

CITY OF PORTLAND
OREGON

WL
WD
RBW
ML
DLW

1. Circulate

2. File

see.

May 4, 1973

*403.05

To: Mayor Goldschmidt
Commissioner Anderson
Commissioner Ivancie
Commissioner McCreedy
Commissioner Schwab

Subj: Lead Contamination in Portland

Members of the Council:

You will recall the testimony given before the Council on March 22nd concerning possible lead poisoning in children living in proximity to the Minnesota Freeway.

Attached, for your information, are two memos from Mariel Ames of the Mt. Hood Freeway Agency staff summarizing her investigation into the subject. The April 16th memo summarizes the study and testing programs currently being conducted in Portland. The April 18th memo reports on national findings and the control regulations being proposed by the Environmental Protection Agency.

Both Dr. Baum of the Oregon Graduate Center and Mr. McAllister, Multnomah County Sanitarian, expressed great willingness to meet with the Council at any time to discuss their programs and findings in greater depth, should you desire.

Respectfully Submitted,

FRANK N. FROST
Highway Planning Coordinator

FNF:pq

MEMORANDUM

April 16, 1973

TO: Frank Frost
FROM: Mariel Ames
SUBJECT: Lead Poisoning

At the City Council session on Thursday, March 22, the potential hazards of lead poisoning were raised by Mrs. Dick and by subsequent articles in the Oregonian, Journal and The Press.

In order to find out about the studies being done and the potential hazards, discussions were held with Dr. Edward J. Baum, Director of the Study on Sources of Air Pollution at the Oregon Graduate Center, and with Mr. James McAllister, Chief Sanitarian in charge of the Multnomah County Lead Poisoning Control Program.

Dr. Baum explained that their study was being done on contract with the State Highway Division to determine the effect of transportation sources on air pollution in the Portland Metropolitan area. Dr. Baum said that the newspapers had exaggerated the hazards, even though automobile emissions are a known source of airborne lead particulates.

The Oregon Graduate Center Study covers all aerosol particulates including other toxic pollutants: arsenic, manganese, cadmium, (all cancer producing agents) as well as sulphur dioxide and carbon monoxide. Results obtained from this three year long study will provide information useful in selecting future transportation corridors and designing transportation facilities.

Their early studies show that vehicle emissions produce airborne lead pollutants, and that a certain amount of lead contamination occurs from metallurgical industries and from the water supply from fallout, and from old and "do it yourself" plumbing. One of the problems with airborne particulates is that they are absorbed into the blood stream through the lungs with a high degree of efficiency, in contrast to the low efficiency for absorption of lead through the stomach.

Lead Poisoning - 2

The Oregon Graduate Center has done soil testing for lead content at six sites within the City of Portland. Some of these sites were in the Model Cities area in neighborhoods where the County program showed elevated blood lead levels in some of the children. Dr. Baum pointed out that this area is heavily ringed by metallurgical industries.

Up to now the Oregon Graduate Center and the County Lead Testing Program have informally been exchanging information. Recently a joint testing program was set up where the County will take blood tests from children, and test lead paint contamination in houses in sections along the Banfield Freeway. The Graduate Center will correlate its tests with soil samples in the same area and at intervals back from the freeway.

Another joint testing program was started on April 9th with the County Medical services testing kindergarten, 1st and some 2nd grade children at St. Ignatius and Creston Schools. Both schools are adjacent to Powell Boulevard. The Oregon Graduate Center will test soil samples and road dust samples in the vicinity of 43rd and Powell moving at intervals back from the roadway. So far no identifiable pattern has been shown, however, Dr. Baum indicated that at test sites close to heavily traveled streets, soil samples show a high level of lead content: .005 parts of lead/ 1.0 part, which is high grade mineable ore.

The Oregon Graduate Center study is the first comprehensive study of this nature. Other studies on a more limited basis have been done in Los Angeles, New York and St. Louis. CWAPA's monitoring equipment is not sophisticated enough to test airborne lead particulates.

The Multnomah County Medical Services Lead Poisoning Control Program was started last summer. Six hundred children under six years of age and predominantly in the Model Cities area have been tested. Out of these about 40 have shown elevated blood lead levels, and two children have shown lead levels over 80ug/100 milliliters.

Lead Poisoning - 3

The criteria are:

1. Under 40micrograms / 100 mililiters of blood No symptoms.
2. Between 40 to 50 ug/100 The County Services tests the home for leaded paint and rechecks the child.
3. Between 50 to 60 ug/100 The home is tested and parents are asked to take their child to their physician.
4. Between 60 to 80 ug/100 Same as 3. Symptoms indicate an otherwise normal or bright child becomes a slow learner.
5. Over 80ug/100 Prolonged exposure can cause brain damage. Indicates a medical emergency with hospitalization recommended. Drug therapy can be used to flush the system and reduce lead levels in four or five days.
Two hundred children each year die in the US from lead poisoning, up to now attributed only to "pica" or eating non food substances.

Mr. James McAllister, Chief Sanitarian, also said that the newspapers had exaggerated the relationship of lead poisoning and living near the freeway. He indicated that they had no clinical data which would either prove or disprove lead poisoning as a direct correlation to living near the freeway. He said, however, that several of the children who had elevated blood lead levels lived in homes which were lead free, therefore the assumption is that the lead came from other sources.

Mr. Dick, who is with CWAPA, and lives close to the Minnesota Freeway, asked that his children be tested. Both showed blood lead levels higher than normal. Other children in the immediate neighborhood were also tested and several had higher than normal blood lead levels. Mr. McAllister pointed out that their testing program has been to target in on areas of poor, old housing where the lead paint potential is very high. At the beginning of their program the County tested houses for lead paint first, and then tested children from those homes where lead paint was found. For this reason statistics on the incidence of elevated lead levels do not show any pattern of consistent testing, or any control group. Instead they are clustered in those areas where the County found old housing.

April 18, 1973

MEMORANDUM

TO: Frank Frost

From: Mariel Ames

Subject: Lead Levels

In 1972 William D. Ruckelshaus, Administrator of the Environmental Protection Agency, proposed regulations for the reduction of lead content in "regular" and "premium" leaded gasolines by providing a reduction schedule over a four year period beginning January 1, 1974. These reductions together with the introduction of one grade of lead-free gasoline would provide for the protection of health in major urban areas within the shortest time reasonably possible.

The regulations proposed below provide for the lead reduction on a schedule revised from the earlier proposals made in February, 1972. The January 1973 proposed regulations provide for a quarterly average lead content in the leaded grades of gasoline produced by any refinery of:

2 grams of lead per gallon effective January 1, 1975.

1.7 grams of lead per gallon effective January 1, 1976.

1.5 grams of lead per gallon effective January 1, 1977.

1.25 grams of lead per gallon effective January 1, 1978.

(Issued under Sections 211 and 301 of the Clean Air Act as amended (42 USC 1857f 6c, 1857 g a.) Federal Register, Vol. 38. No. 6 January 10, 1973. Environmental Protection Agency 40 CFR Part 80.)

The amount of lead added to gasoline is used to boost the octane rating. The lower the grade of fuel, the more lead is added to bring the octane rating up. The higher the grade of fuel, the less lead is needed. The timing on the schedule is required by the petroleum industry to prepare for lead reductions in the refinery processes.

After July 1, 1974 all gasoline sold as unleaded gasoline must meet the defined requirements: Gasoline containing not more than 0.05 grams of lead per

Lead Levels - 2

gallon and not more than 0.005 grams of phosphorus. Leaded gasoline may not be sold for use in cars which have engines designed and suitable for unleaded fuel. Any operator who retails more than 200,000 gallons of gasoline annually must offer at least one grade of unleaded gasoline. (Federal Register. Vol. 38, No. 6, Jan. 10. '73)

The Environmental Protection Agency has considered whether it would be more economically and technologically feasible to provide for the protection of public health by means of a new vehicle emission standard for lead particles than by means of the proposed reduction of gasoline lead content. It is considered unlikely that new motor vehicles would be equipped with lead emission control devices prior to the 1975 model year - now extended to 1976. Beginning in that year, vehicles will be equipped with catalytic emission control systems which are rendered ineffective by lead emissions (i.e. lead in the fuel destroys the catalytic system.) All evidence available to the Administrator indicates that lead trap devices adequate to protect the catalysts will not be available by 1975. The low lead emission standards could be applied to new motor vehicles only. Older vehicles would continue to use leaded gasoline.

Airborne lead levels in many major urban areas currently range from 2 to over 5 micrograms per cubic meter of air. Since motor vehicles are the predominant source of airborne lead in such areas, attainment of a 2 microgram level in many areas would require at least 60 to 65 percent reduction in lead emissions from motor vehicles. Airborne lead levels exceeding 2 micrograms per cubic meter, averaged over a period of 3 months or longer, indicate sufficient risk to endanger public health

The Environmental Protection Agency states that currently considerable numbers of urban residents have abnormally elevated blood lead levels resulting from excessive exposure to environmental lead principally through food, water, paint

Lead Levels - 3

air and dust. Emissions from motor vehicles using leaded gasoline account for over 90 percent of the lead emitted into the atmosphere. The resulting airborne lead can: 1) Be directly absorbed through the lungs as people breathe, or 2) settle out of the air to contaminate the dirt and dust which may be consumed by children. Strong evidence exists to support the view that through these routes airborne lead contributes to excessive lead exposure in urban adults and children. Studies of urban women are especially significant since blood lead levels in newborn babies are known to be well correlated with lead levels in expectant mothers. Correlations between likelihood of exposure to airborne lead and high blood lead levels have been demonstrated in several selected adult groups.

Though airborne lead also contributes to total lead exposure in children, a possibly more important route of exposure may be ingestion of leaded nonfood items such as leaded paint and dirt. Recent studies indicate that the presence of lead contaminated dirt and dust in urban areas represents another potentially significant source of lead exposure for children. Levels of lead in dust and dirt are known to decrease with increased distance from roadways, and hence are directly related to the use of lead in gasoline. Only fractions of a teaspoonful per day of lead contaminated dirt would easily exceed the maximum permissible lead intake for children (300 ug/day). Therefore the Environmental Protection Agency has concluded that it would be prudent to reduce preventable lead exposures from automobile emitted airborne lead to the fullest extent possible.

There is little doubt that airborne lead constitutes a health hazard in Portland. Even though the tests by the Multnomah County Lead Poisoning Control and the Oregon Graduate Center are not completed, it should come as no surprise if the results show significant relationships of elevated blood lead levels in children and adults who live close to major thoroughfares.

EPA in its papers and discussion on this problem recognized airborne lead particles as a health hazard. The long range prognosis indicates that technically

Lead Levels - 4

lead levels in gasoline can be reduced. However, for the next few years, before emission controls can be implemented and made effective, airborne lead will continue to be a real problem.

6540

* 403.05

I 5

September 12, 1972

Mr. Don Jewell, General Manager
Memorial Coliseum Complex
Portland, Oregon 97208

Dear Mr. Jewell:

I have recently been in contact with the State Highway Department and they inform me that no decision has been reached on the freeway off-ramp adjacent to the coliseum.

As soon as any further information is received you will be contacted.

Thank you for writing.

