

THE CITY OF
PORTLAND



OREGON

OFFICE OF
PLANNING AND DEVELOPMENT
GARY E. STOUT
ADMINISTRATOR

1220 S.W. FIFTH AVE.
PORTLAND, OR. 97204

M E M O R A N D U M

To: Neil Goldschmidt Date: August 12, 1974

From: Gary Stout *MS*

Subject: Fremont Bridge Ramps Law Suit

For Your Information

To clarify some of the rumors that are circulating about legal actions against the City in reference to the Ivy Street Ramps to the Fremont Bridge, I offer the following information:

1. The Oregon Association of Manufacturers has put up \$5,000 to finance a law suit.
2. John McCloud has been retained as the attorney for the case. (Mr. McCloud is a past member of the Multnomah County Planning Commission.)
3. Several members of the Union Avenue Boosters have become involved in this action.

GES:DB:dym1

236



Handwritten signature and initials in blue and brown ink.

235

M E M O R A N D U M

OFFICE OF
PLANNING AND DEVELOPMENT
GARY E. STOUT
ADMINISTRATOR

1220 S.W. FIFTH AVE.
PORTLAND, OR. 97204

To: Bill Scott

Date: May 15, 1974

From: Doug Butler *DB*

Subject: Ordinance 1259

*Referred
to Public
works*

Ordinance 1259 relating to the North Ivy Street Ramps of the Fremont Bridge is scheduled on the Council's calendar for this morning. The Ordinance provides \$28,740 for temporary access construction and was held over from last week. The Ordinance should be continued for at least two weeks or preferably withdrawn altogether because:

1. The design has just been completed and has not been reviewed by this office.
2. Emanuel Hospital had some problems with the design and it is my understanding that they are in the process of preparing materials relating to recommended changes.
3. Until the design has been reviewed and approved, cost estimates will be questionable.

Mike Lindberg and Margie Lundell have both said that they have no problem with delaying this matter. Margie said she was sure that Commissioner McCready would have no problem with the delay, but that she wouldn't know in advance whether Connie would opt for withdrawing or continuing the matter until it happened.

DB/gr

file

May 14, 1974

Mr. Frank Burfitt, Jr.
Burfitt Plumbing, Inc.
5700 N. E. Sandy Blvd.
Portland, Oregon 97213

Dear Mr. Burfitt:

Thank you very much for your letter regarding the Fremont Bridge ramps. As you may know, the decision regarding the schedule for the opening of the ramps was arrived at following a number of hearings before the City Council.

The participation of the hospital, the affected businesses, and property owners, and the interested neighborhood associations, was sought and achieved, working through Gary Stout, the Administrator of the Office of Planning and Development. This was an entirely open process, which took a good deal of effort and time and, ultimately resulted in a compromise decision which was acceptable to the parties involved, while not being exactly what any had sought. For this reason, I would be leary to reopen the Fremont Bridge ramp issue at this time, unless it were the decision of the majority of the members of the City Council that it should be reexamined.

I appreciate your taking the time to write.

Sincerely,

Neil Goldschmidt

NG:awd

Burfitt Plumbing, Inc.

Alan

Contractors ESTABLISHED 1903

5700 N. E. SANDY BLVD.
PORTLAND, OREGON 97213
DAY PHONE 267-1267
NIGHT PHONE 223-6181

May 7, 1974

RECEIVED

MAY 10 1974

MAYOR'S OFFICE

Mayor Neil Goldschmidt
and the
City Council
City Hall
Portland, Oregon

Gentlemen:

This is a request to have a rehearing regarding the closed ramps on the Fremont Bridge as not sufficient information was given at the previous hearing to keep the ramps closed.

We request a hearing be granted.

Sincerely,

BURFITT PLUMBING, INC.

Frank F. Burfitt Jr.
Frank F. Burfitt Jr.
President

FB:tb

*> note note: It is too bad that my public servants, who I support through my taxes, try to throw their weight around. This smells of Watergate. - I have paid for the use of these ramps.
FB*

1233

see

February 13, 1974

David M. Holmes, M.D.
2326 NW Lovejoy St.
Portland, Oregon 97210

Dear Dr. Holmes:

Thank you for the copy of your letter to THE OREGONIAN editor, dated January 29, 1974. A check of the official record would confirm that the quote in the press is somewhat exaggerated. Neither the hospital nor I have suggested that it would move its facility.

Our major difference of opinion with the hospital is not over the hospital's need for "easy access", but whether the opening of the Ivy Street ramps is in fact required in order to provide such access. The Council concluded that the Flint/Kirby alternative, while perhaps requiring a minute or two more driving time than the Ivy Street ramp, still provides excellent access to the hospital. For this reason, it did not seem worth the disadvantage to the surrounding neighborhoods that apparently would be brought about by full opening of the Ivy Street ramps.

Sincerely,

Neil Goldschmidt

NG:bxr

Fremont ramps

January 15, 1974

Mr Walter P. Gerber
1484 N. E. Alberta
Portland, Oregon 97211

Dear Mr. Gerber:

Thanks very much for your letter concerning the Ivy Street ramp of the Fremont Bridge. As you know, the Council expects to make a final decision in this matter tomorrow. That decision will probably favor an opening of the ramp under various conditions. I should point out that none of the alternatives so far proposed for opening the ramp envisage significant additional traffic on Union Avenue, which is presently ill-equipped to carry such traffic in any case. You may be aware of the Union Avenue Redevelopment Project, currently in planning stages, which we hope will increase the carrying capacity of Union Avenue in addition to many other steps designed to improve business opportunities in the area.

Thank you, again, for writing.

Sincerely,

Neil Goldschmidt

NG:bsr

LAW OFFICES OF
WALTER P. GERBER
1484 N. E. ALBERTA STREET
PORTLAND, OREGON 97211
January 11, 1974

BW

RECEIVED
JAN 14 1974
MAYOR'S OFFICE

Mayor Neil Goldschmidt
City Hall
Portland, Oregon 04

Dear Mayor:

Re: Ivy Street exit

Since this exit has already been built, it could make sense to open it up for use, and see just what the impact really will be.

Its use should be beneficial to the Northeast and North area, and any boost for the businesses there is badly needed. The areas should be opened up, not excluded and left to decay further.

The increase of traffic into Alberta Street from the Fremont Bridge has been very modest, and I suspect that much the same will result from the use of the Ivy Street exit. Even as a former resident of Irvington, I would approve this use. I feel that the wild objections made will prove wrong.

Very truly yours,

W. P. Gerber
2805 N.W. Westover Rd.
City



w:G

Fremont ramps

January 15, 1974

Ms. Mable Greene
Mr. Laurence A. Loftus
Fremont United Methodist Church
2620 N. E. Fremont St.
Portland, Oregon 97212

Dear Ms. Greene & Mr. Loftus:

Thank you very much for your letter concerning the opening of the Ivy Street ramp of the Fremont Bridge. This matter will be voted on tomorrow by the Council, and it appears that a majority of the Council is not disposed to leave the ramps closed. I will continue to work to achieve the solution that will produce the least traffic volume on neighborhood streets.

Thank you very much for your interest.

Sincerely,

Neil Goldschmidt

NG:bsr

FREMONT UNITED METHODIST CHURCH

2620 NORTHEAST FREMONT STREET • PORTLAND, OREGON 97212 • PHONE 284-4647

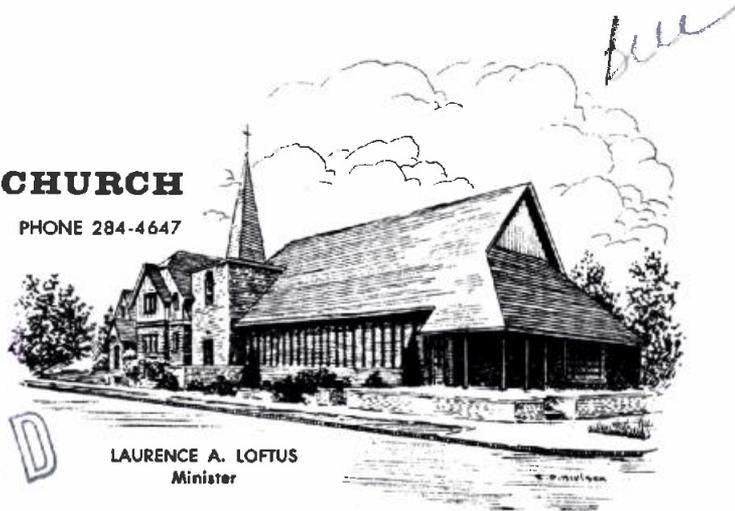
PARSONAGE — 2632 N. E. FREMONT
PHONE 287-3197

ASSOCIATE — 3425 N. E. 27th
PHONE 288-8791

LYNN LANGLEY
Education

REUBEN A. TANQUIST
Associate

VIVIAN BRISTOW
Secretary



LAURENCE A. LOFTUS
Minister

January 11, 1974

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JAN 14 1974
MAYOR'S OFFICE

Mayor Neil Goldschmidt
1220 S. W. Fifth Avenue
Portland, Oregon 97204

Dear Mayor Goldschmidt:

The Administrative Board of Fremont United Methodist Church, in regular session on Tuesday, January 8, 1974, voted to oppose the opening of the Fremont Bridge east ramp.

We feel this would be detrimental to the neighborhood structure and the residents. It would adversely affect the schools and churches by directly feeding more traffic on to already busy streets which are inadequate for this type of east-west travel.

We trust you will use your competent judgement in the interest of Portland as a whole. We stress the need to not let material consideration outweigh the human needs and problems of individuals in this area.

We are not speaking from hasty emotional reaction, but feel we must express our civic opinion concerning an issue which so greatly affects our neighbors.

We have a large investment in our education and worship facilities, as well as years of service in the past, and hopefully in the future, to give to this community.

We do not oppose access to Emanuel Hospital but our deep concern is that opening the ramp as proposed will lead to Fremont Street becoming so heavily used that "no parking", or one way travel, or widening will inevitably be forced upon us.

Sincerely,

Mable Greene

Mable Greene,
Administrative Board Chairman

Laurence A. Loftus
Laurence A. Loftus,
Minister

LAL:vb

January 15, 1974

Subject: Revisions to recommendation from the Office of Planning and Development for the interim solution of the Ivy Street ramps to the Fremont Bridge.

under certain conditions

e. The Council at this time should commit the City to the development of a long-range solution linking the bridge ramps to Union Avenue and should direct the City Engineer's Office to pursue the consultant study of that solution and to secure federal funding therefore.

f. In making this commitment the Council should also state the following as objectives to be met by the long-range solutions:

- 1. Ensure compatability between the long-range solution and the design of the Union Avenue Redevelopment Program;
- 2. Ensure that traffic to and from the ramps will be encouraged to use Union Avenue rather than Fremont or other east-west streets;
- 3. Ensure that significant additional traffic will not be generated by the solution; and
- 4. Ensure adequate access is provided to Emanuel Hospital, Stanton Yard and the immediate neighborhood.

Passed by O

9. Last sentence of Stant's - par. "Long Range Solutions" added here

Copy to Council
return to - Neil

Emanuel Hospital

2801 north gantenbein avenue • portland, oregon 97227

January 11, 1974

eh To call writer direct
phone (503) 280.4001

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JAN 14 1974

MAYOR'S OFFICE

The Honorable Neil Goldschmidt
Mayor - City of Portland
1220 S.W. 5th Avenue
Portland, Oregon

Dear Mayor Goldschmidt:

This is to inform you of the position of Emanuel Hospital regarding the Fremont Bridge ramps.

On behalf of the Board of Directors of Emanuel Hospital, we are in support of the Ad Hoc Committee's recommendation of the North Ivy Street alternative. The position of Emanuel Hospital is a commitment to the long range development of Fremont Street and an ongoing commitment to work with all communities in the Model Neighborhood in achieving the best possible mix of economic and neighborhood growth.

