program is taking one more vehicle off the road and decreasing the congestion and delay for all motorists.

Q. Since I-5 North is extremely congested, why isn't the entire freeway being widened to improve the capacity?
A. All of I-5 is extremely congested; however, most of this congestion is caused by specific bottleneck locations which do need attention. Several projects are on the drawing boards to increase the capacity of these bottleneck sections that will be developed with the ramp metering project. These proposed projects include widening the Oregon Slough Bridge to provide a full six or eight-lane freeway; the Greeley Ramp project which will provide a new access to Swan Island from I-5; and widening between the Fremont and the Morrison bridges.

Q. Why aren't other freeway on-ramps in the metropolitan area being metered?
A. The I-5 North section was chosen for ramp metering because it currently experiences the most severe rush hour congestion; however, studies are now underway to determine whether ramp metering should be installed on other Portland freeways.

Q. How does ramp metering improve traffic safety?
A. By reducing stop-and-go traffic and bottlenecks, which are one of the main causes of rear-end accidents, safety is improved. Accident studies show that this freeway section in the Portland area has an unusually high number of rear-end accidents, especially during rush hours. These rear-end accidents are attributed to the stop-and-go conditions that exist on the freeway.

Q. Some people say that ramp metering will favor long distance commuters rather than motorists who are traveling a short distance.
A. All motorists using I-5 will be delayed as they enter the freeway at
a metered signal. The shorter distance motorists will have the same opportunity to use the freeway as they did before ramp metering except there may be a short wait before they enter the freeway; however, once on the freeway, it will be a much faster travel route than it is today.

Q. What plans do you have to evaluate ramp metering before and after installation?

A. A study of before and after conditions will be made. Factors such as travel speed, travel delay, number of vehicles at the on-ramp and traffic volumes will be measured for their effectiveness.

Q. Will metering a freeway on-ramp encourage motorists to avoid the freeway and use city streets?

A. Actually, ramp metering will encourage motorists to use the freeway and avoid city streets. Studies show that by improving freeway flow, motorists using local streets will be attracted to the freeway taking pressure off the local streets. If the freeway can maintain an operating speed of 35 to 40 mph, more vehicles can be carried than an operation at 20 mph.

Q. Does ramp metering favor longer distance travel?

A. Ramp metering does favor longer freeway trips during rush hours. Motorists who have a short distance to travel, one or two interchanges in length, have alternate routes to travel. Certainly, these motorists have the same opportunity to use the freeway regardless of the distance they travel and by waiting the same length of time to enter the freeway.

Q. Will we be able to use the freeway if we live close to the city?

A. Any motorist who wishes to use the freeway will have the same opportunity to enter the freeway by a short wait at the ramp meter. Once on the freeway, all motorists using the freeway will be able to travel at a reasonable speed.

Q. Will ramp metering cause traffic to back up onto city streets?

A. Because of the random arrival of vehicles at the metered signal and the constant metering of vehicles on the freeway, only minor delays will result at the signal. Where needed, the ramp entrances will be redesigned to minimize the interference on the city streets by vehicles waiting at the ramp meter.

Q. Why is the preferential bypass lane being installed?

A. The bypass lane will encourage carpooling as a more efficient use of the freeway which benefits both carpoolers and other motorists.

Q. Will there be a separate diamond lane on the freeway?

A. No. There is no need for a separate lane for high occupancy vehicles on the freeway since the freeway will be operating at maximum efficiency.
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