Yours very truly,

Lloyd Anderson
Commissioner of Public Works

LEA:bg



6570
memorial coliseum complex · don jewell, general manager
portland, oregon 97208 phone (503) 235-8771

August 30, 1972

Mr. Lloyd Anderson
Commissioner of Public Works
Department of Public Works
Room 414
City Hall
1220 S. W. Fifth Avenue
Portland, Oregon

Dear Lloyd:

Under date of 26 April 1972 we were advised that studies were underway to determine possibilities of improving the off-ramp situations pertaining to the freeway adjacent to the Coliseum Complex. A copy of your letter is attached herewith for your convenience.

With another busy season at hand, we are wondering if the various authorities have reached any decision regarding a solution to this ever-increasing problem.

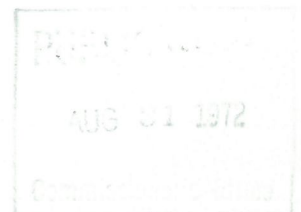
Any information which you can share with us for the guidance of the Exposition-Recreation Commission will be most appreciated.

Yours very truly,

MEMORIAL COLISEUM COMPLEX

Don Jewell
General Manager

nm



LLOYD ANDERSON
CITY COMMISSIONER



DEPARTMENT OF PUBLIC WORKS
ROOM 414, CITY HALL
1220 S.W. 5TH AVENUE
PHONE 228-6141

CITY OF PORTLAND
OREGON

April 26, 1972

RECEIVED
APR 28 1972
MEMORIAL COLISEUM

Mr. Don Jewell, General Manager
Memorial Coliseum Complex
Portland, Oregon 97208

Dear Mr. Jewell:

As I previously related, the State Highway Division has been investigating the ramp leading from N. E. Weidler to the freeway. We have since received further information on this subject.

The State Highway Division has proposed a solution requiring widening of the ramp for about 400 ft. southerly of the Weidler intersection to allow increased storage for a separate right turn lane for east bound Weidler traffic. This would increase the capacity of this movement by about 45% and allow two full northbound lanes on Victoria Street.

Further studies are underway to estimate costs and determine right-of-way requirements. The Highway Division will then submit this project to the Federal Highway Administration as a Highway Safety Project. The implementation of this project will be contingent upon their approval and the availability of funds.

I will transmit further information to you as it becomes available.

Very truly yours,

Lloyd Anderson
Commissioner of Public Works

LEA:bg

	INFO	DJ	INT
RN	✓		RN
LI			
MS			
JS			
JL			

APPOINTMENTS, RESIGNATIONS AND OATHS OF OFFICE

3222 Appointments and oaths of office of the following Special Police Officers:

Robert E. Bodey
Andres Nava, Jr.

By unanimous consent, the above appointments were confirmed, and the oaths of office ordered placed on file.

Commissioner Anderson made a motion, which was seconded by Commissioner McCready, that the rules be suspended, and C. C. Nos. 3222-1 and 3222-2, not appearing on the Regular Calendar, be taken up for consideration.

The motion being put resulted in Yeas, Commissioners Anderson, Goldschmidt, Ivancie, McCready, and Mayor Schrunk, 5; whereupon the motion was declared carried, and the rules so suspended.

3222-1 Resolution No. 30954 describing and declaring new city boundaries effective August 31, 1971, was introduced by Order of Council and read.

The roll being called on the adoption of this resolution resulted in Yeas, Commissioners Anderson, Goldschmidt, Ivancie, McCready, and Mayor Schrunk, 5; whereupon the resolution was declared adopted.

3222-2 COMMISSIONER ANDERSON:

Your Honor, I don't know whether you want this as part of the Council meeting or later, but as I indicated at the Council Conference yesterday, when Commissioner Goldschmidt was gone--we felt it was appropriate to bring it up now--we have had this question of a neighborhood group in Northeast Portland concerned about the access to the Fremont Bridge. Frankly, the kind of concerns they have expressed, I think are concerns of all of us, the development of the freeway system through the City; particularly new alignments and the effect they have on the lives of the people that live in those alignments, is of concern to all of us.

I think our staff people, my staff people, have been attending some of the meetings out there. I have had memorandums back from some of them, expressing some of the concerns. There are several things that I would like to bring out, that I think are of concern to me.

In the article itself, it discusses the business that the access roads here are just the beginning of the development of a freeway alignment through the area, and that the freeway alignment will be virtually committed, if we agree to the ramps--which we have already done, I may add. It also says in the article that it means that "more white roads will go through black bedrooms, and a lot more white bedrooms, too."

I think it would be appropriate, at least as far as I'm concerned, to at least indicate that in the location of freeways, or rapid transit routes, or anything else, the notion that this is going to be aimed in a discriminatory way to anyone, it seems to be inappropriate. I deliberately quoted this one business about black bedrooms, because I think, in looking at the minutes of the King-Vernon-Sabin Coordinating Committee, I have here a quote from that which also concerns me--and I read from the minutes:

COMMISSIONER ANDERSON: (CONTD)

"It was also stated in the minutes this week to show a correction of the minutes of June 16, that statement to read:

'Freeways are merely methods of white cars going through black bedrooms.'"

This statement was made by Ron Buel.

Frankly, as far as I'm concerned, in the location of freeways in the City, or any other public right-of-ways, the question of whether they are located on the basis of merit is one that we should discuss, and openly. But there's been nothing, as far as I've been able to see, by this Council that has been done, using that as a guideline for the construction of facilities; and frankly, as far as I'm concerned, if we've got problems in our procedures, in communicating with these neighborhoods, maybe we need to improve them. But at the same time, I would like to avoid, if we can, creating uproar in neighborhoods, that can be avoided if the facts are laid out in front of them by responsible agencies of City government and State government to deal with that.

I've brought it out now, because the matter has been referred, I understand it, to the Model Cities agency and will be coming to the Council for consideration, and at that time, I think we need to be prepared to respond to it. But I think that we can head off, if we wish, this kind of uproar, if we get at it early in the game, and are responsive to the kinds of things that people all over the City are concerned about-- what's going to happen to their home; what impact will it have; are freeways the solution to the transportation problem in the City, and so on. I think we are prepared to deal with those things, and I find it difficult to deal with it when it gets to this point, and then we have to try and unwind much of what is not factual.

COMMISSIONER GOLDSCHMIDT:

Mayor Schrunk, since I was not done the courtesy of being told that this occurred and that you intended to bring this up, I have to assume that this is a play for publicity, and I assume that's all it is. Your staff has traveled through Northeast Portland on a regular basis, at meetings, and so has Commissioner Ivancie's Planning Commission staff, telling people that the Rose City-Prescott Freeway is a decided fact. They have been told in those neighborhood meetings that they are not to worry about that in their neighborhood planning, because it's a long way away. They have been told that they shouldn't worry about the freeway, except for the fact that it's going to go through their community; and they are worried about it.

You talk about responsive City government, responsive to the things they are worried about, about the freeways. What they are worried about is the fact that this City Council has consistently ignored their requests that those freeways not go through there. We are facing the same hassle with the Northwest citizens.

I am not saying it's a simple matter, but I think philosophically, it's a pretty basic matter: that freeways elsewhere have resulted in destruction of people's communities. When somebody says that it's white men's freeway through black men's neighborhood, we tried, at one point, I understand it, as a City, to put a freeway down 39th; we've talked about 57th; we've talked about all kinds of places, where the resources of those communities are sufficient, and the Council's judgment apparently then was that the neighborhood values were sufficient, that no freeway should go through at all.

COMMISSIONER GOLDSCHMIDT: (CONTD)

The freeway with which we are dealing now is in my neighborhood; so we have a white man's freeway in a white man's neighborhood, if we are talking about five people on the City Council who will make the decision.

The critical issue to me isn't race. I don't think that's relevant; I would say that to anyone. The critical issue is that this Council hasn't been responsive. We are living with a resolution that Bill Bowes and Buck Grayson and Stanley Earl and Mayor Schrunck, and anybody else that was around then, passed on the Powell Corridor, and we are still living with the indecision and no impact study.

Out on the East Side of this town, in Lents, people are being dislocated, and public decisions have been skewed way out of balance, where the school is going to absorb a tremendous amount of noise impact.

When you say that we are ready to deal with this on a rational basis, I couldn't agree less. Don Bergstrom, City Traffic Engineer, Lloyd Keefe, our most representative Planning member, go around this community, telling people it is decided--and when you see people in those meetings saying, "We don't want to believe it's decided"; but when they get letters back from Commissioners, saying it has been, we have already agreed those ramps are going to go there--and they know those freeways are going to follow--you should expect this kind of thing.

I don't know whether those minutes reflect what he said accurately. All you say is that they were corrected to read--corrected by whom?

COMMISSIONER ANDERSON:

They were passed by the Committee itself. "Mr. Simpson moved that the minutes be accepted, with the necessary correction. Mr. Brown seconded the motion, and the motion passed."

COMMISSIONER GOLDSCHMIDT:

As far as that goes, he may have said historically that it's been white men's freeways in black men's neighborhoods, and I think, if you look at urban settings in the United States, that's traditionally what's happened. Whether he said that's the case in Portland, I don't know. There's only one freeway that I'm aware of through a neighborhood that was for the most part black, and that's the Minnesota--so it's obviously not accurate.

COMMISSIONER IVANCIE:

Mr. Mayor, I think if Mr. Keefe has made the statement that this freeway is set, but don't argue about it and accept it, this would be surprising to me. The projection on the so-called freeway, we are talking about 20 years. There was a very extensive hearing held on this freeway question about a year ago at Sabin School. About 200 people participated in that hearing, and they were told at that time, it's probably a 20-year projection, before this freeway is even talked about on a solid basis.

I can agree with Commissioner Goldschmidt that the Minnesota Freeway, and the Banfield, and others--the Mt. Hood--were things that were done without the concurrence of the general public of this City. We have had public hearings; there are relocation programs. These things are not done in the dark. But I think, if our staff people are going to

COMMISSIONER IVANCIE: (CONTD)

go around and create problems where none exist, we are casting a new light on our City. If Mr. Buel has made this statement about this particular area, I think he should own up to it--or disavow it.

COMMISSIONER GOLDSCHMIDT:

What I say to you is, we have no way to have him own up to it or disavow it, when Commissioner Anderson "blind-sights" him; and I will also tell you something: it isn't our staff people--

COMMISSIONER IVANCIE:

I'm not done yet, Commissioner. I would like to know, what are you saying to the citizens in this area about this freeway question? Somebody on TV the other night said that, "Commissioner Goldschmidt's office informed us, or told us that." What are you saying to the people in this area about that freeway?

COMMISSIONER GOLDSCHMIDT:

I am saying that it's not a decided question.

COMMISSIONER IVANCIE:

You just said Mr. Keefe said it was a set question.

COMMISSIONER GOLDSCHMIDT:

He says it's a set question, and apparently Mr. Bergstrom thinks it's set.

COMMISSIONER ANDERSON:

I have a memorandum from Mr. Bergstrom here, saying that he does not say it's a set question; that the freeway alignment is not set; that there, in fact, are technical studies going on now, to determine what the demand for traffic is in that area; that in fact, the ramps are being built and were agreed to a long time ago--that they are the access simply to surface streets. There's been no agreement on the alignment of that. There was a study done some years ago by Wilbur Smith, that recommended an alignment, and that alignment is out. So Bergstrom has not been going out and saying the alignment has been set.

