

RESOLUTION NO.

32279

WHEREAS, the City Council of the City of Portland has repeatedly indicated the importance of seeking solutions to transportation problems on the City's east side; and

WHEREAS, the Columbia Region Association of Governments (CRAG) requested the Oregon Department of Transportation and the Tri-County Metropolitan Transportation District to initiate planning activities in the Banfield transportation corridor to address transportation problems on the east side of the City and region; and

WHEREAS, the City Council of the City of Portland has previously expressed its support for the planning activities undertaken in the Banfield corridor; and

WHEREAS, those planning activities have advanced through preliminary engineering and public hearing stages; and

WHEREAS, in accordance with the Oregon Action Plan, federal procedures, and the previously established policy of the Portland City Council, it is appropriate that the City Council provide comments and recommendations regarding the alternatives developed in the Banfield Transitway project; and

WHEREAS, staff of the City of Portland have been involved in the Banfield Transitway planning project from the beginning and have provided the Council with recommendations; and

WHEREAS, improvements in the Banfield corridor will result in improvements to the regional and City transportation systems, support the economic vitality of the Portland downtown, and generally maintain and/or improve the quality of life in eastside City neighborhoods; and

WHEREAS, the Banfield Transitway project is generally consistent with the adopted Arterial Streets Classification Policies and is being integrated with the City's Comprehensive Planning process; NOW, THEREFORE, BE IT

RESOLVED that the Portland City Council does hereby recommend to the Oregon Department of Transportation, the Tri-County Metropolitan District, and the Columbia Region Association of Governments, that light rail transit be developed in the Banfield corridor, linking downtown Portland with the City of Gresham and utilizing a route which follows the Steel Bridge, Holladay Street, Sullivan Gulch, I-205, and Burnside Street, as defined in the Banfield Draft Environmental Impact Statement; AND BE IT FURTHER

RESOLVED that the Portland City Council does hereby further recommend that the Banfield Freeway be improved to accommodate a full six lanes of

RESOLUTION NO.

traffic between the Holladay Street exit and the interchange of I-205, and that such improvements provide full-width lanes and shoulders to insure traffic safety and user convenience, as defined in the Banfield Draft Environmental Impact Statement; AND BE IT FURTHER

RESOLVED that the Portland City Council does hereby further recommend that light rail transit stations be constructed at 82nd Avenue, 67th Avenue, 53rd Avenue, 39th Avenue, Lloyd Center, Union-Grand, and Coliseum, within the City; AND BE IT FURTHER

RESOLVED that the Portland City Council does hereby express its intention to set forth specific recommendations concerning the alignment of the light rail transit in the Portland downtown as expeditiously as possible, upon the completion of further analysis, the review of the impact of light rail by an ad hoc citizens committee representing the broad interests of the downtown business and residential community, and upon a hearing of comments by the public regarding the downtown light rail alternatives.

Adopted by the Council OCT 26 1978



Auditor of the City of Portland

Mayor Goldschmidt
NG:DW:hm
October 20, 1978