Our opposition concerning the Flint/Kerby alternative is as follows:

1. We are of the opinion that if the Flint/Kerby alternative was selected, there would not be a commitment to the long range development of Fremont Street to Union Avenue.
2. The Flint/Kerby alternative is in conflict with the Eliot Community Plan and future development of the Eliot Community.
3. The Flint/Kerby alternative does not provide for the monitoring and signalization that exists with the North Ivy Street alternative. We feel it absolutely imperative that appropriate controls and monitoring devices be implemented to preserve the immediate neighborhoods, as well as traffic flow to neighborhoods east of Union Avenue.
4. The Flint/Kerby alternative would create congestion in the area of the Stanton Yards, the Coliseum, the proposed hotel/motel complex and the proposed school distribution center.
5. It is obvious that considerable impact will be felt on the Eliot school.
6. The Flint/Kerby alternative does not improve access or egress to other economic interests in the northeast; i.e., Union Avenue, Fremont Street, and Interstate Avenue.

The Honorable Neil Goldschmidt
Page Two

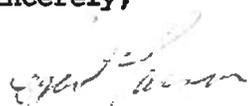
January 11, 1974

7. Generally, the Flint/Kerby alternative does not improve accessibility between the northeast and northwest sections of the City of Portland.

In conclusion, we re-affirm our support of the Ad Hoc Committee report on the North Ivy Street alternative.

We appreciate your careful consideration of this matter and will cooperate further in any way.

Sincerely,



Roger G. Larson
President

RGL: ymd

cc: Mr. Bill Scott

Fremont ramp

January 25, 1974

Paul Campbell, M. D.
Portland Orthopedic Clinic, P.C.
3025 No. Vancouver Avenue
Portland, Oregon 97227

Dear Dr. Campbell:

Thank you very much for your thoughtful ^{letter} concerning the Ivy Street ramp of the Fremont Bridge. The Council is expected to make a decision tomorrow, and it seems apparent that the majority is in favor of providing direct bridge access in one way or another.

As you know, all the City officials who are involved, as well as the various neighborhood associations in the area, favor the continuation and modernization of the Emanuel Hospital facilities in their present location. All parties are also in favor of improvement and stabilization of the close-in residential neighborhoods of North and Northeast Portland. The process of resolving real and apparent conflicts between these goals can be exhausting, but I think we should bear in mind that by and large the schools appear to be mutually supporting, and we should try to agree on a course of action that will recognize that fact.

Thank you for your interest in the problem, and I hope it continues. Plans for Emanuel Hospital and Union Avenue Redevelopment will require that active participation of all those involved in this community for many years to come.

Sincerely,

Neil Goldschmidt

NG:bsr

E. G. CHUINARD, M.D.
RODERICK E. BISS, M.D.
LAWRENCE NOALL, M.D.
PAUL CAMPBELL, M.D.
RICHARD C. ZIMMERMAN, M.D.
ARTHUR L. ECKHARDT, M.D.
THOMAS L. GRITZKA, M.D.

RALPH D. LOWAX
BUSINESS MANAGER

PORTLAND ORTHOPEDIC CLINIC, P.C.

PHYSICIANS AND SURGEONS
TELEPHONE 288-6851
3025 NO. VANCOUVER AVENUE
PORTLAND, OREGON 97227

January 11, 1974

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JAN 14 1974

MAYOR'S OFFICE

The Honorable Neil Goldschmidt
Mayor of Portland
1220 S. W. Fifth Avenue
Portland, Oregon 97204

Dear Mayor Goldschmidt:

As a citizen who has grown up and lived in Portland for nearly fifty years, and as a member of a professional group who have been active in improving the health of this community for an even longer period of time, I would like to request a reasoned and progressive decision to the Fremont Bridge ramp controversy rather than the emotional approach advocated by some of the residents in this portion of the city. It would be a disaster for the practice of medicine and thus for the health of many of the citizens for Emanuel Hospital to be forced to move from its central location in Albina. Such a move would be particularly disastrous to those of us who in good faith have built modern and adequate facilities to care for all the citizens of this community, but most conveniently for the people of north and northeast Portland. Our long term planning, of course, included the proper ground transportation facilities and without the bridge ramp we will be severely handicapped in supplying such services. More importantly, however, is the fact that if the hospital moves away from us we will have to consider moving our facilities since the only way to supply the level of care that we feel to be adequate is to be in adjacent facilities to a major hospital.

At the very least, a period of trial of distributing the traffic pattern from the ramp could be undertaken with the expectation that the flow pattern would be no greater than presently experienced. It is unlikely that much through traffic would desire to take the congested arterial street patterns of north Portland rather than following the freeways so the traffic from the ramp would most likely be people destined into the area by one means or another. It is unlikely that the local traffic would be increased by opening a ramp. In fact, it probably would relieve much of the congestion that now blocks the eastern approaches to the Broadway and Steel Bridges. In fact, when the Coliseum is being utilized for any major attraction it is almost impossible to move from the Albina area in a southerly direction without long delays and much inconvenience.

There are many details of this problem that I would be happy to discuss further if it would be desirable. Speaking for our entire group, including the twenty-eight

The Honorable Neil Goldschmidt
January 11, 1974

Page Two

employees and seven physicians I want to urge that the city cooperate as fully as possible with Emanuel Hospital's plan to modernize and increase its facilities for the provision of health care to the citizens of Portland and north Portland in particular, specifically by authorizing the passage of traffic from this area to and from the Fremont Bridge.

Sincerely,

A handwritten signature in blue ink, appearing to read "P. Campbell", is written over the typed name. The signature is fluid and cursive, with a large initial "P" and "C".

Paul Campbell, M. D.

PC:md



January 2, 1974

Mr. Paul T. Rocks
Urban Affairs Coordinator
Columbia Group
Pacific Northwest Chapter
SIERRA CLUB
2637 S. W. Water Street
Portland, Oregon 97201

Dear Mr. Rocks:

I appreciate your recent communication urging continued closure of the Ivy Street ramps of the Fremont Bridge. As you know, the Council is reconsidering its decision in this matter. You can be sure that I am opposed to the construction of the Rose City freeway and, in general, take a very dim view of other freeway construction in the City of Portland.

Sincerely,

Neil Goldschmidt

NG:bsr



*Roll
Swift*

December 10, 1973

Mayor Neil Goldschmidt
Portland City Council
1021 SW 4th
Portland, Oregon.

Dear Mayor Goldschmidt:

It has come to the attention of the Columbia Group that the Irvington Community Association has made some formal, community decision recommendations regarding the Fremont Bridge and several off ramps. I am sure you are aware of the situation in question, the Ivy Street off ramp into Northeast Portland and the on ramp to the Fremont Bridge.

The Columbia Group is in full agreement with and support of the Irvington Community Associations recommendations:

- 1 To close the Ivy Street ramps east and west.
- 2 Oppose all freeway construction in the City of Portland.
- 3 Oppose the construction of the Rose City Freeway.

Our support of the I.C.A. stems from our concern about the continual degradation and destruction of city neighborhoods and our urban fabric in general - all for the convenience of the automobile. In the words of famed planner Lewis Mumford:

"It's time to renew life of the lifeless city....We need to give people the sense of being someone, somewhere. We need to develop cities that are conducive to a communal spirit....We have created instead, faceless and formless cities."

The Columbia Group strongly favors community participation in planning and decision making. Such participation is an essential ingredient to our democratic society. It is critical at this time and stage of our political history to respond positively to the citizen voice. Faith in the ability of the governed to have impact on their government and their own future demands the city's support of the I.C.A. position.

Pacific Northwest Chapter
SIERRA CLUB

2637 S.W. Water Street • Portland, Oregon 97201 • (503) 222-1963

The Columbia Group has long been opposed to anymore freeway construction in the Portland Metropolitan area. As time passes, all new research evidence and changing events simply reinforce our position.

We are hopeful that the Portland City Council will join with us in working to create a more livable Portland.

Very Truly Yours,

A handwritten signature in cursive script that reads "Paul T. Rocks".

Paul T. Rocks
Urban Affairs Coordinator

cc: Council Members
Bureau of Planning
Glenn Jackson
State Highway Department

M E M O R A N D U M

To: Bill Scott

Date: October 26, 1973

From: Gary Stout

Re: Fremont Bridge Ramps

I attended the meeting of Emanuel and neighborhood representatives on October 22. The following positions were expressed at this meeting.

1. The neighborhoods prefer to wait for the long term (3 to 5 years) solution; however, the representatives are willing to consider an interim solution providing their goals are not compromised.

2. Emanuel Hospital is not willing to wait for the long-range solution; their first preference is for opening of the ramps as soon as possible. (They are willing to wait several months to a year to find an acceptable interim solution).

3. Both the neighborhood and Emanuel are willing to work together to see if an interim solution acceptable to both sides can be found. Both parties are in agreement with regard to long-range plan.

4. Assuming that an acceptable interim solution can be found, both Emanuel and the neighborhood will oppose the opening of the bridge on Nov. 15th.

5. The neighborhood wants to have the City reaffirm its commitment to the completion of the overall comprehensive plan for that entire area.

The Commissioner's attitudes of this subject are as follows:

Connie - open the bridge ramps and if they cause a problem, then close the bridge ramps.

Frank - open the bridge ramps immediately. (However, he is willing to accept a ^{Connie's} compromise recommendation.)

Mildred - believes the bridge ramps have to be opened because of the hospital, but is afraid that the opening may cause problems in the Model Neighborhood area. Possibly, if pressed, will vote for opening the ramps.

Lloyd - see *Connie's*

Recommendations

If the bridge ramps are opened, there need to be strong conditions attached. If problems are cause in the neighborhood, then the ramps should be closed. The following conditions are suggested:

1. If traffic counts exceed the traffic engineer's estimate, the bridge ramps will be closed.

2. Air and noise pollution levels will be monitored to insure that they don't exceed secondary standards. The ramps will be closed if a specific level is reached.

3. Traffic accidents will be monitored on a monthly basis. The ramps will be closed if accidents are excessive (define).

4. When the bridge ramps are opened, directional signs on the bridge will state, "Local Access Only", or "Union Avenue". There should be no directional signs directing Fremont traffic to the bridge.

5. Consider leaving parking on Fremont to Union Avenue.

6. Consider a traffic divertor at Williams and Beech.

7. Consider converting Vancouver to a two-way street above Beech.

8. Require the State to buy out the homes at the end of the bridge ramps.

Loyal

9. Tie the resolution to opening the ramps very closely to Emanuel Hospital's desires and continued commitment to expand their facilities at this location.

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

From Neil Goldschmidt
To Commissioners Anderson, Ivancie, McCready, and Schwab
Addressed to
Subject Eastside Fremont Bridge ramps

Enclosed is a memorandum from Gary Stout outlining the decision to be made by the Council regarding the eastside Fremont Bridge ramps. Gary will be present at Council Conference today to brief the Council on the issue.

Following today's decision, after soliciting comments from each of you, my intention is to present the matter for Council decision by introducing an ordinance on next week's calendar to implement one of the alternatives presented by Gary's memorandum.



OREGON

OFFICE OF
PLANNING AND DEVELOPMENT

GARY E. STOUT
ADMINISTRATOR

1220 S.W. FIFTH AVE.
PORTLAND, OR. 97204

M E M O R A N D U M

To: Neil Goldschmidt, Mayor Date: October 15, 1973
From: Gary Stout
Re: Eastside Fremont Bridge Ramps

The Fremont Bridge will open to traffic on November 15, 1973. To date no arrangement has been reached for an interim traffic plan on the east end of the bridge.

On a long-range basis, all parties agree that the Fremont Bridge should be connected to an improved Fremont Street that will begin in the vicinity of N. Commerical Street and extend easterly to Union Avenue. The City has requested, and CRAG is in the process of approving, preliminary engineering and environmental impact analysis funds for this project. Based on current federal aid requirements it is estimated that completion of the Fremont Street improvement will require three to five years.

There is an existing agreement between the City Council and the State Highway Commission providing for connections to Fremont and Ivy Streets. Action by the Council is necessary to revise, cancel, or proceed on this agreement.

The problem is whether or not to open the bridge ramps on an interim basis until the ultimate solution is completed. Every alternative mentioned below requires that the City request that the State Highway Division delay opening the ramps when the bridge is opened in November. This action should be taken immediately following the Council briefing. Subsequently, a resolution endorsing one alternative should be presented to the Council at a regular public meeting.