COMMISSIONER GOLDSCHMIDT:

Wait--I did not say that the alignment was set. All we have been getting from these staff people is the statement that they believe this freeway is necessary, and the commitment is there to build it--not when--20 years from now. They say that, also. They also say no decision has been made on the alignment, and it would require public hearings. They aren't misleading anybody on that point. All I have said is, that freeway is not decided, until this Council votes to have it go in there.

COMMISSIONER IVANCIE:

But earlier, you said that the staff said, "This is set; make up your minds to accept it."

COMMISSIONER GOLDSCHMIDT:

That it's going to be built.

COMMISSIONER IVANCIE:

They aren't saying that.

COMMISSIONER GOLDSCHMIDT:

I think they are saying it, and I think you will find, when they come to neighborhood meetings, that's what the people are understanding them to say.

COMMISSIONER IVANCIE:

If your staff is misinforming the citizens out there, you are doing them a disservice.

COMMISSIONER GOLDSCHMIDT:

Don't say, "my staff". They're your staff.

COMMISSIONER IVANCIE:

There's Buel's quote.

COMMISSIONER ANDERSON:

I think it would be important, as far as I'm concerned, and as far as the staff people from the City, regardless of what department they come from, that it be clear as to what the City's position is with reference to the freeway facilities out there, so that if there are proposals, that they come in front of this Council, and that the Council make a judgment.

But at this point, as far as I'm concerned, as one Council Member, there's no commitment on the City Council's part to construct a freeway in that area. We are in changing times now, and there is a major possibility that we can develop mass transit as a means of moving a fair share of these people, and that in fact the freeway may not be needed. But I would say, we have to get the facts out, to make that sort of a determination, and the facts are being developed now.

I think what I am interested in is to develop some orderly procedure, whereby we can do this in a way by which the public is informed, and give all the information, where we stand at any particular point.

One thing which I had requested from the Council some time ago was some general investigation on the development of transportation systems in the City, because I think we do have a priority problem. We don't have a list of streets that need improvement and identification of which ones we should finance first, except maybe the first year; but I am concerned that we let it drift, that we don't develop some kind of understanding, and I would say a reasonable one, for the Council to follow, as to how we go about doing this business.

COMMISSIONER GOLDSCHMIDT:

Mayor Schunk:

You were discussing reasonable processes. We are looking at planning maps, including the recently completed Model Cities Tentative Plan; the Irvington, Alameda, and King-Sabin maps show a freeway through that area--tentative, you call it. These people are making investment decisions in their homes, in their families, and in their lives; and I don't think you can say that the City has ever had an orderly process that could tell these people ten years from now, what's going to happen there.

I think the City has to make a philosophical decision and a basic policy decision early enough to let those people decide whether to keep the neighborhood. If you are prepared to debate the question in this Council, on whether or not there should be a freeway there, and do it within the next eight to ten months, I would be perfectly prepared to introduce an ordinance which says, "We hereby remove it from the planning maps of the City of Portland"--so at least those people have some sense that there's been a commitment made to them in the investment of their homes and their lives,

COMMISSIONER GOLDSCHMIDT: (CONT'D)

and the development of their properties, that they can expect to live there, and to live in some peace. It is skewing the activities of those neighborhood planning associations--not because we invented it, but because we were asked to respond to the question of whether there was an absolute commitment to build it--not route; just whether--and they are under the impression that that freeway will be built--not where; they don't know where. That's another dangerous fact, because it takes in a wide parameter of potential possibilities, and could eliminate more homes.

I don't think it's fair for the City to do it, and I am prepared to see the Council vote on it any time. I don't think it ought to be on the maps--not on the maps when it's being studied; not on the maps, when we haven't got the facts. It ought to only go on the maps at a point in time when we know we want that freeway there.

COMMISSIONER IVANCIE:

Mr. Mayor, the planning process is not that clearcut. You have to make projections for future alignments. This is a common procedure in any planning function, especially in freeways.

I would suggest, Mr. Mayor, in order to alleviate a lot of public concern here, and apparently some misinformation--I would be willing to ask Mr. Keefe and Mr. O'Hiser, and I am sure Commissioner Anderson will ask Mr. Bergstrom to come in to this Council, and clarify this so-called freeway question.

MAYOR SCHRUNK:

I was considering setting up a special Council Committee, together with staff, to do that very thing. After they have had these preliminary meetings, they can report back to the Council.

COMMISSIONER IVANCIE:

I would like to avoid another Committee, that's all. Give them the minutes of this meeting, and have them respond to that, and clarify this information that's floating around on television and the newspapers, demonstrations, et cetera. I think we have enough problems without creating more.

MAYOR SCHRUNK:

I agree with Commissioner Anderson, the people are entitled to as definitive a statement as possible; but planning is not an exact science. I have been critical of some of our maps that show an access to Portland Blvd. out of Swan Island. I have assured the people of the neighborhood that this Council has never approved that type of program. It was only some lines. We've got lines all over the City of Portland; some of them have been there too long, probably. But I think that the people are entitled to a definitive statement.

So I hereby appoint Commissioner Anderson as Chairman of the Committee; Commissioner Ivancie, with Planning; and Commissioner Goldschmidt, and their staff members concerned, to meet and develop, and report back to this entire Council, rather than try to hold the meetings here. If we can crystallize the things to tell the people, give them some assurance as best we can--and none of us are so wise that we are able to say what's going to happen, even ten years from now, let alone 20. It's entirely possible we will cover the Minnesota Freeway; it will be maybe a cut and cover. Maybe we will be running buses, or a subway train down there. Many things can happen in the next 20 years, with the new technology in transportation--and I think that we have to look at that, keep our options open, and do the very best we can to respect the livability of this City.

MAYOR SCHRUNK: (CONTD)

So I think the people are entitled to an answer, and I think our staff should be saying, if they are talking overall policy and what has been adopted, and what is going to be done, as near as possible to the facts, not their own ideas.

COMMISSIONER IVANCIE:

I would suggest, Mr. Mayor, that they stick on this question of the ramp situation and the projected Rose City Freeway.

MAYOR SCHRUNK:

This is the subject matter of the special committee, to respond to this particular allegation.

COMMISSIONER IVANCIE:

I would suggest that the Auditor furnish the minutes of this discussion to Mr. Keefe and Mr. Bergstrom, so they will have full knowledge of the misunderstanding and the controversy.

MAYOR SCHRUNK:

And he probably should provide them to the three Commissioners concerned.

Mayor Schrunk appointed a Special Committee, consisting of Commissioner Anderson as Chairman, and Commissioners Goldschmidt and Ivancie, with instructions to meet with their staffs, and report to the Council regarding information to give the public as to the projected ramps and the projected Rose City Freeway system.

The City Auditor was instructed to send copies of the above minutes to Mr. Bergstrom, Mr. Keefe, and Commissioners Anderson, Goldschmidt, and Ivancie.

COMMISSIONER MC CREADY:

Mr. Mayor, I would like to clear up one little misconception. I believe, Commissioner Goldschmidt, when you referred to Commissioner Anderson not doing you the courtesy--yesterday, at pre-Council, when he was called on for his various items he wished to bring up, he said, "I had one here, but since Commissioner Goldschmidt has left"--he did not want to discuss something in your absence.

COMMISSIONER GOLDSCHMIDT:

For the record, I was informed that only one matter would be on the agenda, by the Mayor's office; that it would be a one-hour meeting, and that I was to appear and represent the City at the Detox Facility; so I apologize to Commissioner Anderson. I didn't realize anything else was going to come up. I was under the impression the only matter was the payroll issue.

MAYOR SCHRUNK:

Anything further to come before this Council?

AT 11:35 A.M., BY UNANIMOUS CONSENT, COUNCIL RECESSED TO
SEPTEMBER 8, 1971, AT 2:00 P.M.

AUDITOR OF THE CITY OF PORTLAND

Lillian R. White
Council Reporter

403.05

M E M O R A N D U M

To: Bill Lind

Date: August 30, 1971

From: Dick Wagner

Subject: I-505 Conferences of Thursday, August 26, 1971

My impressions of the meeting with the WHNA and NWDA presidents are mixed. The previous feelings I had of each group were largely reinforced. Namely, the WHNA is irresponsible and the NWDA has something to offer. Paglin did not have much to say. What he did say was basically, "Get the damned thing out of my backyard. If you do not do it by yourself, we've got the money and the desire to force it out legally." I believe Paglin is bluffing and that the entire WHNA has been bluffing for eight years to gain time with the hope that any highway possibilities would be junked. Thus far they have succeeded with the stall. Do not think you can expect a change of tactics now. One cannot deny that they have been successful. The WHNA keeps calling for an impact study. I think this can be viewed as another stall for the most part, although there is definitely some merit to the idea. However, I doubt that the verdict of the study would do much for Willamette Heights besides gain time.

Sheldon was much different and much more articulate. He also had more to say even though he said much of it too many times. His concerns for the impact on the neighborhood are definitely justified. Freeways are infamous for deteriorating environment and neighborhoods. Middle class exodus is also a huge problem that must be contended with from both a social and taxation viewpoint. Core city deterioration is a problem that must be contended with and hopefully avoided in this whole business.

Most of what Sheldon said is difficult to refute without an impact study. It is also difficult to substantiate. In fact, Sheldon can be easily put with Bergstrom, Perry and company, all coming out with their own personal "I think" on the subject of impact. No one really seems to know what will happen and thus everyone is at loggerheads. If you could convince Sheldon to say what he had to say and then shut up, it might be advisable to get him in one some of the planning sessions such as the one held Wednesday, August 25. In some respects he is more knowledgeable than the Planning Commission staff vis a vis possible city-wide social implications of the I-505.

However, I take issue with Sheldon on a couple of accusations. (1) I think the NWDA's "demands" or whatever are being taken seriously by the City. I believe they were part of the City Council decision on the Multiple Use Study and communicated as part of the City's position to the Oregon State Highway Department. (2) His attack on the "buffer" concept as fallacious is misleading and based on weak evidence. He states that the Planning Commission is pushing for industrialization east of 19th. This is not true. What the Planning Commission did say was that the area would be light industrial and apartments,

that single family dwellings were doomed on simple economical basis. I believe that his ideas of industrial development south of the freeway could also be negated by Council foresight in zoning. This might be a part of a compromise settlement with the Northwest District.

I think you should ignore Willamette Heights. The NWDA can be worked with and on. It should not take a lot of effort to redivide the two. Sheldon seems to take no great exception to the corridor. You can work with it from there. I do believe that you should make every conceivable effort to meet the demands of the NWDA and attach the City firmly to them. They are not unreasonable at all as they are mostly a matter of treating the most affected persons with human respect. The NWDA can be made to support the corridor, but only if ... a human concern is displayed in the process.

As for the afternoon meeting, other issues were at stake. What I saw was a classical philosophical combination that can only be resolved with many hours in a locked room. The traffic count lay at the bottom. I don't see how to get at that. Bergstrom relied on the Oregon State Highway Department reputation for conservative accuracy, a questionable method of evidence substantiation. On the other hand, the Planning Commission staff has neither the experience or the expertise to be trusted. But, I think they were right - some cars seemed to be getting counted twice. I also think that their "self-fulfilling prophecy" concept is valid.

Both concerns, the traffic and the area, need advocates. Historically, traffic has been getting it all. The automobile will not "just go away," but the people-neighborhood aspect needs some strong attention given to it. It has too often been ignored.

