

BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

RESOLUTION NO. 2010-34

Accepting the SW Scholls Ferry Road Conceptual Design Plan

The Multnomah County Board of Commissioners Finds:

- a. A portion of SW Scholls Ferry Road in western unincorporated Multnomah County is a three-lane , minor arterial connecting US Highway 26 in southwesterly direction to the boundary with Washington County and ultimately the Raleigh Hills Town Center. It is a "county road" as defined under ORS Chapter 368 and is under the jurisdiction of Multnomah County.
- b. In this area, SW Scholls Ferry Road is situated in a steep canyon with numerous constraints. It is narrow with no shoulders, curbs, stormwater drainage, bicycle lanes, or sidewalks. Due to the terrain, it has two uphill (north-bound) travel lanes and a single downhill (south-bound) travel lane.
- c. SW Scholls Ferry Road is designated a Minor Arterial in the Multnomah County Functional Classification Plan.
- d. SW Scholls Ferry Road is designated a Regional Minor Arterial and Regional Bikeway in the Metro 2035 Regional Transportation Plan.
- e. The need for roadway improvements to SW Scholls Ferry Road are documented in Multnomah County's adopted Capital Improvement Plan, Transportation System Plan for the Urban Pockets of Unincorporated Multnomah County, Bicycle Master Plan and Pedestrian Master Plan.
- f. The need for pedestrian and bicycle facilities to support active transportation in the corridor has been identified by communities around and adjacent to SW Scholls Ferry Road.
- g. The County's Land Use and Transportation Program (LUTP) undertook a planning process included public meetings, a project website, neighborhood association briefings and a Project Advisory Committee with citizen representatives. Staff from Washington County, Clean Water Services, Metro and the City of Portland provided technical assistance throughout the process, and participated on the Project Advisory Committee. Multnomah County's Bicycle and Pedestrian Citizen Advisory Committee was routinely consulted on the design, and concurred with the recommended design concept.
- h. Due to the topographical constraints noted above, SW Scholls Ferry Road cannot be built to typical minor arterial standards: 2-4 motor vehicle lanes, a continuous center left-turn lane, bicycle lanes, curbed sidewalks and stormwater facilities. Therefore, a modified design is needed to provide safer multi-modal travel, and manage stormwater incorporating "green street" treatment to the extent practicable.

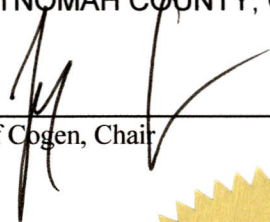
- i. LUTP planning process discussed above used an Oregon Department of Transportation's (ODOT) Transportation Growth Management (TGM) Grant to fund the development of the recommended conceptual design plan for SW Scholls Ferry Road.
- j. ODOT requires the local government recipient of a TGM grant to formally accept the recommendations of the planning process.

The Multnomah County Board of Commissioners Resolves:

- 1. Multnomah County hereby accepts the recommended Conceptual Design Plan for SW Scholls Ferry Road, which is identified as Exhibit A to this Resolution and is hereby incorporated by this reference.
- 2. The SW Scholls Ferry Road conceptual design plan as set forth in Exhibit A is consistent with and supports the implementation of the Transportation System Plan for the Urban Pockets of Unincorporated Multnomah County element of the Multnomah County Comprehensive Framework Plan.
- 3. Future improvements to SW Scholls Ferry Road by Multnomah County will be guided by Exhibit A.

ADOPTED this 1st day of April 2010.

BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON



Jeff Cogen, Chair

REVIEWED:

AGNES SOWLE, COUNTY ATTORNEY
FOR MULTNOMAH COUNTY, OREGON

By  _____

Matthew O. Ryan, Assistant County Attorney



SUBMITTED BY:

M. Cecilia Johnson, Director, Department of Community Services

Scholls Ferry Road Conceptual Design Plan

Street Design Options

Typical Cross Sections