Three interim alternatives have been identified for the Fremont Bridge ramps which can serve until the three-to-five year long-range solution has been designed and constructed.

These are:

1. Not opening the bridge ramps.
2. Opening the bridge ramps to Vancouver and Williams avenues.

Neil Goldschmidt, Mayor
October 15, 1973
Page 2

3. Opening the bridge ramps so as to serve only Emanuel Hospital.

The third option is not considered a viable alternative at this time in that it has a number of traffic engineering deficiencies, and is not favored by any of the concerned parties including Emanuel Hospital.

Not opening the bridge ramps will have the following;

Advantages - It will not create additional traffic through the surrounding neighborhoods.

Disadvantage - Direct access will not be provided from the bridge to this close-in northeast area. Some facilities, particularly Emanuel Hospital have planned their future building programs on the assumption that the bridge ramps will be opened when the bridge is opened.

Opening the bridge ramps to Williams and Vancouver avenues will have the following advantages and disadvantages;

Advantages

1. Provides access to Emanuel Hospital and others who have counted on having such access when the bridge opens.
2. Improves the general flow of traffic between the northeast area of the City and the westside-Downtown area.

Disadvantages

1. Creates increased traffic on collector streets, particularly Williams and Vancouver avenues in the Eliot and Boise-Humboldt neighborhoods.

The general sentiment and point of view of persons in the affected Model Cities' neighborhoods is that the situation can be dealt with only by leaving the bridge ramps closed.

Neil Goldschmidt, Mayor
October 15, 1973
Page 3

One important concern of Emanuel Hospital is that patients, visitors and doctors will continue to have an undesirable approach to the hospital through a dark and dreary industrial area along Williams and Vancouver avenues. It may be possible to alleviate this concern by more adequate street lighting, planting of street trees and restricting on-street truck loading along these streets.

The following bureau reports analyzing traffic and environmental impacts are attached:

Traffic Engineer's Report
Bureau of Planning Report
Model Cities Agency Report
Fire Bureau Memorandum
Police Bureau Memorandum

Also included is a memorandum outlining the concerns and needs of Emanuel Hospital, and a letter from the State Highway Department requesting a decision.

Emanuel Hospital has retained Booze, Allen and Hamilton to evaluate the impact on, and concerns of, the hospital assuming the two alternatives to open or not open the bridge ramps. A report will be presented near the end of November.

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

From Traffic Engineer October 15, 1973
To Department of Finance & Administration
Addressed to Mayor Neil Goldschmidt
Subject Fremont Bridge

Dear Mayor Goldschmidt:

The Fremont Bridge will open to traffic on November 15, 1973. An interim traffic plan connecting the bridge to streets on the west end has been agreed to by property owners and local neighborhood associations. To date no such arrangement has been reached on the east end.

There is an apparent agreement that on a long-range basis the Fremont Bridge should be connected to an improved Fremont Street that would begin in the vicinity of N. Commercial Street and extend easterly to Union Avenue. The City has requested, and CRAG is in the process of approving preliminary engineering funds for this project. Based on current federal aid requirements it is estimated that completion of this Fremont Street improvement will require a minimum of three years, and probably would be five years.

There is an existing agreement between the City Council and the State Highway Commission providing for connections to Fremont and Ivy Streets. Action by the Council is necessary to revise, cancel, or proceed on this agreement.

At the present time there are three choices:

1) Leave the ramps closed.

With this option there would be no cost to either the City or State. Model Cities traffic would utilize the Fremont Bridge but in doing so they would have to use the Swan Island/Going Street interchange on the north, or the Broadway/Williams/Vancouver interchange to the south. There is an existing accident and congestion problem at the Williams/Vancouver interchange that will increase with added volumes due to this option.

A traffic volume analysis of the system has not been made with the ramps closed; therefore, we cannot estimate the amount of increase in the problem at the Williams/Vancouver interchange.

2) Limited access to the Emanuel Hospital/Stanton Yard area.

Under this option, the N. Kerby Street Alternate, the bridge would be connected directly to the new Kerby Street as shown on the attached sketch plan. The city engineer and I have both reviewed this proposal and find that it is not a feasible plan. The State Highway Division has indicated that they would not participate in this plan. Estimated cost is \$150,000.

3) Connecting the bridge to Williams/Vancouver Avenues.

A number of different plans were considered to connect the bridge on an interim basis to Williams/Vancouver Avenues. Enclosed is a sketch plan showing the Ivy Street Alternate which I feel is the best of the plans considered. It provides adequate traffic access to Williams/Vancouver Avenue, and appears to have the least adverse impact to adjacent land uses. In concept this plan, by design, treats the Fremont Bridge as an interchange rather than a major bridge approach system. This is done by limiting the traffic to one lane on and one lane off. We estimate traffic volumes under this plan to be approximately 16,000 per day, with equal on and off volumes. Costs would be in the range of \$50,000 for street work which the State Highway Division has indicated they they will pay, and \$12,000 for traffic signals which the State is willing to share with the City on a 50/50 basis. Street and traffic signal work could not be done by mid-November, we estimate March 1, 1974 as the earliest date this plan could be ready for traffic.

Major advantages to opening the Fremont Bridge ramps to Williams/Vancouver Avenues from a traffic standpoint are:

- 1) Will provide direct traffic service from adjacent Model Cities area to and from locations served by Stadium, Sunset and Baldock Freeways.
- 2) Will relieve traffic congestion on the Broadway Bridge.

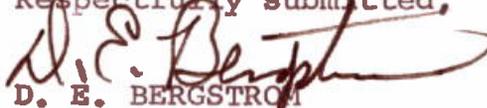
Mayor Goldschmidt
Fremont Bridge

-3-

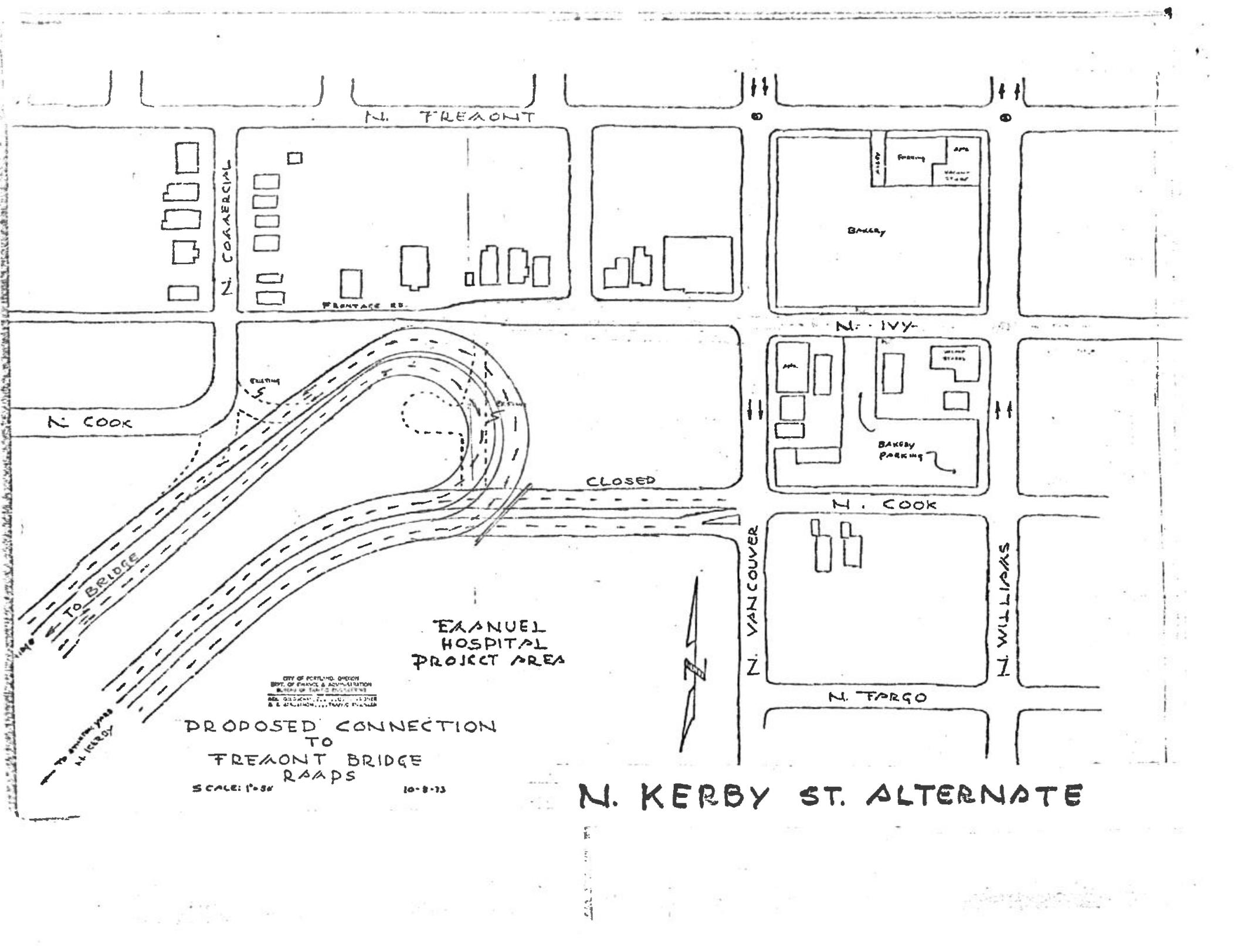
October 15, 1973

- 3) Will not increase an existing traffic accident,
and congestion problem at the I-5 Broadway/
Weidler traffic interchange.

Respectfully submitted,


D. E. BERGSTROM
Traffic Engineer

DEB:ba
Encls.



N. TREADONT

N. COMMERCIAL

FRONTAGE RD.

BABBY

N. IVY

BABBY PARKING

N. COOK

N. COOK

CLOSED

N. VANCOUVER

N. WILLIAMS

N. TARGO

EMANUEL HOSPITAL PROJECT AREA

PROPOSED CONNECTION TO FREMONT BRIDGE RAMPS

SCALE: 1"=50'