Basically, I think that you said most of the intelligent things that came out of it all, and I agree with the design you propose. It gives a tolerable situation to both sides as far as I can comprehend it.

DICK WAGNER

Administrative Intern

DW:jt

MEMORANDUM

August 31, 1971

TO: Lloyd E. Anderson
FROM: William S. Lind
SUBJECT: Status of I-505 Design and Interim Traffic Pattern

At the I-505 Design Presentation meeting at the Water Bureau on August 13th, the meeting adjourned with four items that had to be done. This is a report on where we are at the moment in relating to these items.

1. We are in possession of three proposed interim traffic pattern solutions on the Thurman-Vaughn couplet design and interim traffic pattern. One is acceptable. One has been rejected and the third is being examined by the State for feasibility. The state has asked that they have until September 9th to give us an answer. (This is Pattern B that they are considering)
2. Fred Klaboe has stated that Olson, the Design Engineer, can still say no more than "It appears that the frontage road design can be used, but there are still some traffic problems to be worked out."
3. Although Item 2 above would indicate that we don't have definite enough word for the City Engineer to incorporate the frontage road in his design, Fred Klaboe stated that we could go ahead with it as an alternate design. He further stated that working out the traffic problems was just a matter of time.
4. We are obviously not yet ready to prepare a new schedule of events to present to the City Council. It still appears that there will be a general delay of 4-6 weeks.

cs

file

M E M O R A N D U M

August 10, 1971

To: Bill Lind
From: Dick Wagner
Subject: I-505 Historical Synopsis

The history of I-505 is a complicated affair that has been twisting and turning since about 1963 when talk about making NW Thurman and NW Vaughn into one-way couplets as a part of the state highway system began. As of the present, this one-way couplet seems destined for institution sometime in 1972. In the eight interim years, nothing physical, except for the Fremont Bridge has actually transpired in the Thurman-Vaughn region of the Northwest. Today, the Willamette Heights Neighborhood Association (WHNA) would like to see this inaction continue. However, it seems that the I-505 is an inevitability after years of discussion, planning, and researching. This report is designed to put those years into perspective. In addition, I am enclosing some previous memos regarding the WHNA aspect of the affair and a summary of the NW Citizens survey regarding those who will be displaced by the freeway.

I am also including a Planning Commission summary of their "Multiple Use and Joint Development of the I-405, I-505 Freeway Corridor" report and a copy of the latest report from the City Engineer regarding on-off ramps.

The information contained herein is taken from the files of the Traffic Engineer and from the files of the Commissioner of Public Works.

Important factors to be remembered with regard to this are:

1. This is a matter of extreme controversy.
2. That there will be an extreme impact upon the Northwest; the positive or negative qualities of this impact will rest largely upon the degree to which Planning Commission recommendations are followed, (Joint Development and Multiple Use), the relocation process, and upon keeping non-resident traffic out of the Northwest.
3. That there is a great degree of citizen - voter emotion involved; the residents of the Northwest must feel as though their feelings and thoughts are being considered.
4. The placement of the ramps is a major concern to avoid adverse impacts on ESCO and residential areas.
5. Willamette Heights has been an active, if irresponsible, antagonist since 1963.

6. The Northwest District Association has been and is a responsible organization who should be heard.

In 1963, the controversy over the Thurman-Vaughn one-way couplet system began as the state wished to make it a part of the highway system to St. Helens Road. For the next three years there was much discussion of this possibility with a great amount of newspaper publicity. The WHNA opposed this development vehemently. There were other problems at this time because of the old Forestry Center building which forced the road plans up into the Willamette Heights residential districts. This problem no longer exists.

The Thurman-Vaughn couplet system gradually evolved into the I-505 concept and was discarded for three or four years. However, with the opening of the Fremont Bridge, Thurman-Vaughn will be turned into one-way couplets as an interim solution to its traffic.

It was in 1968 that the preliminary sketches of I-505 in the Upshur corridor were drawn. Even at that time the ramping was being questioned. ESCO was quite concerned that traffic would be routed into 24th which would adversely affect their operations. On May 13, 1969, ESCO showed a time lapse movie of traffic movements in their area and showed that an increase in traffic flow would hurt their operation substantially. Officials from concerned city and state agencies promised to take a look at the situation to try to remedy it. This has been considered in the ramping plans presently submitted by the City Engineer.

On May 14, 1969, the OSHD asked the City to sign a preliminary I-505 agreement. Bergstrom would not sign it.

On August 5, 1969, the OSHD requested Commissioner Ivancie to have the Planning Commission staff do a Joint Development and Multiple Use Study.

The elevated design for the 21st to 25th portion of the freeway was submitted on August 21, 1969 and on October 6, 1969 Bergstrom approved it.

The OSHD submitted three plans on October 22, 1969. Two of the plans were elevated and one was depressed. They were sent to Lloyd Keefe of the Planning Commission for use in the Joint Development and Multiple Use Study.

Early in 1970, Dale Cannady of the Planning Commission staff spelled out a statement of goals and objectives for both the corridor and for the Northwest as a whole. These provided a basis for the later published Northwest Comprehensive Report and for the Joint Development and Multiple Use Study.

On February 26, 1970, there occurred, what amounted to, a summit conference at the Planning Commission involving the essential state and city officials. At this meeting Cannady brought the group up to date on the Joint Development and Multiple Use Study while the OSHD showed proposed ramp sketches. The OSHD stated that the state was not interested in participating in any development north of the highway. The Metropolitan Engineer said the study had gone on long enough, that there were seven plans with ramps, and that the action should start. He wanted the question of elevation or depression to be decided with all speed. This decision was made on March 2, 1970 when the City decided

to opt for depression along with making a decision for a four-lane street by ESCO and giving them the option of buying a twenty foot roadway for their purposes.

On June 4, 1970, Bergstrom sent Cannady a memo stating that the 1990 traffic estimate was completed. However, he cautioned that it was based on vague figures and that it should be couched with a safety margin. He included signalization of street plans. In addition, the memo included recommendations for auxiliary street arrangements and ramp arrangements.

Commissioner Anderson received a memo from the "City Staff Committee" composed of James Apperson, Lloyd Keefe, Don Bergstrom, and Ray Cruden on August 13, 1970. This memo contained fairly comprehensive commentary on I-505 as follows:

1. Alignment - Upshur from the Fremont Bridge to Wards (as agreed upon by Northwest residents and businesses). The Planning Commission staff believed the freeway should be close to NW Wardway and St. Helens west of Wards in order to minimize the effects upon residents.
2. The Committee favored depressed alignment along the whole route because of reduced expense and fewer undesirable effects upon residents.
3. It also favored making Thurman-Vaughn parallel one-way couplets with Thurman being one-way eastbound from 27th to 18th and two-way west of 27th to allow adequate property access. Vaughn-Wardway should be one-way westbound except at the Montgomery Wards section where it should be two-way.
4. The committee listed preferred ramp locations at 29th with on-off ramps both east and west; at 26th-27th to and from the east with and off ramps to the east to Thurman and an on ramp from the east from NW Vaughn west of 24th.
5. They also favored making 23rd and 24th into one-way couplets north of the freeway while making 23rd the only arterial to the south.
6. Automobile over-crossings were recommended at NW 29th; NW 77th one-way north; NW 26th two-way for Montgomery Wards access; and at NW 21st, 22nd, 23rd, and 24th as part of freeway ramp to serve the industrial area.
7. Pedestrian over-crossings were recommended at 26th and 27th.
8. Utilities were recommended to either go underground or under bridges so they will not disturb the aesthetics.
9. Landscaping was recommended as follows by the Planning Commission staff:
 - a. an open space buffer along the south of the freeway to be incorporated as a part of a continuous open space system from MacCleary Park to the river. The Committee recommended that ramps and over-crossings be designed to accommodate this continuous system.

On August 26, 1970, the Planning Commission issued a memo of a Design Plan Summary which described the three original designs and the three designs done by the Planning Commission. Various philosophies were contained therein. All six designs followed the Upshur route thus giving credence to the WHNA accusation that no alternative routes were ever discussed.

This memo described a meeting with the Northwest District Association regarding the freeway location. A central alignment between Thurman and Vaughn with an early depression was favored.

September 4, 1970, the OSHD sent Bergstrom three proposals for the NW 20th and Thurman intersection to which Bergstrom responded ten days later with a recommendation for "B" which realizes 20th and Thurman, requires 3.5 ft. cuts, a minimal wall and costs \$156,500.

The OSHD notified Keefe then that the Multiple Use Study was not acceptable until it was acted upon by the City Council.

On February 10, 1971, Bergstrom sent a recommendation to the OSHD favoring: 1) a Thurman-Vaughn couplet; 2) making 29th, Upshur and 28th one-way with cutbacks as large as possible; 3) 21st as one-way northbound and 22nd oneway southbound; and 4) no signalization at 28th and Thurman.

Around the beginning of 1971, I-505 became prominent in the newspapers. A February 17 article in the Oregonian reported a Northwest District Association meeting where this organization worked up a solid list of strong recommendations that: 1) the Multiple Use Study be followed; 2) housing removed by the freeway be replaced; 3) families removed have the option to be relocated in the Northwest; 4) social services be directed towards those removed; and 5) efforts be made to minimize the traffic in the Northwest.

On March 3, Klaboe of the OSHD directed a response to certain queries by Commissioner Anderson. These queries regarded the possible alternatives to the Upshur location and the number of persons to be displaced by the project. Klaboe stated that approximately 330 families were to be displaced. The reasons why the Upshur route was chosen over a Front Street route were given as follows: 1) the Upshur route would serve as an industrial-residential buffer; 2) the Front location would severely damage Port of Portland and railroad operations; 3) the Front location would require unacceptable grades to the Fremont Bridge; 4) depression would not be feasible because of the close proximity to the Willamette River; and 5) connection between the lower Columbia River Highway and Front would be difficult and excessively lengthy.

A public hearing was held on March 10, 1971 revealing the vast majority of the various citizen attitudes on the issues. The WHNA was represented at length by Professor Paglin, who condensed the Multiple Use Study as "nice pictures" with little or no regard for ultimate environmental impacts in terms of noise, air and sight. His was a basic reiteration of the WHNA platform which can be found in an attached memo summarizing WHNA - City interactions.

Throughout the remainder of the hearing, it was mostly Northwest residents speaking. The response to I-505 was basically unenthusiastic. However, most accepted it as a reality and pushed for certain guarantees concerning: 1) the adoption of the Joint Development and Multiple Use Study as a basic blueprint; 2) construction of housing units to replace those destroyed; 3) adequate relocation of displaced persons, in the Northwest if desired; and 4) guarantees that no arterials be constructed on 21st or 23rd. There was a great deal of concern for retaining the human characteristics of the Northwest and assuring its viability as a residential neighborhood with some of the finer characteristics of earlier ages. Some very impressive sermons were given. Displays of distrust were shown quite often. For the most part, the hearing yielded constructive, honest, responsible commentary that should be equally heeded with the cries of industry. As an overall analysis of the resident input on the I-505, one can find few better examples of citizens together to work constructively. The impact of the final I-505 plans will have to take these citizens very seriously for the decision has a potentially great impact on the future credibility of Portland government in the eyes of the citizenry and will establish a precedent that will long endure. Much of the responsibility for this is with this office. The residential aspects should be considered with all seriousness.

