

BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR
MULTNOMAH COUNTY, OREGON

For the Purpose of Endorsing the Mt. Hood)
Parkway Technical and Citizen Advisory)
Committee Recommendation Concerning the)
Preferred Mt Hood Parkway Corridor Connection)
Between I-84 and U.S. Hwy 26.)

R E S O L U T I O N
89 - 178

WHEREAS, the Goal of the Mt. Hood Parkway is to provide a safe and efficient, limited access primary highway connection between the Columbia River Highway (I-84) and the Mt. Hood Highway (U.S. 26), which relieves local traffic congestion by removing the long distance and through trips from the east county arterial system; and,

WHEREAS, the Mt. Hood Parkway has been identified as part of the Hwy 26 Access Oregon route intended to convey commerce, tourist, and residents of the state between Portland and central and eastern Oregon; and,

WHEREAS, the Regional Transportation Plan identified the need to provide for a new Principal Route connecting I-84 with U.S. Hwy 26 (Mt. Hood Highway); and,

WHEREAS, the cities of Gresham, Troutdale, and Wood Village, and Multnomah County have recognized the need for further study of the Mt. Hood Parkway; and,

WHEREAS, the East Multnomah County Transportation Committee, the east county cities of Fairview, Gresham, Troutdale, and Wood Village, and Multnomah County have requested the inclusion of the Mt. Hood Parkway in the Oregon Department of Transportation (ODOT) Six-Year Highway Program; and,

WHEREAS, ODOT has recognized the Mt. Hood Parkway in their current Six-Year Highway Program as a "Developmental Project" and the monies have been set aside for corridor and design level studies; and,

WHEREAS, the Technical Advisory Committee and Citizen Advisory Committee formed by the ODOT to advise them on Mt. Hood Parkway studies recommend eliminating the Troutdale Rd./282nd Ave. corridor from further study because:

1. The Multnomah County and the ODOT traffic studies conclude that a higher grade facility on the order of a freeway will be required to attract same volume of traffic as corridor alternatives located in the vicinity of 242nd Ave; and,

RESOLUTION

2. The wetlands along Beaver Creek are riparian areas that have high value as wildlife habitat and would be significantly impacted; and,
3. The consequences of locating the Parkway outside the Urban Growth Boundary would have undetermined effects on viable agriculture lands; and,

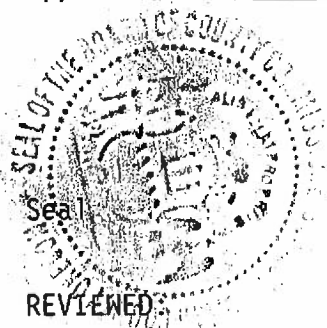
WHEREAS, Land Use decisions pertaining to the 238th interchange area, the Multnomah County Farm Site, and vacant buildable sites between Stark and Division Streets along 242nd Avenue need to consider Mt. Hood Parkway decisions;

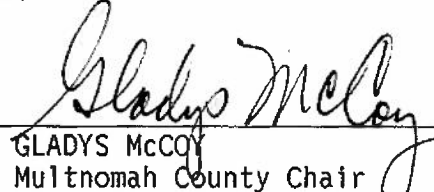
NOW THEREFORE BE IT RESOLVED, Multnomah County endorses the Mt. Hood Parkway Technical and Citizen Advisory Committees recommendation to eliminate the Stark Street/Troutdale Road/282nd Avenue Corridor as corridor alternative for the Mt. Hood Parkway;

BE IT FURTHER RESOLVED, Multnomah County request the Oregon Department of Transportation to proceed with Preliminary Design and Draft and Final Environmental Impact Statement Studies for the 242nd Avenue/Hogan Road Corridor hereafter referred to as the "Preferred Corridor" as depicted in Exhibit "A";

BE IT FURTHER RESOLVED, when decisions are made concerning the Mt. Hood Parkway Alignment, Multnomah County will apply all appropriate Statewide Land Use Goals and all Land Use Decisions will be made in accordance with State Land Use Laws and Procedures.

Approved the 28th day of September, 1989.




GLADYS MCCOY
Multnomah County Chair


Laurence Kressel
Multnomah County Counsel

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9/8/89