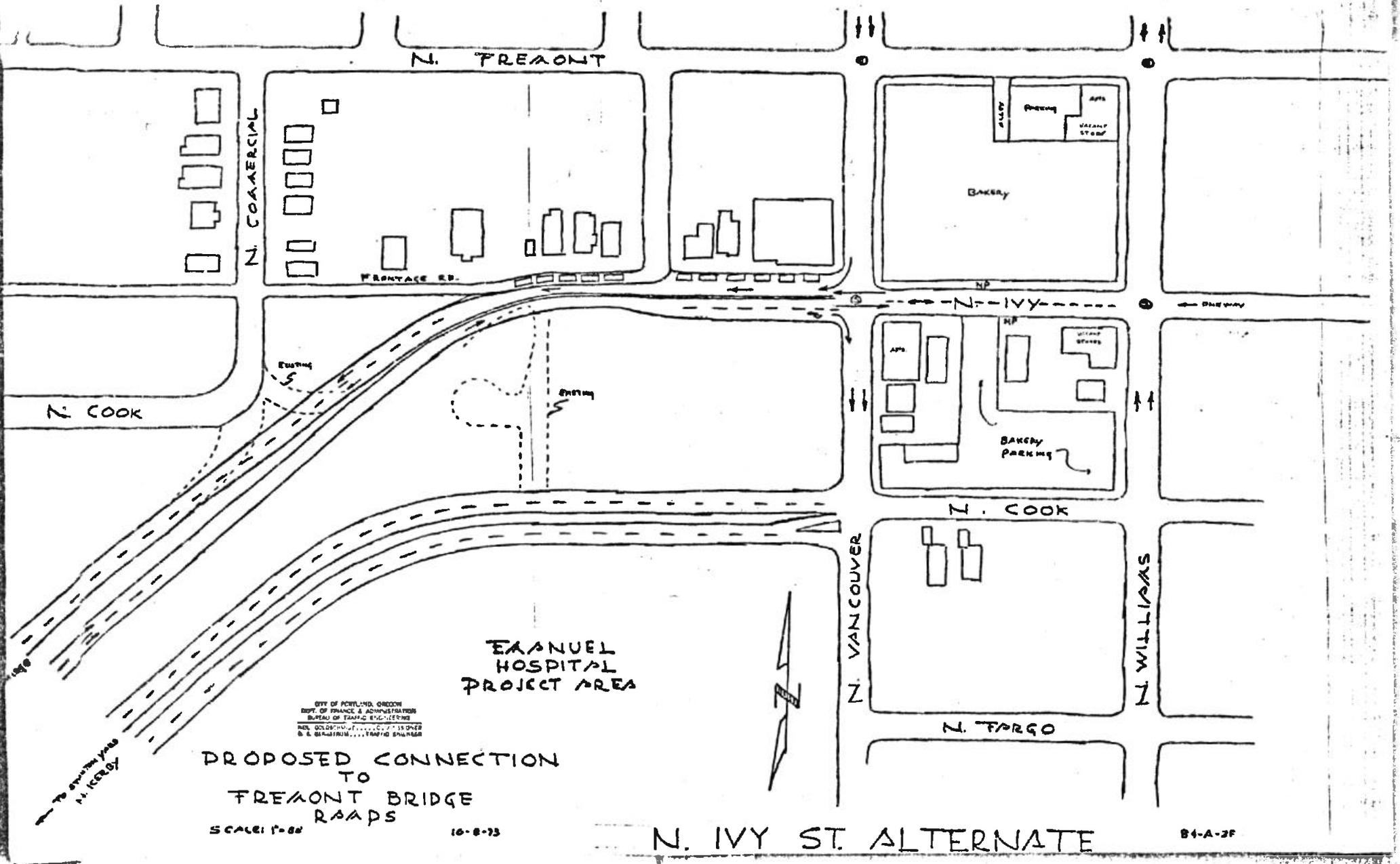
10-8-73

N. KERBY ST. ALTERNATE

CITY OF PORTLAND, OREGON
 DEPT. OF PLANNING & ADMINISTRATION
 BUREAU OF TRAFFIC ENGINEERING
 MR. GEORGE T. HAYES, CHIEF
 & ASSISTANT TRAFFIC ENGINEER



TO BRIDGE
 AT KERBY



N. FREMONT

N. COMMERCIAL

FRENTAGE ED.

BAKERY

ALLEY
DRIVING
APTS
GARAGE
STAMP

N. COOK

N. IVY

← PHEASANT

BAKERY
PARKING

N. COOK

EMANUEL
HOSPITAL
PROJECT AREA

N. VANCOUVER

N. WILLIAMS

N. TARGO

N. IVY ST. ALTERNATE

CITY OF PORTLAND, OREGON
DEPT. OF FINANCE & ADMINISTRATION
BUREAU OF TRAFFIC ENGINEERING
MR. GOLDING, PROJECT ENGINEER
S. S. SHAFER, PROJECT ENGINEER

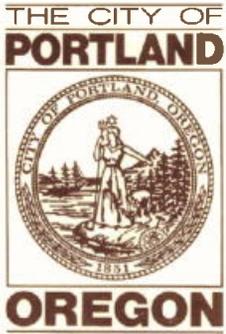
PROPOSED CONNECTION
TO
FREMONT BRIDGE
ROADS

SCALE: 1"=50'

10-8-73

B4-A-2F

→ to street line
11/1/68 by



October 15, 1973

DEPARTMENT OF
PUBLIC SAFETY

FRANCIS J. IVANCIE
COMMISSIONER

BUREAU OF FIRE

JAMES H. RIOPELLE
CHIEF

55 S.W. ASH ST.
PORTLAND, OR. 97204
503/248-4375

Mr. William Scott, Administrative Assistant
Mayor's Office
City Hall
Portland, Oregon

Dear Mr. Scott:

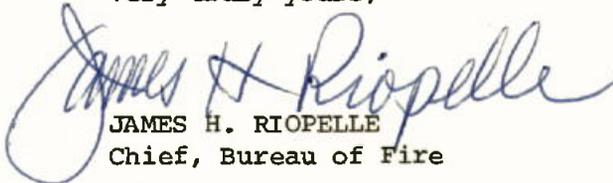
SUBJECT: Emergency Fire Response via the Fremont Bridge

We have anticipated the opening of the Fremont Bridge and how it will affect fire apparatus response routes. As a general rule, any clear span bridge provides a surer route for emergency response since it cannot be blocked by open draws, due either to passing vessels or failure of draw machinery. The best example of this is the St. Johns Bridge. We rely upon the companies on the east side to serve the west side.

When the bridge has been completed, we plan to use it for the emergency response of Engine 24 and Truck 7 from the N. Maryland and Going Street station to the west side industrial district via I-5. At present, we do not plan to dispatch any west side fire companies on the first alarm responses over the Fremont Bridge system to the east side. The first alarm response needs for the residential and commercial communities in the vicinity of the eastern end of the Fremont Bridge are well served by apparatus from existing fire stations, proceeding over present routes.

It should be observed that some of this east side commercial area is now served by companies located at S. W. Front and Ash Streets. If these west side companies' access to the Albina industrial area is further impaired by more changes in the Front Avenue-Harbor Drive traffic system, it may be necessary to consider routing other west side companies via the Fremont Bridge.

Very truly yours,


JAMES H. RIOPELLE
Chief, Bureau of Fire

JHR/mjp

RECEIVED
OCT 15 1973
MAYOR'S OFFICE

Letter coming
from the desk of
RONALD A. BUEL

2884
OK 5/24
1975

Eliot Nyhd Met on 12th,

decided they would join

B-H

as far as recommendations
on interim plan

indicating

- 1) Any kind of interim solution will depend on a commitment from CRAIG to carry things over to Union
- 2) Relocation of residents west of Vancouver on IUY
- 3) Deal w/Williams Ave. traffic.

M E M O R A N D U M

To: ~~Bill Scott~~ *NG*

Date: October 12, 1973

From: ~~Dick Brainard~~ *Gary*

Re: Fremont Bridge Ramps

Three interim alternatives have been identified for the Fremont Bridge ramps to Fremont Street which can serve until the three-to-five year long-range solution as been designed and constructed. These are:

1. Not opening the Bridge ramps.
2. Opening the Bridge ramps to Vancouver and Williams Avenues.
3. Opening the Bridge ramps so as to serve only Emanuel Hospital.

The third option is not considered a viable alternative at this time in that it has a number of traffic engineering deficiencies, and is not favored by any of the concerned parties including Emanuel Hospital. (Refer to Traffic Engineer's Report).

Not opening the Bridge ramps will have the following:

Advantage - It will not create additional traffic through the surrounding neighborhoods.

Disadvantage - Direct access will not be provided from the Bridge to this close-in Northeast area. Some facilities, particularly Emanuel Hospital have planned their future building programs on the assumption that the Bridge ramps will be opened when the Bridge is opened.

Opening the Bridge ramps to Williams and Vancouver Avenues will have the following advantages and disadvantages;

Advantages

1. Provide access to Emanuel Hospital and others who have counted on having such access when the Bridge opens.
2. Improves the general flow of traffic between the Northeast area of the City and the westside-Downtown area.

Disadvantages

1. Creates increased traffic on collector streets, particularly Williams and Vancouver Avenues in the Eliot and Boise-Humboldt neighborhoods.

2. The increase in traffic will have a detrimental impact on properties along Williams and Vancouver Avenues and Fremont Street.
3. Individual residences adjacent to the Bridge ramps east to Williams Avenue will be severely impacted (adversely). These residents will need to be re-located if the ramps are opened.

Emanuel Hospital has retained Booze-Allen and Hamilton to evaluate the impact on, and concerns of, the hospital assuming the two alternatives to open or not open the Bridge ramps.

PORTLAND MODEL CITIES - CITY DEMONSTRATION AGENCY

Interoffice Memorandum

October 10, 1973

TO: Mayor Neil Goldschmidt
FROM: Andrew Raubeson, Acting Director 
RE: East End Fremont Bridge - Connection to Surface Streets

In response to your request for a staff report on the proposals offered to date on opening the Fremont Bridge and actions approved by the Citizens' Participation structure relative to these proposals we find the following:

- 1) In April, the City Traffic Engineer submitted to Model Cities for review and recommendation an "Interim Plan" for opening the Fremont Bridge. This plan was received by the Boise Citizens Improvement Association on May 1, 1973, and by the Citizens Planning Board on May 15, 1973. The recommendation was unanimous not to open the Bridge until long range traffic improvements had been completed as detailed in the attached letter from Model Cities to Ron Buel.
- 2) In response to a request for an impact analysis of the proposed Bridge opening, Model Cities submitted a memorandum outlining traffic counts projected by the State of Oregon regarding the East end of the Fremont Bridge. This memorandum showed a considerable shift in traffic patterns which, without any major traffic improvements would have a highly undesirable environmental impact on the Model Cities area and is attached.
- 3) Model Cities reviewed in cooperation with the Boise and Eliot Neighborhoods, as well as the Metropolitan Engineer for the State of Oregon, eight alternative long range solutions to opening the East end of the Fremont Bridge. The Neighborhoods have recommended that three of these alternatives be reviewed in detail for implementation and have asked to be included in that review process.
- 4) The Commissioner of Public Works amended pending requests to C.R.A.G. for Federal Aid for Urban Arterial funds to include long range solutions for the East end of the Fremont Bridge. As of this writing, this request was approved by the Transportation Committee and is expected to be approved by C.R.A.G.

As things now stand, the Citizens Participation structure of Model Cities has rejected interim proposals in favor of implementing an improved traffic corridor from the Fremont Bridge to Union Avenue and those neighborhoods which are

N. Goldschmidt
10-10-73
pg. 2

immediately affected have begun to review possible alternatives. The FAU project is expected to provide a recommendation within a year and the State of Oregon has indicated a willingness to fund 50% of the local costs of a long range solution. Under such agreements the Fremont Bridge could be opened in 3 years at a cost to the City of 20% of total costs.

Emanuel Hospital has consistently requested that the Fremont Bridge be opened. The hospital sees direct NW access to the hospital as essential to maintaining its competitive position regionally. The fear is that doctors and patients will utilize other facilities. The Neighborhood Organizations and the hospital have been meeting regularly in an effort to identify a mutual position on the Bridge opening. The choices seem to be as follows:

- 1) No Interim Access. This is the position supported by Model Cities as described above. Once the Bridge is opened it will be used and it is, therefore, imperative that improvements designed to meet projected volumes as well as environmental and comprehensive planning considerations be completed prior to the Bridge ramps being opened into the area.
- 2) Interim Access to Williams - Vancouver. This position is supported by Emanuel Hospital, but rejected by Model Cities also as indicated above. It is unlikely that this alternative can be implemented this year, and there appears to be no way to limit the negative impact on the Neighborhood. Now that the FAU project funds for planning design and environmental impact have been requested, Interim solutions could very well jeopardize subsequent requests for implementation funds by decreasing a need for the improvements. While this solution would accomplish direct access for Emanuel Hospital, it is at the expense of neighborhood environment and planning. The benefits are one sided and the long range value questionable.
- 3) Interim Access to Emanuel Hospital only. This solution has been discussed and might provide an avenue for compromise except that there appears no feasible way to implement such an alternative. The City Engineer and the City Traffic Engineer were asked to review a proposal to route traffic from the Bridge to the Emanuel Frontage Road presently under construction. Their comments are attached. Cost and safety appear to be prohibitive while there seems to be concern that projected traffic volumes would choke the Stanton Yard operations.

Given these three choices the position of Model Cities is clear. The Bridge ramps should remain closed until long range solutions are implemented. The opening of the Fremont Bridge has been discussed in great detail over the past 6 months with the help of the City Traffic Engineer, the State Highway Division and Model Cities. There has not been identified any alternative to keeping the Bridge closed which would provide a minimum of protection to the surrounding residential areas. Conversely, the position of Emanuel Hospital has been very poorly documented in term of trip time, accessibility and need. If there is a significant advantage to the proposed routing of Emanuel traffic on the Fremont Bridge as opposed to the Minnesota and East Bank Freeways exiting at Broadeay-Weidler it has not been established.