On March 12, 1971, members of the staffs of the City Engineer, the Planning Commission, and the Traffic Engineer discussed access to the south and determined that proposal number three was the best. ESCO would be safeguarded and residential streets would not be overloaded. They asked that the OSHD be required to build a four-lane bridge at 23rd to handle trucks from the north with a widening of 23rd for one block north of the freeway.

Around this time, the citizen groups submitted studies. The WHNA gave its alternate route and a list of condemnations while the NWDA submitted its citizens' survey, a summary of which is attached.

On April 19, Mayor Schrunk sent a letter to the OSHD regarding the Planning Commission's report on the Multiple Use Study and relaying the Council's approval. He included the NWDA recommendations and the minutes of the public hearing previously described. He urged that the NWDA recommendations be followed.

April 14, 1971, James Apperson asked that 23rd be made a four-lane, two-way street.

On May 21, 1971, Apperson was put in charge of planning the ramps by Commission Anderson. These plans have since been made and a copy of the two proposals are included herein. They will be shown publicly in the very near future.

On June 7, 1971, the Planning Commission sent a memo to Commissioner Anderson in response to the WHNA proposal which they soundly condemned. The grounds for this being that it was not a true alternative, would fail in its purpose and assumes actions that will not likely be taken. They did concur with the WHNA that no study was made on alternative sites, stating that these studies should be made if the Multiple Use Study was not adopted.

On July 30, 1971, Commissioner Anderson sent a memo to Apperson describing a presentation schedule for the ramping plans.

At present the Upshur alignment is practically finalized and the ramping possibilities are down to A and B with B uncommended. As I-505 will not be completed for some time, Thurman-Vaughn will become a one-way couplet system next year.

The various amenities provided for in the Multiple Use Study do not seem to have progressed much beyond the dream stage. However, the ramping proposals do seem to consider the residential traffic situation. Care must be taken to protect the commercial establishments on 23rd and 21st to the south.

The alternative of a "cut and cover" system has been discussed, but it would be very expensive and rule out much of the proposed Multiple Uses and Joint Developments. The total cost of an open, depressed freeway will be around \$28 million. With a cut and cover from 27th to St. Helens, these costs zoom to \$44 million less \$2 million right-of-way. From 24th to St. Helens, the cost would be \$53 million less \$3 million right-of-way. Wayne Oberding of the City Engineer's staff puts these estimates as conservative. An added disadvantage being the loss of state bought right-of-way for the purposes of multiple use construction. However, this might be desirable as it could give the City more flexibility in ultimate design. An advantage of cut and cover would be to eliminate most of the obnoxious aspects of the freeway in its relationship to the urban environment.

DICK WAGNER

Administrative Intern

DW:jt
Attachments

On July 30, 1971, Commissioner Anderson sent a memo to Apperson describing a presentation schedule for the ramping plans.

At present the Upshur alignment is practically finalized and the ramping possibilities are down to A and B with B uncommended. As I-505 will not be completed for some time, Thurman-Vaughn will become a one-way couplet system next year.

The various amenities provided for in the Multiple Use Study do not seem to have progressed much beyond the dream stage. However, the ramping proposals do seem to consider the residential traffic situation. Care must be taken to protect the commercial establishments on 23rd and 21st to the south.

The alternative of a "cut and cover" system has been discussed, but it would be very expensive and rule out much of the proposed Multiple Uses and Joint Developments. The total cost of an open, depressed freeway will be around \$28 million. With a cut and cover from 27th to St. Helens, these costs zoom to \$44 million less \$2 million right-of-way. From 24th to St. Helens, the cost would be \$53 million less \$3 million right-of-way. Wayne Oberding of the City Engineer's staff puts these estimates as conservative. An added disadvantage being the loss of state bought right-of-way for the purposes of multiple use construction. However, this might be desirable as it could give the City more flexibility in ultimate design. An advantage of cut and cover would be to eliminate most of the obnoxious aspects of the freeway in its relationship to the urban environment.

DICK WAGNER

Administrative Intern

DW:jt
Attachments

To: Members of Co-ordinating Group

From: John Perry, Northwest Comprehensive Plan Staff

Subject: Meeting with Commissioner Lloyd Anderson, Dec. 21, 1970

Job No: 7021

Commissioner Anderson was primarily concerned that the Planning Commission and the City Council be "brought along" in the study rather than have a plan dropped in their laps a year or so from now. He also stressed that means of implementation be realistic in terms of local, state and federal programs, e. g., don't plan for the City to become involved in welfare programs that are now administered by the state and county.

He made the following suggestions:

1. The NWDDA should submit an interim report on the progress of the study. This might occur in April or May.
2. A member of the Planning Commission be appointed as liason between the NWDDA and the Commission. Marv Witt, an architect member of the Portland City Planning Commission, who lives and works in the northwest, may be right for this job. I would suggest a letter to Herb Clark, requesting that this liason be appointed to serve as an ex-officio member of the Co-ordinating Group.

We also discussed the San Diego Community Plans policy (copy enclosed). He was enthusiastic about this approach and offered to support a similar policy resolution for Portland.

It has been a very effective tool in planning and community involvement in San Diego, and the NWDDA should consider backing a similar resolution in Portland.

Merry Christmas!

RESOLUTION NO. 106589

A RESOLUTION APPROVING COUNCIL POLICY NO. 600-5
COMMUNITY PLANS.

WHEREAS, the City Planning Department, Planning Commission and the Council of The City of San Diego have reviewed procedures regarding community plans; and

WHEREAS, the Council in conference has decided that there is a need for the establishment of a policy thereof; NOW, THEREFORE,

BE IT RESOLVED, by the Council of The City of San Diego, as follows:

That a policy of The City of San Diego with respect to "Community Plans" shall be as follows:

Subject: COMMUNITY PLANS - Policy Number: 600-5

BACKGROUND

Community planning programs in San Diego have been initiated in the past using many different approaches tailored to the particular problems involved within the area under study. The basic differences lie between those plans which have been developed with special economic analyses prepared by private consultants and those prepared without such outside assistance. Of the former, some have been financed completely by citizens interested in a particular area. Many community plans, particularly those prepared for sparsely developed areas, have been developed using only Planning Department and City Manager's office staff without special outside economic studies financed by local residents or property owners. Prior to this date, no formal policy regarding community planning programs had been officially adopted. In the ever growing complexity of municipal functions, purposes and affairs, some guidelines are needed to guide the City in the manner and order in which comprehensive planning services shall be provided.

PURPOSE

To indicate to the citizens that the City Council encourages the preparation of community plans for major sub-areas of the City on a cooperative basis between community citizen organizations and City staff forces.

POLICY

It is the policy of the City Council, upon recommendation of the Planning Commission, to authorize community planning and development programs and the commitment of Planning Department and City Manager personnel necessary to provide comprehensive planning services, provided:

1. That the citizens' group has established, to a reasonable degree, a formal organization structure which is capable of providing

proper coordination and communications with City staff forces;

2. That said citizens' organization contains as broad a base of local representation as is feasible and practical, and it is expected that community real property owners will be active in the leadership and the formation of any such programs;
3. That said citizens' organization has an awareness of its duties and responsibilities in participating in the planning process and acknowledges a willingness to accept these responsibilities;
4. That said citizens' organization shall, in collaboration with City staff, select appropriate study area boundaries and present a tentative outline of objectives and its work program;
5. That said citizens' organization shall accept responsibility for any costs that may be incurred in the preparation of special studies (e.g., economic analyses, in-depth engineering studies, etc.) which are beyond the normal scope of City staff planning responsibilities, but which are deemed necessary in the preparation of the community plan, except when the City Council has determined that all or part of the cost of such studies is properly an expense to be borne city-wide or may be appropriately funded from other governmental or private sources; and
6. That the proposed planning program is included in annual work programs recommended by the Planning Commission and approved by the City Council with priorities to be established primarily on the basis of community needs and city-wide significance but with due consideration for citizen interest, organization and funding of special studies outlined above.

BE IT FURTHER RESOLVED, that the Council Secretary be, and she is hereby instructed to add the aforesaid policy to the Council Policy Manual.

Adopted on March 10, 1966

Resolution No. 186589

By City Council

Vote: Unanimous
(3 absent)

I-505 2802
file 403.05

CITY OF PORTLAND
INTER-OFFICE CORRESPONDENCE
(NOT FOR MAILING)

July 21, 1971

From Bureau of Traffic Engineering
To Department of Public Works
Addressed to Commissioner Anderson
Subject N. W. Vaughn-Thurman Couplet

Berg wants to
decide this am.

Dear Commissioner Anderson:

Yesterday I talked with Hal Versteeg with the Metropolitan Engineer's office of the State Highway Department, who informed me that the highway department would let a contract this fall in September or October, to install signals, signing and a minor amount of street necessary to put into operation the Vaughn-Thurman one-way couplet system in northwest Portland.

This project is being done in connection with the opening of the Fremont Bridge approach and Stadium Freeway approaches to grade at 21st Avenue, and is good news because the State will not require any financial participation by the City of Portland.

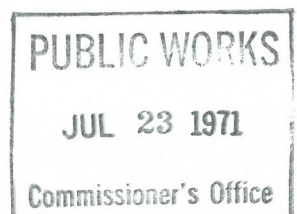
By the middle of August, we intend to send a letter to all property owners on Vaughn-Thurman advising that this one-way couplet system will be going in about March or April of 1972, which would give them ample time to make any changes necessary for the couplet system.

Enclosed is a sketch map showing the system to be installed.

