

RESOLUTION NO. 776

A RESOLUTION RECOMMENDING A CONNECTION BETWEEN I-84 AND U.S. HIGHWAY 26, AND DEFINING PRELIMINARY FINDINGS AND GOALS.

WHEREAS, the City of Troutdale has participated with the Oregon Department of Transportation and other affected jurisdictions and agencies in the Technical Advisory and Citizen Advisory Committee review process for an expressway connection between I-84 and U.S. Highway 26, hereinafter known as the Mt. Hood Parkway; and

WHEREAS, the City of Troutdale previously supported this connection by way of Resolution No. 87-685-R (Exhibit "A") and set forth both support and locational perimeters that affect the City of Troutdale; and

WHEREAS, both the Technical Advisory and Citizen Advisory Committees have established goals and objectives which are attached and included (Exhibit "B") as a portion of this resolution; and

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 systems; and

WHEREAS, the Mt. Hood Parkway has been identified as part of the Highway 26 access Oregon route intended to convey commerce, tourist, and residents of the State between Portland, Central and Eastern Oregon; and

WHEREAS, all affected jurisdictions have or will include provisions for this project in their Comprehensive and Public Facilities Plan; and

WHEREAS, this project is identified in the State Department of Transportation's Six Year Plan and the Metropolitan area's Regional Transportation Plan (RTP); and

WHEREAS, a public meeting was held on May 18, 1989 to identify major impacts and identify issues; and

WHEREAS, both the Technical Advisory and Citizen Advisory Committees formed by the Oregon Department of Transportation to advise them on the project, recommend eliminating the eastern corridor (282nd/Troutdale Road) from further study due to:

1. Unfavorable traffic analysis.
2. Excessive environmental impacts.
3. Partial location outside the Urban Growth Boundary.
4. Disruption of exclusive farm use (EFU) zoning.
5. The potential of negative economic impacts.

NOW, THEREFORE, BE IT RESOLVED BY THE COMMON COUNCIL OF THE CITY OF TROUTDALE THAT:

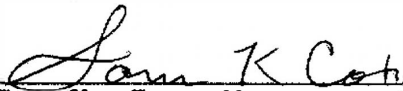
1. The eastern corridor (282nd/Troutdale Road) be dropped from further consideration.
2. The Oregon Department of Transportation be requested to prepare preliminary design, draft environmental impact statement (DEIS) to be completed on or about the month of December, 1990, and at such time of completion to hold a final public hearing.
3. The City's Public Facilities Plan and Comprehensive Development Plan include language and project descriptions supporting the proposed corridor as depicted in Exhibit "C."
4. The City prepare the necessary ordinances or agreements to protect the property within the corridor from development and/or provide full disclosure to any potential development allowed under current zoning.
5. Full consideration be given to either at-grade or interchange access to Halsey Street, Cherry Park Road, and Stark Street.
6. The East County arterial system including 257th, 238th/244th, 207th/223rd and 181st as well as other applicable roads be improved as planned to both supplement and accommodate the transportation/traffic needs as a "system" with the Mt. Hood Parkway.

ADOPTED BY THE COMMON COUNCIL OF THE CITY OF TROUTDALE THIS
12TH DAY OF SEPTEMBER, 1989.

YEAS 6

NAYS 0

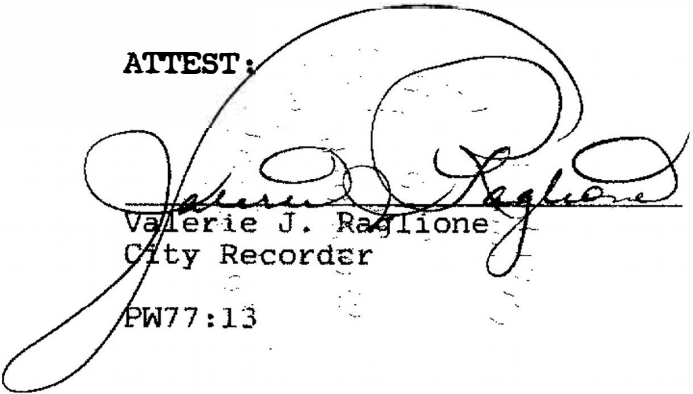
ABSTAINED 0



Sam K. Cox, Mayor

Date Signed: 9/14/89

ATTEST:



Valerie J. Raglione
City Recorder

PW77:13

A RESOLUTION RECOMMENDING A CONNECTION BETWEEN I-84 AND U.S. HIGHWAY 26, AND RECOMMENDING THE ROUTE SELECTION STUDY AND PRELIMINARY ENGINEERING TO BE FUNDED FROM FEDERAL AID URBAN OR OTHER APPROPRIATE SOURCES.

WHEREAS, The City of Troutdale has participated, together with other affected jurisdictions and agencies, in the technical review of an "expressway" connection between I-84 and U.S. Highway 26; and

WHEREAS, The East Multnomah County Transportation Committee has passed Resolution(s) supporting this connection and funding source for route study and preliminary engineering; and

NOW THEREFORE BE IT RESOLVED THAT:

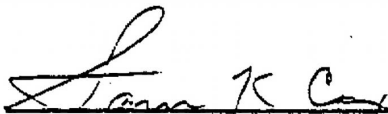
- 1) The I-84 connection point for this expressway would be located at the 238th/244th Avenue proposed interchange on I-84.
- 2) This expressway would be connected with U.S. Highway 26.
- 3) The corridors eastern boundary shall be west of southeast 242nd avenue and include 242nd avenue.
- 4) Funds from Federal Aid Urban or other appropriate sources should be set aside for the Oregon Department of Transportation for a route study, analysis and preliminary engineering.

BE IT FURTHER RESOLVED THAT:

The City of Troutdale request the Oregon Department of Transportation to include the corridor connection I-84 and U.S. 26 in the Governor's "Access Oregon" program and the Six-Year Program Update.


ADOPTED BY THE COMMON COUNCIL OF THE CITY OF TROUTDALE THIS
8TH DAY OF DECEMBER, 1987.

YEAS	<u>6</u>
NAYS	<u>0</u>
ABSTAINED	<u>0</u>



 Sam K. Cox, Mayor
 Date Signed: DECEMBER 9, 1987

ATTEST:



 Valerie J. Raglione
 City Recorder

25:56
12/8/87 Tue 9:48:59

MT. HOOD PARKWAY
I-84 to U.S. 26 Section

Goal and Objectives
(As Adopted by TAC)