N. Goldschmidt
10-10-73
pg. 3

For the first time since the Citizens Planning Board adopted the transportation Proposals included in the DeLeuw-Cather report in 1971, there is an effort to implement one of the recommendations. The State of Oregon has indicated cooperation and support of that recommendation, and CRAG appears likely to fund the cost of Design and Environmental impact studies. The City Council might well jeopardize the chance to open a major capital improvement project at 20% of costs should an "Interim" plan be adopted.

AR:lh

Attachment:

cc: L. Patton
J. Deyampert
J. Loving
M. Henniger
M. Schwab
M. Opton
Files

Bill



OREGON STATE HIGHWAY DIVISION

METROPOLITAN SECTION
5821 N.E. Glisan

Portland, Oregon 97213

Phone: 229-6971

October 8, 1973

MAYOR NEIL GOLDSCHMIDT
Mayor's Office
1220 S.W. 5th Avenue
Portland, Oregon 97204

RECEIVED

OCT 11 1973

MAYOR'S OFFICE

Construction of the Fremont Bridge has progressed to the point that it is possible to set November 15 as the tentative opening date for traffic, both eastbound and westbound.

Although recognizing the conflict of opinions between the Model Cities neighborhood who question the opening of the Ivy Street ramps and the Emanuel Hospital who have declared the opening of the ramps necessary to the operation of their facility, present agreements between the State Highway Division and the City of Portland dictate opening of the Ivy Street ramps in conjunction with the Fremont Bridge. The agreement and subsequent supplemental agreements call for the City to accomplish several things in the way of enacting ordinances to designate one way streets in order to develop a connection from the bridge to Williams and Vancouver Avenues. These agreements call for the use of Ivy and Fremont to connect the Fremont Bridge to Vancouver and Williams Avenues with the actual connections the responsibility of the City of Portland.

In the event that the City options to proceed other than as outlined in the existing agreements, a request should be submitted expeditiously in order that necessary steps can be made due to the opening date November 15.

R. N. BOTHMAN
Metropolitan Engineer

RNB:ar

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

From Traffic Engineer October 4, 1973
To Department of Finance & Administration
Addressed to Mayor Neil Goldschmidt
Subject East End Fremont Bridge--Connections to Surface Streets

Dear Mayor Goldschmidt:

As requested by Ron Buel, we have examined the proposal to connect the East Fremont Bridge approaches to the approved N. Kerby Street in the vicinity of N. Gantenbein. We find:

- 1) The design will require a 10 MPH curve to connect the Freeway ramps to Kerby Street. Even with adequate warning and traffic control this extreme speed change is potentially hazardous and undoubtedly will result in traffic accidents.
- 2) The projected volumes on and off the bridge under the Fremont-Ivy Street plan was 10,800 vehicles in each direction, or 21,600 total. The estimated volume with the Kerby Street proposal, 5,000 on and off for a total of 10,000 vehicles both directions. Of the 10,000, 3,000 would be to and from the hospital and Stanton Yard; the other 7,000 would be to and from the adjacent area.
- 3) Increased volume on Kerby would have a serious impact on Public Works-Stanton Yard activities.
- 4) Cost of providing traffic control for this proposal is \$50,000, which includes a traffic signal at Kerby and Graham, and a signal at Kerby and Russell.
- 5) The access provided to and from the hospital at Graham would require that this street and others within the hospital complex remain open for the length of this interim plan.

Mayor Goldschmidt

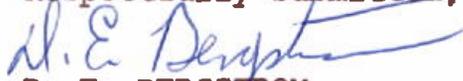
-2-

October 4, 1973

We have developed an alternative which we feel will provide access to the hospital plus the Model Cities area without a significant adverse impact on the Eliot Neighborhood. A sketch of this proposal is attached.

We estimate traffic volumes with this proposal would be the same as the previous interim plan, or 20,000 vehicles per day; 10,000 on, 10,000 off the bridge, and the cost of the traffic control would be \$31,000.

Respectfully submitted,



D. E. BERGSTROM
Traffic Engineer

DEB:ba
Encls.

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

October 4, 1973

From Office of City Engineer
To Mayor's Office
Addressed to Neil Goldschmidt, Mayor
Subject Temporary Diversion of Traffic at East Fremont Interchange

In answer to the request by Ron Buel of your office in a meeting on September 30, 1973, concerning the cost of construction of a connection of the East Fremont Interchange with the Emanuel Hospital Street Project as shown on the enclosed map, the estimated construction cost is \$100,000.

After review of the proposed plan, we feel that there are some extremely adverse features that should be pointed out.

1. The interchange is due to open in November, 1973 and we see no way that the Emanuel Project can be completed sooner than July, 1974. The design and construction of this connection could not be completed before October, 1974.
2. The Emanuel Hospital Project was not designed to accommodate the additional 21,600 vehicles per day that this connection would produce. The additional traffic that would be funneled through the center of the City's Maintenance operations at Stanton Yard would paralyze the already badly congested conditions which presently exist.
3. Traffic using the interchange would be diverted from reaching the area for which the interchange was designed to provide access.
4. This connection plan would jeopardize the approval of the Fremont F.A.U. project which has been submitted to CRAG because considerable funds would have been expended for a temporary project not compatible with the planned, future development of the area and the property owners in the vicinity of the F.A.U. route would be more difficult to convince of the validity of the F.A.U. project.

We find this plan to be unfeasible and recommend that any funds spent for temporary improvements be for the purpose of moving the traffic in an eastward direction as planned for this area.


JAMES L. APPERSON
City Engineer

HRL: jr
Encl.

cc: Commissioner Anderson

This letter copied to
Council 1/15/74 at the
request of Dr. Campbell's
office.

PJR

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

September 27, 1973

From Department of Public Works
To Department of Finance and Administration
Addressed to Mayor Goldschmidt
Subject Fremont Bridge Ramps - Our Ref. #11005

RECEIVED
SEP 27 1973
MAYOR'S OFFICE

Your memo of September 24 indicates your intention to send this week the letter attached to the Highway Division requesting that the ramps remain closed until completion of the Fremont Bridge project unless you hear otherwise from three Commissioners.

Commissioner Anderson has not reviewed this and will be out of town until Monday, Oct. 1st. I am sure there are a number of questions he will wish to raise when he returns. Therefore, could you delay sending this letter until he has had a chance to review the matter.

MIKE LINDBERG

CS

Eliot-Emanuel
Copy to Scott

September 27, 1973

MEMORANDUM

To: File

From: Dick Brainard

Re: Fremont Bridge Ramps.

Mike Henniger and I met with Ron Buel today to discuss alternatives and strategies for the Fremont Bridge ramps. There are three basic interim alternatives:

- 1) Do not open the ramps.
- 2) Open the ramps so as to serve on Emanuel Hospital.
- 3) Open the ramps to Vancouver and Williams Avenues.

The second alternative would probably be satisfactory to the hospital and to both the Eliot and Boise neighborhoods. Model Cities would also be agreeable to this solution. The State Highway Division and City Traffic Engineers would be in favor of alternative 3, but can likely be cajoled into alternative 2. The mayor's office is amenable toward alternative 2.

A general strategy agreed to at the meeting is:

- 1) Meet with City Engineer and Traffic Engineer to prepare design and estimate for alternative 2.
- 2) Meet with hospital to get their agreement and commitment to fund the connection in excess of the funds allocated by the City. The City has previously allocated \$25,000 as their share of a connection.
- 3) Meet with the neighborhoods and Model Cities to get their concurrence.
- 4) Get the State Highway Division's approval and some commitment to do the signing.

5) Get an ordinance on the Council Calendar authorizing the City Engineer to undertake construction as soon as possible. (The bridge will open in Nov.)

* Buel or Stout will inform Neil of our strategy and get his concurrence.

September 24, 1973

Neil Goldschmidt

Commissioner Anderson, Commissioner Ivancie,
Commissioner McCreedy, and Commissioner Schwab

Fremont Bridge Ramps

Residents of Model Cities are objecting to the opening of ramps off the East End of the Fremont Bridge in that there will be a tripling of traffic on Williams Ave. and near-doubling on Vancouver Ave. They also object to the fact that residents severely affected by the traffic on Fremont and Ivy will not be relocated. See the attached memo to Ron Buel in my office from Model Cities.

Emanuel Hospital wishes to have the ramps opened immediately to serve the hospital.

Both groups agree that the best long-range solution is to widen Fremont and make other adjustments all the way out to Union Ave. from the end of the ramps. However, the State Highway Dept. tells us that will take three years and will cost enough (over \$1 million) to require us to get federal funds, despite the fact the State is willing to pay for half the costs.

Both groups also agree that it would be disastrous to open the ramps without short-term modifications to the local street that will not be possible to complete until after the bridge is open, even if we started right now. So, unless I hear otherwise from three members of the City Council this week, it is my intention to send the attached letter to the State Highway Division requesting temporary closure.

It is also my plan to bring this matter before informal council for discussion in the near future. My recommendation will be to support the Model Cities neighborhoods' position to keep the ramps closed until the long-range plan is completed, and to push ahead as fast as possible to complete that plan. The Dept. of Public Works has already asked CRAG to apply for Federal Aid Urban Systems funds for preliminary engineering on the project this year.

NG:rbr

THE CITY OF
PORTLAND



OREGON

September 24, 1973

OFFICE OF
THE MAYOR

NEIL GOLDSCHMIDT
MAYOR

1220 S. W. FIFTH AVE.
PORTLAND, OR. 97204
503 248 - 4120

Mr. Fred Klaboe
Administrator
Oregon State Highway Division
Salem, Oregon

Dear Fred:

My office has been advised by Robert Bothman of your Metropolitan Division that the terms of supplemental agreement Number 10580 between the State of Oregon and City of Portland passed by Ordinance Number 1222925 on July 21, 1966, can be requested to be waived by this letter. Specifically, I refer to those terms allowing the traffic from the Fremont Bridge to enter the city neighborhoods East of the Minnesota Freeway or traffic from the city neighborhoods East of the Minnesota Freeway to enter the bridge. Under the above-named agreement, traffic would enter the bridge at the intersection of North Commercial and North Cook and traffic from the bridge would enter the neighborhood at the intersection of N. Ivy and N. Gantenbein. This letter is to request only that you put temporary barriers requiring traffic on the East end of the Fremont Bridge to connect only to the Minnesota Freeway.

It is the City Council's intention at this point to weigh the desire of Emanuel Hospital to have these ramps open immediately against the desire of the neighborhood as expressed by the Model Cities Board to keep the ramps closed until completion of construction connecting the bridge off-ramps to Union Ave., as proposed for consideration by the City to CRAG for Federal Aid Urban System funding. Since this decision has not yet been made, and since it will not be possible to make sufficient street modifications out to Vancouver and Williams prior to opening the bridge, we are requesting that you keep the ramps closed until further notice.

.....

If this letter is not sufficient to achieve this end, please so notify my office immediately, and I will ask the City Council to amend its supplemental agreement.

Sincerely,

Neil Goldschmidt

NG:rbr

cc: Commissioners Anderson, Ivancie
McCready & Schwab
LeRoy Patton, Model Cities Board Chairman
Roger Larson, Administrator, Emanuel Hospital

1) A Bldg Permit -- Has demolished bldgs --
MT Sylvania Plaza - \$191,000 -- Permit
Has architect designing plans.

2) Had been in contact w/DuVall - Now up over \$200,000.