Respectfully submitted,


D. E. BERGSTROM
Traffic Engineer

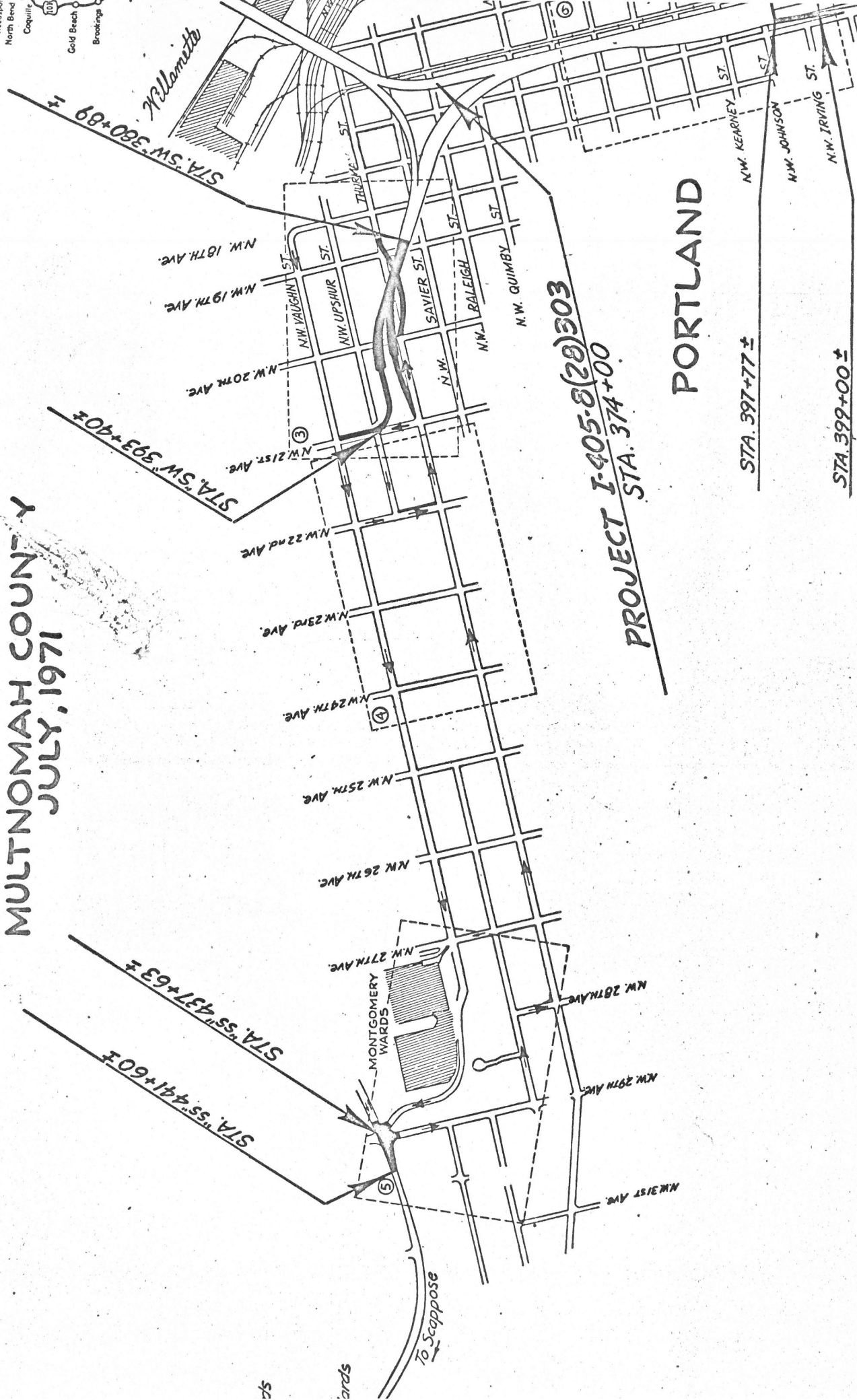
DEB:mls
Encl.
cc: Jim Apperson, City Engineer



GRADING, PAVING, STRUCTURE, SIGNING & ILLUMINATION WEST FREMONT INTERCHANGE (UNIT 2) SECTION STADIUM FREEWAY & COLUMBIA RIVER HIGHWAYS

MULTNOMAH COUNTY
 JULY, 1971

STA. 55+441+60 ±
 STA. 55+437+63 ±



PORTLAND

PROJECT I-405-E(28)303
 STA. 374+00

STA. 397+77 ±

STA. 399+00 ±

Sketch Map
 Scale 0 400 800 Ft

STATE HIGHWAY COMMISSION
 Glenn L. Jackson
 Chairman

I-505
403.05

June 22, 1971

Public Works

Planning Commission

Lloyd Keefe

Willamette Heights Neighborhood Association Study

I am sending copies of your report to the City Engineer and the Traffic Engineer for their information.

Sincerely,

Lloyd E. Anderson
Commissioner of Public Works

LEA:jt

2515

CITY OF PORTLAND
INTER-OFFICE CORRESPONDENCE
(NOT FOR MAILING)

June 7, 1971

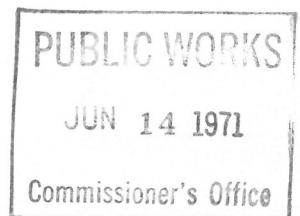
From Dept. of Public Affairs, Planning Commission
To Dept. of Public Works, Commissioner's Office
Addressed to Lloyd Anderson
Subject Willamette Heights Neighborhood Association (WHNA)
Proposal Regarding I-505

The following is the report you requested on April 13 following a discussion with representatives of the WHNA.

WHNA proposes that a "total impact" study be made for the I-505 freeway, and they refer to the new National Environmental Policy Act as a Federal requirement that such a study be made. In addition, the proposal shows one alternative that the WHNA feels should be considered when evaluating various freeway alignments and designs during a "total impact" study. The WHNA alternate proposal routes all traffic along Yeon and Front, connecting with the Marquam Bridge and Stadium Freeway along 21st, 22nd, and 23rd. This is based on the projected high volume of industrial use of I-505.

Following are some of our observations on the alternate proposal:

1. The major role of I-505 is that of a radial to the Rivergate Linnton, St. Helens area. Given this objective the WHNA proposal is not a true alternate to the Highway Commission's proposal as it is not to freeway standards. It is, in fact, little more than an interchange along 21st, 22nd, and 23rd on the north side of the freeway. Their plan has merely eliminated the freeway portion between 22nd and St. Helens Road from the plans now under discussion.
2. The WHNA alternative would not serve the industry in the southwestern quarter of Guild's Lake as well as the Highway Commission proposal.
3. It would do little to relieve surface traffic on Vaughn and Thurman.



4. It presumes an intensive program to rehabilitate the Thurman Street area with parks and housing presumably as a permanent barrier to industry.
5. It assumes an intensive "total impact" study can and will be conducted, and that this study will evaluate alternative locations and designs. Our discussions with the Federal Highway Administration provide no such assurance. The new Environmental Policy Act does require that an environmental statement be prepared, but we got conflicting answers when questioning the need for alternate location evaluation. Moreover, the environmental statements we have seen for similar projects are brief and shallow; hardly the intensive study envisioned by the WHNA. The Highway Commission has a team of landscape architects that are performing the job of preparing those environmental statements.

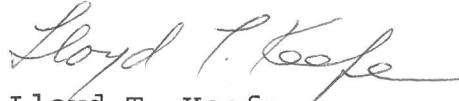
This federal requirement is new and everyone is feeling their way in trying to deal with it. It seems, however, that it would take a considerable amount of encouragement to get the Highway Commission to approach the problem the way that the WHNA wants.

6. Further study will delay final decision on the I-505 freeway even more. The area between Vaughn and Thurman already suffers from serious environmental deficiencies. The longer it takes to pick a corridor and begin acquisition of property, the more this area will degenerate. The possibility of future clearance places a pall over the area and produces economic and emotional hardships on the residents and property owners.
7. The impact of the freeway on the Willamette Heights area will likely be no greater than the present use of NW Wardway, NW 29th and NW Upshur. These existing surface streets have steeper grades and, therefore, greater noise potential from trucks than the proposed freeway.
8. The WHNA point that insufficient study was made to determine the best freeway location is accurate. I-505 began first as a state highway along NW Vaughn, next became an Upshur-Thurman couplet, and finally an interstate freeway. There does not appear to have been any serious attempt to evaluate alternative locations at any point along the line.

Conclusion: In light of the above, we still feel that the Vaughn-Thurman alignment is best for I-505. But this should be supported by the City only if early assurance is given by the State Highway Commission that they will meet the general design objectives of the Multiple Use-Joint Development Study as well as the relocation and replacement housing objectives recommended by the Northwest District Association.

Otherwise we should support the request of the WHNA for a thorough study of alternative routes; considering the full range of economic, social and environmental factors involved.

Very truly yours,

A handwritten signature in cursive script, reading "Lloyd T. Keefe". The signature is written in dark ink and is positioned above the printed name and title.

Lloyd T. Keefe
Planning Director

JP/bd



*Bev-
file*

*4884 ✓
403.05*

CITY OF PORTLAND
OREGON

97204

1220 S.W. 5TH AVENUE • PHONE (503) 228-6141

March 15, 1972

Mrs. Dorrie Lee
7226 S.W. Corbett Avenue
Portland, Oregon 97219

Dear Mrs. Lee:

Lloyd Anderson, Commissioner of Public Works, has forwarded your letter calling our attention to the existing condition adjacent to I-5 Freeway on S.W. Corbett Avenue.

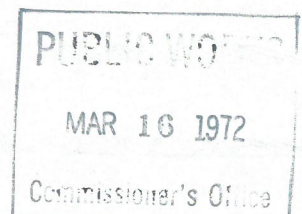
This property was purchased by the State Highway Department for the I-5 Right-of-Way. We called Mr. Don Adams, Maintenance Engineer for the State and informed him of the problem. He assured us that he would check into the matter and see what he could do. It is very doubtful if the area will be landscaped, but this office is certain that the State will clean and maintain the area in a more orderly manner.

Very truly yours,

WILLIAM T. MONAHAN
Assistant City Engineer

TT:vo

cc: Commissioner Anderson ✓
Oregon State Highway Department



#4884

from the Dept. of Public Works

DATE March 8, 1972

COMMISSIONER OF PUBLIC WORKS

TO City Engineer

XXX

PLEASE INVESTIGATE AND REPORT BACK TO COMMISSIONER'S OFFICE.

REFERRED FOR YOUR ATTENTION.

PLEASE PREPARE ORDINANCE IF IN ORDER.

PLEASE ANSWER OR ARRANGE.



✓	WTA
	WTM
	RNC
	DPN
	LEB
	LO +
	LD
	IFW
✓	TT

Note: Please respond and provide my office with a copy.

Thank you,

Lloyd Anderson

3-22-72

DATE March 8, 1972

from the Dept. of Public Works

COMMISSIONER OF PUBLIC WORKS

TO City Engineer

XXX PLEASE INVESTIGATE AND REPORT BACK TO COMMISSIONER'S OFFICE.

_____**REFERRED FOR YOUR ATTENTION.**

____PLEASE PREPARE ORDINANCE IF IN ORDER.

____PLEASE ANSWER OR ARRANGE.

Note: Please respond and provide my office with a copy.

Thank you,

Lloyd Andersen

4884

March 8, 1972

Mrs. Dorrie Lee
7226 S.W. Corbett Ave.
Portland, Oregon 97215

Dear Mrs. Lee:

Your letter of March 2, 1972 commenting upon the conditions of the land near the freeway and your home on S.W. Corbett is most appreciated.

I am sympathetic with your feelings on this matter. Your letter is being forwarded to the City Engineer for his information and action. Be assured the state will be contacted if their help is needed.

Thank you for bringing this to our attention.

Very truly yours,

Lloyd Anderson
Commissioner of Public Works

LEA:dk
cc: City Engineer

7226 SW Carbett Ave.
Portland, Oregon 97219
March 2, 1972

Mrs. Lloyd Anderson,
Portland City Council
City Hall
1220 SW 5th Ave.
Portland, Oregon 97204

Dear Mrs. Anderson:

I understand my area of concern is within your jurisdiction. Would you please get this letter to the appropriate person.

I have sign posts on the east side of Carbett near the south end. On the west side across the street are two homes with the freeway running through them. North of these homes is vacant land ~~was~~ appropriate for building. Parkway down the home to state property is fenced in along the freeway. I hope the state will soon move to make this more attractive.

My real concern is writing you in my letter is the conditions, including at least for the last two years, of the land between the house and the sidewalk, the sidewalk itself and the long strip between sidewalk and street. Although I am living in homes along the street can be regarded as "public" property, nothing has been done here. The property owner is

and are most unhappy over the unsightly mess
so near by Blackberry vines have taken over as have
other weeds, nearly hiding a nice stone retaining
wall. It could well be a fire hazard when the sun is
seen baking it. The parking is mostly weeds and goes
unmowed. Further north where the state fence approaches,
the side walk conditions of sidewalk and parking are
equally unfortunate. There is an old cement hull
an abandoned garage which provides potential hiding
space for truck theft or illegal activities. Is all of
this, city responsibility?