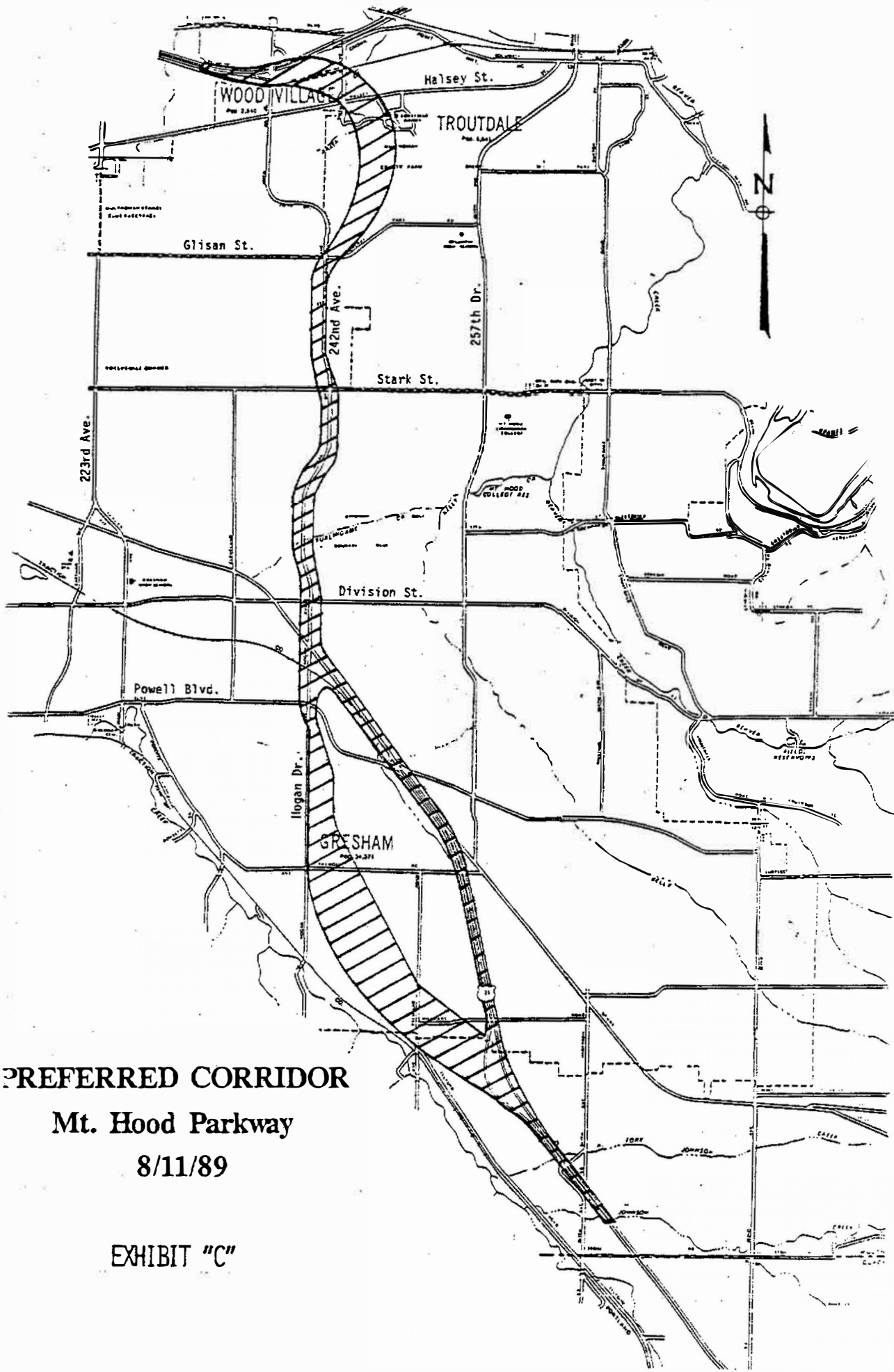
Goal: To provide a safe and efficient, limited access primary highway connection between the Columbia River Highway (I-84) and the Mt. Hood Highway (U.S. 26), which relieves local traffic congestion by removing the long distance and through trips from the arterial system.

Objectives:

- Design the roadway to accommodate projected traffic volumes for year 2020.
- Design the facility to conform to and complement other planned improvements to the East County arterial system and the I-84 freeway.
- Develop an aesthetically appealing parkway-type design.
- Minimize short and long term adverse impacts to established neighborhoods and commercial/business centers.
- Minimize adverse impacts to Mt. Hood Medical Center and Mt. Hood Community College.
- Limit access to the roadway to interchanges or signalized intersections at selected arterial cross-streets.
- Improve the movement of through traffic in the area of the project.
- Minimize adverse impacts to local circulation.
- Minimize adverse impacts to environmentally sensitive areas such as wetlands, parks, etc.
- Provide safe crossings for pedestrian and bicycle traffic as needed.
- Provide pedestrian and bike facilities as needed along the roadway.
- Maintain or improve emergency vehicle access to neighborhoods bordering the roadway.
- Minimize adverse impacts to lands zoned to protect farm uses.
- Accommodate planned mass transit uses in the area.

8/2/89

EXHIBIT "B"



PREFERRED CORRIDOR

Mt. Hood Parkway

8/11/89

EXHIBIT "C"