Pollock -- Capitol Hwy --

Freemont

1) Cost about \$2.5 million - Model Cities Plan

2) Cost about \$1.8 million - No frontage road - ^{Room for lot}
12 foot setback. -

3) Juy -- \$1.65 million --

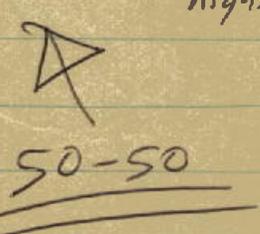
4) Partial Couplet Plan -- \$1,260,000 -- includes acquiring
with frontage - another - entire block
includes Full Relocation (+ church) Garterben to Williams
Could Transfer to Development Commission -- could buy all
Right-of-way + Relocation -- Right-of-way

5) Full couplet - \$830,000

Send a letter to Feds --
Urban Funds --

1) Be a city-maintained st,

2) see Halvorsen + Larsen



Interoffice Memorandum

June 20, 1973

FROM: Andrew Raubeson, Acting Director 

TO: Department of Finance and Administration

ADDRESSED TO: Mayor Neil Goldschmidt

SUBJECT: Fremont Bridge Eastern Interchange

Don Bergstrom, City Traffic Engineer, has submitted to Model Cities for review an "Interim Plan" for connecting the Fremont Bridge to surface traffic circulation in the Model Cities Area. This plan was agreed upon by the State and the City pursuant to Ordinance No. 122925 passed by the Council on July 31, 1966. With minor revisions, this "Interim Plan" was submitted for review and recommendation by Model Cities in May, 1973.

According to the State Highway Division the primary function of the Fremont Bridge is to complete an "Inner loop" freeway system serving the core area. The Fremont Bridge, when completed will connect the East Bank Freeway, Marquam Bridge and stadium freeway forming a loop with I-5 and 80-West as the major radii. In addition, the State Highway Division contemplates additional Radii Freeways for future traffic volumes. These radii include the proposed Mt. Hood Freeway, the proposed St. Helens Freeway, and in Model Cities a proposed Rose City Freeway. The design of the Fremont Bridge, therefore, includes Bridge approaches and ramps which are not connected to the freeway system.

In 1971, Model Cities funded a Traffic Circulation Plan prepared by DeLeuw, Cather and Company-Consulting Engineers. The goal of this plan was the provision of a balanced transportation system including Mass Transit facilities, in harmony with Model Cities land uses and facilities. This study found that Traffic Volumes projected to 1990 could be adequately handled without constructing the Rose City Freeway. The Plan recommended major improvements as follows:

- .Fremont Street should be improved to a six lane divided roadway between Fremont Bridge and Union Avenue.
- .Union Avenue should be improved to a six lane divided roadway between Hancock and Killingsworth.
- .The Minnesota Freeway should be widened to a consistent lane width adjacent to Model Cities.
- .Interstate Avenue should be improved within existing curb lines to increase its capacity.
- .Thirty-Third Avenue should be improved to a four lane arterial between Broadway and Fremont.

The DeLew-Cather Plan has been adopted by Model Cities and is incorporated into the Model Cities Comprehensive Plan. Although the Comprehensive Plan contemplated a complete and balanced transportation system projected through 1990 traffic volumes, elements of the plan may not be immediately developed. The improvements proposed for both Union and Fremont Streets are in the planning stages now, and the Citizens' Planning Board has allocated \$50,000 to be matched by other sources in order that development plans and implementation may proceed. Until then two options are apparent with respect to the Fremont Bridge opening scheduled for November of this year. The "Interim Plan" is one alternative; the other would be the closing of those ramps which come to grade in the vicinity of N. Ivy and N. Commercial. The staff at Model Cities has reviewed these two alternative and their impact as summarized below:

"Interim Plan"

Basically, the interim plan opens the East end of the Fremont Bridge with minimum improvements to the surface streets. Fremont Street would be widened within the existing right-of-way and parking removed. Parking would be removed on Ivy, Commercial and Williams as well. The intersections of Ivy with Vancouver and Williams would be signalized. Ivy would become one-way east bound, Fremont would remain two-way with two west bound and one east bound lane, Commercial would become one-way south, and the Williams-Vancouver couplet would remain essentially the same except for a lane addition between Ivy and Fremont.

The Oregon State Highway estimated the effect or impact that the Fremont Bridge would have on traffic using it in the vicinity of Fremont Street. Their estimate is based on regional traffic patterns measured in 1960, checked in 1970 by actual traffic counts and projected to 1990. The projection is based on expected population and employment growth patterns forecast for the entire region. It is anticipated that initially 67,000 vehicles per day will be diverted from other river crossings to the Fremont Bridge. Approximately 22,000 of these vehicles are expected to enter and leave the Bridge in the vicinity of Fremont Street. The greatest impact is a shift in traffic flow from Broadway-Weidler to Fremont and Ivy. These projections indicate a net decrease on the Broadway-Weidler couplet of 28,000 vehicles per day between the Broadway Bridge and 33rd Avenue while creating a net increase on Fremont between the Bridge and 21st and Ivy between the Bridge and Williams of 33,000 vehicles per day (See Attachment). It is expected that very little traffic will be attracted to the Bridge outside the Model Cities Area as existing major traffic facilities would retain their attractiveness.

The Interim Plan does have some advantages. First of all it is inexpensive when compared to major roadway improvements designed to carry the anticipated traffic volumes. Secondly, the Interim Plan can be quickly implemented, in time for the expected Bridge opening in November. Finally, the Interim Plan will remove some congestion on Broadway-Weidler, particularly in the area of the Memorial Coliseum. In general, there is a very high price paid for these advantages. From a traffic planning and engineering point of view the "Interim Plan" is a poor design. For simple comparisons, the average daily traffic count projection for the Fremont-Ivy couplet exceeds existing traffic counts on Union Avenue. This problem is compounded by the minimal

improvements to be made under the plan. Houses along Fremont-Ivy and Commercial streets have average setbacks of less than 15 feet. Few of the structures have garages. The environmental impact will, therefore, be acute in the area. The plan proposes to route Bridge traffic to the Williams-Vancouver couplet. Under a functional street classification system, freeways should feed arterials which feed minor arterials which feed collectors which feed residential streets. The proposal would route freeway traffic through residential streets to collector streets. The plan as proposed would establish a dysfunctional system of traffic movement and because the projected volumes can be considered maximum capacity volumes upon the date of the Bridge opening, the interim plan would be obsolete within a very short period, probably less than five years. If the Traffic Engineer is correct in estimating a seven year period before long range solutions can be implemented for the area, one could expect a two or more year period where congestion would be intolerable under the Interim Plan. Finally, although the Plan does relieve some congestion presently existing particularly on the Broadway-Weidler couplet the character of the Traffic Volume shifts are unacceptable. Large Traffic Volumes currently exist on Broadway, Weidler, Union and to a lesser degree on Williams, Vancouver, and Fremont. The former are built up to Commercial with arterial designations while the latter retain a good deal of residential land use and are designated as collectors or minor arterials. The shift of some 33,000 vehicles per day onto residential oriented collector streets does not seem to be appropriate since the Broadway-Weidler couplet is not currently viewed as overloaded or deficient.

The second alternative is essentially a "Do Nothing" alternative. It proposes that those ramps which come to grade in the vicinity of Commercial and Ivy streets remain closed until long range solutions for traffic circulation are implemented. This alternative recognizes the essential purpose of the Fremont Bridge to connect the I-5 and stadium freeway systems and does not interfere with that purpose. It is not projected that this alternative will overload any particular street, as traffic circulation patterns currently observed would remain unaffected by the closing of the Bridge ramps. The "Do Nothing" alternative avoids all of the negative aspects of the interim plan and retains many of its virtues. The "Do Nothing" plan is quicker and cheaper than the Interim Proposal. While it does not shift traffic patterns, it is not expected to add congestion to the circulation system either.

The Citizens Participation Structure of the Model Cities program from the neighborhood level through the Citizens' Planning Board has recommended the "Do Nothing" alternative as outlined in the letter from Andrew Raubeson to Ron Buel. There is presently a concerted effort under way to implement long range alternatives for traffic circulation on both Union Avenue and Fremont. This effort is supported by the Comprehensive Plan for the Model Cities Area which should be used as the basis for traffic circulation planning by the City.

ESTIMATED IMPACT ON LOCAL STREETS OF FREMONT BRIDGE

| STREET | Lanes | Class | 1970 Vol. | 1970 Capc. | ± Bridge | ± Capacity |
|----------------------|-------|-------|-----------|------------|----------|------------|
| Prescott | | | | | | |
| Union-24th Ave. | 2 | C | 5,800 | 7,500 | +1,300 | -400 |
| Skidmore | | | | | | |
| Vancouver-Union | 2 | C | 5,600 | 7,500 | +2,500 | +600 |
| Fremont | | | | | | |
| Gantenbein-Vancouver | 2 | C | 3,500 | 7,500 | +5,400 | +1,400 |
| Vancouver-Union | 2 | A | 8,000 | 10,000 | +5,400 | +3,400 |
| Union-7th Ave. | 2 | A | 8,100 | 9,000 | +2,500 | +2,600 |
| 7th Ave.-24th Ave. | 2 | A | 8,100 | 10,000 | +2,500 | + 600 |
| Ivy | | | | | | |
| Commercial-Vancouver | 2 | R | 200 | 1,500 | +10,800 | +9,300 |
| Union | | | | | | |
| Alberta-Fremont | 4 | A | 20,000 | 24,000 | -1,000 | -5,000 |
| Fremont-Russell | 4 | A | 20,000 | 24,000 | -2,300 | -6,300 |
| Russell-Broadway | 4 | A | 20,000 | 24,000 | -2,300 | -6,300 |
| Williams | | | | | | |
| Alberta-Fremont | 2 | A | 9,000 | 11,500 | +4,400 | +1,900 |
| Fremont-Russell | 2 | A | 11,100 | 11,500 | -4,300 | -4,700 |
| Russell-Broadway | 2 | A | 9,500 | 11,500 | -4,300 | -6,300 |
| Vancouver | | | | | | |
| Alberta-Fremont | 2 | A | 9,500 | 11,000 | +1,200 | - 300 |
| Fremont-Russell | 2 | A | 9,050 | 11,000 | -4,200 | -4,850 |
| Russell-Broadway | 2 | A | 9,050 | 11,000 | -4,200 | -4,850 |
| Commercial | | | | | | |
| Fremont-Cook | 2 | R | 200 | 1,500 | +10,800 | +9,300 |



**OREGON STATE
HIGHWAY DIVISION**

METROPOLITAN SECTION
5821 N.E. GLISAN STREET PORTLAND, OREGON 97213 PHONE: 229-6971

June 13, 1973

Mayor Neil Goldschmidt
Room 303 City Hall
Portland, Oregon 97204

Attention: Ron Buell

Subject: Fremont Connection

Attached is a map upon which has been placed the 1972 average daily traffic in red, the assignment of this traffic with the Fremont Bridge ramps to I-5 and to Fremont and Ivy opened indicated in blue, and the assignment of this traffic with the Fremont Bridge ramps to I-5 opened but without the ramps to Fremont and Ivy Street opened indicated in green.

These figures are based on the 1972 traffic volumes. Projections for the future would be based upon about a 1% annual increase on minor arterials such as Alberta and a 3% annual increase on major arterials such as Union.

The key indicator of the effect of the Fremont Bridge is the effect upon the Broadway Bridge. Average daily traffic on the Broadway Bridge was 40,000 cars. The assignment with the Fremont and Ivy ramps would be 26,000 cars. However, if the ramps to Fremont and Ivy are not opened the Broadway Bridge assignment would be 32,800 cars.

The figures indicated are average daily traffic in 1000's.