The state property could be a lovely wooded spot
if it were cleaned up and only small areas might need
replanting. Do you have advice on the most effective
way of approaching the Highway Department on this
matter? If the two state were to coordinate their
efforts, it would be more efficient for both.

I do hope you will give this matter your early
attention. As the city is not responsible for the
condition of the area concerned, would you please
take action.

Sincerely,

Barry Lee

March 8, 1972

Mrs. Dorrie Lee
7226 S.W. Corbett Ave.
Portland, Oregon 97219

Dear Mrs. Lee:

Your letter of March 2, 1972 commenting upon the conditions of the land near the freeway and your home on S.W. Corbett is most appreciated.

I am sympathetic with your feelings on this matter. Your letter is being forwarded to the City Engineer for his information and action. Be assured the state will be contacted if their help is needed.

Thank you for bringing this to our attention.

Very truly yours,

Lloyd Anderson
Commissioner of Public Works

LEA:dk
cc: City Engineer

7226 SW Corbett Ave
 Portland, Oregon 97219
 March 2, 1972

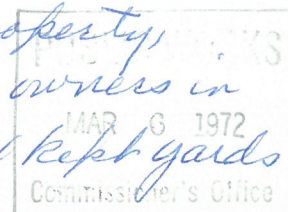
Mr. Lloyd Anderson,
 Portland City Council
 City Hall
 1220 SW 5th Ave
 Portland, Oregon, 97204

Dear Mr. Anderson

I understand my area of concern is within your jurisdiction. If not, will you please give this letter to the appropriate person.

I have my home on the east side of Corbett near the south end. Directly across the street are two homes with the freeway back of them. North of these homes is vacant land ~~in~~ inappropriate for building. Parkway down the hill the state property is fenced in along the freeway. I hope the state will soon move to make this more attractive.

My reason for writing you is my distress over the conditions, prevailing at least for the last two years, of the land between the fence and the sidewalk, the sidewalk itself and the parking strip between sidewalk and street. Although those living in homes along the street can be required to keep up their "public" property, nothing has been done here. The property owners in the area have nice homes, appreciate well kept yards



and are most unhappy over the unsightly mess so near by. Blackberry vines have taken over as have other weeds, nearly hiding a nice stone retaining wall. It could well be a fire hazard when the summer's sun bakes it. The parking is mostly weeds and goes unmowed. Further north where the state fence approaches the sidewalk conditions of sidewalk and parking are equally unfortunate. There is an old cement hulk of an abandoned garage which provides potential hiding space for those bent on illegal activities. Is all of this, city responsibility?

The state property could be a lovely wooded spot if it were cleaned up and only small areas might need replanting do you have advice on the most effective way of approaching the Highway Department on this matter? If city and state were to coordinate their efforts, it could be more efficient for both.

I do hope you will give this matter your early attention. If the city is not responsible for the condition of the area concerned, would you please tell me who is.

Sincerely,
Barrie Lee

4682

403.05

April 26, 1972

Mr. Don Jewell, General Manager
Memorial Coliseum Complex
Portland, Oregon 97208

Dear Mr. Jewell:

As I previously related, the State Highway Division has been investigating the ramp leading from N. E. Weidler to the freeway. We have since received further information on this subject.

The State Highway Division has proposed a solution requiring widening of the ramp for about 400 ft. southerly of the Weidler intersection to allow increased storage for a separate right turn lane for east bound Weidler traffic. This would increase the capacity of this movement by about 45% and allow two full northbound lanes on Victoria Street.

Further studies are underway to estimate costs and determine right-of-way requirements. The Highway Division will then submit this project to the Federal Highway Administration as a Highway Safety Project. The implementation of this project will be contingent upon their approval and the availability of funds.

I will transmit further information to you as it becomes available.

Very truly yours,

Lloyd Anderson
Commissioner of Public Works

LEA:bg

cc: Comm. McCready

4682 ✓

CITY OF PORTLAND
INTER-OFFICE CORRESPONDENCE
(NOT FOR MAILING)

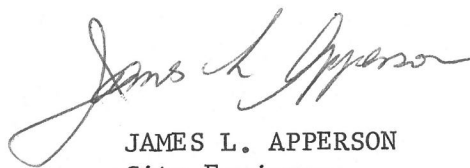
April 19, 1972

From Office of the City Engineer
To Department of Public Works
Addressed to Lloyd E. Anderson, Commissioner
Subject N.E. Weidler Street - I-5 Ramp Widening

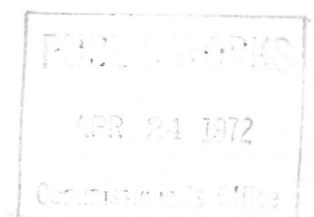
Recent communication from the State Highway Division regarding their investigation of the subject problem indicates that the capacity deficiency of the ramp is controlled by the traffic signal at N.E. Weidler Street. The State's proposed solution will require a widening of the ramp for about 400 feet southerly of the Weidler intersection to allow increased storage for a separate right turn lane for east bound Weidler traffic. This should increase the capacity of this movement by about 45% and allow two full lanes northbound on Victoria Street. The overall effect will bring this intersection to a level of Service "C".

Further studies are now being conducted to provide estimated costs and necessary right-of-way. The Highway Division will submit this project to the Federal Highway Administration for their approval as a Highway Safety Project. The implementation of this project, if approved by FHWA, will depend upon availability of Highway Safety Funds.

Additional information will be transmitted as it becomes available from the State.


JAMES L. APPERSON
City Engineer

WJO:jr



4682

DATE February 17, 1972

COMMISSIONER OF PUBLIC WORKS

TO James Apperson - City Engineer

PLEASE INVESTIGATE AND REPORT BACK TO COMMISSIONER'S OFFICE

REFERRED FOR YOUR ATTENTION.

PLEASE PREPARE ORDINANCE IF IN ORDER.

PLEASE ANSWER OR ARRANGE.



✓	Mr.
✓	Eng.
✓	Pl.
✓	LC
✓	LSD
✓	JPW

Note: Please provide me with your comments on the advisability of widening the Weidler Street ramp of I-5 to service at least two lanes of traffic in order that I may respond to Commissioner McCready. Thank you.

LLOYD ANDERSON

CITY OF PORTLAND
INTER-OFFICE CORRESPONDENCE
(NOT FOR MAILING)

March 7, 1972

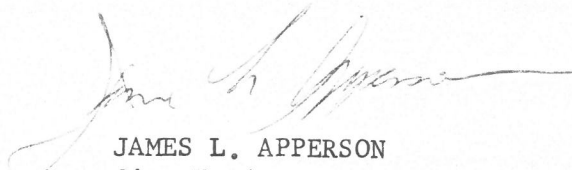
From Office of the City Engineer
To Department of Public Works
Addressed to Lloyd E. Anderson, Commissioner
Subject Widening of Weidler Street Ramp of I-5

On February 17, 1972 you forwarded a copy of a letter from Don Jewell, General Manager Memorial Coliseum, to Commissioner Connie McCready (copy attached) for my comments.

Our people have investigated this matter and advise me that the Oregon State Highway Department is making a detailed study to determine if Mr. Jewell's request can be granted.

The study by the State Highway Department will, according to them, take up to three weeks, and even though Mr. Jewell has been advised by telephone, we wanted you to know of the delay so you may inform Commissioner McCready.

As soon as we have the final report from the State Highway Department, we will advise your office.

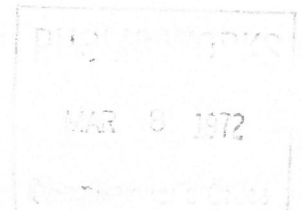


JAMES L. APPERSON
City Engineer

JFW:bd

Enc.

cc: R. N. Cruden, Chief
Bureau of Street & Structural Engr.





memorial coliseum complex • don jewell, general manager
portland, oregon 97208 phone (503) 235-8771

January 28, 1972

Commissioner Connie McCready
Department of Public Utilities
Room 311
City Hall
Portland, Oregon

Dear Mrs. McCready:

Your cooperation is respectfully requested in forwarding this request to the proper authorities.

Officials of Civic Parking reported to this office that a substantial improvement in the removal of traffic from Interstate 5 could be achieved by the widening of the Weidler Street ramp.

While this ramp permits two lanes of traffic at the corner of Weidler and Victoria, as well as a free turn lane for traffic turning east for Lloyd Center, the actual ramp from the freeway to Weidler is only one lane wide and is so striped.

We are uncertain whether this suggestion that the ramp be widened for at least two lanes of traffic be submitted to city or state authorities, but we thought that we would request that your office do so, adding any additional comments or recommendations which you would care to make.

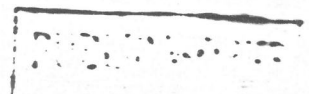
Yours very truly,

MEMORIAL COLISEUM COMPLEX

A handwritten signature in dark ink, appearing to be 'Don Jewell'.

Don Jewell
General Manager

nm



2-2-72

4682

March 10, 1972

Lloyd E. Anderson, Commissioner

Department of Public Utilities

Connie McCready

Widening of Weidler Street Ramp

This is a progress report regarding correspondence from Don Jewell, January 28 concerning the widening of the Weidler St. ramp. I have been informed by the City Engineer that the Oregon State Highway Department is making a detailed study of this request. Their report should be completed in three weeks. He will keep me advised as soon as he receives the report. Mr. Jewell has been informed of this by telephone. I will let you know of any results as soon as possible.

LEA:kl

CE report rec'd 3/8

3-31 Hold another week 4-50

4-13 CE to check hold til 4-28

4-20 By Crutcher is rewriting

CITY OF PORTLAND
INTER-OFFICE CORRESPONDENCE
(NOT FOR MAILING)

March 7, 1972

From Office of the City Engineer
To Department of Public Works
Addressed to Lloyd E. Anderson, Commissioner
Subject Widening of Weidler Street Ramp of I-5

On February 17, 1972 you forwarded a copy of a letter from Don Jewell, General Manager Memorial Coliseum, to Commissioner Connie McCready (copy attached) for my comments.

Our people have investigated this matter and advise me that the Oregon State Highway Department is making a detailed study to determine if Mr. Jewell's request can be granted.

The study by the State Highway Department will, according to them, take up to three weeks, and even though Mr. Jewell has been advised by telephone, we wanted you to know of the delay so you may inform Commissioner McCready.

As soon as we have the final report from the State Highway Department, we will advise your office.

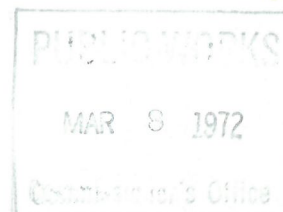


JAMES L. APPERSON
City Engineer

JFW:bd

Enc.

cc: R. N. Cruden, Chief
Bureau of Street & Structural Engr.



4682

from the

DATE February 17, 1972

COMMISSIONER OF PUBLIC WORKS

TO James Apperson - City Engineer

- ____ PLEASE INVESTIGATE AND REPORT BACK TO COMMISSIONER'S OFFICE.
- ____ REFERRED FOR YOUR ATTENTION.
- ____ PLEASE PREPARE ORDINANCE IF IN ORDER.
- ____ PLEASE ANSWER OR ARRANGE.



