

RESOLUTION NUMBER 14-1971

A RESOLUTION REGARDING PRIORITY OF TRANSPORTATION PROJECTS TO BE SUBMITTED TO CRAG AND THE STATE OF OREGON FOR USE IN THE "1972 NATIONAL TRANSPORTATION NEEDS STUDY."

WHEREAS, the Oregon State Department of Transportation, through the Columbia Region Association of Governments, has requested assistance in developing a priority list of transportation projects which have been planned up to the year 1990, and

WHEREAS, the Columbia Region Association of Governments has requested a recommendation of priority groupings regarding highway transportation projects within the City of Milwaukie, and

WHEREAS, research and planning materials have been furnished to the city administration for consideration, and

WHEREAS, the planner for the City of Milwaukie has caused a study and investigation to be made from which has evolved a recommendation of the city staff,

NOW, THEREFORE, BE IT RESOLVED by the Council for the City of Milwaukie that the City of Milwaukie advises the Columbia Region Association of Governments and the State of Oregon Department of Transportation that the following is the position of the City of Milwaukie regarding priorities of highway projects included in the 1990 Transportation Plan report that would affect the vicinity of the City of Milwaukie:

1. Johnson Creek-Sellwood Freeway is indicated as a first priority on the "Priorities Recommended" map. The city concurs with this priority, because this new route is badly needed to relieve the overloaded existing streets.
2. Lake Oswego Bypass is indicated as a project to re-evaluate on the "Priorities Recommended" map. The city concurs that the freeway location of this project has been the subject of much controversy and should be studied further, but also recommends that the project not be delayed indefinitely because of the definite need of another Willamette River bridge in this vicinity.
3. McLoughlin Boulevard is indicated as a project to re-evaluate on the "Priorities Recommended" map. The city disagrees entirely that this project should be delayed or that it needs to be re-evaluated. It is described as a six-lane facility from the Clackamas Expressway south to the Lake Oswego Bypass. The re-evaluation of the Lake Oswego Bypass does not affect the need for improving McLoughlin Boulevard. It should terminate at Oak Grove Boulevard as a new description for the project. The need for improving McLoughlin Boulevard was evident in the transportation planning even before the Lake Oswego Bypass was included. It is even more evident today that the traffic volumes and accident rates of this highway demand immediate improvement. Since there isn't a project in the 1990 Transportation Plan that will give relief to the traffic congestion of McLoughlin Boulevard, the city feels it should be rated as a first priority.

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Be it so resolved.

Introduced and adopted by the City Council on the 10th day of May, 1971,
at a regular meeting of the City Council.

Donald W. Graf
Donald W. Graf, Mayor

ATTEST:

Ruth E. Friesen
Ruth E. Friesen, Recorder

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