R N Bothman per

R. N. BOTHMAN
Metropolitan Engineer

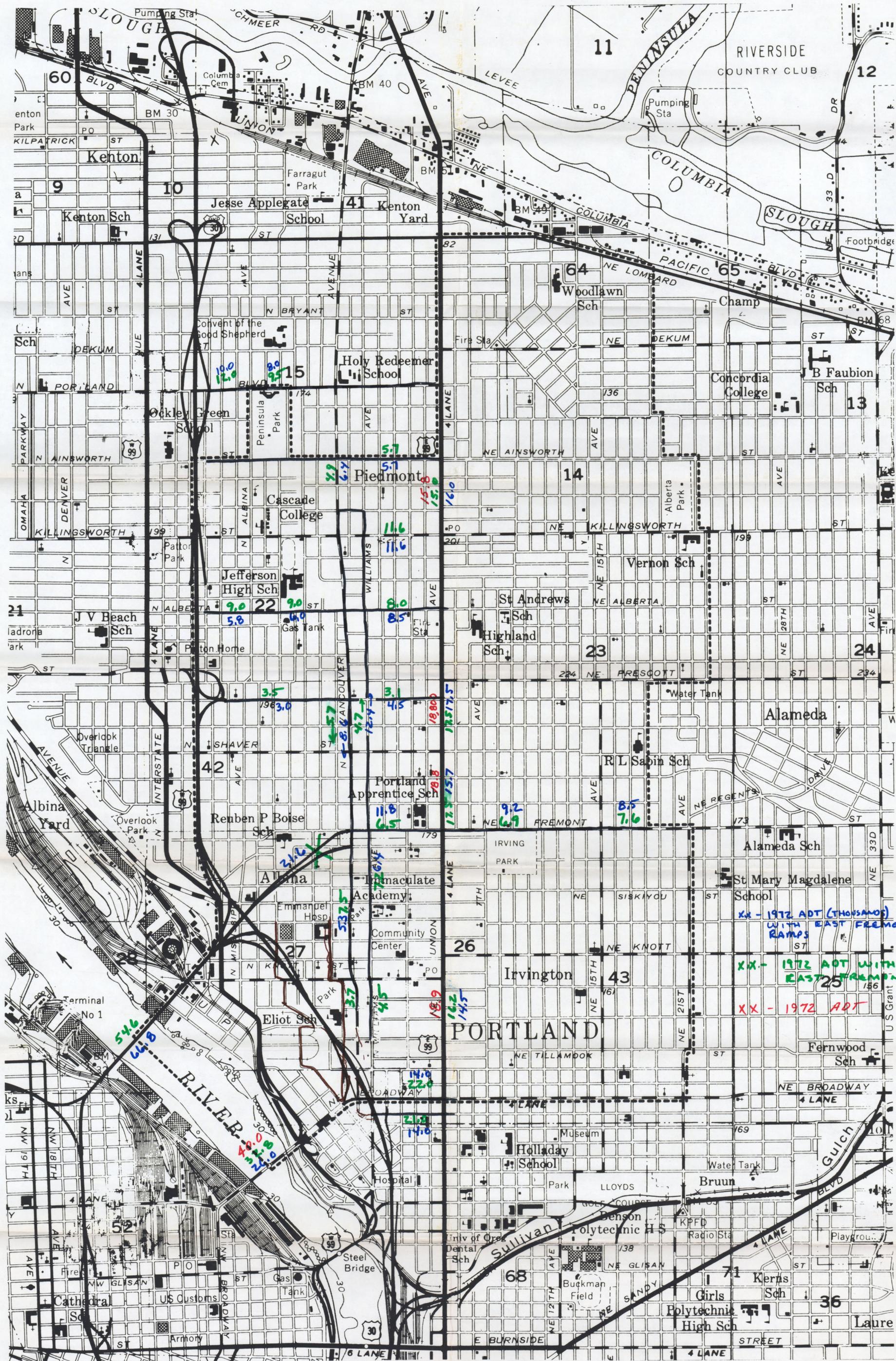
RNB:rr-ar

w/attachments

RECEIVED

JUN 15 1973

MAYOR'S OFFICE



NOTED
R. N. BOWMAN
6/27/73

XX - 1972 ADT (THOUSANDS) WITH EAST FREMONT RAMP
 XX - 1972 ADT WITHOUT EAST FREMONT RAMP
 XX - 1972 ADT

MODEL CITY AREA
 Boundry
 D.I - 2036 A - 20 F



DEPARTMENT OF
PUBLIC AFFAIRS

MILDRED SCHWAB
COMMISSIONER

MODEL CITIES
AGENCY

ANDREW RAUBESON
ACTING DIRECTOR

5329 N.E. UNION AVE.
PORTLAND, OR. 97211
503/288-8261

RECEIVED

JUN 07 1973

MAYOR'S OFFICE

June 4, 1973

Ron Buel
Executive Assistant
Room 303
City Hall

Dear Ron:

The Citizen's Planning Board, at its regular meeting of May 15, 1973, approved a motion to support the previous recommendations of the Boise and Eliot Neighborhoods and recommended against an interim Traffic Circulation Proposal for opening the Fremont Bridge prepared by the Bureau of Traffic Engineering.

The Bureau of Traffic Engineering recently proposed an interim plan for access and egress from the East end of the Fremont Bridge. The plan called for removal of parking, designation of Fremont, Commercial and Ivy Streets as Bridge routes, and signalization of intersections with traffic being carried to the Williams-Vancouver couplet.

At the request of the Boise Citizen's Improvement Association a special meeting was held on May 1, 1973, to discuss this plan, its impact on the neighborhood, other alternatives for opening the Bridge including the Traffic Circulation portion of the Model Cities Comprehensive Plan, and to recommend an appropriate course of action to the Boise-Humboldt Coordinating Committee. After discussions among residents of the area, planning consultants for the Boise-Humboldt area, and representative from the Bureau of Traffic Engineering and Model Cities, the Committee recommended the following:

1. That the interim plan be rejected and that these Bridge ramps not connecting the Fremont Bridge to the Minnesota Freeway be kept closed until a long range traffic alternative is implemented.
2. That the Bureau of Traffic Engineering consider and adopt the Traffic Circulation portion of the Model Cities Comprehensive Plan including the improvement of Union Avenue and Fremont Street and seek implementation of that plan.
3. That the proposed Rose City Freeway not be built.
4. That the City seek designation as a State Highway for Fremont Street between the Fremont Bridge and Union Avenue.
5. That any person relocated as a result of traffic improvements along Fremont Street be entitled to relocation benefits as enumerated in the 1970 Uniform Relocation Act.

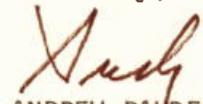
Ron Buel
6-4-73
Page 2

These recommendations were accepted by the Boise-Humboldt Coordinating Committee, ratified by the Boise and Eliot Neighborhoods, approved by the Community Development Working Committee and adopted by the Citizens Planning Board.

The Model Cities staff concurs fully with this neighborhood recommendations. Any opening of a major Freeway into a residential neighborhood should only be contemplated under long range traffic alternatives offering environmental protection to individuals directly affected by such actions. The interim plan proposed would in effect place two lanes of Freeway traffic along residential streets where the average front yard is less than 15 feet from the curb. By suggesting that Freeway traffic be routed to the Williams-Vancouver couplet, the Bureau of Traffic Engineering is severely straining its own system of hierarchical street classification. Exiting a Freeway on a local collector system can be expected to cause monumental traffic problems.

Model Cities has prepared and approved a Comprehensive Plan which includes Traffic Circulation recommendations to handle Traffic Volumes to 1990. This plan should be used as the basis for any changes in Traffic Circulation patterns contemplated by either the State or the City.

Sincerely,


ANDREW RAUBESON
ACTING DIRECTOR

cc: Patton
Opton
Loving
Dyampert
Henniger
Files

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

From Traffic Engineer
To Department of Finance & Administration
Addressed to Mayor Neil Goldschmidt
Subject Fremont Bridge - East Side Connections

June 4, 1973

RECEIVED
JUN 15 1973

MAYOR'S OFFICE

Dear Mayor Goldschmidt:

In November of this year the Fremont Bridge is scheduled to open. At the present time there are connections from this bridge on the east side which come to grade at approximately N. Ivy and Commercial Street.

A year or two ago the bridge opening and its connection to surface streets in the Model Cities area was discussed at a series of meetings between City staff, State Highway Division personnel, and neighborhood groups. The neighborhoods were very much concerned with traffic impact of this opening. In an effort to limit this impact and to treat this opening as a freeway interchange instead of a major bridge approach the City and State designed an interim plan, copy of which is attached.

This interim plan was designed to serve the local area by making minimum improvements on Ivy, Fremont Streets, and to serve the traffic pattern until a permanent long-range plan is developed.

At a series of meetings held last month the Model Cities Neighborhood and Planning Board have voted in opposition of this interim plan and in favor of a boulevard-type of improvement of N.E. Fremont Street from the end of the bridge to N.E. Union Avenue. Enclosed is a plan prepared by DeLeuw, Cather showing the type of improvement that is being proposed by the Model Cities neighborhood.

I have discussed this with Bob Bothman, Metropolitan Engineer for the State Highway Division, he has talked to Salem about it, he informs me that the State is willing to do whatever the City suggests; that is, they will implement the interim plan, or keep the ramps closed until the long-range solution is developed.

Mayor Goldschmidt

-2-

June 4, 1973

A problem with the Model Cities recommendation is the time element involved until the boulevard-type Fremont proposal could be implemented. I have estimated five years. The State advises that if federal funds are used the project will require seven years from start to opening to traffic. I don't think Model Cities was aware of the length of time it would take to implement their Fremont Street recommendation.

The Council and the Highway Commission signed an agreement in 1966 which makes provision for connecting the bridge to surface streets on the east side, copy attached.

In order to resolve this question I would suggest that the City Council schedule a hearing as soon as possible and then make a decision as to whether bridge ramps on the east side of the Fremont Bridge should be opened on an interim plan basis, or delayed until a permanent traffic plan has been selected.

Respectfully submitted,



D. E. BERGSTROM
Traffic Engineer

DEB:ba
Encls.

SUPPLEMENTAL AGREEMENT

THIS SUPPLEMENTAL AGREEMENT, made and entered into this 25th day of August, 1966 by and between the STATE OF OREGON, by and through its State Highway Commission, hereinafter called "State," and the CITY OF PORTLAND, a municipal corporation, acting by and through its Mayor and Commissioner of Public Works, hereinafter called "City";

W I T N E S S E T H:

RECITALS:

1. State and City entered into a throughway agreement dated April 13, 1962, and agreements supplemental thereto on November 24, 1964, and April 20, 1965. Said agreement of April 13, 1962, and its supplements, as further supplemented and amended herewith, concern the construction of the Stadium Freeway Highway, State Primary Highway No. 61, hereinafter called the "throughway," and the closing, handling, maintaining, routing, and rerouting of certain streets and roads.

2. State and City have determined that said agreements of April 13, 1962, November 24, 1964, and April 20, 1965, although remaining in full force and effect should be supplemented to provide for the establishment, construction, and maintenance of interchange ramps and connecting streets and additional closures of various city streets in order to provide for the safe and expeditious flow of traffic through the East Fremont Interchange within the limits of City, as hereinafter set forth and as shown on the map attached hereto marked Exhibit A and by this reference made a part hereof.

NOW, THEREFORE, the premises being in general as stated in the foregoing RECITALS, it is agreed by and between the parties hereto as follows:

THINGS TO BE DONE BY STATE:

1. State approves the RECITALS herein, Exhibit A, THINGS TO BE DONE BY CITY, and all other provisions of this agreement.

2. State shall acquire all necessary right of way by purchase or otherwise, prepare all plans and specifications, let and award all contracts, and supervise the construction and improvement of the throughway and all other streets, roads, and structures which are covered herein.

3. State shall construct and thereafter maintain the throughway including the East Fremont Interchange, separation structures, and connecting service ramps permitting ingress and egress to and from the throughway as shown on the attached Exhibit A.

4. State shall locate and construct the following connecting streets as shown colored in orange on the attached Exhibit A:

a. A street connecting North Fargo Street to North Kerby Avenue.

b. A connection from N. Kerby Avenue to the alley lying between N. Fargo Street and N. Monroe Street.

c. A connection from N. Commercial Avenue to the alley lying between N. Cook Street and N. Fargo Street.

d. A connection from N. Morris Street to the alley lying between N. Monroe Street and N. Morris Street.

5. State shall create and construct cul-de-sacs on the following streets as shown on the attached Exhibit A:

a. N. Cook Street westerly of N. Gantenbein Avenue.

b. N. Fargo Street westerly of N. Commercial Avenue.

c. N. Commercial Avenue northerly of N. Fargo Street.

d. N. Kerby Avenue northerly of N. Monroe Street.

e. N. Monroe Street westerly of N. Kerby Avenue.

6. State shall, upon completion of project, deed to City all State's right, title, and interest in those portions of right of way acquired to construct the connecting streets and cul-de-sacs as referred to and described in paragraphs 4 and 5 above.