<input checked="" type="checkbox"/>	MTM
<input checked="" type="checkbox"/>	RNC
<input type="checkbox"/>	JPW
<input type="checkbox"/>	LCJ
<input type="checkbox"/>	LCH
<input type="checkbox"/>	LFD
<input type="checkbox"/>	JFW

Note: Please provide me with your comments on the advisability of widening the Weidler Street ramp of I-5 to service at least two lanes of traffic in order that I may respond to Commissioner McCready. Thank you.

LLOYD ANDERSON



memorial coliseum complex . don jewell, general manager
portland, oregon 97208 phone (503) 235-8771

January 28, 1972

Commissioner Connie McCready
Department of Public Utilities
Room 311
City Hall
Portland, Oregon

Dear Mrs. McCready:

Your cooperation is respectfully requested in forwarding this request to the proper authorities.

Officials of Civic Parking reported to this office that a substantial improvement in the removal of traffic from Interstate 5 could be achieved by the widening of the Weidler Street ramp.

While this ramp permits two lanes of traffic at the corner of Weidler and Victoria, as well as a free turn lane for traffic turning east for Lloyd Center, the actual ramp from the freeway to Weidler is only one lane wide and is so striped.

We are uncertain whether this suggestion that the ramp be widened for at least two lanes of traffic be submitted to city or state authorities, but we thought that we would request that your office do so, adding any additional comments or recommendations which you would care to make.

Yours very truly,

MEMORIAL COLISEUM COMPLEX

A handwritten signature in dark ink, appearing to be 'Don Jewell'.

Don Jewell
General Manager

nm

3-2-72

RECEIVED

DATE February 17, 1972*from the***COMMISSIONER OF PUBLIC WORKS**TO James Apperson - City EngineerPLEASE INVESTIGATE AND REPORT BACK TO COMMISSIONER'S OFFICE.REFERRED FOR YOUR ATTENTION.PLEASE PREPARE ORDINANCE IF IN ORDER.PLEASE ANSWER OR ARRANGE.Note: Please provide me with your comments on theadvisability of widening the Weidler Street ramp of I-5to service at least two lanes of traffic in order that Imay respond to Commissioner McCready. Thank you.LLOYD ANDERSON

from the

Dick -
CE Report for Comm.
McCready

DATE 2-15-72

4682

COMMISSIONER OF PUBLIC UTILITIES

TO Commissioner Lloyd Anderson

PLEASE INVESTIGATE AND REPORT BACK TO THIS OFFICE.

REFERRED FOR YOUR ATTENTION.

PLEASE PREPARE ORDINANCE IF IN ORDER.

PLEASE ANSWER OR ARRANGE.

Note: Attached is a letter from Don Jewell, General Manager,
Memorial Coliseum Complex, regarding the widening of the
Weidler Street ramp. Please let me have your comments.

PUBLIC WORKS

FEB 16 1972

Commissioner's Office



4682
memorial coliseum complex · don jewell, general manager
portland, oregon 97208 phone (503) 235-8771

January 28, 1972

Commissioner Connie McCready
Department of Public Utilities
Room 311
City Hall
Portland, Oregon



Dear Mrs. McCready:

Your cooperation is respectfully requested in forwarding this request to the proper authorities.

Officials of Civic Parking reported to this office that a substantial improvement in the removal of traffic from Interstate 5 could be achieved by the widening of the Weidler Street ramp.

While this ramp permits two lanes of traffic at the corner of Weidler and Victoria, as well as a free turn lane for traffic turning east for Lloyd Center, the actual ramp from the freeway to Weidler is only one lane wide and is so striped.

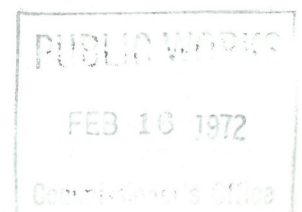
We are uncertain whether this suggestion that the ramp be widened for at least two lanes of traffic be submitted to city or state authorities, but we thought that we would request that your office do so, adding any additional comments or recommendations which you would care to make.

Yours very truly,

MEMORIAL COLISEUM COMPLEX

Don Jewell
General Manager

nm



~~403~~
Re: 4948 ✓

403.05

file

April 11, 1972

Mr. Glen Kenny
422 N.E. 55th Avenue
Portland, Oregon 97213

Dear Mr. Kenny:

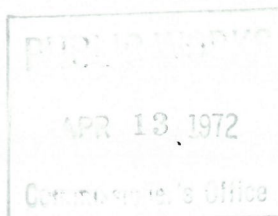
As requested by Commissioner Anderson, I am responding to your letter of March 9th regarding the Terwilliger Boulevard exit and signing on the Stadium Freeway approaching the Marquam Bridge; also, the route from the Marquam Bridge to Barbur Boulevard.

I am sure you will agree freeway signing on the Portland system is a very complex problem because of the number of exits and the number of destinations involved.

I have discussed with the State the particular problem points you mentioned, and I agree with statements made by Mr. Edwards, State Highway Engineer in his letter to you of March 29th.

A major problem we have in the Portland area is that the signing is primarily directed at the driver who is not a resident of this metropolitan area, and the destinations shown are, generally speaking, cities outside the metropolitan area and the use of highway numbers that are not useful to local drivers. We would prefer that the freeway system in the Portland metro area be signed with local destinations as well; however, unfortunately standards do not permit additional names on existing signs.

I have found it helpful when using the freeway system to pre-plan my trip so that I get into the correct lane at least half a mile prior to changing freeways or exiting.



Mr. Glen Kenny

-2-

April 11, 1972

Mr. Martini, Senior Traffic Engineer of my staff, is familiar with the problems you have mentioned. If you have further questions I would like to suggest that you call him, 228-6141, Ext. 356.

Sincerely,

D. E. BERGSTROM
Traffic Engineer

DEB:ba

✓ cc: Commissioner Lloyd E. Anderson

5144

CEA / fmi

~~403.05~~

403.05

March 31, 1972

Mr. and Mrs. Albert Wardin
807 S. W. Troy
Portland, Oregon 97219

Dear Mr. & Mrs. Wardin:

The Portland City Council, on March 23, 1972, adopted a resolution requesting the State Highway Division to reconstruct the off-ramp to the I-5 Freeway. This action, when it is completed, will alleviate some of the problems faced by residents of the Burlingame Area.

In the interim period this bureau was instructed to remove any and all traffic control from the residential streets in the Burlingame Area. It is the City Council's feeling that traffic problems cannot be solved by imposing restrictions on one street and imposing burdens on another. This work will be done the week of April 10, 1972.

We sincerely hope that this resolution will initiate this reconstruction in the near future.

Sincerely,

D. E. BERGSTROM
Traffic Engineer

MJM:jr
Encl: Resolution No. 31043

cc: Commissioner Anderson
Same letter sent to the following:

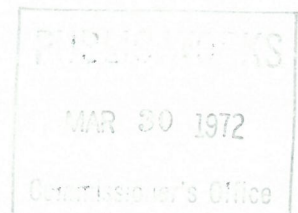
Alex Wallulis, 814 S.W. Troy
M&M E. A. Cowles, 7820 S.W.
Burlingame

Dr. & Mrs. John D. Morgan, 837
S.W. Troy

M&M H. E. Huggins, 824 S.W. Troy

B. P. Floersch, 862 S.W. Troy
M&M Henry Clearwater, 7805 S.W.
Terwilliger

M&M G. W. Smithers, 836 S.W. Troy
M&M J. Zabaldo, 849 S.W. Troy



RESOLUTION NO.

31043

WHEREAS, the Interstate 5 Freeway in Portland at the point where it crosses the S. W. Terwilliger Boulevard south of S. W. Barbur Boulevard was designed with single off- and on-ramps; and

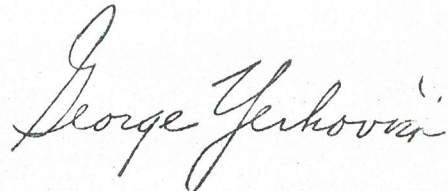
WHEREAS, this design forces traffic existing from the freeway to become involved in a complicated and hazardous traffic pattern across the Terwilliger Overpass; and

WHEREAS, the design of the off-ramp has resulted in highly congested and potentially dangerous traffic conditions, including transit of heavy truck traffic, in a strictly residential neighborhood; and

WHEREAS, repeated efforts by the Bureau of Traffic Engineering to solve this problem through a wide variety of traffic engineering applications have all proved inadequate;

THEREFORE, it is resolved that the City request the State Highway Division to reconstruct the off-ramp to the I-5 Freeway at the point where it crosses S. W. Terwilliger Boulevard south of S. W. Barbur Boulevard so as to serve adequately and safely traffic to the area north of the Freeway.

Adopted by the Council MAR 23 1972



Auditor of the City of Portland

Lloyd Anderson, Commissioner
DJB:ps
3/14/72

RECEIVED

MAR 24 1972

BUREAU OF
TRAFFIC ENGINEERING

Don 4-12-72
on way
cd

4948
2

403.05

March 17, 1972

Department of Public Works

Traffic Engineer's Office

Don Bergstrom

Glen W. Kenny's letter concerning S. W. Terwilliger exit

I am forwarding this letter for your information and response.

Please provide my office with a copy. Thank you.

Very truly yours,

Lloyd Anderson,
Commissioner of Public Works

cd

4948

March 17, 1972

Glen W. Kenny
422 N. E. 55th
Portland, Oregon 97213

Dear Mr. Kenny:

The comments in your letter of March 9, 1972 are most appreciated.
I believe you have raised many issues warranting further review.

I am forwarding your letter to Don Bergstrom, Traffic Engineer for
his information and response. I am confident you will be hearing
from him shortly.

Thank you for sharing your thoughts with me.

Very truly yours,

Lloyd Anderson,
Commissioner of Public Works

cd

cc: Don Bergstrom

3948

422 N.E. 55th
Portland, Oregon 97213
March 9, 1972

State Highway Department
Salem,
Oregon 973

Concerning the problem of the S. W. Terwilliger exit:

As one who has "been there" several times, I have not heard mentioned what I think is the major reason for all the trouble.

It starts with confusion and poorly placed lane markings when approaching the Marquam bridge from the west.

It is very hard to get in the proper lane to go where you intend. If you are a careful, polite, and law abiding person you find yourself reluctant to jump lanes at the last moment when you find that you are in the wrong one.

The result, you find that you are going to Salem when you wanted to go to Seattle or The Dalles. You are already late and was in a hurry, now this. No exits for miles so you grab the first chance to get off, where does it take you? Right past two chances to return but more problems in "no left turns allowed" for both Barber and ramp to get back on the freeway north.

The first few times I was there, I could make a U-turn close by and get back quickly. As time went on, I found barrels, chains, signs, and now one-way streets in my way. By this time I am ready to run over lawns, through flower beds or anything I can, to get out of there. What are we to do? Go further and turn in someone's yard? There is no end, the problem is merely moved down the road a short distance. Take a look back at the cause of the problem. Consider it as the unfamiliar see it. You will end up with the same problem as many others.

Another problem; how do you get on Barber from the freeways from the north and east? I find that I have to back street around a good amount with the Oswego exit, Corbett St. with very steep hills, slow lights, lane changing, etc. No stranger could ever make it. Have you tried it?

Sincerely,

Glen W. Kenny
Glen W. Kenny

GWK:d1