7. State shall close the following streets in the following manner at the following locations: (All points of closure are shown by means of red lines on the attached Exhibit A and said streets shall be closed between these points within the access control area of the throughway approximately as shown colored in yellow on the attached Exhibit A.)

a. N. Morris Street at the easterly property line of N. Mississippi Avenue and the southeasterly right of way boundary line of the connecting ramps.

b. An alley lying between N. Morris Street and N. Monroe Street at the southeasterly right of way boundary line of the connecting ramps.

c. N. Monroe Street at the northeasterly edge of N. Mississippi Avenue Overcrossing Structure and also at the northwesterly and southeasterly right of way boundary lines of the connecting ramps.

d. An alley lying between N. Monroe Street and N. Fargo Street at the northwesterly and southeasterly right of way boundary lines of the connecting ramps.

e. N. Fargo Street at the northwesterly and southeasterly right of way boundary lines of the connecting ramps.

f. An alley lying between N. Fargo Street and N. Cook Street at the northwesterly and southeasterly right of way boundary lines of the connecting ramps.

- g. N. Cook Street at the southeasterly right of way boundary line of the connecting ramp.
- h. N. Cottage Court at the northerly property line of N. Stanton Street.
- i. N. Albina Avenue at the northerly property line of N. Stanton Street and the southerly property line of N. Monroe Street.
- j. N. Borthwick Avenue at the southeasterly and northwesterly right of way boundary lines of the connecting ramps.
- k. N. Kerby Avenue at the southeasterly and northwesterly right of way boundary lines of the connecting ramps.
- l. N. Commercial Avenue at the southeasterly right of way boundary line of the connecting ramp and at the southerly property line of N. Cook Street.

THINGS TO BE DONE BY CITY:

- 1. City approves the RECITALS herein, Exhibit A, THINGS TO BE DONE BY STATE, and all other provisions of this agreement.
- 2. City shall, upon completion of the project, assume State's right, title, and interest in those portions and maintain, as city streets, the streets shown in orange on Exhibit A which are to be constructed or reconstructed, all pursuant to paragraphs 4, 5, and 6 under THINGS TO BE DONE BY STATE.
- 3. City shall enact an ordinance designating the following streets as one-way streets:
 - a. N. Fremont Street from N. Vancouver Avenue westerly to N. Commercial Avenue.
 - b. N. Ivy Street from N. Commercial Avenue easterly to N. Vancouver Avenue.
 - c. N. Cook Street from N. Commercial Avenue easterly to the east-bound connecting ramp.
 - d. N. Commercial Avenue from N. Fremont Street southerly to N. Cook Street and to be utilized as a portion of the westbound connecting ramp.
 - e. N. Gantenbein Avenue from N. Cook Street (western portion of N. Cook Street) northerly to N. Ivy Street.
- 4. City shall enact an ordinance prohibiting parking, except for emergencies, within the boundary lines of the throughway on that portion of the project within the city limits. It is agreed, however, that this provision shall not necessarily apply to the streets as shown colored in orange on Exhibit A.

Approved: FB Klaboe, DJ Barbee
2/28/65; Revise Item 5, this sheet only.

5. City consents to the closure of those streets referred to and described in paragraph 7 under THINGS TO BE DONE BY STATE, as shown by means of red lines, and further, to those streets as shown closed by means of green lines as referred to and described in prior agreements between City and State dated April 10, 1959, and July 28, 1961.

GENERAL PROVISIONS:

1. State and City agree that this agreement shall be subject to concurrence of the Oregon Division Engineer of the Bureau of Public Roads or his duly authorized representative, and prior approval shall be obtained regarding this agreement or any future changes.

2. It is mutually agreed and understood between City and State that a pedestrian-activated signal shall be installed in the vicinity of the N. Cook Street-N. Commercial Avenue intersection; however, said matter will be covered under separate agreement between City and State.

IN WITNESS WHEREOF, the parties hereto have caused this supplemental agreement to be signed by their respective officials and have caused their respective seals to be affixed hereto. City's Mayor and Commissioner of Public Works have acted in this matter pursuant to Ordinance No. 122925 passed by its City Council on the _____ day of JUL 21 1965, 19__.

This supplemental agreement was approved by the Oregon State Highway Commission on Aug 25, 1966, at which time the Secretary for the Commission was authorized and directed to sign said agreement for and on behalf of the Commission. Said authority is set forth in Volume 51, Page _____, Minute Book of the Oregon State Highway Commission.

APPROVED:
FB Klaboe
Assistant State Highway Engineer

Floyd Query
Floyd Query, Secretary

APPROVED:
F. J. Fowler
Highway Engineering Coordinator

CITY OF PORTLAND, by and through its Mayor and Commissioner of Public Works

Tony S. Schaub
Mayor

APPROVED:
[Signature]
City Engineer

Wm A. Bousie
Commissioner of Public Works

APPROVED AS TO FORM:
Alexander H. Brown
City Attorney

DNH:mm
11/22/65
12/28/65
Approved A. E. Bengtson
Traffic Engineer -4-

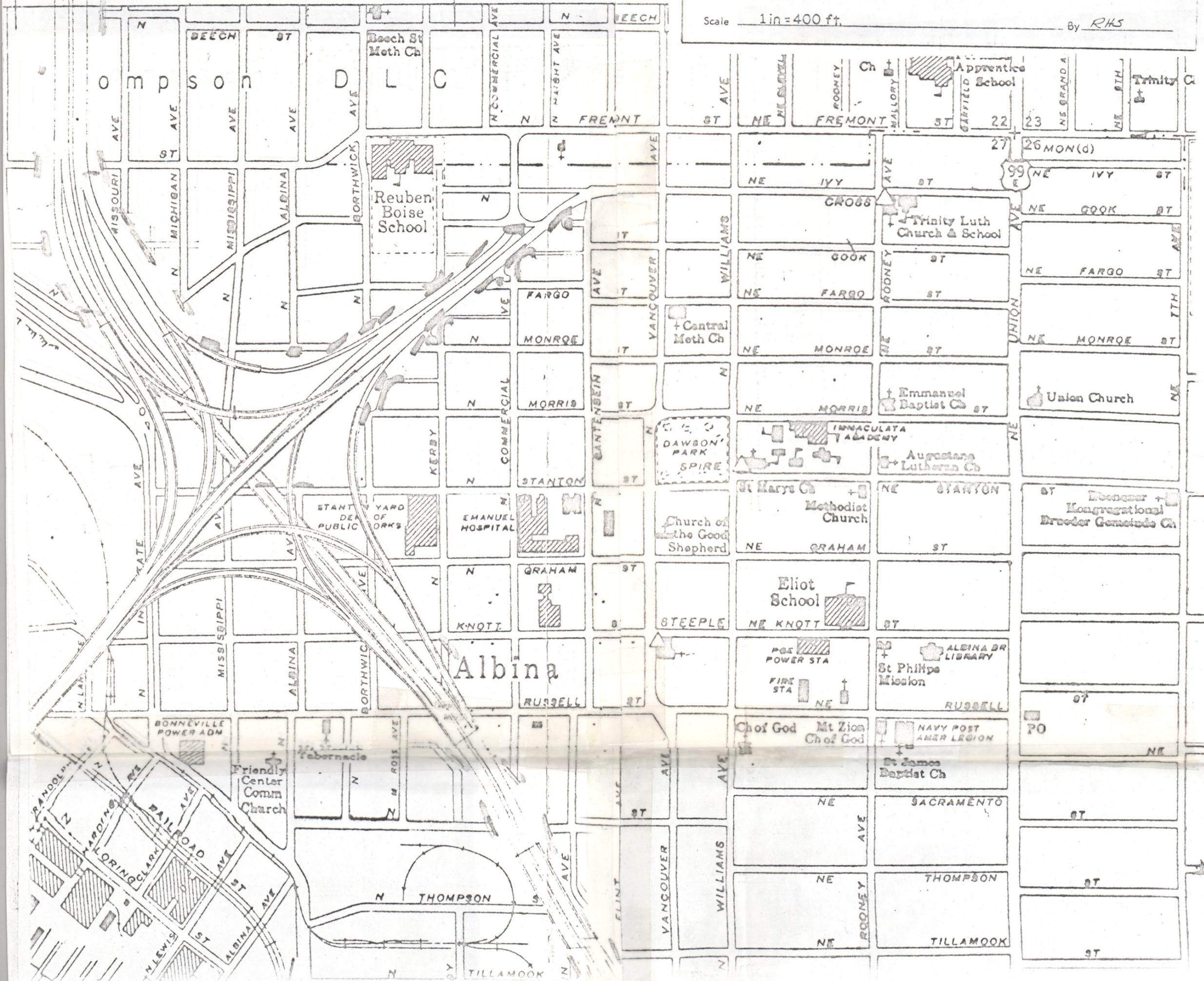
EAST FREMONT INTERCHANGE
STADIUM FREEWAY

Metro Engr. A.E. JOHNSON

Date Dec. 16, 1965

Scale 1 in = 400 ft.

By R.H.S.



50
April 20, 1973

Neil Goldschmidt

Commissioner Anderson, Commissioner Ivancie, Commissioner
McCready, Commissioner Schwab

Correspondence Relating to Changing the Name of the Fremont Bridge

Attached are some correspondence that I have received regarding changing the Fremont Bridge's name to the Kennedy Bridge in honor of the late president. If you have received any other similar requests or feel this is worthy of further discussion, I would be happy to meet with you at a later date to review this proposal. Let me know. Thank you.

NG. jc. pns

Attachments

cc: Edith Green
Mike Gleason
Benjamin McCanna

April 20, 1973

Mr. Benjamin McCanna
316 N. E. 60th, Apt. 3A
Portland, Oregon 97213

Dear Mr. McCanna:

Enclosed is a copy of a memorandum that I have circulated to the City Council regarding your request to change the name of the Fremont Bridge to the Kennedy Bridge. I appreciate your taking the time and interest to write regarding this matter.

I will let you know if there has been any future developments. If I can be of further assistance to you, please do not hesitate to contact me.

Sincerely,

Neil Goldschmidt

NG. jc. pns
Enclosure

cc: Edith Green

Portland Ore
April 7-1973

Honorable Neil GOLDSCHMIDT,

Mayor City of Portland Oregon
303 City Hall

RECEIVED

APR 10 1973

MAYOR'S OFFICE

On April 6-1973 I had a very pleasant phone conversation with your secretary. It was her instructions that I submit in writing to you the idea that favorable consideration be given by our City to dedicating the Fremont Bridge to the memory of John F. Kennedy, instead of General Fremont. I enclose a copy of Edith Green's letter of April 2-1973.

Over a period of time, I have
suggested the idea to various
Highway officials both past
& present. This great bridge
will in future years be the
Trade Mark of this City. Very
~~few~~ ^{few} living, are aware of General
Simons' deeds. Therefore this bridge
deserves to be named for a ^{young}
martyred President, who left his
mark as a profile in Courage.
Will you please use your good
office to make this a reality.

Sincerely
Benjamin McCanna
311 2560 apt 3A

EDITH GREEN
30 DISTRICT, OREGON

COMMITTEE:
APPROPRIATIONS

Congress of the United States
House of Representatives

Washington, D.C. 20515
April 2, 1973

WASHINGTON OFFICE
MARILYN STAPLETON
ADMINISTRATIVE ASSISTANT
PHONE: 225-4811

PORTLAND OFFICE
STAN SWAN
ADMINISTRATIVE ASSISTANT
PHONE: 221-2129

Benjamin McCanna
316 N. E. 60, Apt. 3A
Portland, Oregon

Dear Ben:

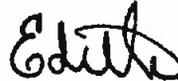
Your recent letter was most interesting and I wish I might have been in Portland to see the center span of the Fremont Bridge being placed in position.

Your suggestion that it be called the Kennedy Bridge is really a very good one. I like the analogy pointing out that the bridge goes from the east side to the west bank to an area where a great many underprivileged people live. Certainly John Kennedy will be remembered as a President who tried to bridge the gap between generations and between various social and economic groups.

However, since this is not a matter over which Congress has any jurisdiction, may I suggest that you talk directly with Neil Goldschmidt and Mike Gleason. They would be in a better position to see that your suggestion is considered.

Warm personal regards.

Sincerely,



Edith Green

EG:bh